

Traffic, transit, bicycle, pedestrian and parking facilities and safety information

- Nearly all streets around Alamo Square are 68'9", except Divisadero which is 82'6".
- Oak, Fell, and Divisadero are Major Arterials. Oak and Fell have three lanes of traffic, Divisadero has two in each direction (four total).
- Oak and Fell speed limit is 30MPH. Hayes between Steiner and Pierce (Ida B Wells Block) has a 15MPH speed limit. All other streets 25MPH.
- Five scheduled 21-Hayes buses per hour in each direction on weekdays.
- 21-Hayes sometimes stops twice at an intersection (bus stop and STOP sign).
- Most heavily used 21-Hayes stops are Hayes/Divisadero and Hayes/Fillmore.
- The only parking regulations on streets around Alamo Square are for once-a-week street cleaning. No RPP, so cars can park for up to three days at a time. Parking enforcement only in response to complaints.
- Dedicated bike lanes on Fulton, on Webster between Grove and Sutter, on northbound Scott between Haight and Fell, on eastbound Grove between Baker and Scott. Signed bike routes on Scott between Fell and McAllister, Hayes between Scott and Baker, westbound McAllister, and on Page Street.
- Sidewalk widths are 15', except for Fell, Oak, and Fulton where they are 10'.
- Highest reported collisions at Fulton @ Steiner (9 collisions), Fulton @ Scott (7 collisions) over 5-year period. No buses were involved.

Findings of Tour Bus data collection and observations

- Tour bus data collected in mid-October for three dates. Sat Oct 15 (100 minutes, mid-day), Wed Oct 19 (70 minutes, late afternoon), Fri Oct 21 (85 minutes, morning).
- 85 buses observed over 255 minutes of observation. 40 were unenclosed hop-on, hop-off buses (Open Top, SuperSightseeing, Skyview), 23 were enclosed full-size buses (Silverado, Harvest Vacation, Coach 21), 20 were small enclosed tour bus or van (Bauer, First Mobility, ABC Limo, Mr. Toad), and 2 were employer buses (Google, Apple).
- October was the fourth busiest month for tourism after August, September, and July.
- Total average 1 bus every 3 minutes in October; compared to 1 bus every 8.6 minutes in December (slowest month for tourism).
- Major Tour Bus Routes. 25 buses used Westbound Fulton to Southbound Steiner to Westbound Hayes. 25 buses used Eastbound Hayes to Northbound Steiner to Eastbound Fulton (reverse route). 73 of the 85 buses/vans used Hayes between Steiner and Scott in either Eastbound or Westbound direction. Second most heavily used block was Steiner, between Grove and Hayes, used by 56 of the 85 buses/vans.
- 38 different tour bus companies observed. Open Top and SuperSightseeing accounted for 30 of the 85 buses/vans observed.
- 3 of the 85 buses used amplified sound systems, as well as 1 Go-Car vehicle with a loud amplification system. Go-Cars also have loud engines and loudspeakers.
- Tour bus engine noise is loudest when buses are traveling up hills.
- Some buses were unable to make right turns at some intersections without encroaching into oncoming traffic. (Example Steiner @ Hayes). Buses that stop in the Muni bus zone at this corner typically stop about five feet away from the curb, blocking westbound traffic and the 21-Hayes.
- Virtually all buses/vans Eastbound on Hayes between Pierce and Steiner stopped or slowed to a very slow speed to give passengers the opportunity to photograph the Painted Ladies.

Tour Bus Impacts

- 6 of the 85 buses parked long enough to unload passengers.
- Most frequently used parking was Muni bus zones on Hayes between Pierce and Steiner. Google buses were observed using Muni bus zone at Hayes @ Steiner (south side of Hayes, east of Steiner Street). Remaining did not park, but rather proceeded slowly, or stopped with their engines running and the driver remaining in the bus/van.
- Nearly all on-street parking was fully occupied by passenger cars, preventing tour buses from parking legally at the curb. The only curb spaces long enough to accommodate tour buses were in Muni bus zones.
- Impact on Muni – Parked tour buses in Muni bus zones prevented Muni buses from loading/unloading at the curb, causing traffic delays. 22 of the 85 buses briefly stopped in Muni bus zones to pick-up/drop-off passengers or to allow passengers to photograph the Painted Ladies. 3 buses parked in Muni bus zone Hayes @ Pierce for 10 minutes to unload and wait for passengers. Open Top Sightseeing regularly stops momentarily in Muni bus zone at Hayes @ Steiner.
- 1 bus parked in Muni bus zone Hayes @ Pierce (south side) and allowed passengers to cross Hayes unsafely.
- Very few visitors arrived by private automobile. Very little parking availability, very little turnover.

Possible Remedies to existing tour bus problems and how they could be implemented

- City and County of SF can enforce noise regulations, regulate where tour buses park, restrict commercial vehicles with nine or more seats from specific streets, and limit tour bus idling.
- City and County of SF cannot regulate the number of tour buses that operate on a specific street. Enforcement would be difficult as well.
- City of SF could restrict all commercial vehicles with 9+ seats from some or all Alamo Square area streets. This would require public hearings and SFMTA legislation. Environmental review would be needed to determine impacts. Enforced by SFPD.
- Noise volume generated by tour buses climbing steep hills might be addressed by restricting commercial vehicles with 9+ seats from certain steep streets.
- Traffic delays caused by right-turning large buses. Possible strategy is to restrict commercial vehicles with 9+ seats from streets that require these turns.
- Amplified loudspeakers more than 50 feet away from vehicles are illegal under CVC Section 27007. SFPD can enforce. Some tour buses claim noise can be addressed by installing equipment that modulates the volume of loudspeakers based on ambient noise. Another alternative is to require unenclosed tour buses to purchase headsets.
- Possible solution for blocking traffic lane could be to designate curb parking space along Alamo Square park for tour bus and van during daytime hours (9am-6pm). This would allow tour buses to not block flow of traffic. Potential impact on daytime parking supply, unless some existing Muni stops were eliminated or converted to tour bus use only.
- Existing Muni bus stops could be reorganized to better coincide with STOP signs as part of such a proposal.
- Without frequent parking enforcement, some tour buses may park in tour bus loading zone for an extended period, forcing other tour buses to double-park.
- Tour buses could be discouraged from using Muni bus zones with increased parking enforcement.
- Extending the length of the Muni bus zone on the north side of Hayes could make it easier for tour buses to reach the Hayes Street curb, and allow space for a Muni bus to stop behind it.