

- encouraging alternatives, such as use of local San Francisco arterial streets (for local San Francisco traffic), shifting travel to other time periods, or use of transit;
- coordinating an overall trip reduction strategy;
- interactive traffic monitoring, as appropriate, would be implemented to determine the best strategies for alleviating possible bottlenecks.

3.2.9 Transit

The Doyle Drive project study area is currently served by the San Francisco Municipal Railway (MUNI) and the Golden Gate Bridge, Highway and Transit District (Golden Gate Transit, or GGT). The Presidio Trust also operates transit service within and through the project area. Doyle Drive carries MUNI and GGT transit service.

Regulatory Setting

Although no specific regulations exist which require analysis of impacts to transit service, both the *National Environmental Policy Act* (NEPA) and the *California Environmental Quality Act* (CEQA) require the review and analysis of potential impacts to community services, as well as transportation systems.

Affected Environment

MUNI, Golden Gate Transit, and Presidio Trust buses operate transit service within and through the study area. MUNI Route 28 is an important cross-town route that connects areas on the western side of San Francisco with the Presidio and Fort Mason.

Golden Gate Transit buses that operate on Doyle Drive provide public transit service between San Francisco and Marin and Sonoma counties. This service falls into two general categories: “Basic” service, which operates on a 24-hour/7-days per week basis, and “Commute” service, which operates on a peak period/peak direction weekday basis. In addition, the Presidio Shuttle operates in the study area, although it does not use Doyle Drive.

The following bus routes⁸ have some, or part, of their route on Doyle Drive:

- MUNI Bus Routes: 28 and 76; and
- Golden Gate Transit Bus Routes: 2, 4, 8, 10, 18, 20, 24, 26, 28, 30, 32, 34, 38, 44, 48, 50, 54, 56, 60, 70, 72, 74, 76, 78, 80, 90, 93.

⁸ GGT routes are based on year 2000 service structures.

As shown, Golden Gate Transit is heavily oriented to peak period and peak direction service, resulting in about two-thirds of all buses traveling in the peak direction during each peak period.

In addition to public transit services, other buses operate in the study corridor. Golden Gate Transit District operates a subscription bus service across the Golden Gate Bridge to Doyle Drive. Also tour buses, private buses (that travel to San Francisco), and Airport buses (which provide service to San Francisco International Airport) operate in this corridor.

Temporary Impacts

Transit services will continue to operate as the project moves forward. Once final construction staging plans are developed, it is anticipated that some routes may require temporary re-routing. Sufficient notice will be given to the general public regarding new, temporary routes within the project study area.

Permanent Impacts

A ridership, level of service, and travel time analysis was prepared in order to measure anticipated impacts on future transit service. The *South Access to the Golden Gate Bridge: Doyle Drive Project Transit and Transportation Report* (December 2004) provides detailed methodology and analysis results. The following provides an overview of the findings.

Ridership

An evaluation of the overall transit ridership at the southern edge of the Presidio (MUNI Route 28, 29, 43; Golden Gate Transit Route 50) and eastern edge of the Presidio (MUNI Route 28, 43, 82X; Golden Gate Transit Routes into San Francisco except Route 50) was made. None of the build alternatives increased ridership by more than one percent in either the AM or PM peak hour. Thus, no impacts on the capacity of these routes are anticipated.

Travel Time

Under the No-Build Alternative, increased regional traffic results in reduced travel speeds for the local transit operators. Travel times are expected to increase about one minute on all transit routes in peak directions when compared to year 2000 travel times.

Transit services will continue to operate on the same routing in all alternatives, and no major changes in transit travel times are expected to occur with any alternative. In Alternative 5, some transit routes may stop on Richardson Avenue at Lyon Street, rather than nearby Francisco Street, thus creating a more centralized location for transit connections.

Such a connection could accommodate timed transfers and improve connections between local transit service and Presidio Shuttle service.

Level of Service

The results of the analysis are provided on a route-by-route basis. While alternatives show different loads on different routes, total GGT ridership in this corridor is forecast to be approximately 11,700 two-way average weekday riders in under the No-Build Alternative. This should not vary by more than 100 riders in for either Alternative 2 or Alternative 5.

Therefore, no alternative is anticipated to induce additional bus demand above the baseline condition (Alternative 1, No-Build).

Avoidance, Minimization and Mitigation

Once final construction staging plans are developed, it is anticipated that some routes may require temporary re-routing. Sufficient notice will be given to the general public regarding new, temporary routes within the project study area.

3.2.10 Visual and Aesthetics

What people see everyday within their community, such as greenspaces, roads, and buildings, forms much of their mental image of and attitudes toward that community. Research has shown that most people will generally agree on which views have high or low visual quality; however, defining visual quality for an environmental analysis requires a detailed methodology and analysis.

This chapter summarizes how visual characteristics of Doyle Drive were studied by conducting a visual quality assessment. It also highlights how construction and operations of the project will affect the visual characteristics found within the project area. Visual quality and impacts were developed using guidelines provided in the Federal Highway Administration's (FHWA) *Visual Impact Assessment for Highway Projects*. Detailed descriptions of this methodology and the results of the visual assessment can be found in the *South Access to the Golden Gate Bridge: Doyle Drive Visual Impact Assessment Revision 2*, October 2004.

Regulatory Setting

The *National Environmental Policy Act* (NEPA) and the *California Environmental Quality Act* (CEQA) require the review of the potential visual impact of a proposed project.