



September 11, 2013

Ms. Sarah Jones  
Environmental Review Officer  
Planning Department  
1650 Mission Street  
San Francisco, CA 94103

**Comments on Transit Effectiveness Project Draft EIR – 2011.0558E**

Dear Ms. Jones:

The Glen Park Association board of directors hereby submits comments on the Transit Effectiveness Project Draft EIR.

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

Glen Park Association Box 31292 San Francisco, CA 94131  
[www.glenparkassociation.org](http://www.glenparkassociation.org)

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

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. 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?
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.
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?
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.
7. Would route changes result in loss of curb parking to accommodate bus circulation?
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? Would the van service accommodate ridership projections? Would such vehicles have different impacts on traffic and noise conditions?
9. Would the route changes unduly affect transit access to riders on the current route?

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.

September 11, 2013

Page 3 of 3

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.

The Glen Park community looks forward to engagement with SFMTA to refine the 35-Eureka route changes.

Sincerely,

/S/

Michael Rice  
President, Glen Park Association

C:

Ric Lopez, Glen Park Merchants Association  
Betsy Eddy, Diamond Heights Community Association  
Sup. Scott Wiener, District 8  
Amnon Ben-Pazi, Planning Department  
David Greenaway, SFMTA