



# SAN FRANCISCO PLANNING DEPARTMENT

---

## Planning Commission Motion 17912

HEARING DATE: June 25, 2009

*Hearing Date:* June 25, 2009  
*Case No.:* 2007.0347E  
*Project Title:* San Francisco Bicycle Plan  
*Project Address:* N/A, Citywide, primarily within the public right-of-way  
*Zoning:* N/A  
*Block/Lot:* N/A, Citywide, primarily within the public right-of-way  
*Project Sponsor:* Oliver Gajda, Bicycle Program Manager  
San Francisco Municipal Transportation Agency  
One South Van Ness Avenue  
San Francisco, CA 94103  
*Staff Contact:* Debra Dwyer – (415) 575-9031  
Debra.Dwyer@sfgov.org

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

Reception:  
415.558.6378

Fax:  
415.558.6409

Planning  
Information:  
415.558.6377

**ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED UPDATE TO THE 2009 SAN FRANCISCO BICYCLE TRANSPORTATION PLAN, WHICH INCLUDES MINOR, LONG-TERM, AND NEAR-TERM IMPROVEMENTS FOR THE BICYCLE ROUTE NETWORK, AND AMENDMENTS TO THE GENERAL PLAN AND PLANNING CODE TO REFLECT SAID BICYCLE PLAN.**

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2007.0347E, the San Francisco Bicycle Plan (hereinafter "Project"), based upon the following findings:


1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
  - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on June 5, 2007.
  - B. Public notice was provide on June 5, 2007 of a Public Scoping meeting for the EIR for this project, and such meeting was subsequently held on June 26, 2007.
  - C. On November 26, 2008, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of

the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- D. In addition, the Notices of availability of the DEIR (NOA) and of the date and time of the public hearing were mailed to more than 1,400 persons, neighborhood organizations, and agencies on November 26, 2008. The Planning Department also emailed a copy of the NOA on November 26, 2008 to persons for whom an email address had been provided. .
  - E. On November 26, 2008, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list for the DEIR, and to government agencies, the latter both directly and through the State Clearinghouse.
  - F. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on November 26, 2008.
2. The Commission held a duly advertised public hearing on said DEIR on January 8, 2009 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on January 13, 2009.
  3. The Department prepared responses to comments on environmental issues received at the public hearing in writing during the 47-day public review period for the DEIR and submitted after the close of the public comment period, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on June 11, 2009, distributed to the Commission, to the SFMTA Board, and to all parties who commented on the DEIR, and made available to others upon request at Department offices.
  4. A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, supporting studies, documents and other materials, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document, all as required by law.
  5. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review by appointment at the Department offices at 1650 Mission Street, Suite 400, in San Francisco, and are part of the record before the Commission.
  6. On June 25, 2009, the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31.

7. The project sponsor has indicated that the presently preferred alternative consists of the preferred project design for 47 of the near-term improvements as described in the Final Environmental Impact Report and presented in Exhibit A hereto.
8. The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 2007.0347E, the San Francisco Bicycle Plan, reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
9. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report and the project preferred by the project sponsor, described in Exhibit A attached hereto:
  - A. Will have project-specific significant effects on the environment resulting in a potential reduction of traffic levels-of-service on some roadway segments and at some intersections, a potential slowing of transit movement in specific locations, and a potential reduction of loading spaces in certain locations within the project area. While none of the policy goals, objectives, and actions taken to support the 2009 Bicycle Plan, now and into the future, would, in themselves, have a significant effect on the physical environment, the predictable indirect impact of implementing the policy goals, objectives, and actions would be the implementation of the proposed physical environmental improvements which are described in the 2009 Bicycle Plan. Therefore, the implementation of policy goals, objectives, and actions could indirectly lead to the same impacts as identified for the actual improvement projects. Specifically, the project may result in the significant and unavoidable impacts described in Exhibit B hereto.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of June 25, 2009.

  
Linda Avery  
Commission Secretary

AYES: Miguel, Antonini, Borden, Olague, Sugaya

NOES:

ABSENT: Lee, Moore

ADOPTED: June 25, 2009



## EXHIBIT A

### 2009 SAN FRANCISCO BICYCLE PLAN PREFERRED PROJECT ALTERNATIVE

The Preferred Project Alternative as determined by the San Francisco Municipal Transportation Agency consists of the 2009 Bicycle Plan, the minor and long-term improvements for the bicycle route network as described in the EIR, and the following preferred project options for the near-term improvements for the bicycle route network as described in the Final EIR.

The preferred project designs for the near-term improvements listed in Table A.1 are exactly the same as a project design option analyzed in the Draft EIR.

TABLE A.1 NEAR-TERM IMPROVEMENT PROJECTS		OPTION 1	OPTION 2
PROJECT NO.	PROJECT NAME		
1-2	BROADWAY TUNNEL SIGNAGE IMPROVEMENTS	YES	
2-3	14TH STREET BICYCLE LANE, DOLORES STREET TO MARKET STREET	YES	
2-5	BEALE STREET BICYCLE LANE, BRYANT STREET TO FOLSOM STREET	YES	
2-6	DIVISION STREET BICYCLE LANES, 9TH STREET TO 11TH STREET		YES
2-7	FREMONT STREET SOUTHBOUND BICYCLE LANE, HARRISON STREET TO HOWARD STREET	YES	
2-8	HOWARD STREET WESTBOUND BICYCLE LANE, SHORT EXTENSION AT 9TH STREET	YES	
2-9	HOWARD STREET, WESTBOUND BICYCLE LANE, THE EMBARCADERO TO FREMONT STREET	YES	
2-12	MARKET STREET BICYCLE LANES, OCTAVIA BOULEVARD TO VAN NESS AVENUE	YES	
2-13	MCCOPPIN STREET BICYCLE PATH, MARKET STREET TO VALENCIA STREET	YES	
2-15	OTIS STREET WESTBOUND BICYCLE LANE, GOUGH STREET TO SOUTH VAN NESS AVENUE	YES	
3-1	FELL STREET AND MASONIC AVENUE INTERSECTION IMPROVEMENTS	YES	
3-3	MCALLISTER STREET BICYCLE LANE, MARKET STREET TO MASONIC AVENUE	YES	
3-4	POLK STREET BICYCLE LANE, MARKET STREET TO MCALLISTER STREET	YES	
3-5	SCOTT STREET BICYCLE LANE, FELL STREET TO OAK STREET	YES	
3-6	THE "WIGGLE" IMPROVEMENTS	YES	
4-1	16TH STREET BICYCLE LANES, 3RD STREET TO TERRY FRANCOIS BOULEVARD	YES	
4-2	CARGO WAY BICYCLE LANES, 3RD STREET TO JENNINGS STREET	YES	
4-3	ILLINOIS STREET BICYCLE LANES, 16TH STREET TO CARGO WAY	YES	
4-5	MISSISSIPPI STREET BICYCLE LANES, 16TH STREET TO MARIPOSA STREET	YES	
5-3	ALEMANY BOULEVARD BICYCLE LANES, ROUSSEAU STREET TO SAN JOSE AVENUE	YES	

5-5	CESAR CHAVEZ STREET BICYCLE LANES, I-280 TO US 101 FREEWAYS	YES	
5-7B	GLEN PARK AREA BICYCLE LANES, (B) CONNECTION BETWEEN MONTEREY BOULEVARD AND SAN JOSE AVENUE	YES	
5-11	POTRERO AVENUE AND BAYSHORE BOULEVARD BICYCLE LANES, 25TH STREET TO CESAR CHAVEZ STREET	YES	
5-13	SAN BRUNO AVENUE BICYCLE LANES, PAUL TO SILVER AVENUES *	YES *	
6-2	CLIPPER STREET BICYCLE LANES, DOUGLASS STREET TO PORTOLA DRIVE	YES FOR SEGMENT I	YES FOR SEGMENT II <sup>1</sup>
7-2	7 <sup>TH</sup> AVENUE BICYCLE LANES, LAWTON STREET TO LINCOLN WAY	YES	
7-5	KIRKHAM STREET BICYCLE LANES, 9TH AVENUE TO GREAT HIGHWAY	YES	
7-6	PAGE AND STANYAN STREETS INTERSECTION TRAFFIC SIGNAL IMPROVEMENTS	YES	
8-1	19TH AVENUE MIXED-USE PATH, BUCKINGHAM WAY TO HOLLOWAY AVENUE		YES
8-3	HOLLOWAY AVENUE BICYCLE LANES, JUNIPERO SERRA BOULEVARD TO VARELA AVENUE	YES	
8-4	JOHN MUIR DRIVE BICYCLE LANES, LAKE MERCED BLVD TO SKYLINE BOULEVARD	YES	
8-5	SLOAT BOULEVARD BICYCLE LANES, GREAT HIGHWAY TO SKYLINE BOULEVARD	YES	

\* Please note that while Option 1 is the preferred design option for Project 5-13, SFMTA is preserving consideration of Option 2.

The preferred project designs for the near-term improvements listed in Table A.2 are a refinement to a project design option analyzed in the Draft EIR, and are further described in the Comments and Responses document section on staff initiated text changes.

TABLE A.2 NEAR-TERM IMPROVEMENT PROJECTS		MODIFIED OPTION 1	MODIFIED OPTION 2
PROJECT NO.	PROJECT NAME		
1-3	NORTH POINT STREET BICYCLE LANES, THE EMBARCADERO TO VAN NESS AVENUE	YES	
2-1	2ND STREET BICYCLE LANES, KING STREET TO MARKET STREET	YES	
2-2	5TH STREET BICYCLE LANES, MARKET STREET TO TOWNSEND STREET		YES
2-4	17TH STREET BICYCLE LANES, CORBETT AVENUE TO KANSAS STREET, INCLUDING CONNECTIONS TO THE 16TH STREET BART STATION VIA HOFF STREET OR VALENCIA STREET, AND 17TH STREET TO DIVISION STREET VIA POTRERO AVENUE **	YES**	
2-10	MARKET STREET AND VALENCIA STREET INTERSECTION	YES	

<sup>1</sup> Pursuant to refinement of this project, the original Project 6-2 Option I for Segment II on Diamond Heights Boulevard from the intersection of Diamond Heights Boulevard with Clipper Street to the intersection of Diamond Heights Boulevard and Portola Drive is no longer under consideration. Therefore, there is only one option for each segment.

	IMPROVEMENTS		
2-11	MARKET STREET BICYCLE LANES, 17TH STREET TO OCTAVIA BOULEVARD	YES	
2-14	MCCOPPIN STREET BICYCLE LANE, GOUGH STREET TO VALENCIA STREET	YES	
2-16	TOWNSEND STREET BICYCLE LANES, 8TH STREET TO THE EMBARCADERO	YES	
5-1	23RD STREET BICYCLE LANES, KANSAS STREET TO POTRERO AVENUE	YES	
5-2	ALEMANY BOULEVARD BICYCLE LANES, BAYSHORE BOULEVARD TO ROUSSEAU STREET	YES	
5-4	BAYSHORE BOULEVARD BICYCLE LANES, CESAR CHAVEZ STREET TO SILVER AVENUE		YES
5-7A	GLEN PARK AREA BICYCLE LANES, (A) CONNECTION BETWEEN ALEMANY BOULEVARD AND SAN JOSE AVENUE		YES
5-8	KANSAS STREET BICYCLE LANES, 23RD STREET TO 26TH STREET	YES	
5-9	OCEAN AVENUE BICYCLE LANES, ALEMANY BOULEVARD TO LEE AVENUE		YES
5-12	SAGAMORE STREET AND SICKLES AVENUE BICYCLE LANES, ALEMANY BOULEVARD TO BROTHERHOOD WAY	YES	
6-1	CLAREMONT BOULEVARD BICYCLE LANES, DEWEY BOULEVARD TO ULLOA STREET	YES	
6-3	LAGUNA HONDA BOULEVARD BICYCLE LANES, PLAZA STREET TO WOODSIDE		YES
6-4	LAGUNA HONDA BOULEVARD BICYCLE LANES, PORTOLA DRIVE TO WOODSIDE AVENUE	YES	
6-5	PORTOLA DRIVE BICYCLE LANES, CORBETT AVENUE TO O'SHAUGHNESSY BOULEVARD	YES	
6-6	PORTOLA DRIVE BICYCLE LANES, O'SHAUGHNESSY BOULEVARD/WOODSIDE AVENUE TO SLOAT BOULEVARD/ST. FRANCIS BOULEVARD		YES
7-1	INTERSECTION IMPROVEMENTS AT 7TH AVENUE AND LINCOLN WAY	YES	
7-3	GREAT HIGHWAY AND POINT LOBOS AVENUE BICYCLE LANES, EL CAMINODEL MAR TO CABRILLO STREET	YES	
7-4	JOHN F. KENNEDY DRIVE AND KEZAR DRIVE BICYCLE LANES, STANYAN STREET TO TRANSVERSE DRIVE	YES	
8-2	BUCKINGHAM WAY BICYCLE LANES, 19TH AVENUE TO 20TH AVENUE	YES	

\*\* Please note that while Modified Option 1 is the preferred design option for Project 2-4, SFMTA is preserving consideration of Option 2 for the Center Segment of Project 2-4 between Church Street and Potrero Avenue.

The preferred project design for the following five near-term improvement projects has not yet been determined. For these projects, it is anticipated that the preferred project designs, once identified, would be within the range of project options analyzed in the Draft EIR. When a preferred project

design is determined, an assessment will be made regarding whether or not supplemental environmental analysis is required.

Project 1-1 Broadway Bicycle Lanes, Polk Street to Webster Street

Project 3-2 Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard

Project 4-4 Innes Avenue Bicycle Lanes, Donahue Street to Hunters Point Boulevard

Project 5-6 Cesar Chavez Street/26th Street Bicycle Lanes, Sanchez Street to US-101

Project 5-10 Phelan Avenue Bicycle Lanes, Judson Avenue to Ocean Avenue



## EXHIBIT B

### SIGNIFICANT AND UNAVOIDABLE IMPACTS THAT MAY RESULT FROM THE 2009 BICYCLE PLAN PROJECT PREFERRED PROJECT

#### A. Traffic<sup>1</sup>

The 2009 Bicycle Plan Preferred Project has the long-term potential and cumulative potential (which considers impacts of both the Bicycle Plan and other development anticipated to occur around the project area) to increase traffic delay in some areas of the City. Through the reduction of roadway capacity and specifically the reduction in the number of lanes available for automotive vehicle use, the Preferred Project may cause a significant adverse impact to some intersection levels of service.

The 2009 Bicycle Plan Preferred Project also has the near-term potential and cumulative potential (which considers impacts of both the Bicycle Plan and other development anticipated to occur around the project area) to cause a significant adverse impact to intersection levels-of-service at the following locations:

#### *Cluster 2*

2<sup>nd</sup> Street/Bryant Street, Project 2-1 Modified Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

2<sup>nd</sup> Street/Folsom Street, Project 2-1 Modified Option 1, 2025 Cumulative plus Project conditions

2<sup>nd</sup> Street/Harrison Street, Project 2-1 Modified Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

2<sup>nd</sup> Street/Howard Street, Project 2-1 Modified Option 1, 2025 Cumulative plus Project conditions

2<sup>nd</sup> Street/Townsend Street, Project 2-16 Modified Option 1, 2025 Cumulative plus Project conditions

5<sup>th</sup> Street/Brannan Street, Project 2-2 Modified Option 2, 2025 Cumulative plus Project conditions

5<sup>th</sup> Street/Bryant Street, Project 2-2 Modified Option 2, Existing plus Project and 2025 Cumulative plus Project conditions

---

<sup>1</sup> Unless otherwise noted, the significant and unavoidable traffic and transit impacts are for PM peak hour conditions.

5<sup>th</sup> Street/Howard Street, Project 2-2 Modified Option 2, 2025 Cumulative plus Project conditions

7<sup>th</sup> Street/Townsend Street, Project 2-16 Modified Option 1, 2025 Cumulative plus Project conditions

10<sup>th</sup> Street/Brannan Street/Potrero Street, combined Projects 2-4 Modified Option 1 and 2-6 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions

Church Street/Market Street/14<sup>th</sup> Street, Combined Projects 2-3 and 2-11 Modified Option 1, 2025 Cumulative plus Project conditions

Church Street/Market Street/14<sup>th</sup> Street, Project 2-11 Modified Option 1, 2025 Cumulative plus Project conditions

Fremont Street/Howard Street, combined Projects 2-7 and 2-9, Existing plus Project and 2025 Cumulative plus Project conditions

Fremont Street/Howard Street, Project 2-9, Existing plus Project and 2025 Cumulative plus Project conditions

Potrero Street/16<sup>th</sup> Street, Project 2-4 Modified Option 1, 2025 Cumulative plus Project conditions

### *Cluster 3*

Masonic Avenue/Fell Street, Combined Projects 3-1 and 3-2 Option 1, 2025 Cumulative plus Project conditions

Masonic Avenue/Fell Street, Project 3-2 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

Masonic Avenue/Fell Street, Project 3-2 Option 2, 2025 Cumulative plus Project conditions

Masonic Avenue/Turk Street, Project 3-2 Options 1 and 2, in the AM peak hour, 2025 Cumulative plus Project conditions

Masonic Avenue/Turk Street, Project 3-2 Option 1, in the PM peak hour, 2025 Cumulative plus Project conditions

Masonic Avenue/Fulton Street, Project 3-2 Options 1 and 2, in the AM peak hour, 2025 Cumulative plus Project conditions

Masonic Avenue/Geary Boulevard, Project 3-2 Option 1, 2025 Cumulative plus Project conditions

*Cluster 5*

Bryant Street/Cesar Chavez Street, Project 5-6 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions

Evans Avenue/Cesar Chavez Street, Project 5-5 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

Guerrero Street/Cesar Chavez Street, Project 5-6 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions

Mission Street/Cesar Chavez Street, Project 5-6 Options 1 and 2 in the AM peak hour for 2025 Cumulative plus Project conditions, and Project 5-6 Options 1 and 2 in the PM peak hour, Existing plus Project and 2025 Cumulative plus Project conditions

South Van Ness Avenue/Cesar Chavez Street, Project 5-6 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions

**B. Transit**

The 2009 Bicycle Plan Preferred Project has the long-term potential to slow some transit movement in some locations, as well as the near-term potential and cumulative potential to slow some transit movement in some locations, specifically:

*Cluster 2*

Muni bus line 10, Combined Projects 2-1 and 2-16 Modified Option 1, 2025 Cumulative plus Project conditions

Muni bus line 9, Combined Project 2-4 Modified Option 1 and 2-6 Option 2, 2025 Cumulative plus Project conditions

Muni bus line 9, Project 2-4 Modified Option 1, 2025 Cumulative plus Project conditions

Muni bus line 30, Project 2-16 Modified Option 1, Existing plus Project and 2025 Cumulative plus Project plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Streets

Muni bus line 45, Project 2-16 Modified Option 1, Existing plus Project and 2025 Cumulative plus Project plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Street

SamTrans bus line 292, Combined Project 2-4 Modified Option 1 and 2-6 Option 2, 2025 Cumulative plus Project conditions

Muni bus line 292, Project 2-4 Modified Option 1, 2025 Cumulative plus Project conditions

*Cluster 3*

Muni bus line 43, Combined Projects 3-1 and 3-2 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

Muni bus line 43, Project 3-2 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

*Cluster 5*

Muni bus line 12, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

Muni bus line 27, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

*Cluster 6*

Muni bus line 48, Projects 6-2, 6-5 Modified Option 1, and 6-6 Option 1, 2025 Cumulative plus Project conditions\*

Muni bus line 52, Projects 6-2, 6-5 Modified Option 1, and 6-6 Option 1, 2025 Cumulative plus Project conditions\*

\* Note: Project 6-2 Segment II Option 1 is no longer being considered for implementation by SFMTA. Also, the preferred project design for Project 6-6 is Modified Option 2.

**C. Loading**

The 2009 Bicycle Plan Preferred Project has the long-term potential to eliminate some curb space currently used for passenger loading/unloading or commercial freight loading/unloading in as yet undetermined locations, as well as the near-term potential and cumulative potential to eliminate some curb space currently used for passenger loading/unloading or commercial freight loading/unloading.

*Cluster 1*

Along North Point Street east of Columbus Avenue, Modified Project 1-3, Existing plus Project and 2025 Cumulative plus Project conditions

*Cluster 2*

Along 2<sup>nd</sup> Street between Market and Bryant Streets in the 2<sup>nd</sup> Street Corridor, Project 2-1 Modified Option 1, Existing plus Project and 2025 Cumulative plus Project conditions for commercial freight loading/unloading

Along north side of Market Street near Noe Street, Project 2-11 Modified Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

*Cluster 5*

Along Bayshore Boulevard between Cesar Chavez Street and Industrial Street, Project 5-4 Modified Option 2, Existing plus Project and 2025 Cumulative plus Project

Along the west side of San Bruno Avenue between Paul Avenue and Silver Avenue, Project 5-13 Option 1 and Option 2, Existing plus Project and 2025 Cumulative plus Project

