

1 [General Plan - San Francisco Bicycle Transportation Plan]

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3 **Ordinance re-adopting the 2009 San Francisco Bicycle Transportation Plan; rescinding**  
4 **Ordinance No. 0109-05 in its entirety; amending the General Plan in connection with the**  
5 **San Francisco Bicycle Plan; adopting modified environmental findings, and findings**  
6 **that the General Plan amendment is consistent with the General Plan and the eight**  
7 **priority policies of Planning Code, Section 101.1; and authorizing official acts in**  
8 **connection thereto.**

9 NOTE: Additions are *single-underline italics Times New Roman*;  
10 deletions are ~~*strike-through italics Times New Roman*~~.  
11 Board amendment additions are double-underlined;  
Board amendment deletions are ~~strike-through normal~~.

12 Be it ordained by the People of the City and County of San Francisco:

13 Section 1. General Findings and Purpose. The Board of Supervisors of the City and  
14 County of San Francisco hereby finds and determines that:

15 (a) In June 2005, the Board of Supervisors, Planning Commission, and San Francisco  
16 Municipal Transportation Agency took various actions related to the Bicycle Plan: A Policy  
17 Framework ("2005 Bicycle Plan"). Those actions were successfully challenged in California  
18 Superior Court Case No. 505509 on environmental grounds and the Superior Court issued an  
19 injunction prohibiting the City from undertaking a variety of actions related to the 2005 Bicycle  
20 Plan and bicycle facilities and directed the City to perform adequate environmental analysis  
21 on the 2005 Bicycle Plan in accordance with the requirements of California Public Resources  
22 Code Sections 21000 et seq. ("CEQA").

23 (b) On February 3, 2005, the Planning Commission conducted a duly noticed public  
24 hearing on the proposed amendments to the General Plan in relation to the 2005 Bicycle  
25 Plan. Following such hearing, the Planning Commission, by Resolution No. 16942 and

1 Motion No. 16943 found such amendments to the General Plan to be consistent with the  
2 Priority Policies of Planning Code Section 101.1 and with the General Plan as it was proposed  
3 for amendment, approved such General Plan amendments, and recommended such  
4 amendments for approval by the Board of Supervisors. Such resolution and motion are on file  
5 with the Clerk of the Board in File No. 050349.

6 (c) On June 25, 2009, in Resolution No 17914, the Planning Commission rescinded  
7 Resolution No. 16942 and Motion No. 16943.

8 (d) On June 25, 2009, in Resolution 17912, the Planning Commission certified an  
9 environmental impact report prepared in accordance with the California Environmental Quality  
10 Act ("CEQA"), Public Resources Code section 21000 et seq., which certification was affirmed  
11 by the Board of Supervisors in Motion M09-136. Also on June 25, 2009, the Planning  
12 Commission, in Resolution 17914, recommended the adoption of General Plan Amendments  
13 related to the 2009 San Francisco Bicycle Plan, and in Resolution 17913, adopted  
14 environmental findings and a statement of overriding consideration in support of the General  
15 Plan Amendments.

16 (e) On June 26, 2009, the San Francisco Municipal Transportation Agency, in  
17 Resolution 09-105, adopted the 2009 Bicycle Plan and adopted environmental findings  
18 including a statement of overriding considerations.

19 (e) On August 12, 2009, the Mayor of San Francisco signed into law Ordinance 188-  
20 09, which adopted the General Plan Amendments recommended by the Planning  
21 Commission in Resolution 17914, and incorporated by reference the environmental findings  
22 and statement of overriding considerations adopted in Planning Commission Resolution  
23 17913 and San Francisco Municipal Transportation Agency Board of Director's Resolution 09-  
24 105.

1 (f) On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910,  
2 the California Court of Appeal found that the environmental impact report for the 2009 Bicycle  
3 Plan complied with CEQA in all respects. However, the Court also found that the City failed to  
4 make a handful of environmental findings required by CEQA relating to the infeasibility of  
5 alternatives and significant environmental impacts that cannot be mitigated.

6 (g) The purpose of this Ordinance is to adopt environmental findings modified to  
7 address the Court of Appeal's concerns, and in doing so re-adopt the 2009 Bicycle Plan and  
8 the General Plan Amendments previously adopted in Ordinance 188-09.

9 Section 2. Environmental Findings. In accordance with the actions contemplated  
10 herein, this Board adopts as its own the modified environmental findings of the San Francisco  
11 Municipal Transportation Agency in Resolution 13-054, and the Planning Commission in  
12 Resolution 18870, including a statement of overriding benefits and a mitigation monitoring and  
13 reporting program, pursuant to CEQA. Said findings are on file with the Clerk of the Board of  
14 Supervisors in File No. 130527 and are incorporated by reference herein.

15 Section 3. General Plan Findings.

16 (a) City Charter Section 4.105 requires that the San Francisco Planning Commission  
17 (the "Planning Commission") consider any proposed amendments to the City's General Plan  
18 and make a recommendation for approval or rejection to the Board of Supervisors before the  
19 Board of Supervisors acts on the proposed amendments.

20 (b) The 2009 San Francisco Bicycle Plan ("2009 Bicycle Plan") proposes text  
21 amendments and map amendments to the Transportation Element and Downtown Plan of the  
22 City and County of San Francisco General Plan. The General Plan text amendments and  
23 description of the General Plan map amendments, which were previously adopted in  
24 Ordinance 188-09, are contained in this Ordinance for their re-adoption. The General Plan  
25 maps proposed for amendment are attached to this Ordinance and incorporated herein by

1 reference. Copies of said maps are on file with the Clerk of the Board of Supervisors in File  
2 No. 130527 and are incorporated herein by reference.

3 (c) The Board of Supervisors finds that this Ordinance is in conformity with the Priority  
4 Policies of Section 101.1 of the Planning Code and, on balance, consistent with the General  
5 Plan as it is proposed for amendment herein, and hereby adopts the findings set forth in  
6 Planning Commission Resolution No. 18870 and incorporates such findings by reference as if  
7 fully set forth herein.

8 (d) This Board of Supervisors, pursuant to Planning Code Section 340, finds that this  
9 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in  
10 Planning Commission Resolution No. 18870.

11 Section 4. Findings concerning the 2009 Bicycle Transportation Plan. The Board of  
12 Supervisors of the City and County of San Francisco hereby further finds and determines that:

13 (a) California Streets and Highways Code Sections 890 et seq. is known as the  
14 California Bicycle Transportation Act (the "Bicycle Transportation Act"). Section 891.2 of  
15 Bicycle Transportation Act provides for the preparation or update of a bicycle transportation  
16 plan by a city or county in accordance with certain criteria.

17 (b) Section 891.4 of the Bicycle Transportation Act establishes a process for a city or  
18 county to obtain funding from the State Bicycle Transportation Account for complying bicycle  
19 transportation plans. In order to be eligible to apply for such funds and many other funds and  
20 grants, cities and counties must have an approved bicycle plan or certify that an existing plan  
21 has been updated.

22 (c) The San Francisco Municipal Transportation Agency (MTA) prepared the 2009  
23 Bicycle Plan in compliance with the requirements of the abovementioned Bicycle  
24 Transportation Act. The 2009 Bicycle Plan is on file with the Clerk of the Board in File No.  
25 090868 and is incorporated herein by reference as though fully set forth herein.

1 (d) On June 26, 2009, at a duly noticed public hearing, the MTA Board of Directors  
2 adopted Resolution No. 09-105, which, among other actions, approved the 2009 Bicycle Plan  
3 and recommend approval to this Board of Supervisors. Said Resolution is on file with the  
4 Clerk of the Board in File No. 090868 and is incorporated herein by reference as though fully  
5 set forth herein. On May 7, 2013, the MTA Board of Directors adopted Resolution No. 13-  
6 054, which, among other actions, re-approved the 2009 Bicycle Plan with environmental  
7 findings as modified to address the California Court of Appeal’s concerns as expressed in  
8 *Anderson v. City and County of San Francisco*, A129910. Said Resolution is on file with the  
9 Clerk of the Board in File No. 130527 and is incorporated herein by reference as though fully  
10 set forth herein.

11 Section 5. Rescission of Board of Supervisors Ordinance No. 0109-05. The Board of  
12 Supervisors hereby rescinds in its entirety Ordinance No. 0109-05, Clerk of the Board of  
13 Supervisors File No. 050349.

14 Section 6. Amendments to the General Plan. Sections, objectives, policies, and maps  
15 of the Transportation Element of the San Francisco General Plan are hereby amended to read  
16 as follows:

17 **TRANSPORTATION ELEMENT**

18 **HISTORY OF TRANSPORTATION IN SAN FRANCISCO**

19 The Freeway Revolt and “Transit First” (1960-1989)

20 City residents and politicians protested the proposed 1948 Trafficways Plan, fearing  
21 that it would destroy the city’s livability and character. This response, known as the “Freeway  
22 Revolt”, led to the deletion of the Western, Park Presidio and Crosstown freeways and, in  
23 1959, the suspension in mid-construction of both the Embarcadero and Central Freeways.  
24 The ugliness and intrusiveness of these freeways, and the increased automobile traffic they  
25 attracted, encouraged the Board of Supervisors to further reject new alternatives in 1966 for

1 cross-town freeway connections, permitting only the construction of the Southern Freeway  
2 (I-280).

3 Instead of relying on freeways to meet its transportation needs, the city sought to place  
4 greater emphasis on mass transportation. In 1973, the San Francisco City Planning  
5 Commission and Board of Supervisors adopted the “Transit First Policy”, giving top priority to  
6 public transit investments as the centerpiece of the city’s transportation policy and adopting  
7 street capacity and parking policies to discourage increases in automobile traffic. This policy  
8 encourages multi-modalism, including the use of transit and other transportation choices, including  
9 bicycling and walking, rather than the continued use of the single-occupant vehicle.

10 Regional and local mass transit diversified and expanded during the 1970’s and  
11 1980’s. Proposed in 1957, the Bay Area Rapid Transit System (BART) began East Bay and  
12 West Bay service in 1972-3, and transbay service in 1974. Commuter ferry service was  
13 reinstated between Marin County and San Francisco in 1970. The Golden Gate Bridge  
14 Highway and Transit District and SamTrans took over and expanded the Greyhound  
15 commuter bus operations in the North Bay (1972) and on the Peninsula (1974), respectively.  
16 In 1980, the California Department of Transportation took over the Southern Pacific commuter  
17 rail service on the Peninsula (and renamed it CalTrain), and in 1992 the operation of CalTrain  
18 was assumed by a Joint Powers Board representing San Francisco, San Mateo and Santa  
19 Clara Counties. The San Francisco Municipal Railway (Muni) upgraded its surface streetcar  
20 operation to a surface and subway light-rail network in 1979. By the time of the 1989 Loma  
21 Prieta Earthquake, public transportation in San Francisco was a diverse, though not  
22 seamlessly coordinated, system of regional and local bus service, electric trolley buses,  
23 ferries, commuter trains, heavy and light rail transit, and cable cars. After decades of poor  
24 coordination and large service gaps between different transit systems, great strides were  
25 made in linking and facilitating transfers between local and regional transit services. Muni and

1 BART introduced the “Fast Pass” allowing unlimited trips and free transfers between the two  
2 systems for trips made in San Francisco during one month. Plans were drawn for the Muni  
3 Metro extension to Mission Bay, connecting CalTrain to Muni Metro and BART, and for the F-  
4 line connection between BART/Muni Metro, Upper Market, the Northern Waterfront, the  
5 Transbay Terminal and the Ferry Building.

6 Nevertheless, decentralization of the Bay Area continued, making it difficult for mass  
7 transit to meet the needs of residents and commuters traveling to the outlying, suburban parts  
8 of the region. Manufacturing continued to diminish in importance as a sector of San  
9 Francisco’s economy, which was becoming more dominated by such office sectors as  
10 finance, administration and service. Much of the growth in the industrial and manufacturing  
11 sectors of the Bay Area’s economy occurred in the East and South Bay. The Port of Oakland,  
12 already at an advantage because of its proximity to multiple railheads and servers, assumed a  
13 greater share of the Bay Area’s waterfront traffic after it had adapted to cargo containerization,  
14 and the Port of San Francisco’s Belt Line Railroad became obsolete and was eventually  
15 dismantled.”

16 **GENERAL**

17 POLICY 1.6: Ensure choices among modes of travel and accommodate each mode  
18 when and where it is most appropriate.

19 San Francisco and the Bay Area have various means of travel: automobile, bus,  
20 streetcar, walking, taxi, cable car, ferry, railroad, BART and bicycling. Flying is occasionally  
21 used as a means of intra-regional travel. Each mode of travel has special advantages or  
22 disadvantages for certain types of trips and for certain origins and destinations. The least  
23 costly or most convenient means to satisfy travel demand is not necessarily the best  
24 investment in the context of comprehensive planning: cost or convenience must usually be  
25 balanced against effects on the environment and impact on land use and development

1 patterns. However, it should be remembered that some modes such as walking and bicycling can be  
2 utilized on many streets with minimal environmental and land use impact.

3 The following conditions listed under each mode choice are not mutually exclusive, and  
4 may apply to more than one travel mode, especially when the modes are compatible with  
5 each other:

6 Mass transit should be given priority for the following kinds of trips and/or in the  
7 described areas:

- 8  For work trips generally within and to San Francisco, and to other densely  
9 developed parts of the region, especially to all major employment centers.
  - 10  For intercity trips between core areas of major cities and for travel to core areas  
11 in general.
  - 12  For trips occurring generally during periods of high travel demands.
  - 13  Where demand for travel between any two or more relatively compact or  
14 densely developed areas is high.
  - 15  In areas and around institutions where large numbers of people with limited  
16 means or low automobile ownership reside or arrive at a destination.
  - 17  Where travel demand exceeds the capacity of an area to absorb more vehicular  
18 traffic without substantial environmental damage or where further capacity for automobile  
19 movement or storage is very costly.
  - 20  Where required or useful to stimulate development.
  - 21  For trips to major recreation areas and to sports, cultural and other heavily  
22 attended events.
  - 23  For trips to neighborhood commercial districts, especially those that do not  
24 contain many automobile-oriented uses.
- 25



1           Automobiles should be accommodated for making the following kinds of trips and/or in  
2 the described areas:

3            For trips occurring when and where transit is not well-suited for the purpose,  
4 such as shopping for oversized or bulk items (as an alternative, retail delivery services should  
5 be encouraged.)

6            For intra-regional trips outside the major cities and for intercity trips between  
7 non-core areas of the major cities.

8            Where business travel requires the use of an automobile for short-term and  
9 intermittent trips.

10           On streets having the capacity to absorb additional vehicular traffic as an  
11 alternative to freeway construction without substantial environmental damage or conflict with  
12 land uses.

13          Walking should be given priority for the following kinds of trips and/or in the specified  
14 areas:

15           In parks, on trails and in other recreational areas, and where the enjoyment of  
16 slow movement and the preservation of the natural environment would be severely  
17 compromised by automobile traffic.

18           For work trips generally within San Francisco, especially the downtown area.

19           Where concentration of activity is high, particularly where streets are narrow and  
20 the intervening distances are short, that more convenient access among interrelated activities  
21 may be achieved by walking or limited distance people-movers than by other modes.

22           In areas and around institutions where large numbers of people with limited  
23 means or low automobile ownership reside or arrive as a destination.

1                  Where travel demand exceeds the capacity of an area to absorb more vehicular  
2 traffic without substantial environmental damage or where further capacity for automobile  
3 movement or storage is very costly.

4                  In neighborhood commercial districts, and where cultural and recreational  
5 facilities are clustered.

6                  Surrounding transit centers and along transit preferential streets, where the  
7 facilitation of pedestrian traffic is necessary to successful and safe transit operation.

8           Bicycling should be given priority for the following kinds of trips and/or in the specified  
9 areas:

10                 In parks, on trails, on roads of particular scenic beauty, and in other recreational  
11 areas, and where the enjoyment of slow movement and the preservation of the natural  
12 environment would be severely compromised by automobile traffic.

13                 For work trips generally within San Francisco, especially the downtown and other  
14 dense areas, where automobile parking is scarce.

15                 Where concentration of activity is high, particularly where streets are narrow and  
16 the intervening distances are short, that more convenient access among interrelated activities  
17 may be achieved by bicycling.

18                 ~~In areas and around institutions where~~ Where large numbers of people with limited  
19 means or low automobile ownership reside or arrive as a destination.

20                 ~~Where travel demand exceeds the capacity of an area to absorb more vehicular traffic~~  
21 ~~without substantial environmental damage or where further capacity for automobile movement or~~  
22 ~~storage is very costly.~~

23                 In neighborhood commercial districts, and where cultural and recreational facilities are  
24 clustered.

25                 For trips to sports, cultural and other heavily attended events.

1            As a connector to and from transit, especially regional transit.

2            Along the alignment of the regional Bay Trail network linking shoreline recreational  
3 destinations.

4           Taxis, water taxis, paratransit services and shuttles should be accommodated for the  
5 following kinds of trips and/or in the specified areas:

6            Where there are concentrations of off-peak, nighttime commercial, recreational  
7 and cultural activity, particularly where that activity attracts a large proportion of tourists and is  
8 within a 5-minute taxi ride from Downtown.

9            Shopping trips where the volume of purchased goods would make the use of  
10 public transit inconvenient or difficult.

11           In residential areas, or near facilities and institutions where the facilitation of  
12 door-to-door trips is an absolute priority.

13           Adjacent to regional transit connection points.

14           Where the mode, such as a water taxi, affords a trip of special scenic quality.

15          Freight carriers and delivery vehicles should be accommodated for making the  
16 following kinds of trips and/or in the described areas:

17           Where there are concentrations of industrial and manufacturing facilities that  
18 depend on the processing, delivery and/or shipment of large quantities of goods and freight.

19           For the bulk movement of refuse and other materials which would become a  
20 nuisance and health hazard if stored or accumulated on site.

21           For the loading and unloading of goods and freight at retail and commercial  
22 establishments.

23           At the transfer points where bulk equipment, goods and freight exchange modes  
24 of travel, such as where land and water freight traffic interface.

25

1           □       Along rail or truck routes specifically needed to accommodate the movement,  
2 both local and inter-regional, of the activities described above.

3           In areas suited for the storage of bulk equipment, goods and freight.

4           **REGIONAL**

5           POLICY 3.1: The existing capacity of the bridges, highways and freeways entering the  
6 city should not be increased for single-occupant vehicles, and should be reduced where  
7 possible. Changes, retrofits, or replacements to existing bridges and highways should include  
8 dedicated priority for high-occupancy vehicles and transit, and all bridges, where feasible, should  
9 feature access for bicyclists and pedestrians.

10           Much of the existing street infrastructure and parking facilities within San Francisco are  
11 at capacity and cannot accommodate significant increases in automobile traffic. Managing the  
12 future transportation demand requires a balancing of travel modes, including a greater  
13 emphasis on public transit, ride-sharing, and other alternatives to single-occupancy vehicles.  
14 Congestion pricing on key freeways and bridges should be implemented to help achieve this  
15 end.

16           POLICY 4.6: Facilitate transfers between different transit modes and services by  
17 establishing simplified and coordinated fares and schedules, ~~and by~~ employing design and  
18 technology features to make transferring more convenient, and increasing accommodation of  
19 bicycles on transit.

20           Examples include providing links between transit platforms so that connections can be  
21 made directly, with a minimum of walking and entry/exit of fare areas. Monitors that announce  
22 arrivals, departures and the progress of transit vehicles and orientation maps should be  
23 installed to ease the uncertainty and anxiety of waiting passengers.

1 Expanded peak-hour bicycle capacity and reduced peak-hour bicycle time restrictions would  
2 encourage bicycling to and from transit at one or both ends of the transit trip – an attractive choice to  
3 driving alone. This extends the range and convenience of both the transit and the bicycle modes.

4 POLICY 6.1: Designate expeditious routes for freight trucks between industrial and  
5 commercial areas and the regional and state freeway system to minimize conflicts with  
6 automobile traffic and bicycles and incompatibility with other land uses.

7 It is very important to coordinate truck route and Bicycle Route Network planning. Trucks and  
8 bicycles should be routed to separate streets where possible. Trucks’ greater width and length,  
9 obstructed rear sight lines, large turning radius, and the tendency for rear wheels to follow a smaller  
10 circle than front wheels all present special concerns to cyclists.

11 OBJECTIVE 8: MAINTAIN AND ENHANCE REGIONAL PEDESTRIAN ~~AND~~, HIKING,  
12 AND BICYCLE ACCESS TO THE COAST, BAY AND RIDGE TRAILS.

13 In addition to pedestrian continuity along all of these trails, continuous bicycle access should be  
14 facilitated along the Bay, Ridge, and Coast Trails, which are important regional recreational and  
15 touristic facilities.

16 POLICY 8.2: Clearly identify the citywide Pedestrian and Bicycle Networks where ~~it~~ they  
17 intersect with the Coast, Bay and Ridge Trails.

18 POLICY 9.1: ~~Allow~~ Accommodate bicycles on regional transit ~~vehicles~~ facilities and  
19 important regional transportation links, such as ~~trains and ferries~~ the City’s light rail vehicles,  
20 wherever and whenever practically feasible.

21 Many commuters to San Francisco work outside of downtown and drive alone, contributing to  
22 peak hour congestion. If regional transit expanded peak-hour bicycle capacity and reduced peak hour  
23 bicycle time restrictions, these commuters could bicycle to and from transit at one or both end of their  
24 transit trip – an attractive choice to driving alone. This would also reduce parking demand at BART  
25 and Caltrain stations, ferry terminals, and park-and-ride lots.

1           **CONGESTION MANAGEMENT**

2           POLICY 14.1: Reduce road congestion on arterials through the implementation of  
3 traffic control strategies, such as traffic signal ~~light~~ synchronization (consistent with posted speed  
4 limits) and turn controls, that improve vehicular flow without impeding movement for  
5 pedestrians and bicyclists.

6           The roadway space needed by bicyclists varies between four and six feet depending on the  
7 presence of parked cars. The needs of bicyclists should be considered wherever lane widths, especially  
8 curb lanes, are proposed to be changed. Multiple turn lanes, designed to reduce congestion for autos,  
9 can be confusing and difficult to negotiate for cyclists and pedestrians, and should not be used if  
10 feasible.

11          POLICY 14.4: Reduce congestion by encouraging alternatives to the single occupant  
12 auto through the reservation of right-of-way and enhancement of other facilities dedicated to  
13 multiple modes of transportation.

14          Creating necessary and appropriate facilities for transit, bicycles, carpools, pedestrians, and  
15 other modes often requires eliminating general traffic lanes and reducing capacity for single occupant  
16 autos. This trade-off is often necessary to create attractive and efficient facilities to ensure safety,  
17 reduce congestion, improve neighborhood livability, and accommodate growth consistent with the  
18 Transit First policy.

19           **VEHICLE CIRCULATION**

20          POLICY 18.2: Design streets for a level of traffic that serves, but will not cause a  
21 detrimental impact on adjacent land uses nor eliminate the efficient and safe movement of transit  
22 vehicles and bicycles.

23          The need for traffic carriers must be balanced against the adverse effects of heavy  
24 traffic on the use of adjacent land and the quality of the environment. The needs of residents  
25 for peace and quiet, safety from harm, and useful open space must be given consideration.

1 Each area and each street of the city have different characteristics which determine the level  
2 of traffic which can be absorbed without serious adverse impacts. The following factors should  
3 be the basis for a judgment on the acceptable levels of traffic on a specific street:

4 The predominance of land uses fronting the street;

5 The distance between the curb and building line established by sidewalk width or  
6 setback;

7 The presence or absence of buffering between street and building in the form of  
8 landscaping, change in elevation, or similar condition;

9 The level of pedestrian and bicycle traffic;

10 The proportion of the street which is residential in land use;

11 Whether residences face the street;

12 The presence of hospitals, schools, parks, or similar facilities on or near the street.

13 The widening of streets at the expense of sidewalks or of setbacks should not occur  
14 where space is necessary for pedestrian movement, buffering from noise, useful open space  
15 and landscaping. This is especially true in densely populated neighborhoods with little public  
16 or private open space. No additional sidewalk narrowings, tow-away zones and one-way  
17 streets should be instituted in a residential neighborhood if it would compromise the safety  
18 and comfort of the pedestrian resident. Existing tow \_away lanes should be phased out if they  
19 present a hazard to pedestrian safety. In addition, widening of streets should not occur at the  
20 expense of bicycle travel. The roadway space needed by bicyclists, whether between the line  
21 of traffic and the curb or the line of on-street parking, varies between four and six feet. The  
22 needs of bicyclists must be considered wherever the curb lane is proposed to be narrowed.  
23 Street restripings and widenings may be appropriate in industrial areas where access for  
24 oversize freight vehicles is important, but these projects should not reduce or eliminate the  
25 efficient movement of transit vehicles and bicycles.

1 POLICY 18.3: The existing single-occupant vehicular capacity of the bridges,  
2 highways and freeways entering the city should not be increased and should be reduced if  
3 needed to increase the capacity for high-occupancy vehicles, transit and other alternative  
4 means of commuting, and for the safe and efficient movement of freight trucks. Changes,  
5 retrofits, or replacements to existing bridges and highways should include dedicated priority for high-  
6 occupancy vehicles and transit, and all bridges, where feasible, should feature access for bicyclists and  
7 pedestrians.

8 It is recognized that provision for further vehicular access into the city would conflict  
9 with the environmental objectives of the city, overload the city street system, and jeopardize  
10 the city's commitment to mass transit. This policy allows for the introduction of exclusive  
11 transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes  
12 are compatible with the overall transportation system's needs.

13 POLICY 19.2: Promote increased traffic safety, with special attention to hazards that  
14 could cause personal injury.

15 Various measures can be taken to reduce ~~accidents~~ collisions, especially those involving  
16 serious personal injury. Particular attention needs to be given to improving bicyclists' safety since  
17 conditions that may be inconsequential to automobiles can be disruptive, disabling, or even life  
18 threatening to bicyclists, and are the cause of many bicyclist collisions. In some cases redesign of  
19 the roadway and of intersections to reduce conflicts between vehicles, bicyclists and  
20 pedestrians is required; in others all that is necessary is to improve clarity of signs and of  
21 routing so that there is less driver uncertainty and hesitation.

## 22 MASS TRANSIT

23 POLICY 21.7: Make convenient transfers between transit lines, systems and modes  
24 possible by establishing common or closely located terminals for local and regional transit  
25



1 systems ~~and~~, by coordinating fares and schedules, and by providing bicycle access and secure bicycle  
2 parking.

3 POLICY 21.9: Improve pedestrian and bicycle access to transit facilities.

4 Pedestrian access to and from major destinations and the serving transit facility should  
5 be direct and uncomplicated. Bicyclists should be accommodated on regional and trunkline  
6 transit vehicles - including light rail vehicles - wherever feasible, and at stations through the  
7 provision of storage lockers and/or secured bicycle parking.

8 **BICYCLES**

9 MAP 13 (Bicycle Route Map) shall be amended to reflect the bicycle network as  
10 proposed in the Bicycle Plan and introductory text shall be amended as follows:

11 The bicycle is a desirable alternative to the automobile as a means of urban  
12 transportation in San Francisco. It can successfully be used for most transportation needs,  
13 including commuting, shopping, errands, and recreation. Active encouragement of bicycle use  
14 as an alternative to automobile use, whenever possible, is essential in light of the continually  
15 increasing traffic congestion caused by motorized vehicles which aggravates air pollution,  
16 increases noise levels and consumes valuable urban space. The bicycle is a practical and  
17 economical transportation alternative which produces no emissions or noise. In addition, each  
18 bicycle user enjoys health benefits through increased physical activity.

19 To enable a large number of San Franciscans to use the bicycle as a transportation  
20 option, several significant needs must be met. The needs include, among others, safe and  
21 comfortable space on the roadway for bicyclists, a system of identifiable bicycle routes that  
22 will direct bicyclists to major destinations, safe and secure bicycle parking, enforcement of laws  
23 protecting and regulating cyclists' rights, safety, and responsibilities, and education of both the  
24 bicyclists and motorists about the safe sharing of the roadways.

1 OBJECTIVE 27: ENSURE THAT BICYCLES CAN BE USED SAFELY AND  
2 CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR  
3 RECREATIONAL PURPOSES.

4 Refer to the 2009 San Francisco Bicycle Plan as a guide for achieving this objective.

5 POLICY 27.1: Expand and improve access for bicycles on city streets and develop a  
6 well-marked, comprehensive system of bike routes in San Francisco.

7 It is essential that the city have a Bicycle Route Network which provide safe and  
8 reliable through travel to all areas of the city. The Bicycle Route Network will necessarily be  
9 mostly on city streets, will provide space for the bicyclist, and may or may not have bicycle  
10 lanes or other markings that separate the bicyclist's space from the automobile driver's space.  
11 Bicycle routes should be clearly identified, with signage, for motorists, bicyclists, and  
12 pedestrians, ~~and.~~ They should conform to the ~~more rigorous~~ standards of the most recent  
13 California Highway Design Manual and the American Association of State Highway and  
14 Transportation Officials (AASHTO) in its 'Guide for Development of Bicycle Facilities,' ~~which~~  
15 ~~has been adopted by the Federal Highway Administration as its design standard.~~ whichever is more  
16 rigorous. Use of these guides will provide maximum opportunity to qualify for state and  
17 federal funding and will assist in avoiding city liability based upon design. Advisory and  
18 permissive guidelines should be observed whenever possible.

19 The Bicycle Route Network should provide efficient access from all neighborhoods to  
20 the many popular business, cultural, entertainment, and educational destinations in the city,  
21 and between those destinations. Special attention should be paid to commuters to the  
22 downtown areas, ~~and~~ connections to the regional bicycle network, and the identification of  
23 recommended routes to school for students. Nevertheless, bicycle access must be provided, and  
24 enhanced if necessary, whether or not the streets are designated as 'bicycle routes,' to enable  
25 all residents and visitors to use bicycles as a viable means of transportation.

1           Where possible, opportunities should be taken to develop bicycle-priority corridors,  
2 such as veloways (bicycle-only facilities), bicycle boulevards and any other innovative  
3 solutions to improve bicycle transportation space within the city.

4           POLICY 27.2: Develop a rational classification system of bicycle preferential streets.

5           The bicycle preferential streets system should consider the multi-modal functions of the  
6 street, the topography, and the existing and potential volume of bicycle traffic on the street.  
7 Streets and pathways in the bike route system that are relatively level, do not have conflicts  
8 with high volumes of pedestrian traffic, and do not have the primary functions of freight routes,  
9 major arterials and primary transit streets should be designed and treated to prioritize the  
10 movement of bicycles. Other streets and paths on the bike route system should be designed  
11 and treated to balance the other modes of transportation with the movement of bicycles.

12           *As with transit preferential streets, general traffic should be routed away from the bicycle*  
13 *preferential streets system wherever possible, except when they are arterial streets. Note that some*  
14 *bicycle preferential streets may have to be primary or secondary arterials or transit preferential*  
15 *streets, if feasible alternatives do not exist. In general, bicycle preferential streets should include*  
16 *design treatments that encourage all segments of the bicycle population, not only experienced cyclists.*

17           POLICY 27.3: ~~Remove conflicts~~ ~~Eliminate hazards~~ to bicyclists on city streets.

18           City departments should give particular attention to eliminating ~~conflicts~~ ~~hazards~~ on ~~the~~  
19 ~~B~~*bicycle Route Network* routes. ~~Conflicts~~ ~~Hazards~~ which may be inconsequential to automobiles  
20 can be disruptive, disabling, or even life threatening to bicyclists, and are ~~often contributing~~  
21 ~~factors in collisions involving bicyclists~~ ~~the cause of many cyclist accidents~~. Design ~~elements~~ ~~hazards~~  
22 such as sewer grates parallel to travel, unpaved or poorly paved shoulders, rough and/or  
23 obsolete railroad tracks ~~(especially those crossing cyclists' path at a diagonal)~~, and conventional  
24 speed bumps all pose ~~conflicts~~ ~~dangerous conditions~~ for cyclists and should be ~~removed~~  
25 ~~eliminated~~. Intermittent ~~disruptions~~ ~~hazards~~ such as ~~uneven~~ ~~bad~~ road surfaces, cracks and pot

1 holes, and refuse such as broken glass should be removed ~~eliminated~~ promptly. The city should  
2 give increased attention to maintenance and more frequent cleaning to Bicycle Route Network  
3 ~~bicycle route~~ streets because of the increased needs of cyclists for a debris-free hazard-free  
4 road surface. Bicycle routes should be well lit. Although priority shall be given to bicycle routes,  
5 conflicts to cyclist should be removed on all city streets.

6 POLICY 27.6: Accommodate bicycles on local and regional transit facilities and  
7 important regional transportation links wherever and whenever feasible.

8 The ability to integrate bicycle use and regional transportation systems is essential to  
9 maximizing the bicycle's transportation utility. The Bay Area is fortunate to have a number of  
10 quality public transportation services. The expansion of bicycle access on each of these  
11 systems increases the bicycle's range and usefulness and further decreases the number of  
12 auto trips made in the Bay Area.

13 Every effort must be made to maximize bicycle access on BART, CalTrain, all ferry  
14 systems, and on AC Transit, SamTrans and Golden Gate Transit buses and on selected  
15 Municipal Railway routes. Further, CalTrans shuttle service across the Bay Bridge should be  
16 expanded so it is available at all hours. Twenty-four hour access to all Bay Area bridges is  
17 essential to maintain these vital links within the bicycle transportation system.

18 Many commuters to San Francisco work outside of downtown and drive alone, contributing to  
19 peak hour congestion. If regional transit expanded peak-hour bicycle capacity and reduced peak hour  
20 bicycle time restrictions, these commuters could bicycle to and from transit at one or both end of their  
21 transit trip – an attractive choice to driving alone. This would also reduce parking demand at BART  
22 stations and park-and-ride lots.

23 Add a new policy 27.11 as follows:

24 POLICY 27.11: Ensure completion of the Bay and Ridge Trails in San Francisco.

1           The Bay Trail is a planned 500-mile hiking and bicycling trail that will form a continuous loop  
2 around San Francisco Bay and San Pablo Bay, linking the shorelines of nine counties and 47 cities.  
3 The trail functions as a regional recreational and commute route along the edge of the bay and across  
4 seven toll bridges. Over 250 miles are complete, but there are numerous gaps to fill.

5           The Bay Trail alignment in San Francisco is part of the city bicycle network extending 20 miles  
6 along the length of the city shoreline from the Golden Gate Bridge to Candlestick Point State  
7 Recreation Area. Approximately 12 miles are complete. Improving the remaining segments will ensure  
8 designated bicycle access along the shoreline of the city linking the city bicycle network to adjacent  
9 counties and the regional trail system.

11           The Bay Area Ridge Trail is another regional trail that is being developed in the Bay. The trail  
12 is envisioned as a 550+ mile recreational trail encircling San Francisco Bay that is aligned along the  
13 ridge tops. The Bay Area Ridge Trail ultimately will be a 550+ mile trail encircling the San Francisco  
14 Bay along the ridge tops. The Ridge Trail is open to hikers, bicyclists and in some areas is available  
15 for equestrian use. Approximately 310 miles of the Ridge Trail have been dedicated for public use, but  
16 there are significant gaps to fill.

17           In San Francisco, much of the Ridge Trail is in place, primarily running on public rights-of-way  
18 and use is limited to pedestrians, hikers and bicyclists. The Ridge Trail alignment links a number of  
19 parks in San Francisco, primarily those along the City's primary ridgeline and hilltops, including Twin  
20 Peaks, the Golden Gate Panhandle, and the Presidio. The trail alignment continues across the Golden  
21 Gate Bridge, establishing the connection with the Bay Area Ridge Trail in Marin County and the North  
22 Bay. While the trail alignment is in place in San Francisco, improvements to Ridge Trail segments in  
23 San Francisco would improve the City Bicycle and Pedestrian trail network as well as the regional  
24 trail network in Cities and Counties throughout the Bay Region.

1 POLICY 28.1: Provide secure bicycle parking in new governmental, commercial, and  
2 residential developments.

3 Bicycle parking should be provided in all new public and private buildings. *The Planning*  
4 *Code establishes a requirement for bicycle parking facilities based upon the number of automobile*  
5 *parking facilities in new developments. Additional facilities, such as showers and storage lockers,*  
6 *should be provided as well. The requirement should reflect demand in areas of high potential bicycle*  
7 *use such as shopping facilities, recreational facilities, educational locations and employment sites.*  
8 *These requirements should also be maintained even when developers receive variances from existing*  
9 *parking requirements. These requirements should also be applied to applications for modifications of*  
10 *existing facilities, as well as to new construction. The Planning Code should provide clearer*  
11 *regulation, guidance and exemptions for bicycle parking, as well as the necessary monitoring and*  
12 *enforcement of requirements. Review, update, and consolidate the Planning Code criteria for bicycle*  
13 *parking in garages and new or remodeled government and commercial buildings. The Planning Code*  
14 *should be reviewed to reconcile contradictions, and amended to forge a more comprehensive approach*  
15 *to bicycle commuting facilities. This approach should include such elements as expanded shower*  
16 *access and improved commercial district bicycle parking unbundled from automobile parking space*  
17 *requirements. The Planning Code should require a greater residential bicycle parking requirement,*  
18 *structured as a ratio of dwelling units rather than as a ratio of auto parking spaces.*

19 *In order to provide additional storage options to bicyclists, consider requirements that building*  
20 *owners allow tenants to bring their bicycles into buildings unless Class I bicycle parking is provided.*  
21 *In addition, consider requirements for bicycle parking in each individual building of large, multiple-*  
22 *building developments.*

23 POLICY 28.3: Provide parking facilities which are safe, secure, and convenient.

24 Bicycle parking facilities must provide reliable security, adequate bicycle support,  
25 safety, and must be conveniently located. *Bicycle parking facilities are preferably located*

1 where bicycles are sheltered from the weather and visible to attendants and security guards,  
2 accessible (such as by key or code) only to those who have parked bicycles, or located entirely inside  
3 non-garage parts of the building. If these resources are present, bicyclists will use such bicycle  
4 parking in increasing numbers.

5 Proper bicycle parking design is critical to its usefulness and effectiveness. Bicycle parking  
6 must be of a design to support the bicycle without damage and permit at least the frame and  
7 one wheel to be locked with a U-lock, but provide reasonable security with any type of lock.

8 Bicycle parking facilities should be conveniently located at building entrances, provide  
9 sufficient space for access, and be physically separated from automobile areas. Bicycle  
10 parking in publicly-accessible garages should be well signed to notify the public of the presence of bike  
11 parking (e.g., at garage entrances and other appropriate locations), as well as direct cyclists to the  
12 location of the parking. Also, maintain a SFMTA bicycle parking outreach campaign in various  
13 formats to provide relevant bicycle parking information such as garage locations with bicycle parking  
14 and bicycle locker availability.

15 Prepare additional guidelines for the placement and design of bicycle parking within City  
16 rights-of-way, including curbside on-street bicycle parking where feasible, and “sleeve” ring racks on  
17 parking meters.

18 Add a new policy 28.5 as follows:

19 POLICY 28.5: Provide bicycle parking at major recreational facilities and at all large sports,  
20 cultural, or other heavily attended events.

21 Provide convenient, secure, and inexpensive bicycle parking at major recreational facilities and  
22 large sports, cultural, or other heavily attended events to encourage bicycle use and further decrease  
23 automobile use. In order for cyclists to consider using bicycle transportation to go to and from these  
24 facilities and events, safe and secure bicycle parking must be provided. Such parking should be ample  
25 and should be of a high security type. Free valet bicycle parking, such as provided at the baseball

1 stadium, has proved very successful. Promotional materials for these events and facilities should  
2 highlight the provision of secure bicycle parking, especially if valet bicycle parking is provided.

3 Add a new policy 28.6 as follows:

4 POLICY 28.6: Provide for improved regulation of bicycle parking.

5 The Planning Code should provide for the citywide regulation of bicycle parking facilities. A  
6 comprehensive review of the existing regulatory structure could improve the monitoring of  
7 requirements in new and renovated buildings; existing parking garages requiring increased  
8 enforcement; city schools and local colleges; residential development requiring new ratios based on  
9 the number and occupancy of housing units and bedrooms; and city-owned and city-leased buildings  
10 requiring increased bicycle parking capacity. City leases should be negotiated to include the required  
11 level of bicycle parking through the efforts of the Real Estate Department and the MTA. OBJECTIVE

12 29:

13 CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING  
14 BICYCLE USE.

15 City government should play a leadership role in enabling more people to use the bicycle as  
16 their primary means of transportation. According to the 2009 San Francisco Bicycle Plan, the ~~The~~  
17 city should provide the facilities, programs and regulatory structure to enable such use, and  
18 should encourage the use of bicycles for work trips as an alternative to city cars.

19 POLICY 29.1: Consider the needs of bicycling and the improvement of bicycle  
20 accommodations in all city decisions ~~and improve accommodation as much as possible.~~

21 Genuine recognition and active accommodation of bicyclists' needs by all city  
22 departments in decisions related to transportation and land use is essential to the  
23 development of a significant bicycle transportation presence in San Francisco. Bicycle  
24 planning should be integrated into all short-range and long-range planning in all relevant City  
25 departments. Coordination between the Department of Parking and Traffic's Bicycle Program, other



1 City departments, and the Bicycle Advisory Committee should be improved. A working group should  
2 be created with representatives from relevant City departments, and should meet on a quarterly basis  
3 to discuss departmental and agency issues relevant to bicycle planning. In addition, periodic meetings  
4 should be held between the SFMTA and the Planning Department to update bicycle parking  
5 compliance status and review bicycle parking information.

6 Often, minor and inexpensive adjustments at a project's design phase can provide  
7 considerable benefits to bicyclists. Furthermore, inclusion of accommodations for cyclists  
8 when a project is designed can avoid expensive retrofitting later.

9 Through the cooperative efforts of the City's Real Estate Department, the Planning Department,  
10 and the SFMTA, pursue a citywide policy that provides secure bicycle parking at all City buildings in  
11 areas to be specified by the individual agencies, subject to safety regulations and available space.

12 Coordination with the San Francisco Police Department (SFPD) should focus on making  
13 bicycle theft investigation a higher priority, creating a better system for returning recovered bicycles to  
14 their owners.

15 POLICY 29.2 Integrate bicycle planning into regular short-range and long-range  
16 planning activities for all city departments.

17 Every effort should be made to ensure that bicycle transportation is given thorough  
18 consideration in all planning activities. Full integration of bicycle transportation requires  
19 evaluation of the range of impacts which any transportation or development proposal may  
20 have upon bicycle use and bicyclists' safety. This applies not only to city departments but also  
21 to the various other entities whose activities affect mobility in San Francisco. Insofar as is  
22 possible, city departments should endeavor to develop an effective network of bicycle facilities  
23 and policies.

24 Ensure adequate and appropriate environmental review under the California Environmental  
25 Quality Act for the Bicycle Plan and all discretionary actions under the Bicycle Plan that may have a

1 direct or indirect physical environmental impact. Consider updating the transportation impact  
2 guidelines to include analysis of bicycle-related issues when evaluating impacts of new projects .

3 Work with the responsible San Francisco agencies to collect where appropriate: bicycle counts;  
4 an inventory of existing bicycle parking within a two-block radius of the study site; and the project's  
5 potential impacts on any existing or proposed bikeways.

6 POLICY 29.3 Designate appropriate staff to coordinate all bicycle related activities.

7  
8 A successful bicycle program requires cooperation among a variety of city departments,  
9 including the Departments of City Planning, Parking and Traffic, Public Works, the Chief  
10 Administrator's Office, the Public Transportation Department, and the Transportation  
11 Authority, as well as various State and other government agencies. Appropriate staff should  
12 be designated to be responsible for the coordination of bicycle-related activities to ensure that  
13 projects and plans that involve many departments are carried out effectively. Work with the  
14 responsible San Francisco agencies to collect where appropriate: bicycle counts; an inventory of  
15 existing bicycle parking within a two-block radius of the study site; and the project's potential impacts  
16 on any existing or proposed bikeways.

17 **CITYWIDE PARKING**

18 POLICY 30.4: Restrict long term automobile parking at rapid transit stations in the city  
19 in favor of development of effective feeder transit service and enhanced access for pedestrians  
20 and bicyclists.

21 Many of the rapid transit stations in San Francisco are located in densely developed  
22 downtown areas or in residential or shopping areas where additional automobile impacts are  
23 undesirable. These stations are located in such a manner that they may generally be reached  
24 by San Francisco residents either by connecting transit ~~or~~ by walking, or by bicycling. The  
25

1 commuter use of the automobile to park at a rapid transit station in San Francisco should be  
2 discouraged. While it is desirable to provide bicycle storage and parking facilities at rapid  
3 transit stations, long-term automobile parking facilities are undesirable because such facilities  
4 would attract automobile traffic and otherwise be disruptive to the neighborhoods where they  
5 would be located.

6 Add a new policy 30.8 as follows:

7 POLICY 30.8: Consider lowering the number of automobile parking spaces required in  
8 buildings where Class I bicycle parking is provided.

9 POLICY 34.2: Use existing street space to increase residential parking where off-  
10 street facilities are inadequate.

11 Local streets are of such width in many areas that improved parking conditions can be  
12 obtained by shifting from parallel to diagonal or perpendicular parking without a major  
13 investment. Care must be taken, however, to avoid conflicts with transit operations and safe  
14 bicycle movement (considering both adequate lane width and potential conflicts with vehicles  
15 backing out of parking spaces), and to ensure that the street is more than a parking lot. Proper  
16 landscaping is required to prevent lights from shining into dwellings at night and breaks in  
17 rows of cars should be provided to avoid the monotony and unsightliness of unending rows of  
18 vehicles. Back-in diagonal or perpendicular parking should be considered as an option to reduce  
19 bicycle-motor vehicle conflicts.

20 POLICY 34.5: Minimize the construction of new curb cuts in areas where on-street  
21 parking is in short supply and locate them in a manner such that they retain or minimally  
22 diminish the number of existing on-street parking spaces.

23 It is desirable to maintain a balance in the supply of adequate on- and off-street  
24 parking. The creation of curb cuts to increase the supply of off-street parking often deprives  
25 the neighborhood of a community on-street parking space in exchange for a private one. New

1 buildings may be designed so that entrances to off-street parking are pooled or configured to  
2 minimize curb cuts and preserve the supply of on-street parking. An increased number of curb  
3 cuts also increases the number of potential conflicts between motor vehicles and bicycles.

4 **URBAN GOODS MOVEMENT**

5 POLICY 40.2: Discourage access to off-street freight loading and service vehicle  
6 facilities from transit preferential streets, ~~or~~ pedestrian-oriented streets and alleys, or on the  
7 Bicycle Route Network by providing alternative access routes to facilities.

8 POLICY 40.3: Off-street loading facilities and spaces in the downtown area should be  
9 enclosed and accessible by private driveways designed to minimize conflicts with pedestrian,  
10 transit, bicycle, and automobile traffic.

11 Section 6. The objective, policies, and map of the Downtown Plan of the San  
12 Francisco General Plan are hereby amended to read as follows

13 **DOWNTOWN PLAN**

14 **BICYCLES**

15 OBJECTIVE 19: PROVIDE FOR SAFE AND CONVENIENT BICYCLE USE AS A  
16 MEANS OF TRANSPORTATION.

17 ~~The bicycle is becoming more acceptable as an alternative to the automobile for work and~~  
18 ~~shopping purposes. The number of people that choose the bicycle instead of the automobile as their~~  
19 ~~main mode of transportation is steadily rising. As streets become more congested and more~~  
20 ~~accommodations are made for bicyclists, some-many~~ people are finding that they can move about  
21 the city more quickly, enjoyably and economically on bicycles.

22 POLICY 19.1: Include facilities for bicycle users in governmental, commercial, and  
23 residential developments.

24 ~~Provision should be made for bicycle parking in conjunction with automobile parking in~~  
25 ~~existing and new parking lots and garages. Secure and conveniently located bicycle parking should~~

1 ~~also be provided in major new construction.~~ Secure and conveniently located bicycle parking should be  
2 provided in newly constructed developments, regardless of the provision of auto parking. Provision  
3 should also be made for bicycle parking in conjunction with (but not solely dependent upon)  
4 automobile parking in existing and new parking lots and garages.

5 POLICY 19.2: Accommodate bicycles on regional transit facilities and important  
6 regional transportation links.

7 There should be more opportunity for cyclists to commute to San Francisco with their  
8 bikes by using regional transit modes such as BART, Caltrain, the ferry system, Golden Gate  
9 Transit, AC Transit, SamTrans, and the Caltrans Bay Bridge ~~bicycle shuttle and trains~~. All Certain  
10 commute buses should ~~also~~ provide carrying racks for bicycles.

11 Map 6: Transportation System, should be amended to reflect changes in the bicycle  
12 network.

13 Section 7. In furtherance of this Ordinance, the Board of Supervisors takes the  
14 following additional actions related to the re-adoption of the 2009 Bicycle Plan and related  
15 General Plan amendments:

16 (a) The Board hereby directs the Planning Department to make any necessary  
17 changes to the Land Use Index of the General Plan to address the General Plan amendments  
18 to the Transportation Element.

19 //  
20 //  
21 //  
22 //  
23 //  
24 //  
25 //

1 (b) The Board hereby directs the Planning Department, in consultation with the City  
2 Attorney, to make any necessary changes to the San Francisco General Plan to address the  
3 Amendments expressed herein. In adopting this Ordinance, it is the Board's express intent to  
4 only modify the environmental findings adopted in Ordinance 188-09 and incorporated therein  
5 by reference, and to re-adopt the General Plan Amendments as expressed in 188-09 in their  
6 entirety.

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

9 By: \_\_\_\_\_  
10 Audrey Pearson  
11 Deputy City Attorney