

**Draft**

**ALAMO SQUARE TOUR BUS STUDY**



**Prepared by**

**SFMTA**

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The Alamo Square Neighborhood Association (ASNA) recently requested that the San Francisco Municipal Transportation Agency (SFMTA) collect information about existing tour bus traffic, parking, safety and noise impacts in order to assist ASNA in developing effective solutions to tour bus problems. This report summarizes SFMTA's observations of tour bus activity patterns and problems near Alamo Square collected primarily in mid-October 2011. It is hoped that a better understanding of how these buses currently operate may lead to effective solutions to problems created by tour buses in this neighborhood. Any recommendations regarding tour buses resulting from this effort need to be carefully integrated with other neighborhood traffic and safety initiatives, such as requests for traffic calming measures outlined in a letter from the Alamo Square Neighborhood Association dated September 14, 2011.

This report is organized into three sections. The first section briefly summarizes traffic, transit, bicycle, pedestrian and parking facilities and safety information in the area surrounding Alamo Square Park. The second section describes the findings of SFMTA's tour bus data collection and observations. The third section describes some possible remedies to existing tour bus problems and how they could be implemented.

## I. Existing Transportation Facilities

This section describes existing traffic, transit, parking, bicycle and pedestrian facilities and safety conditions near Alamo Square. Figure 1 shows Alamo Square Park and the surrounding area.

Traffic – Nearly all streets in the Alamo Square area have rights of way that are 68 feet, nine inches wide. The exception is Divisadero Street, which has a right of way of 82 feet, six inches. Oak, Fell and Divisadero streets are classified as Major Arterials in the Transportation Element of the San Francisco General Plan. Oak Street has three lanes of traffic in the eastbound direction and Fell Street has three westbound traffic lanes. Divisadero Street has two lanes in each direction. All other streets in the area have one lane of traffic in each direction and are non-arterial streets. Existing speed limits are 25 miles per hour (MPH) on all area streets, with the exception of Oak and Fell streets, which have 30 MPH speed limits, and the block of Hayes Street between Steiner and Pierce streets, which has a 15 MPH speed limit.

Transit - Muni 21 Hayes trolley coaches operate in both directions on Hayes Street on the south side of Alamo Square. Scheduled weekday bus frequencies are every nine minutes during the a.m. peak period, every 12 minutes during the midday, and every ten minutes during the pm peak period. Therefore, there are five scheduled 21 Hayes trolley coaches per hour in each direction on Hayes Street on weekdays during the middle of the day. Other Muni routes in the area include the 5 Fulton, which operates on McAllister Street within the Hayes Valley neighborhood; the 22 Fillmore which operates on Fillmore Street; and the 24 Divisadero, which operates on Divisadero Street. All four of these routes are trolley coach routes.

**FIGURE 1  
VICINITY MAP**



Figure 2 shows existing 21 Hayes bus stops in the Alamo Square neighborhood. This figure also shows existing STOP signs and traffic signals in the vicinity of Alamo Square. In some cases, 21 Hayes buses must stop twice at the same intersection due to the placement of bus stops and STOP signs. For example, 21 Hayes buses must stop at the “near” side of the intersection (before entering the intersection) at Steiner Street for the STOP sign and again at the “far” side of the intersection (after passing through the intersection) at the bus stop to load or unload passengers. Table 1 shows the number of 21 Hayes customers that get on and off at each of these bus stops on a typical weekday. The most heavily used 21 Hayes bus stops are at Hayes/Divisadero and Hayes/Fillmore (Muni transfer points) while the least heavily used bus stops are on Hayes Street at Webster, Scott, Pierce and Steiner streets.

**FIGURE 2**  
**Existing Bus Stops, STOP Signs and Traffic Signals**



**TABLE 1**  
**21 HAYES BUS STOP BOARDINGS AND ALIGHTINGS**

CROSS STREET	EASTBOUND			WESTBOUND			TOTAL
	ON	OFF	TOTAL	ON	OFF	TOTAL	
Divisadero	332	85	417	96	228	324	741
Scott	94	14	108	24	135	159	267
Pierce	79	37	116	29	131	160	276
Steiner	95	29	124	35	134	169	293
Fillmore	166	132	298	135	211	346	644
Webster	74	24	98	26	86	112	210

SOURCE: SFMTA Automatic Passenger Count Data Weekday, Sep-Oct, 2010

Parking – The only parking regulations on streets immediately surrounding Alamo Square Park are for once-a-week street cleaning. The Alamo Square neighborhood is

not part of the Residential Permit Parking program. Therefore, vehicles may be parked on these “unregulated” streets for up to three days at a time. There are parking meters on commercial portions of Divisadero and Fillmore streets. Parking enforcement on unregulated streets is performed only in response to complaints since there is no regular parking enforcement patrol on these streets.

Bicycles – There are dedicated bike lanes in both directions of Fulton Street through the Alamo Square neighborhood (Routes 20 and 45), on Webster Street between Grove and Sutter streets (Route 345), on northbound Scott Street between Haight and Fell streets (Routes 30 and 47) on westbound Fell Street between Scott and Baker streets (Route 30) and on eastbound Grove Street between Baker and Scott streets (Route 51). There are signed bike routes on Scott Street between Fell and McAllister streets, Hayes Street between Scott and Baker streets, on westbound McAllister Street and in both directions of Page Street through the neighborhood. Bicycle activity is highest on the neighborhood’s flatter streets.

Pedestrians – Sidewalk widths are 15 feet on most Alamo Square streets, with the exception of Fell, Fulton and Oak streets, where the sidewalks are 10 feet wide. Sidewalks on Hayes Street between Pierce and Scott streets are located at a higher elevation than the Hayes Street roadway.

Reported Collisions - The intersections with the highest volume of reported traffic collisions around Alamo Square Park are on Fulton Street. Of the eight intersections surrounding Alamo Square Park, the location with the highest number of reported collisions over the five year period from August 1, 2005 through July 31, 2010 is the intersection of Fulton and Steiner streets, with nine reported collisions. The intersection of Fulton and Scott streets had seven reported collisions. The other six intersections bordering Alamo Square Park each had either zero or one reported collision over this five-year period. Two of the collisions at the Fulton/Steiner intersection involved a bicycle and one involved a pedestrian. Buses were not involved in any of the reported collisions around Alamo Square during this five-year period.

## II. Tour Bus Data and Observations

SFMTA collected over four hours of data regarding existing tour bus and van patterns in the Alamo Square area in mid-October 2011, as well as an additional hour of data in mid-December 2011. SFMTA collected data on bus and van vehicle types, the streets and routes most commonly used by tour buses and vans to visit Alamo Square, whether the buses and vans stopped to drop-off or pick-up passengers, whether they impeded other traffic or used amplified sound equipment, and whether the buses were able to negotiate turns at Alamo Square neighborhood intersections without encroaching into adjacent traffic lanes.

Tour bus and van data was collected in mid-October on the following three dates and times:

Saturday, October 15, 2011: 11:43 a.m. - 1:23 p.m. (100 minutes)

Wednesday, October 19, 2011: 3:20 p.m. – 4:30 p.m. (70 minutes)

Friday, October 21, 2011: 9:30 a.m. – 10:55 a.m. (85 minutes)

Weather conditions were sunny and mild (between 65 and 75 degrees) on all three dates. Data was collected by a single observer located in Alamo Square Park where both the portion of Hayes Street between Pierce and Steiner streets and Steiner Street between Hayes and Grove streets could be observed. These two sides of the park were observed for a total of 255 minutes (four hours and 15 minutes). SFMTA also made observations on the Fulton Street side of Alamo Square on Wednesday, October 19, 2011, for 30 minutes, but since no tour buses or vans were observed on Fulton Street between Steiner and Pierce streets during this period no further data was collection on Fulton Street.

### Volume of Tour Buses

A total of 85 tour buses or vans were observed over the 255 minutes of observation time or an average of one tour bus or van every three minutes. The 85 buses or vans observed are broken down by vehicle type as described below and summarized on Table 2.

**Hop-On, Hop-Off Buses** – These buses are typically double-decked buses that are open to the air on at least one level and that sell tickets to individual riders and operate over a regular, fixed route. Passengers buy a ticket and can get on or off at designated stops and take a later bus if they desire. Examples include Open Top Sightseeing, SuperSightseeing and Skyview Tours.

**Full-Sized Tour Buses** - These are traditional enclosed tour buses, 40 to 45 feet in length that provide group tours. Examples include Silverado, Harvest Vacation and Coach 21.

**Small Buses and Vans** – These are either small buses less than 30 feet long used by groups of visitors, or vans used by either visitors, hospitals, senior citizen homes or others. Examples include Bauer, First Mobility, ABC Limo, Jewish Families and Mr. Toad Tours.

**Employer Buses** – These are full-sized, employer-sponsored buses designed to transport employees from San Francisco to employment sites such as Silicon Valley. Examples include Google and Apple buses.

**TABLE 2  
VOLUME OF BUSES AND VANS BY VEHICLE TYPE**

BUS TYPE	SAT. 10-15-11 11:43 am- 1:23 pm (100 minutes)	WED. 10-10-11 3:20 p.m. – 4:30 p.m. (70 minutes)	FRI. 10-21-11 9:30 a.m. – 10:55 a.m. (85 minutes)	TOTAL  (255 minutes)
Unenclosed Hop-On, Hop-Off	18	12	10	40 (47%)
Enclosed Full- Size Bus	7	5	11	23 (27%)
Small Enclosed Tour Bus Or Van	8	4	8	20 (24%)
Employer Bus	0	0	2	2 (3%)
<b>TOTAL</b>	<b>33</b>	<b>21</b>	<b>31</b>	<b>85 (100%)</b>
Bus Frequency	1 bus every 3 minutes	1 bus every 3.3 minutes	1 bus every 2.7 minutes	1 bus every 3 minutes

As shown on Table 2, nearly half of the buses and vans observed at Alamo Square were unenclosed hop-on, hop-off type buses. Use of these buses has grown significantly in San Francisco in the last several years. Traditional full-size enclosed tour buses made up about one-quarter of the buses observed. Smaller buses and employer buses together accounted for approximately one-quarter of the total buses observed.

Based on hotel occupancy data, October 2011 was a fairly busy month for tourism in San Francisco. As shown on Table 3, hotel occupancy was above 80 percent between April and October 2011, and under 80 percent between November 2010 and March 2011, reflecting a preference for visiting San Francisco during the warmer months. Table 3 indicates that occupancy over the 12-month period ending October 2011 peaked in August 2011 with an occupancy rate of 91.8 percent. The slowest month over this period was December 2010 at 68.6 percent. It should be noted that a popular event, the Nike Marathon, took place in San Francisco on Sunday, October 16 and may have affected tourism activity around the time when the tour bus and van data was collected.

**TABLE 3  
HOTEL OCCUPANCY BY MONTH**

MONTH	HOTEL OCCUPANCY
November 2010	71.2%
December 2010	68.6%
January 2011	69.6%
February 2011	76.1%
March 2011	77.9%
April 2011	80.4%
May 2011	85.4%
June 2011	87.2%
July 2011	89.9%
August 2011	91.8%
September 2011	90.7%
October 2011	87.3%

SOURCE: PKF Consulting, "Trends in the Hotel Industry" monthly reports.

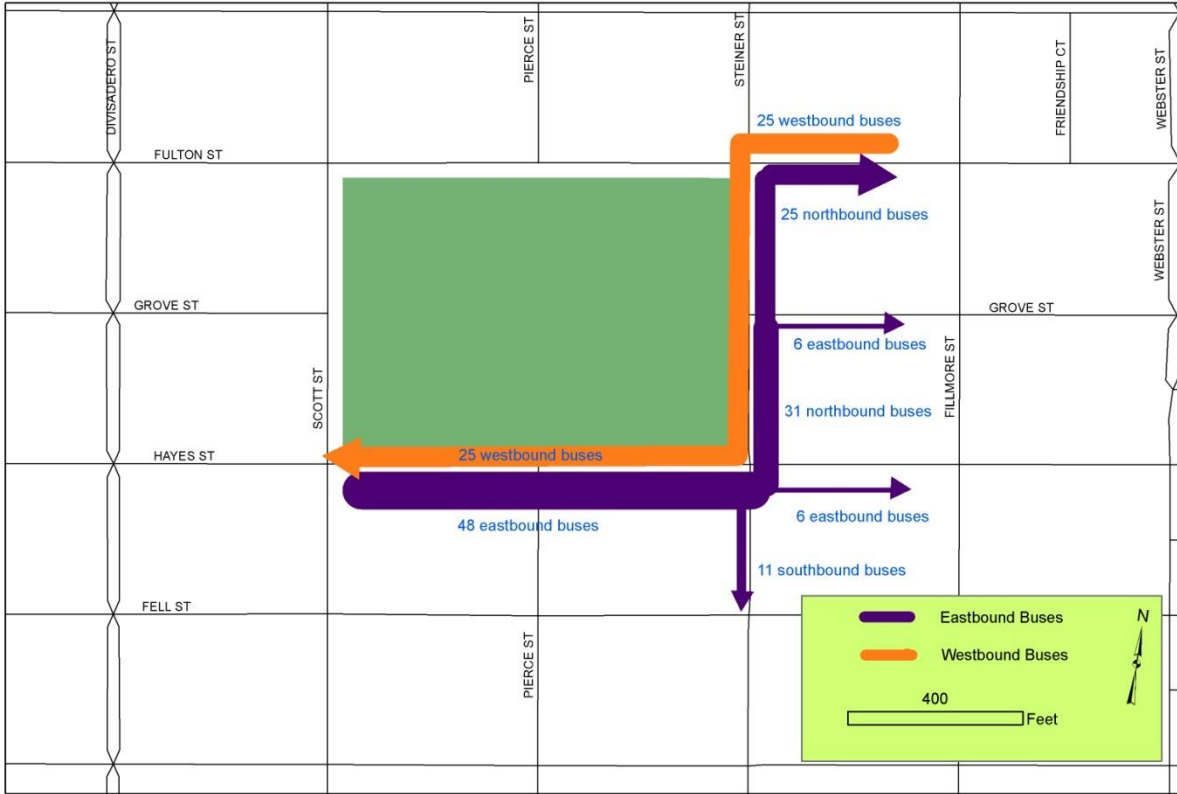
SFMTA also conducted one hour of tour bus and van observations at Alamo Square on Wednesday, December 14 between 1:35 and 2:35 p.m. and counted a total of seven tour buses during this relatively slow month for tourism. This was an average of one tour bus every 8.6 minutes, substantially less than the average of one tour bus or van every three minutes during the mid-October observations.

### Tour Bus Routes

Figure 3 shows the five most commonly used routes that SFMTA observed tour buses and vans using at Alamo Square in mid-October and the volume of buses on each of these routes. For example, twenty-five buses or vans went through the Alamo Square area in the westbound direction, using westbound Fulton Street to southbound Steiner Street to westbound Hayes Street. Twenty-five buses or vans used the reverse of this route by going east on Hayes Street between Pierce and Steiner streets, turning left onto northbound Steiner Street and then right onto eastbound Fulton Street. An additional six buses or vans used a variation of this route, using eastbound Grove Street instead of eastbound Fulton Street east of Steiner Street. Eleven buses or vans used eastbound Hayes Street and turned right onto southbound Steiner Street, and six buses or vans used eastbound Hayes Street straight through the area. Overall, 73 (48 + 25) of the 85 buses or vans observed in mid-October used the portion of Hayes Street between Steiner and Scott streets in either the eastbound or westbound direction, making these two blocks of Hayes Street the most heavily used by tour buses in the area. The second most heavily used block was Steiner Street between Grove and Hayes streets, used by 56 (31 + 25) tour buses and vans. The routes used by the 12 tour buses not shown on Figure 3 included a few buses that used westbound Grove Street to northbound Steiner Street, northbound Steiner Street to eastbound Grove Street, westbound Hayes Street to southbound Steiner Street and either northbound or southbound Steiner Street through the area.



**FIGURE 3**  
**Major Tour Bus Routes**



Tour Bus Companies

Table 4 shows the volume of tour buses observed operating at Alamo Square in mid-October and the name of the company. SFMTA observed a total of 38 different tour companies operating alongside Alamo Square. Two local hop-on hop-off operators (Open Top Sightseeing and SuperSightseeing) together accounted for 30 of these buses or 35 percent of the total number of buses and vans observed.

**TABLE 4  
TOUR BUS COMPANIES OBSERVED AT ALAMO SQUARE  
Mid-October 2011**

NUMBER OF BUSES/VANS	NAME OF COMPANY
16	Open Top Sightseeing
14	SuperSightseeing
6	Skyview
3	City Sightseeing
2	A Team, ABC Limo (small buses), A Capital Limo (small buses), Coach 21, Google, Harvest Vacation, Kings, Lion Travel, Michelangelo, motorized cable cars, Mobility Plus (short buses), Mr. Toad’s Tours (small buses), Urban Safari
1	Baglee Fleet, Bauer (short bus), Cardinal Point Oakmont Signature Living (small bus), Coach USA, Coach America, Deluxe Sightseeing, Divana Tour (van), Dylan’s Tours (short bus), Gray Line, Great Pacific Tours, Jewish Families (van), MTR Western, Ram Tours (van), Silverado, St. Mary’s Adult Day Care Center (small bus), Tour Coach, Tower Tours, (van), Unitrans Express (van), unmarked van

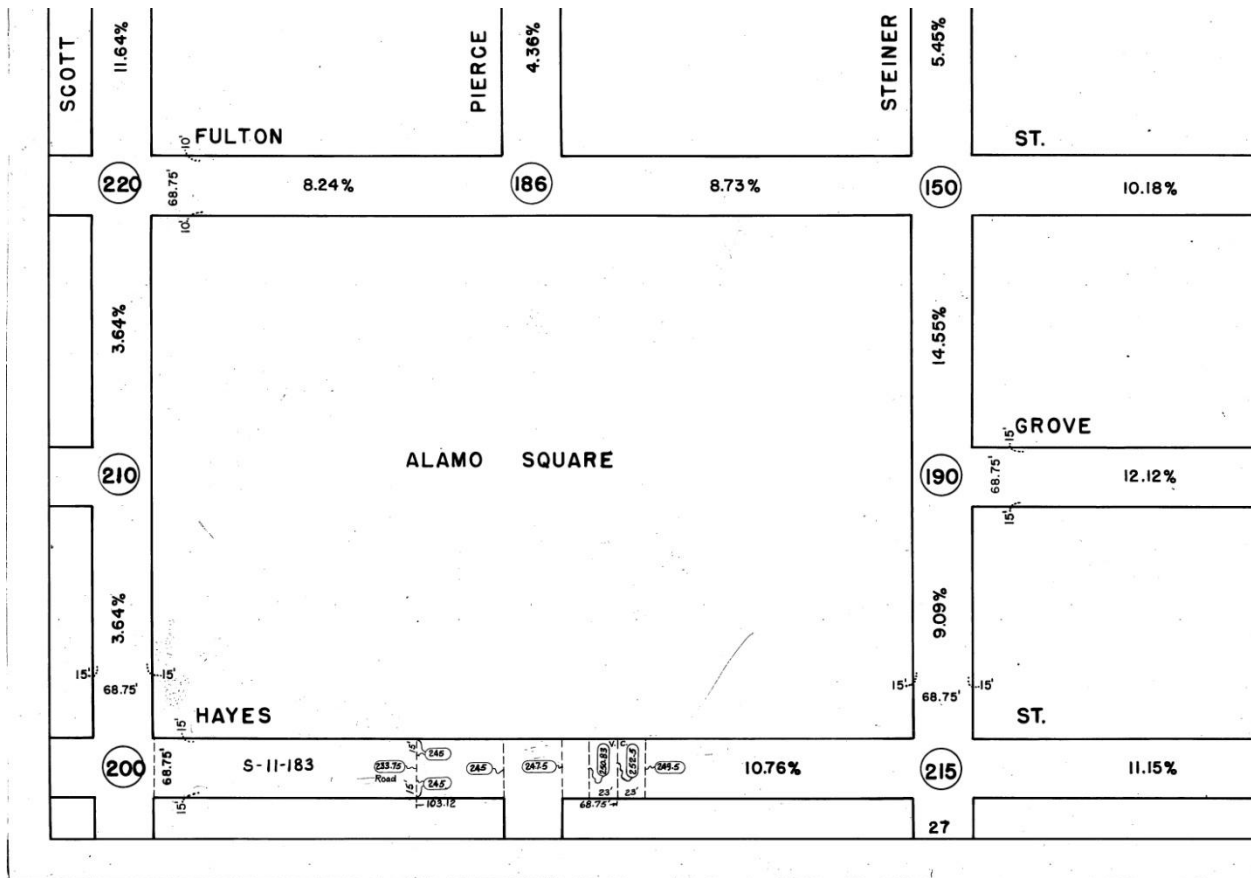
Tour Bus Noise

Three of the 85 buses observed used amplified sound systems that could be heard from some distance away from the buses. All of these buses had either open tops or open sides which allowed the sound to travel outside the vehicle. These buses appeared to be in violation of California Vehicle Code Section 27007, which prohibits the driver of any vehicle from using a sound amplification system which can be heard outside the vehicle from 50 or more feet away. In addition, one small “Go-car” vehicle (not a tour bus or van) was observed on Hayes Street with a very loud sound amplification system.

Tour bus engine noise can also be substantial. The engine noise seems to be loudest when buses are traveling up hills, such as on southbound Steiner Street between Fulton and Hayes streets and on westbound Hayes Street between Steiner and Pierce streets. The steepest street surrounding Alamo Square Park is the block of Steiner Street which

climbs at a grade of 14.55 percent between Fulton and Grove streets and at 9.09 percent between Grove and Hayes streets. Hayes Street climbs at a grade of 10.76 percent between Steiner Street and the crest of the hill just east of Pierce Street. Street grades and elevations are shown on Figure 4. The lowest elevation on the streets surrounding Alamo Square is 150 feet above sea level at the intersection of Fulton and Steiner streets. The highest elevation on the streets surrounding Alamo Square is 252.5 feet above sea level at the crest of the Hayes Street hill just east of Pierce Street.

**FIGURE 4  
Grade Map**



SOURCE: Department of Public Works: [www.SFDPW.org](http://www.SFDPW.org)

Tour Bus Turns at Intersections

Some buses were observed to be unable to make right turns at some Alamo Square intersections without encroaching into the oncoming lane of traffic while making their turn. For example, buses turning right from southbound Steiner Street onto westbound

Hayes Street usually have to pass into the eastbound lane of Hayes Street in order to make this turn (See Figure 5). This can cause traffic delays if the eastbound lane of Hayes Street is occupied. Buses that stop in the Muni bus zone on the north side of Hayes Street just west of Steiner Street to load passenger are unable to pull to the north curb of Hayes Street curb after making this right turn, and typically stop about five feet away from the curb, where they can delay other westbound traffic including Muni 21 Hayes trolley coaches (see Figure 6).



**FIGURE 5**

**Tour bus turning right from southbound Steiner St. onto westbound Hayes St.**



**FIGURE 6**

**Tour bus stopped in Hayes/Steiner Muni zone**

### Tour Bus Traffic Delays

Virtually all tour buses and vans observed on eastbound Hayes Street between Pierce and Steiner streets either stopped or slowed to a very slow speed just east of the crest of the Hayes Street hill east of Pierce Street in order to give passengers an opportunity to view and photograph the “Painted Ladies” Victorian houses on the east side of

Steiner Street between Hayes and Grove streets. Stopping buses or vans in the traffic lane impacts traffic flow along eastbound Hayes Street. Some drivers caught behind stopped tour buses and vans pass the buses by using the westbound lane of Hayes Street (see Figure 7). Many tour buses going up the Hayes Street hill on westbound Hayes Street were observed to travel very slowly in the westbound direction in order to give bus passengers a longer look at the Painted Ladies. Muni 21 Hayes trolley coaches were occasionally among the vehicles delayed by this behavior (see Figure 8).



**FIGURE 7**  
**Traffic passing stopped bus on eastbound Hayes Street**



**FIGURE 8**  
**Muni bus stopped behind tour bus on eastbound Hayes Street**

## Tour Bus Parking Impacts

Six of the 85 buses and vans that SFMTA observed in mid-October parked at Alamo Square curbs long enough for the passengers and the driver to get out of the bus or van. The most frequently used parking space for tour buses were the Muni bus zones on Hayes Street between Pierce and Steiner streets. Figure 9 shows a tour bus parked in a Muni bus zone on the south side of Hayes Street just east of Pierce Street. Two Google buses were observed using the Muni bus zone on the south side of Hayes Street just east of Steiner Street to pick up employees destined for Silicon Valley. The remaining 79 buses and vans did not park at Alamo Square, but rather proceeded slowly through the neighborhood or stopped with their engines running and the driver remaining in the bus or van.



**FIGURE 9**  
**Tour bus parked in Muni bus zone**

There are several signs posted on Hayes and Steiner streets around Alamo Square Park reading: "IDLING ENGINES FOR MORE THAN 5 MINUTES PROHIBITED." These signs were installed by SFMTA several years ago in response to complaints about tour buses parking around Alamo Square Park and leaving their engines idling while passengers viewed the Painted Ladies. During the tour bus observations in October 2011, nearly all on-street parking around Alamo Square Park was fully occupied by passenger cars, preventing tour buses or vans from parking legally at the curb. The only curb spaces long enough to accommodate tour buses during the observations were in Muni bus zones.

### Tour Bus Impacts on Muni Service

As previously mentioned, Muni buses are occasionally delayed by tour buses either stopping or travelling slowly on the portion of Hayes Street between Steiner and Pierce streets where views of the Painted Ladies are best. Tour buses that stop or park in Muni bus zones occasionally prevent 21 Hayes trolley coaches from getting to the curb to load and unload passengers. Muni buses that must load or unload passengers from the traffic lane can in turn delay other traffic. Twenty-two of the 85 buses and vans observed stopped briefly in Muni bus zones to either pick-up or drop-off passengers or to allow passengers to photograph the Painted Ladies. Three buses were observed parking in Muni bus zones on Hayes Street at Pierce Street for approximately ten minutes while passengers got out of the bus and entered Alamo Square Park. Open Top Sightseeing buses regularly stop momentarily in the Muni zone on the north side of Hayes Street just west of Steiner Street to board passengers.

### Pedestrian Safety Issues

The crest of the Hayes Street hill just east of Pierce Street presents a pedestrian safety concern. Pedestrians who cross Hayes Street on the east side of the Hayes/Pierce intersection (just west of the crest of the hill) cannot be seen by motorists on westbound Hayes Street until the motorists have reached the crest of the hill. For this reason, there is no crosswalk on the east leg of this intersection, and barriers are in place on both sides of Hayes Street to prevent these crossings. Similarly, pedestrians who cross Hayes Street just east of the crest of this hill cannot be seen by eastbound Hayes Street motorists until they have reached the crest of the hill. In order to prevent pedestrian crossings of Hayes Street east of Pierce Street, the barriers along the south sidewalk of Hayes Street extend through and approximately 75 feet to the east of the Muni bus zone on Hayes Street east of Pierce Street. SFMTA observed one tour bus that parked in the Muni bus zone on the south side of Hayes Street just east of Pierce Street and allowed passengers to cross Hayes Street at this location of limited sight distance for Hayes Street drivers.

### Other Modes

SFMTA observed a small number of people who visited Alamo Square by rented bicycles, on Muni, on foot, in taxis, and in “go-cars.” SFMTA did not record the number of people arriving by these modes, as they were not the focus of the study. The small “go-cars” are very noticeable by their loud engines and loudspeakers. Very few visitors appeared to arrive by private automobile, as there was very little parking availability around Alamo Square Park during the study period and very little parking turnover. It is possible that some visitors arrived by private vehicle and parked some distance away from the park. Some Alamo Square visitors arrived on foot, but they were more difficult to distinguish from neighborhood residents than visitors who arrived by tour bus or van. One taxi was observed carrying people who photographed the Painted Ladies. The SF Travel website currently recommends walking tours and Muni as the best ways to see the Painted Ladies at: <http://www.sftravel.com/painted-ladies.html>.

### III. Possible Remedies to Tour Bus Problems

This section discusses possible strategies for reducing tour bus impacts in the vicinity of Alamo Square Park and how these possible solutions could be implemented. This section is not intended as a set of recommendations, but merely as a starting point for further discussion.

#### Regulatory Powers

It should be pointed out that the State Public Utility Commission has authority to issue permits to tour bus companies that operate in more than one county. This authority supersedes the authority of the City and County of San Francisco to regulate tour bus routes if the company operates across county lines, which most tour bus companies do. The City and County of San Francisco can, among other things, enforce noise regulations, regulate where tour buses park, restrict commercial vehicles with nine or more seats from specific streets (Transportation Code Section 503) and limit tour bus idling (Transportation Code Section 7.2.86). However, the City and County of San Francisco cannot regulate the volume of tour buses that operate on a specific street. For example, the city cannot say that no more than “x” number of tour buses or vans can operate on a specific street within a given period of time. Even if such a law were possible, it would require a great deal of manpower to enforce.

#### Restricting All Tour Buses

The city could restrict all commercial vehicles with nine or more seats from some or all Alamo Square area streets. This would require public hearings and legislation from the SFMTA Board of Directors. Some level of environmental review would be needed prior to approving the legislation to determine what if any impact the restrictions might have on other streets or neighborhoods. The restrictions would be enforced by the San Francisco Police Department.

#### Tour Bus Noise

Amplified loudspeakers audible more than 50 feet away from vehicles are illegal under California Vehicle Code Section 27007. Vehicle Code violations can be enforced by the San Francisco Police Department. Some tour bus operators claim that the noise problem can also be addressed by installing equipment on the buses that modulates the volume of the loudspeakers based on ambient noise measurements, so that the sound volumes would automatically be decreased in quieter areas and increased in noisy areas. Another alternative is to require unenclosed tour buses to purchase headsets instead of using loudspeakers.

The noise volume generated by tour buses climbing steep hills might be addressed by restricting commercial vehicles with nine or more seats from certain steep streets in the neighborhood. This restriction would require legislation approved by the SFMTA Board of Directors and would be enforced by the San Francisco Police Department.



## Traffic and Transit Impacts

A possible solution to the problem of tour buses and vans stopping in the lane of traffic while tour bus and van passengers view the Painted Ladies is to designate some curb parking space alongside Alamo Square Park for tour bus and van stopping only during daytime hours (perhaps 9 a.m. to 6 p.m. every day). This would have the benefit of allowing tour buses and vans to get out of the flow of traffic while viewing the Painted Ladies. This could also have an impact on the daytime parking supply, unless some existing Muni bus zones were eliminated or converted to tour bus use only. Existing Muni bus stops conceivably could be reorganized to better coincide with STOP signs as part of such a proposal. Without frequent parking enforcement, it is possible that some tour bus and van operators would use this curb space for parking for an extended period, forcing other tour buses to double-park. A pedestrian safety concern is that any tour buses and vans stopped on the south side of Hayes Street near the crest of the Hayes Street hill either not allow passengers to get off the bus and cross Hayes Street in an unsafe location or ensure that pedestrians cross the street at a safe location. Tree clearance for double-decked buses would also need to be considered.

Some traffic delays are caused by large buses that need to wait for opposing traffic lanes to clear before making right turns at Alamo Square intersections. A possible strategy for addressing this problem is to restrict commercial vehicles with nine or more seats from streets that require these turns.

Visitors to San Francisco could also be encouraged to use other modes of transportation to reach Alamo Square. For example, tourists could be further encouraged to walk or to use Muni routes, taxis or bicycles to Alamo Square. Prohibiting tour buses and vans from the entire neighborhood may encourage more people to use these other modes, but could also result in an increase in private automobile use and the use of vans or limousines with fewer than nine seats by tour companies.

## Parking

Tour buses could be discouraged from using Muni bus zones for either passenger loading or for parking through increased parking enforcement. Alternatively, extending the length of the Muni bus zone on the north side of Hayes Street just west of Steiner Street could make it easier for tour buses to reach the Hayes Street curb and thus get out of the lane of traffic and also allow space for a Muni bus to stop behind it.

## Next Steps

ANSA, SFMTA and other interested parties should discuss strategies to reduce tour bus and van impacts in the vicinity of Alamo Square based on this initial survey of tour bus and van problems.