

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving traffic and parking modifications and amending the Transportation Code, Division II to restrict commercial passenger vehicles seating nine or more persons from streets in the Alamo Square neighborhood.

**SUMMARY:**

- Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulations changes.
- Residents of the Alamo Square neighborhood, including the Alamo Square Neighborhood Association have expressed concern about the impacts from, and high volume of, tour buses operating in the neighborhood.
- Staff recommends that the Transportation Code be amended to restrict commercial passenger vehicles with nine or more seats on specified street segments in the Alamo Square neighborhood, and proposes two options; Option 1 would restrict these vehicles throughout the Alamo Square neighborhood as requested by the Alamo Square Neighborhood Association, while Option 2 would impose the same restrictions except that enclosed buses would be permitted on Hayes Street between Divisadero and Webster streets.
- Staff recommends that employer shuttle buses be exempted from these restrictions.
- Staff recommends that the existing Tour Bus Loading Zone on the north side of Fell Street just west of Divisadero Street be relocated to the north side of Fell Street just east of Pierce Street.
- Staff recommends that an expired exception to street restrictions in the Transportation Code for school pupil activity buses be repealed.

**ENCLOSURES:**

1. SFMTAB Resolutions
2. Amendment to Division II of the Transportation Code

**APPROVALS:**

**DATE**

DIRECTOR \_\_\_\_\_ 11/12/13

SECRETARY \_\_\_\_\_ 11/12/13

**ASSIGNED SFMTAB CALENDAR DATE:** November 19, 2013

## **PAGE 2.**

### **PURPOSE**

This calendar item seeks the approval of the SFMTA Board of Directors for various traffic and parking modifications in response to requests from the Alamo Square Neighborhood Association (ASNA) and others for relief from the high volume of tour buses currently operating in this neighborhood and the negative noise, traffic, safety and quality of life impacts due to these vehicles.

### **GOAL**

This action is consistent with the following SFMTA Strategic Plan goals and objectives.

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

Goal 3: Improve the environment and quality of life in San Francisco

Objective 3.2: Increase the transportation system's positive impact on the economy.

### **DESCRIPTION**

The "Painted Ladies" Victorian homes on the east side of Steiner Street between Hayes and Grove streets are a popular attraction for San Francisco visitors (see Figure 1). Many tour buses travel through the neighborhood in order to provide patrons with the famous view of these homes from the overlook in Alamo Square Park near the intersection of Hayes and Pierce streets or from the Hayes Street roadway. Many residents of the Alamo Square neighborhood object to the engine noise, amplified loudspeaker noise, traffic impacts, parking impacts, vehicle size and the large volume of tour buses that travel through this neighborhood.



**Figure 1 - View of Victorian homes on Steiner Street from Alamo Square Park**

### *Timeline*

In September 2011, the Alamo Square Neighborhood Association (ASNA) requested that the SFMTA prepare a comprehensive plan for tour bus traffic around Alamo Square Park. In December 2011, the SFMTA completed a report entitled Alamo Square Tour Bus Study which documented tour bus volumes, circulation patterns and traffic, parking, noise, transit and other issues in the Alamo Square area. In March 2012, ASNA requested that commercial vehicles with more than nine seats be restricted from neighborhood streets, with the exception of buses provided by employers to transport employees to work (“Employer Shuttle Buses”). In October 2012, the SFMTA received environmental clearance through the Planning Department to adopt the requested restrictions. The SFMTA established a Tour Bus Loading Zone on the north side of Fell Street just west of Divisadero Street in February 2013, so that some tour buses could drop off passengers within walking distance of Alamo Square without the buses driving on streets immediately adjacent to Alamo Square Park. In September 2013, ASNA reiterated its request for restricting tour buses with more than nine seats (except Employer Shuttle Buses) within the area bounded by Fell Street on the south, Divisadero Street on the west, Golden Gate Avenue on the north and Webster Street on the east, and stated its support for relocating the tour bus loading zone on Fell Street just west of Divisadero Street to Fell Street just east of Pierce Street.

### *Tour Bus Volumes and Travel Patterns*

In October 2011, SFMTA observed tour bus conditions in the Alamo Square for over four hours at different times of the day and week. Tour buses were observed using a variety of routes to travel through the neighborhood, but nearly all of the buses operated on the portion of Hayes Street between Pierce and Steiner streets at some point (see Figure 2). The various types of

buses and the number of buses observed are shown on Figure 3. Approximately half of the buses observed (47 percent) were “Hop-on Hop-Off” type buses, that sell tickets to individual passengers and allow customers to get off the bus at various points along the route and catch a later bus operated by that company if they so desire. Most of these buses are open-topped double-decked buses or motorized cable cars. Approximately 27 percent of the buses observed were traditional full-sized enclosed tour buses that transport groups of visitors as opposed to individual riders. Another 27 percent were smaller buses used by small groups of visitors, and three percent were full-sized enclosed Employer Shuttle Buses used to transport San Francisco residents to work sites outside San Francisco. During this observation period, there was an average of approximately one bus every three minutes on the Alamo Square streets most heavily used by tour buses.

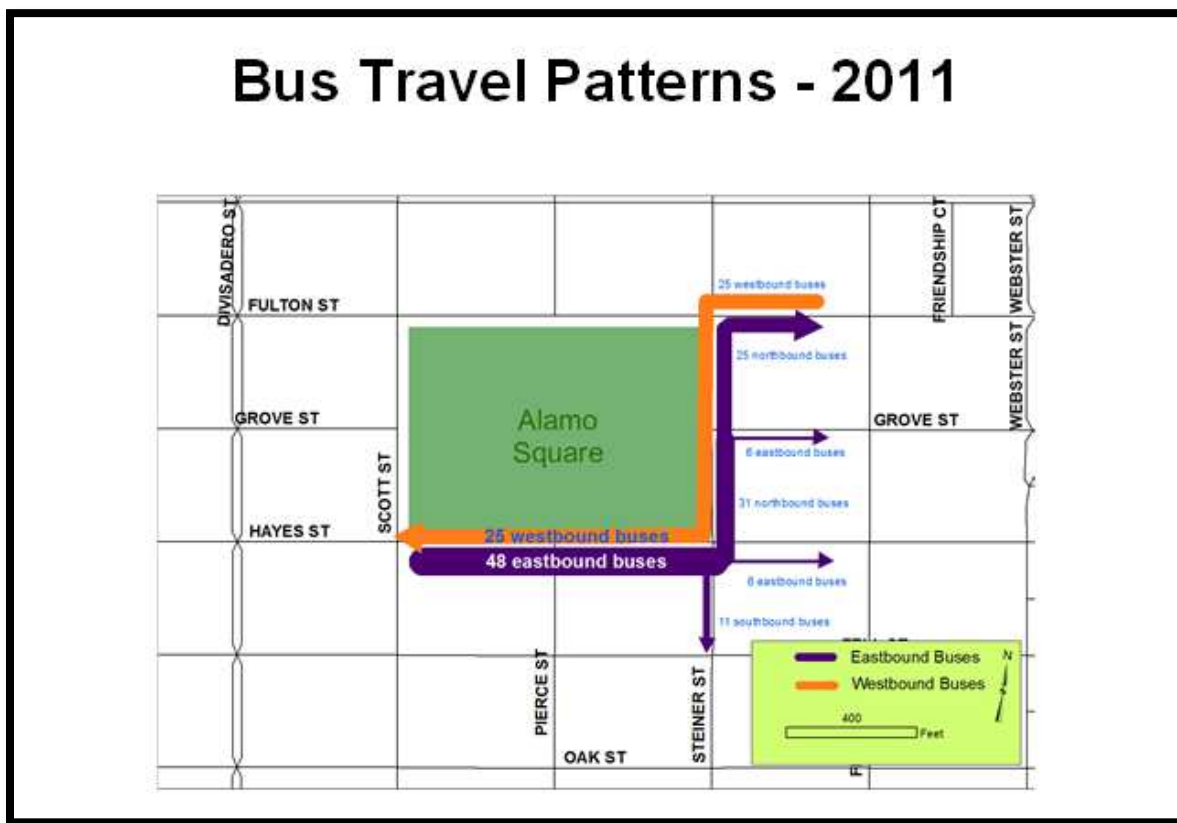


Figure 2 – Tour Bus Travel Patterns



**Figure 3 – Volume of buses by type of bus - 2011 Observations**

In mid-2012, members of the San Francisco Tour Operators Association (SFTOA), an organization of local hop-on and hop-off bus operators and conventional tour bus operators, voluntarily stopped operating their buses on the streets immediately bordering Alamo Square Park and either relocated to nearby streets such as Fell and McAllister streets or stopped operating in the Alamo Square area completely.

In June 2013, ASNA requested that the SFMTA collect updated tour bus volume information. This information is summarized on Figure 4. These observations indicated a reduction in hop-on hop-off tour bus activity compared to the October 2011 observations, and an overall reduction in tour bus activity from one bus approximately every three minutes to one bus approximately every 7.5 minutes. While the volume of hop-on hop-off buses declined between these two observation periods, the volume of enclosed tour buses remained about the same. The percentage of employer buses increased in the 2013 observations in part because the observations took place earlier in the day at the request of ASNA. Since the June 2013 observations, some hop-on hop-off operators have returned to operating on the streets directly around Alamo Square.



**Figure 4 – Volume of buses by type of bus - 2013 Observations**

*Tour Bus Impacts*

Tour buses operating near Alamo Square have caused delays to traffic and transit by slowing or stopping on Hayes Street to allow passengers to see and photograph the view of the Painted Ladies (see Figure 5). Some tour buses stop in Muni bus stops or in front of driveways to allow passengers to get out of the bus and walk to Alamo Square Park (see Figures 6 and 7). Some unenclosed tour buses use amplified sound to provide narration to passengers. Bus engine noise can be disruptive to nearby residents, particularly when the buses are climbing hills. Many large tour buses are not able to make right turns on Alamo Square area streets without crossing over into the lane of oncoming traffic (see Figure 8). Tour bus engine idling and emissions are also a source of complaints.





Figure 5 – A stopped tour bus on eastbound Hayes Street delays a Muni 21 Hayes bus



Figure 6 - Tour buses parked in front of Ida B. Wells School driveway on Pierce Street



**Figure 7 - Tour bus parking in Muni bus zone on Hayes Street**



**Figure 8 – Tour bus making wide turn onto westbound Hayes Street**



*Tour Bus Benefits*

Tour buses provide a way for San Francisco visitors to see many popular attractions in a short period of time without having to rent an automobile. Fully-occupied buses are more environmentally friendly than automobiles, require less space to park than the number of automobiles needed to carry the same number of people, and appear to be popular with many San Francisco visitors. The tourism industry is an important element of San Francisco's economy, and tour buses serve the travel needs of many of these visitors.

*Fell Street Tour Bus Loading Zone*

In order to reduce the impact of tour bus traffic directly around Alamo Square park but still provide a means for visitors to reach the Alamo Square area by tour bus, the SFMTA staff worked with ASNA, the Divisadero Street merchants and several local hop-on hop-off tour bus operators to establish a Tour Bus Loading zone on the north side of Fell Street just west of Divisadero Street. This zone was approved as a six-month trial in August 2012 and was established in February 2013. Residents of the mixed-use building adjacent to this tour bus loading zone have complained about the noise, vibration, parking and traffic impacts of this zone. The buses can cause vibration within the adjacent building and the use of amplified loudspeakers while the bus is stopped can also be disruptive to residents. Additionally, if buses do not pull over all the way the curb when stopping at this zone, they block the right traffic lane of Fell Street, as shown on Figure 9. The zone removed three metered parking spaces on Fell Street.



**Figure 9 – Tour bus loading zone on Fell at Divisadero Streets**

An alternative location for this zone is the north side of Fell Street just east of Pierce Street (see Figure 10). This location is closer to Alamo Square Park than the Fell/Divisadero location, and is located adjacent to a large retaining wall at the base of the Ida B. Wells School site. Because there is no building immediately adjacent to this location, this location would be less likely to generate bus noise and vibration complaints. Because there is no bike lane on this block of Fell Street, traffic lanes are somewhat wider than on the block west of Divisadero Street. The left traffic-lane-plus-parking-lane on the south side of Fell Street is currently 20 feet, nine inches wide, while the right traffic-lane-plus-parking-lane is 18 feet wide. If a tour bus loading zone is approved on the north side of this block, it would be possible to restripe the traffic lanes so that the right traffic-lane-plus-parking-lane is 20 feet, nine inches wide rather than the left traffic-lane-plus-parking-lane. This would provide more space for traffic to pass buses stopped at the north curb of Fell Street. The 20-foot-nine-inch width of the right traffic-lane-plus-parking-lane would be substantially wider than the existing width available than the right traffic-lane-plus-parking-lane available on San Francisco streets such as Lombard Street between Van Ness Avenue and Richardson Avenue (18 feet); 19th Avenue south of Lincoln Way (18 feet); Van Ness Avenue between Market and North Point streets, (19 feet, six inches); and slightly wider than the right traffic-lane-plus-parking lane on California Street between Fillmore and Baker streets (20 feet, six inches).



**Figure 10 – North side of Fell Street east of Pierce Street**

One disadvantage of this location for a tour bus loading zone is that it is just west of the crest of the hill of Fell Street. If buses do not pull all the way over to the curb when stopping at this zone, they could interfere with traffic flow in the right lane of Fell Street. Double-parked vehicles would not be visible to westbound motorists until they have crested the hill just west of Steiner Street.

The tour bus loading zone is proposed to be 100 feet in length, have a five-minute time limit and be in effect from 9 a.m. to 8 p.m. every day. The zone would be long enough to accommodate a maximum of two full length buses. After 8 p.m., the zone would be available for parking for any vehicle. It is anticipated that the zone would be used primarily by hop-on hop-off buses, as is the case for the existing tour bus loading zone on Fell Street at Divisadero Street. A 20-foot-long red zone is proposed between the west end of the Tour Bus Loading Zone and the crosswalk crossing Fell Street in order to ensure adequate visibility of pedestrians around stopped buses. If enclosed tour bus operators wished to use this zone to drop-off their passengers so they could walk to Alamo Square Park, they would need to unload their passengers and then leave the zone and return later to pick up their passengers. Allowing buses to park long enough for passengers to walk to and from Alamo Square Park would require an increase in the length of this zone and would require removing additional on-street parking, which may not be acceptable to many nearby residents. The zone will require parking enforcement to prevent vehicles other than tour buses from parking there and to prevent tour buses from exceeding the five-minute time limit.

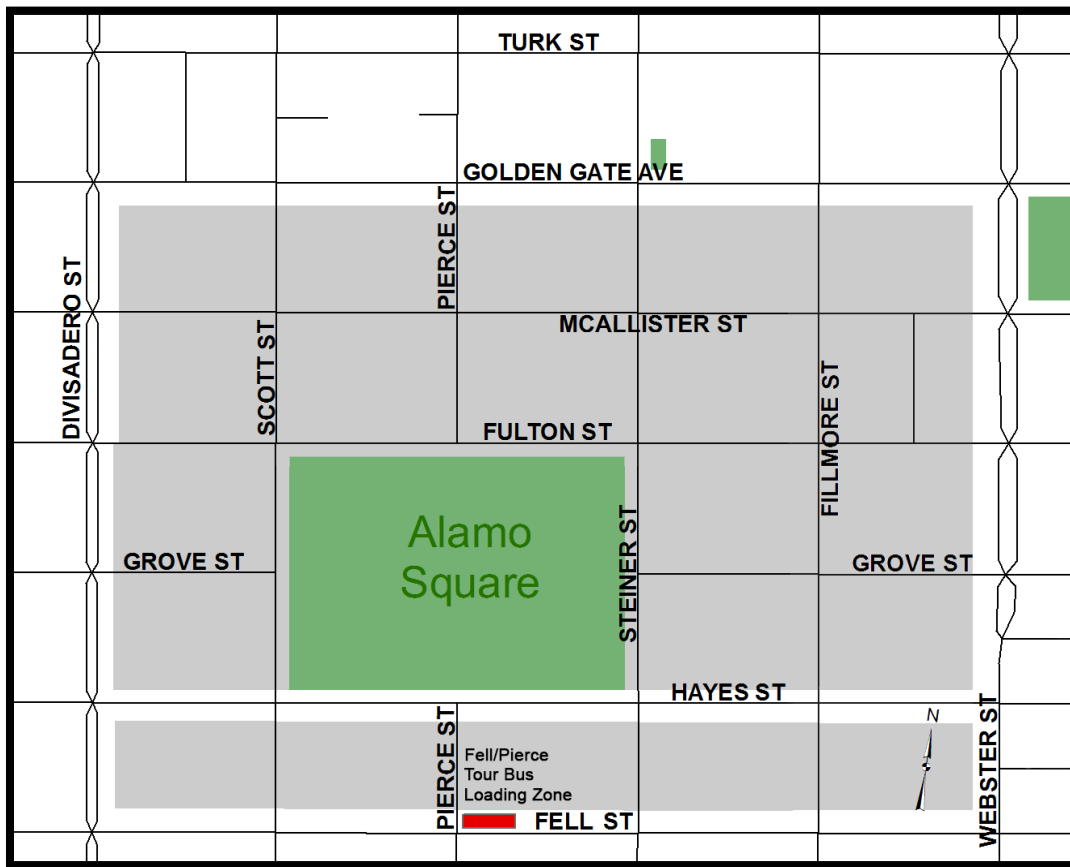
*Tour Bus Restrictions: Options 1 and 2*

Two variants of the proposed restrictions are proposed. Option 1 would restrict all commercial vehicles with nine or more seats within the restricted area with the exception of Employer Shuttle Buses. Option 2 would do the same thing, except that it would also allow enclosed commercial vehicles with nine or more seats to travel on Hayes Street between Divisadero and Webster streets without stopping or turning onto north-south streets within the restricted area. The purpose of this alternative is to afford an opportunity for tour bus passengers with mobility issues to experience the view of the Painted Ladies from the bus while moving along Hayes Street. In order to make this alternative workable, enforcement officers would need to be present to prevent tour buses from double parking or stopping in Muni bus zones or driveways while passengers look at the view. In order to discourage bus drivers from stopping in front of the driveway to Ida B. Wells School on Pierce Street, staff recommends that this driveway be legislated as a Tow-Away No Stopping Any Time zone if Option 2 is selected. This regulation is intended to be an additional cue to tour bus drivers that they are not allowed to drive or stop on Pierce Street and would make it easier for Parking Control Officers to cite violators.



**Option 1 – All streets north of Fell, east of Divisadero, south of Golden Gate and west of Webster restricted to commercial vehicles with nine or more seats except employer buses, tour bus loading zone on Fell Street east of Pierce Street**





**Option 2 -- All streets north of Fell, east of Divisadero, south of Golden Gate and west of Webster restricted to commercial vehicles with nine or more seats except employer buses and enclosed buses would be allowed on Hayes Street, tour bus loading zone on Fell Street east of Pierce Street.**

Option 2 would allow buses to operate on Hayes Street, but would not allow them to turn onto any of the narrow north-south streets between Divisadero and Webster streets (Scott, Pierce, Steiner and Fillmore streets). This would reduce the incidence of large vehicles having to make wide turns that cross over into the opposing traffic lane. The buses would be allowed to turn onto Divisadero and Webster streets, which are considerably wider. A drawback of Option 2 is that it would require a rigorous level of parking enforcement to prevent tour buses driving on Hayes Street from either slowing to very low speeds or stopping or parking illegally to allow passengers to view the Painted Ladies. The SFMTA Enforcement Division is not currently staffed to provide the level of enforcement necessary to prevent illegal stopping and parking on this section of Hayes Street.

*Employer Shuttle Buses*

The Alamo Square Neighborhood Association request does not include restrictions on Employer Shuttle Buses at this time because the Association noted that these buses serve a different purpose. Many San Francisco residents use these buses as an alternative to driving to work. These buses do not stop in the traffic lanes of Hayes Street near the Painted Ladies viewpoint and do not use amplified loudspeakers.

*Repeal of Pupil Activity Bus Exception*

Regardless of which option is selected by the SFMTA Board, the proposed amendments would repeal an exception to the street restrictions for pupil activity buses operating on segments of Lyon and Chestnut Streets in the vicinity of the Palace of Fine Arts. This exception was necessary to enable these buses to access the Palace of Fine Arts during construction activities around the Palace of Fine Arts and the replacement of Doyle Drive. This exception is no longer necessary, and expired on September 30, 2011. Accordingly, it should be removed from the Transportation Code.

*Public Outreach*

Throughout the period between September 2011 and the present, the SFMTA engaged in a variety of efforts to seek a solution to the concerns raised about tour bus operations around Alamo Square. The SFMTA staff contacted representatives of the tour bus and travel industries to determine if there might be measures that could decrease the impact of tour buses on nearby residents short of a complete ban on tour buses in this area. In April 2013, the SFMTA organized a Tour Bus Workshop with representative of various San Francisco neighborhoods concerned with tour bus issues, the visitor industry and several public agency representatives. The proposed restrictions for tour buses around Alamo Square were presented at the SFMTA Policy and Governance (PAG) Committee meeting on August 16, 2013; at the SFMTA Citizens' Advisory Council (CAC) Operations and Customer Service Committee meeting on September 10, 2013; at the SFMTA Full Citizens' Advisory Council meeting on October 3, 2013; and at a publicly-noticed SFMTA public hearing on October 4, 2013, where testimony was provided by 30 speakers. Of the 30 speakers at the October 4 public hearing, 19 spoke of the negative impacts that tour buses have on the Alamo Square neighborhood, while 11 spoke in support of continuing to allow tour buses in the neighborhood. Nine of the speakers who were critical of tour buses mentioned support for Option 1, while three of them questioned whether there should be a tour bus loading zone anywhere on Fell Street. Of the eleven speakers who voiced support for retaining tour bus access to Alamo Square, six mentioned that they supported Option 2.

*Transit Service Impacts*

The SFMTA Transit Service Division has reviewed the proposed Tour Bus Restrictions for the Alamo Square area. The Division favors adoption of Option 1 in order to minimize impacts of slow moving tour buses on Muni trolley coaches operating on the 21 Hayes line on Hayes Street.

## **ALTERNATIVES CONSIDERED**

The SFMTA has explored various alternative methods of regulating the routes that tour buses use and the volume of tour buses that use specific streets. SFMTA has limited regulatory authority over tour buses that travel outside of the City, as most of the tour buses do, as these buses are subject to regulation by the California Public Utilities Commission.

SFMTA has considered limiting the number of tour buses in a particular neighborhood by regulating tour bus parking at particular destinations. If only a certain number of tour bus companies were allowed to stop at a given tour bus loading zone, this might limit the number of tour buses visiting that area. Such a system would require extensive parking enforcement at the permitted tour bus loading or parking sites to prevent unauthorized operators from using the zones. The system would require that not only local bus companies but bus companies from throughout the state and country purchase such parking permits in order to stop in restricted loading zones. In the Alamo Square neighborhood, there are currently no tour bus parking or loading zones directly adjacent to Alamo Square Park, and many tour bus operators visit the area by driving slowly on Hayes Street in order to provide a view of the Painted Ladies. Therefore, limitations on tour bus parking and loading activities would not be effective in reducing the tour bus volume in this neighborhood.

SFMTA has also considered designating certain portions of either Hayes or Fulton streets adjacent to Alamo Square Park as tour bus loading or parking zones. This would allow tour buses to legally stop near the viewpoint of the Painted Ladies so that passengers could either view the Painted Ladies from inside the bus or get off the bus and visit Alamo Square Park on foot. However, the provision of designated tour bus parking or loading zones alongside the park has been opposed by the Alamo Square Neighborhood Association and other residents because there would be no way to limit the number of buses arriving at any time and because of the loss of on-street parking.

## **FUNDING IMPACT**

Restricting tour buses in the Alamo Square neighborhood will require funds to fabricate and install signs that inform drivers of the restrictions, conduct outreach to tour bus companies to inform them of the restrictions and provide SFPD traffic enforcement. The signage cost is estimated at approximately \$6,000 and would come from the SFMTA's regular operating budget. The SFPD's traffic enforcement costs would come from the Police Department's operating budget. Relocation of the existing tour bus loading zone on Fell Street just west of Divisadero Street to Fell Street just east of Pierce Street would require funds to relocate parking signs and curb markings and to restripe traffic lanes on the block of Fell Street between Steiner and Pierce streets to provide more room for curb tour bus parking on the north side of Fell Street. These relocation costs will be paid by the tour bus company or companies that apply for the new tour bus loading zone.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The proposed parking and traffic modifications and street restrictions are subject to environmental review under the California Environmental Quality Act (CEQA). On September 24, 2013, the Department of City Planning determined that the implementation of the proposed tour bus restrictions in the Alamo Square area, under either Option 1 or Option 2 are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c) since the changes in traffic and parking regulations would not result in more than a negligible increase in use of the street. The Planning Department's environmental review determination is on file with the Secretary to the SFMTA Board of Directors.

The City Attorney's Office has reviewed this calendar item.

**RECOMMENDATION**

The SFMTA recommends that the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approve either the resolution adopting Option 1, amending the Transportation Code to restrict commercial passenger vehicles with more than nine seats, excepting employer shuttle buses, on street segments in the Alamo Square neighborhood and making traffic and parking modifications, including establishing a tour bus loading zone on the north side of Fell Street just east of Pierce Street, or Option 2, amending the Transportation Code to restrict commercial passenger vehicles with more than nine seats, excepting employer shuttle buses, on street segments in the Alamo Square neighborhood, but permitting enclosed commercial passenger vehicles to operate on Hayes Street between Divisadero and Webster Streets and making traffic and parking modifications, including establishing a tour bus loading zone on the north side of Fell Street just east of Pierce Street.



(Option 1)

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, Under the California Vehicle Code, the SFMTA Board of Directors has authority to restrict the use of particular streets by certain types of vehicles; and

WHEREAS, Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulation changes; and

WHEREAS, The Transportation Code restricts the use of certain street segments by commercial vehicles with nine or more seats (including the driver); and

WHEREAS, The neighborhood surrounding Alamo Square Park is a popular tourist destination; and

WHEREAS, A large volume of tour buses travel through the Alamo Square neighborhood, contributing to traffic, parking, safety and noise problems and causing delays to public transit service; and

WHEREAS, Many residents of the Alamo Square neighborhood object to the engine noise, amplified loudspeaker noise, traffic impacts, parking impacts, vehicle size and the large volume of tour buses that travel through this neighborhood; and

WHEREAS, The Alamo Square Neighborhood Association has requested that the SFMTA restrict commercial vehicles with nine or more seats in the neighborhood surrounding Alamo Square; and

WHEREAS, The existing tour bus loading zone on the north side of Fell Street just west of Divisadero Street has caused noise and vibration problems for residents on the north side of Fell Street; and,

WHEREAS, An alternate location for this tour bus loading zone has been identified on the north side of Fell Street just east of Pierce Street that is not adjacent to any residences; and

WHEREAS, The SFMTA has identified a need for traffic modifications as follows:

- A. RESCIND – TOUR BUS LOADING ZONE, 10 AM TO 6 PM EVERY DAY, FIVE-MINUTE TIME LIMIT – Fell Street, north side, from four feet to 82 feet west of Divisadero Street.
- B. ESTABLISH – NO STOPPING ANY TIME – Fell Street, north side, from Pierce Street to 20 feet easterly.
- C. ESTABLISH – TOUR BUS LOADING ZONE, 5-MINUTE TIME LIMIT, 9 AM – 8 PM EVERY DAY – Fell Street, north side, from 20 feet to 120 feet east of Pierce

Street.

WHEREAS, SFMTA staff recommends that the SFMTA Board of Directors amend San Francisco Transportation Code, Division II, to restrict commercial passenger vehicles with a seating capacity of nine or more persons (including the driver), other than employer shuttle buses from the area bounded by the southerly line of Golden Gate Avenue, the westerly line of Webster Street, the northerly line of Fell Street and the easterly line of Divisadero Street; and

WHEREAS, SFMTA staff recommends that the SFMTA Board of Directors amend the San Francisco Transportation Code, Division II, to repeal an exception to the street restrictions for pupil activity buses operating on segments of Lyon and Chestnut Streets in the vicinity of the Palace of Fine Arts since that exception expired on September 30, 2011; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and

WHEREAS, The San Francisco Planning Department has reviewed the proposed parking and traffic modifications and the proposed street restrictions and determined that these changes are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c); and

WHEREAS, A copy of the Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications set forth in items A through C; and be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends San Francisco Transportation Code, Division II, to restrict commercial passenger vehicles with a seating capacity of nine or more persons (including the driver), excepting employer shuttle buses, from the area bounded by the southerly line of Golden Gate Avenue, the westerly line of Webster Street, the northerly line of Fell Street and the easterly line of Divisadero Street, and repeal an expired exception to the street restrictions for pupil activity buses operating on segments of Lyon and Chestnut Streets in the vicinity of the Palace of Fine Arts.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 19, 2013.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

(Option 2)

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, Under the California Vehicle Code, the SFMTA Board of Directors has authority to restrict the use of particular streets by certain types of vehicles; and

WHEREAS, Under Proposition A, the SFMTA Board of Directors has authority to adopt parking and traffic regulation changes; and

WHEREAS, The Transportation Code restricts the use of certain street segments by commercial vehicles with nine or more seats (including the driver); and

WHEREAS, The neighborhood surrounding Alamo Square Park is a popular tourist destination; and

WHEREAS, A large volume of tour buses travel through the Alamo Square neighborhood, contributing to traffic, parking, safety and noise problems and causing delays to public transit service; and

WHEREAS, Many residents of the Alamo Square neighborhood object to the engine noise, amplified loudspeaker noise, traffic impacts, parking impacts, vehicle size and the large volume of tour buses that travel through this neighborhood; and

WHEREAS, The Alamo Square Neighborhood Association has requested that the SFMTA restrict commercial vehicles with nine or more seats in the neighborhood surrounding Alamo Square; and

WHEREAS, The existing tour bus loading zone on the north side of Fell Street just west of Divisadero Street has caused noise and vibration problems for residents on the north side of Fell Street; and,

WHEREAS, An alternate location for this tour bus loading zone has been identified on the north side of Fell Street just east of Pierce Street that is not adjacent to any residences; and

WHEREAS, The San Francisco Municipal Transportation Agency (“SFMTA”) has identified a need for traffic modifications as follows:

- A. RESCIND – TOUR BUS LOADING ZONE, 10 AM TO 6 PM EVERY DAY, FIVE-MINUTE TIME LIMIT – Fell Street, north side, from four feet to 82 feet west of Divisadero Street.
- B. ESTABLISH – NO STOPPING ANY TIME – Fell Street, north side, from Pierce

Street to 20 feet easterly.

- C. ESTABLISH – TOUR BUS LOADING ZONE, 5-MINUTE TIME LIMIT, 9 AM – 8 PM EVERY DAY – Fell Street, north side, from 20 feet to 120 feet east of Pierce Street;
- D. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Pierce Street, east side, from Hayes Street to 40 feet southerly (Ida B. Wells School driveway);

WHEREAS, SFMTA staff recommends that the SFMTA Board of Directors amend the San Francisco Transportation Code, Division II, to restrict commercial passenger vehicles with a seating capacity of nine or more persons (including the driver), other than employer shuttle buses from the area bounded by the southerly line of Golden Gate Avenue, the westerly line of Webster Street, the northerly line of Fell Street and the easterly line of Divisadero Street, but permitting enclosed commercial passenger vehicles to travel on Hayes Street between Divisadero and Webster Streets; and

WHEREAS, SFMTA staff recommends that the SFMTA Board of Directors amend the San Francisco Transportation Code, Division II, to repeal an exception to the street restrictions for pupil activity buses operating on segments of Lyon and Chestnut Streets in the vicinity of the Palace of Fine Arts since that exception expired on September 30, 2011; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and

WHEREAS, The San Francisco Planning Department has reviewed the proposed parking and traffic modifications and the proposed street restrictions and determined that these changes are categorically exempt from environmental review pursuant to Title 14 of the California Code of Regulations Section 15301(c); and

WHEREAS, A copy of the Planning Department's determination is on file with the Secretary to the SFMTA Board of Directors; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in items A through D; and be it

FURTHER RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends the San Francisco Transportation Code, Division II, to restrict commercial passenger vehicles with a seating capacity of nine or more persons (including the driver), excepting employer shuttle buses, from the area bounded by the southerly line of Golden Gate Avenue, the westerly line of Webster Street, the northerly line of Fell Street and the easterly line of Divisadero Street; permit enclosed commercial passenger vehicles to travel on Hayes Street between Divisadero and Webster Streets; and repeal an expired exception to the street restrictions for pupil activity buses operating on segments of Lyon and Chestnut Streets in the vicinity of the Palace of Fine Arts.



I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 19, 2013.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

[Transportation Code - Commercial Passenger Vehicle Restrictions around Alamo Square]

**Resolution amending Transportation Code, Division II, to amend the street restrictions applicable to commercial vehicles with a seating capacity of nine or more persons to include specified street segments in the vicinity of Alamo Square, excepting employer shuttle buses from those restrictions, and repealing an expired exemption from street restrictions for pupil activity buses on segments of Chestnut and Lyon Streets.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 500 of Division II of the Transportation Code is hereby amended by amending Section 503, to read as follows:

**SEC. 503. COMMERCIAL PASSENGER VEHICLES; RESTRICTED STREETS.**

(a) Prohibition. Operation of a commercial vehicle with seating capacity of nine or more persons (including the driver), used or maintained for the transportation of persons for profit, upon any Street listed in Section 503(b) is a violation of Division I-, Section 7.2.87 (Commercial Passenger Vehicle Restrictions).

(b) Restricted Streets. Except as otherwise provided in this Code, no person shall operate a commercial vehicle with seating capacity of nine or more persons, including the driver, used or maintained for the transportation of persons for profit, upon the following Streets or within the following areas:

- (1) 6th Avenue, between Lincoln Way and Kirkham Street.
- (2) 16th Avenue, between Lawton and Noriega Streets.

- (3) 15th Avenue, between 14th Avenue and Ortega Street.
- (4) 18th Street, between Church and Market Streets.
- (5) 25th Avenue between Lake Street and El Camino Del Mar.
- (6) 26th Avenue, between Geary Boulevard and California Street, except that tour buses of 6,000 pounds or less in weight may operate in this location.
- (7) Area bounded by Chestnut Street to Baker Street, to Marina Boulevard to Laguna Street, to Bay Street, to Franklin Street and returning to Chestnut Street, and including the boundary streets of the area.
- (8) Area bounded by southerly line of Bay Street and Columbus Avenue, westerly line of Taylor Street, northerly line of Union Street and easterly line of Polk Street.
- (9) Area bounded by the southerly line of Golden Gate Avenue, the westerly line of Webster Street, the northerly line of Fell Street and the easterly line of Divisadero Street, and excluding the boundary streets of the area, except that regularly-scheduled buses operated or chartered by an organization for the purpose of transporting its employees to or from their place of employment may operate in this location.
- (10) Baker Street between Richardson Avenue and Union Street.
- ~~(101)~~ Bay Street between Baker and Lyon Streets.
- ~~(112)~~ Beaumont Avenue between Anza and Turk Streets.
- ~~(123)~~ Broderick Street between O'Farrell and Turk Streets.
- ~~(134)~~ Broderick Street between Richardson Avenue and Union Street.
- ~~(145)~~ Chestnut Street between Lyon Street and Richardson Avenue.
- ~~(156)~~ Chestnut Street between Mason and Stockton Streets.
- ~~(167)~~ Corbett Avenue between 17th and 24th Streets.
- ~~(178)~~ Eddy Street between Divisadero Street and St. Joseph's Avenue.
- ~~(189)~~ El Camino Del Mar between 25th Avenue and Legion of Honor Drive.

(~~19~~20) El Camino Del Mar between the Presidio (approximately 290 feet east of 25th Avenue) and 25th Avenue.

(~~20~~1) Ellis Street between Divisadero Street and St. Joseph's Avenue.

(~~21~~2) Filbert Street between Lyon and Divisadero Streets.

(~~22~~3) Francisco Street between Mason and Stockton Streets.

(~~23~~4) Franklin Street between California and Lombard Streets.

(~~24~~5) Green Street between Grant Avenue and Montgomery Street.

(~~25~~6) Green Street between Polk and Mason Streets.

(~~26~~7) Greenwich Street between Lyon and Divisadero Streets.

(~~27~~8) Jones Street between Union Street and Pacific Avenue.

(~~28~~9) Larkin Street between Union Street and Pacific Avenue.

(~~29~~30) Leavenworth Street between Union Street and Pacific Avenue.

(~~30~~1) Lombard Street between Mason and Kearny Streets.

(~~31~~2) Lombard Street between Van Ness Avenue and Polk Street.

(~~32~~3) Lomita Avenue between 16th Avenue and Aloha Street.

(~~33~~4) Lyon Street between Francisco and Green Streets.

(~~34~~5) Mason Street between Lombard and Francisco Streets.

(~~35~~6) Montgomery Street between Green Street and Broadway.

(~~36~~7) Moraga Street between 16th and 17th Avenues.

(~~37~~8) Noriega Street between 14th Avenue and 16th Avenue.

(~~38~~9) Olympia Way between Clarendon Avenue and Panorama Drive.

(~~39~~40) Panorama Drive between Clarendon Avenue and Twin Peaks Boulevard.

(~~40~~1) Parker Avenue between Anza and Turk Streets.

(~~41~~2) Powell Street between Lombard and Francisco Streets.

(~~42~~3) Rossi Avenue between Anza and Turk Streets.

- (434) Seal Rock Drive between 45th Avenue and El Camino Del Mr.
- (445) St. Joseph's Avenue, between O'Farrell Street and Turk Street.
- (456) Stanyan Street between Anza and Turk Streets.
- (467) Stockton Street between Lombard and Francisco Streets.
- (478) Taylor Street between Columbus Avenue and Pacific Avenue.
- (489) Telegraph Hill Boulevard between Kearny Street and Coit Tower parking lot.
- (4950) Twin Peaks Boulevard between Clayton Street and Burnett Drive.
- (501) Union Street between Steiner and Lyon Streets.
- (512) Vallejo Street between Montgomery and Sansome Streets.
- (523) Vallejo Street between Polk and Mason Streets.

(c) Exceptions. The requirements of this Section shall not be applicable to:

(1) Any vehicle which is subject to the provisions of Sections 1031 to 1036, inclusive, of the California Public Utilities Code and which has received a certificate from the CPUC pursuant to those Sections declaring that the public necessity and convenience require the operation of the vehicle, provided that the certificate authorizes that vehicle to be operated within the City, and the vehicle is being operated for the purpose authorized in, and consistent with the terms of, the certificate. This exemption shall not apply to vehicles operated as round-trip sightseeing tour service as defined by the CPUC;

(2) Any commercial vehicle coming from an unrestricted Street having ingress and egress by direct route to and from that portion of the restricted Streets set forth ~~below~~ above, when necessary for the purpose of making pickups or deliveries of passengers, goods, wares and merchandise from or to any building or structure located on such restricted Street;

(3) Any vehicle owned by a public utility while in use in the construction, installation or repair of any public utility;

(4) Transit vehicles operated by the SFMTA along a regularly scheduled route;

- (5) School buses when operated for the transportation of school pupils;
- (6) Any jitney bus operating pursuant to authority granted by a City permit;
- (7) Any vehicle owned by the City while being used in the course of official business;
- (8) Any private vehicle that is operating pursuant to a contract with the City of San Francisco for the purpose of providing services to the public; or
- (9) Emergency vehicles;
- ~~(10) Through September 30, 2011, School Pupil Activity Buses operating on Lyon Street between Francisco and Lombard Streets or Chestnut Street between Lyon Street and Richardson Avenue. This exemption shall sunset and be of no further effect after September 30, 2011, except that the Director of Transportation is authorized to terminate the exemption authorized by this paragraph prior to that date if he or she determines that due to completion of construction activity, this exemption is no longer required.~~

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
DAVID A. GREENBURG  
Deputy City Attorney

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 19, 2013.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



**Resolution amending Transportation Code, Division II, to amend the street restrictions applicable to commercial vehicles with a seating capacity of nine or more persons to prohibit such vehicles, except regularly-scheduled employer shuttles, from operating on specified street segments in the vicinity of Alamo Square; allowing such vehicles that are fully enclosed to operate on Hayes Street between Divisadero and Webster Streets; and repealing an expired exemption from street restrictions for pupil activity buses on segments of Chestnut and Lyon Streets.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 500 of Division II of the Transportation Code is hereby amended by amending Section 503, to read as follows:

**SEC. 503. COMMERCIAL PASSENGER VEHICLES; RESTRICTED STREETS.**

(a) Prohibition. Operation of a commercial vehicle with seating capacity of nine or more persons (including the driver), used or maintained for the transportation of persons for profit, upon any Street listed in Section 503(b) is a violation of Division I-, Section 7.2.87 (Commercial Passenger Vehicle Restrictions).

(b) Restricted Streets. Except as otherwise provided in this Code, no person shall operate a commercial vehicle with seating capacity of nine or more persons, including the driver, used or maintained for the transportation of persons for profit, upon the following Streets or within the following areas:

(1) 6th Avenue, between Lincoln Way and Kirkham Street.

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w:\muniwebmaster\11-19-13 item 11 alamo square parking

- (2) 16th Avenue, between Lawton and Noriega Streets.
- (3) 15th Avenue, between 14th Avenue and Ortega Street.
- (4) 18th Street, between Church and Market Streets.
- (5) 25th Avenue between Lake Street and El Camino Del Mar.
- (6) 26th Avenue, between Geary Boulevard and California Street, except that four buses of 6,000 pounds or less in weight may operate in this location.

(7) Area bounded by Chestnut Street to Baker Street, to Marina Boulevard to Laguna Street, to Bay Street, to Franklin Street and returning to Chestnut Street, and including the boundary streets of the area.

(8) Area bounded by southerly line of Bay Street and Columbus Avenue, westerly line of Taylor Street, northerly line of Union Street and easterly line of Polk Street.

(9) Area bounded by the southerly line of Golden Gate Avenue, the westerly line of Webster Street, the northerly line of Fell Street and the easterly line of Divisadero Street, and excluding the boundary streets of the area, except that buses other than those that lack either a fixed solid roof covering all seating areas of the vehicle or side panels, which with any doors or windows closed, fully enclose the sides of the vehicle, shall be permitted on Hayes Street between Divisadero and Webster Streets, and regularly-scheduled buses operated or chartered by an organization for the purpose of transporting its employees to or from their place of employment may operate in the area described above.

(10) Baker Street between Richardson Avenue and Union Street.

(101) Bay Street between Baker and Lyon Streets.

(112) Beaumont Avenue between Anza and Turk Streets.

(123) Broderick Street between O'Farrell and Turk Streets.

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- (189) El Camino Del Mar between 25th Avenue and Legion of Honor Drive.
- (1920) El Camino Del Mar between the Presidio (approximately 290 feet east of 25th Avenue) and 25th Avenue.
- (201) Ellis Street between Divisadero Street and St. Joseph's Avenue.
- (212) Filbert Street between Lyon and Divisadero Streets.
- (223) Francisco Street between Mason and Stockton Streets.
- (234) Franklin Street between California and Lombard Streets.
- (245) Green Street between Grant Avenue and Montgomery Street.
- (256) Green Street between Polk and Mason Streets.
- (267) Greenwich Street between Lyon and Divisadero Streets.
- (278) Jones Street between Union Street and Pacific Avenue.
- (289) Larkin Street between Union Street and Pacific Avenue.
- (2930) Leavenworth Street between Union Street and Pacific Avenue.
- (301) Lombard Street between Mason and Kearny Streets.
- (312) Lombard Street between Van Ness Avenue and Polk Street.
- (323) Lomita Avenue between 16th Avenue and Aloha Street.
- (334) Lyon Street between Francisco and Green Streets.
- (345) Mason Street between Lombard and Francisco Streets.
- (356) Montgomery Street between Green Street and Broadway.
- (367) Moraga Street between 16th and 17th Avenues.

- (378) Noriega Street between 14th Avenue and 16th Avenue.
- (389) Olympia Way between Clarendon Avenue and Panorama Drive.
- (3940) Panorama Drive between Clarendon Avenue and Twin Peaks Boulevard.
- (401) Parker Avenue between Anza and Turk Streets.
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(2) Any commercial vehicle coming from an unrestricted Street having ingress and egress by direct route to and from that portion of the restricted Streets set forth ~~below~~ above, when necessary for the purpose of making pickups or deliveries of passengers, goods, wares and merchandise from or to any building or structure located on such restricted Street;

(3) Any vehicle owned by a public utility while in use in the construction, installation or repair of any public utility;

(4) Transit vehicles operated by the SFMTA along a regularly scheduled route;

(5) School buses when operated for the transportation of school pupils;

(6) Any jitney bus operating pursuant to authority granted by a City permit;

(7) Any vehicle owned by the City while being used in the course of official business;

(8) Any private vehicle that is operating pursuant to a contract with the City of San Francisco for the purpose of providing services to the public; or

(9) Emergency vehicles;

~~(10) Through September 30, 2011, School Pupil Activity Buses operating on Lyon Street between Francisco and Lombard Streets or Chestnut Street between Lyon Street and Richardson Avenue. This exemption shall sunset and be of no further effect after September 30, 2011, except that the Director of Transportation is authorized to terminate the exemption authorized by this paragraph prior to that date if he or she determines that due to completion of construction activity, this exemption is no longer required.~~

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APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
DAVID A. GREENBURG  
Deputy City Attorney

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\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency