File No. 130527 Committee Item No. 2
Board Item No. 5

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development **Date** July 15, 2013

Board of Supervisors Meeting **Date** July 30, 2013

Cmte	Board	
☐	☐	Motion
☐	☐	Resolution
☒	☒	Ordinance
☒	☒	Legislative Digest
☐	☐	Budget and Legislative Analyst Report
☐	☐	Youth Commission Report
☐	☐	Introduction Form
☒	☒	Department/Agency Cover Letter and/or Report
☐	☐	MOU
☐	☐	Grant Information Form
☐	☐	Grant Budget
☐	☐	Subcontract Budget
☐	☐	Contract/Agreement
☐	☐	Form 126 – Ethics Commission
☐	☐	Award Letter
☐	☐	Application
☐	☒	Public Correspondence

OTHER **(Use back side if additional space is needed)**

☒	☒	MTA Board of Directors Resolution No. 13-054
☒	☒	Planning Commission Resolution No. 18870
☒	☒	CEQA Findings & MMRP
☒	☒	Notice of Public Hearing
☐	☐	
☐	☐	
☐	☐	
☐	☐	
☐	☐	
☐	☐	
☐	☐	

Completed by: Alisa Miller **Date** July 12, 2013
Completed by: _____ **Date** _____

FILE NO. 130527 ORDINANCE NO.

[General Plan - San Francisco Bicycle Transportation Plan]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Section 3. General Plan Findings.

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

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION ELEMENT

HISTORY OF TRANSPORTATION IN SAN FRANCISCO

The Freeway Revolt and "Transit First" (1960-1989)

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

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

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

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

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

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

GENERAL

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

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

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

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

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

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

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

- For trips occurring when and where transit is not well-suited for the purpose, such as shopping for oversized or bulk items (as an alternative, retail delivery services should be encouraged.)
- For intra-regional trips outside the major cities and for intercity trips between non-core areas of the major cities.
- Where business travel requires the use of an automobile for short-term and intermittent trips.
- On streets having the capacity to absorb additional vehicular traffic as an alternative to freeway construction without substantial environmental damage or conflict with land uses.

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

- In parks, on trails and in other recreational areas, and where the enjoyment of slow movement and the preservation of the natural environment would be severely compromised by automobile traffic.
- For work trips generally within San Francisco, especially the downtown area.
- Where concentration of activity is high, particularly where streets are narrow and the intervening distances are short, that more convenient access among interrelated activities may be achieved by walking or limited distance people-movers than by other modes.
- In areas and around institutions where large numbers of people with limited means or low automobile ownership reside or arrive as a destination.

- Where travel demand exceeds the capacity of an area to absorb more vehicular traffic without substantial environmental damage or where further capacity for automobile movement or storage is very costly.
- In neighborhood commercial districts, and where cultural and recreational facilities are clustered.
- Surrounding transit centers and along transit preferential streets, where the facilitation of pedestrian traffic is necessary to successful and safe transit operation.

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

- In parks, on trails, *on roads of particular scenic beauty,* and in other recreational areas, and where the enjoyment of slow movement and the preservation of the natural environment would be severely compromised by automobile traffic.
- For work trips generally within San Francisco, especially the downtown *and other dense* area*s, where automobile parking is scarce*.
- Where concentration of activity is high, particularly where streets are narrow and the intervening distances are short, that more convenient access among interrelated activities may be achieved by bicycling.
- ~~*In areas and around institutions where*~~ *Where* large numbers of people with limited means or low automobile ownership reside or arrive as a destination.
- ~~*Where travel demand exceeds the capacity of an area to absorb more vehicular traffic without substantial environmental damage or where further capacity for automobile movement or storage is very costly.*~~
- *In neighborhood commercial districts, and where cultural and recreational facilities are clustered.*
- *For trips to sports, cultural and other heavily attended events.*

□ *As a connector to and from transit, especially regional transit.*

□ *Along the alignment of the regional Bay Trail network linking shoreline recreational destinations.*

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

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

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

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

□ Adjacent to regional transit connection points.

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

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

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

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

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

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

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

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

REGIONAL

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

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

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

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

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

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

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

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

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

POLICY 8.2: Clearly identify the citywide Pedestrian *and Bicycle* Network*s* where ~~*it*~~ *they* intersect with the Coast, Bay and Ridge Trails.

POLICY 9.1: ~~*Allow*~~ *Accommodate* bicycles on regional transit ~~*vehicles*~~ *facilities and important regional transportation links,* such as ~~*trains and ferries*~~ *the City's light rail vehicles, wherever and* whenever practical*ly feasible*.

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

CONGESTION MANAGEMENT

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

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

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

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

VEHICLE CIRCULATION

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

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

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

The predominance of land uses fronting the street;

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

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

The level of pedestrian and bicycle traffic;

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

Whether residences face the street;

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

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

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

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

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

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

MASS TRANSIT

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

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

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

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

BICYCLES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Add a new policy 27.11 as follows:

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

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

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

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

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

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

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

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

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

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

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

Proper bicycle parking design is critical to its usefulness and effectiveness. Bicycle parking must be of a design to support the bicycle without damage and permit at least the frame and one wheel to be locked with a U-lock, *but provide reasonable security with any type of lock.* Bicycle parking facilities should be conveniently located at building entrances, provide sufficient space for access, and be physically separated from automobile areas. *Bicycle parking in publicly-accessible garages should be well signed to notify the public of the presence of bike parking (e.g., at garage entrances and other appropriate locations), as well as direct cyclists to the location of the parking. Also, maintain a SFMTA bicycle parking outreach campaign in various formats to provide relevant bicycle parking information such as garage locations with bicycle parking and bicycle locker availability.*

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

Add a new policy 28.5 as follows:

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

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

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

Add a new policy 28.6 as follows:

POLICY 28.6: Provide for improved regulation of bicycle parking.

The Planning Code should provide for the citywide regulation of bicycle parking facilities. A comprehensive review of the existing regulatory structure could improve the monitoring of requirements in new and renovated buildings; existing parking garages requiring increased enforcement; city schools and local colleges; residential development requiring new ratios based on the number and occupancy of housing units and bedrooms; and city-owned and city-leased buildings requiring increased bicycle parking capacity. City leases should be negotiated to include the required level of bicycle parking through the efforts of the Real Estate Department and the MTA. OBJECTIVE 29:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CITYWIDE PARKING

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

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

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

Add a new policy 30.8 as follows:

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

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

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

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

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

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

URBAN GOODS MOVEMENT

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

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

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

DOWNTOWN PLAN

BICYCLES

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

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

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

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

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

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

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

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

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

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

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

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

By: Audrey Pearson
Audrey Pearson
Deputy City Attorney

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FILE NO. 130527

LEGISLATIVE DIGEST

[General Plan - San Francisco Bicycle Transportation Plan]

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

Existing Law

Currently, the San Francisco General Plan includes policies related to bicycle transportation.

Amendments to Current Law

This Ordinance would re-adopt the 2009 San Francisco Bicycle Transportation Plan and related General Plan amendments previously adopted in Ordinance 188-09.

Background Information

In August 2009, the San Francisco Board of Supervisors adopted Ordinance 188-09, which adopted the 2009 San Francisco Bicycle Transportation Plan and amended the Transportation Element, the Downtown Area Plan and made corresponding revisions to the Land Use Index of the San Francisco General Plan. In adopting Ordinance 188-09, the Board also made findings required by the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq., including a mitigation monitoring and reporting program and a statement of overriding considerations.

On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910, the California Court of Appeal found that the environmental impact report (EIR) for the 2009 Bicycle Plan complied with CEQA in all respects. However, the Court also found that the findings adopted pursuant to CEQA in connection with the General Plan Amendments did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts that cannot be mitigated. This action re-adopts the previously adopted General Plan Amendments as described above, and makes environmental findings under CEQA modified to address the Court of Appeal's concerns.

This Ordinance only re-adopts the General Plan Amendments previously adopted in Ordinance 188-09 with the modified environmental findings. No other amendments to the General Plan are proposed.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 13-054

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA), was the primary agency responsible for bicycle planning and development of the 2009 San Francisco Bicycle Plan; and,

WHEREAS, The California Bicycle Transportation Act (Sections 891.2 and 891.4 of the California Streets and Highways Code) provides for the preparation of a bikeways plan by a city or county and submission of this plan to the California Department of Transportation for review and approval; and,

WHEREAS, Section 891.4 of the California Streets and Highways Code provides that any city or county which has received approval from the California Department of Transportation for its bikeways plan may apply to the Department of Transportation for Bicycle Transportation Account funds for bikeways and related facilities which implement such a plan; and,

WHEREAS, The SFMTA Board of Directors endorsed the 2009 San Francisco Bicycle Plan for purposes of initiating environmental review under the California Environmental Quality Act, California Public Resources Code sections 21000 *et seq.* ("CEQA"), and approved a proposed scope of work for the environmental review at its January 30, 2007 meeting, and endorsed changes to the Plan for the purposes of environmental review and approved a revised scope of work at its December 4, 2007 meeting; and,

WHEREAS, The 2009 San Francisco Bicycle Plan complies with Section 891.2 of the California Streets and Highways Code and is consistent with the Metropolitan Transportation Commission's 2009 Regional Transportation Plan, the "Transportation 2035 Plan for the San Francisco Bay Area;" and,

WHEREAS, The San Francisco Planning Department published a Draft Environmental Impact Report ("DEIR") on the San Francisco Bicycle Plan on November 26, 2008, circulated it for public review in accordance with CEQA, the State CEQA Guidelines, 14 California Code of Regulations, Sections 15000 *et seq.*, and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"), held a public hearing on the DEIR on January 8, 2009, prepared responses to comments on the DEIR and published the Comments and Responses document on June 11, 2009, which, together with the DEIR, all supporting documents and materials and additional information that became available, constitute the Final Environmental Impact Report ("EIR"); and,

WHEREAS, On June 25, 2009, the San Francisco Planning Commission certified the EIR for the 2009 San Francisco Bicycle Plan published on June 11, 2009; and,

WHEREAS, On June 26, 2009, the SFMTA Board of Directors, in Resolution 09-105, adopted the 2009 San Francisco Bicycle Plan, adopted findings under the CEQA, including a statement of overriding considerations and a mitigation monitoring and reporting program; and,

WHEREAS, Also at its June 26, 2009 meeting, the SFMTA Board of Directors, in Resolution 09-106, incorporated by reference the CEQA findings adopted in Resolution 09-105 and approved or ratified traffic modifications required to implement 45 of the 60 near-term projects listed in the 2009 San Francisco Bicycle Plan; and,

WHEREAS, On January 14, 2013, the California Court of Appeal, in *Anderson v. City and County of San Francisco*, California Court of Appeal No. A129910, found that although the FEIR complied with CEQA in all respects, the findings adopted pursuant to the CEQA in connection with the adoption of the 2009 Bicycle Plan and the traffic modifications did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts that cannot be mitigated; and,

WHEREAS, Staff has prepared modified CEQA findings, attached as Enclosure 2, which respond to the Court of Appeal's concerns; and now, therefore be it

RESOLVED, That the SFMTA Board of Directors adopts and incorporates by reference, as though fully set forth herein, the modified CEQA Findings set forth in Enclosure 2, re-adopts the 2009 San Francisco Bicycle Plan as previously approved in Resolution No. 09-105, and re-approves the traffic modifications required to implement 45 of the 60 near-term projects listed in the 2009 San Francisco Bicycle Plan that were approved or ratified by Resolution No. 09-106.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 7, 2013.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SAN FRANCISCO
PLANNING DEPARTMENT

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May 22, 2013

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Number 2011.0397M,T:**
Two Proposed Ordinances:

1. **General Plan Amendments with Amended CEQA Findings Related to the 2009 Bicycle Plan**
   BOS File No: 130527 (pending)
2. **Planning Code Amendments Related to New Bicycle Parking Requirements**
   BOS File No: 130520 (pending)

Planning Commission Recommendation: ***Approval of Two Proposed Ordinances***

Dear Ms. Calvillo,

This transmittal includes Planning Commission Resolutions on two pieces of Planning Commission proposed legislation:

1) General Plan Amendments related to the 2009 Bicycle Plan: Ordinance proposing to re-adopt the General Plan Amendments related to the 2009 Bicycle Plan with amended CEQA findings pursuant to a Court of Appeal decision on January 14, 2013.
2) Planning Code Amendments on Bicycle Parking: Ordinance proposing to repeal the existing Planning Code requirements for bicycle parking and adding new requirements, which are summarized below.

On August 9th, 2012 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a proposed Ordinance on bicycle parking requirements.

On April 4th, 2013 the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of a proposed Ordinance re-adopting the General Plan Amendments related to the 2009 Bicycle Plan.

On May 16th, 2013 the Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider adoption of both proposed Ordinances.

The Ordinance amending the General Plan includes revisions to the Transportation Element, the Downtown Area Plan, and corresponding revisions to the Land Use Index of the General Plan. This Ordinance would re-adopt the General Plan amendments originally adopted by the Board of Supervisors in August 2009 in Ordinance 188-09. On January 14, 2013, the California Court of Appeal found that although the environmental impact report prepared for the 2009 Bicycle Plan was adequate in all respects, also found that the City failed to make a handful of findings related to the infeasibility of alternatives identified in the EIR and findings related to significant environmental impacts that cannot be mitigated. This Ordinance re-adopts the General Plan Amendments and makes findings under CEQA which have been amended to address the issues found by the Court of Appeal.

The proposed Ordinance amending the Planning Code regulations related to bicycle parking would repeal Sections 155.1 to 155.5 of the Planning Code in their entirety and add new Sections 155.1 to 155.4 regarding bicycle parking requirements. This Ordinance also amends other sections of the Code to update requirements related to bicycle parking. The major proposals of this Ordinance include but are not limited to:

- Increasing bicycle parking requirements and calibrating the requirements for all use categories;
- Differentiate requirements for long-term (Class 1) and short-term (Class 2) requirements;
- Establishing clear and easy to implement triggers for bicycle parking requirements: addition of a dwelling unit, enlargement by 20%, change of use when bicycle parking requirement would increase by 15%, addition of vehicle parking, and alterations when DBI determines such alteration would trigger the bicycle parking requirements per State law.
- Allowing conversion of auto parking to bicycle parking
- Requiring City-owned buildings to comply with new requirements within one year since this Ordinance is effective

The Planning Commission certified an environmental impact report on the 2009 Bicycle Plan in Resolution 17912 on June 25, 2009, which was affirmed by the Board of Supervisors in Motion M09-136. On May 9, 2013, the Planning Department staff determined that no further environmental review was required in relation to the Planning Code amendments herein.

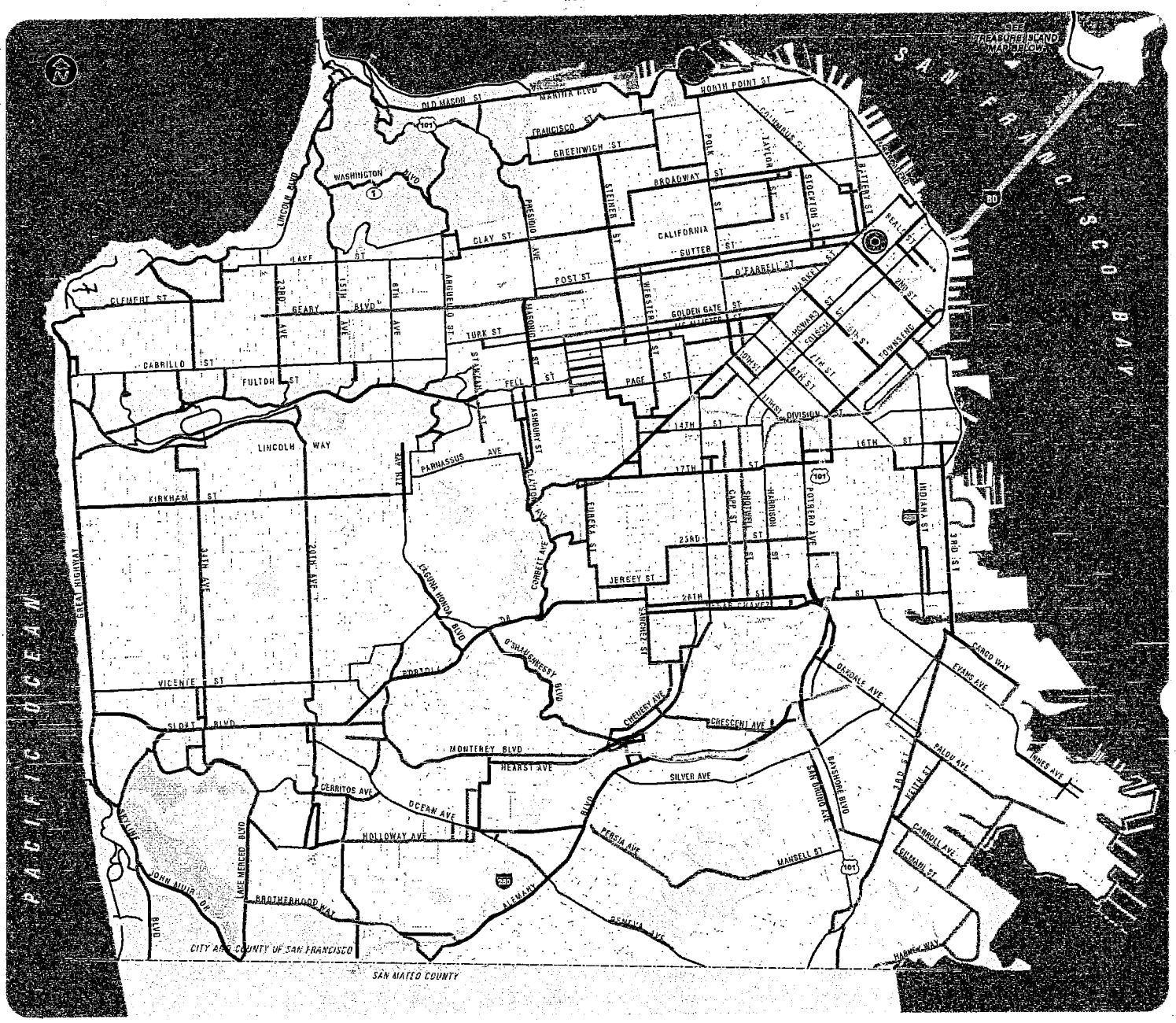
At the May 16th hearing, the Commission voted to recommend **approval** of the two proposed Ordinances to amend: 1) the Planning Code as described above and 2) to readopt the previously adopted General Plan Amendments with amended CEQA findings. Please find attached documents relating to the Commission's action. If you have any questions or require further information please do not hesitate to contact me or project planner, Kimia Haddadan.

Sincerely,

AnMarie Rodgers
Manager of Legislative Affairs

Cc via electronic transmittal:
Mayor's Office, Jason Elliot
Supervisor David Chiu
Supervisor Scott Weiner
Supervisor Jane Kim
Supervisor John Avalos
City Attorneys Judy Boyajian, and Audrey Pearson

Attachments (one copy of the following):
Planning Commission Resolution No. 18870
Planning Commission Resolution No. 18871
Planning Commission Executive Summary for Case No. 2011.0397T,M: Note this Executive Summary is being provided as a stand-alone document, only certain attachments that were before the Commission are included (Exhibit A, B, and D). Other attachments are available by contacting the Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA 94103.
Amended CEQA Findings for the General Plan Amendments in track changes – for informational purposes
Draft Ordinance: General Plan Amendments related to the 2009 Bicycle Plan (original sent via interoffice mail)
Draft Ordinance: Planning Code Amendments for Bicycle Parking Legislation (original sent via interoffice mail)

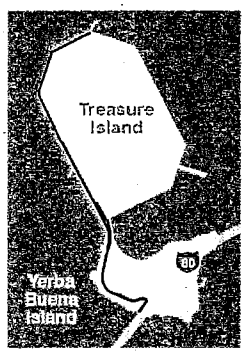


Recommended Near-Term and Long-Term Improvements to the Bicycle Route Network

0 Miles 1

MAP 00

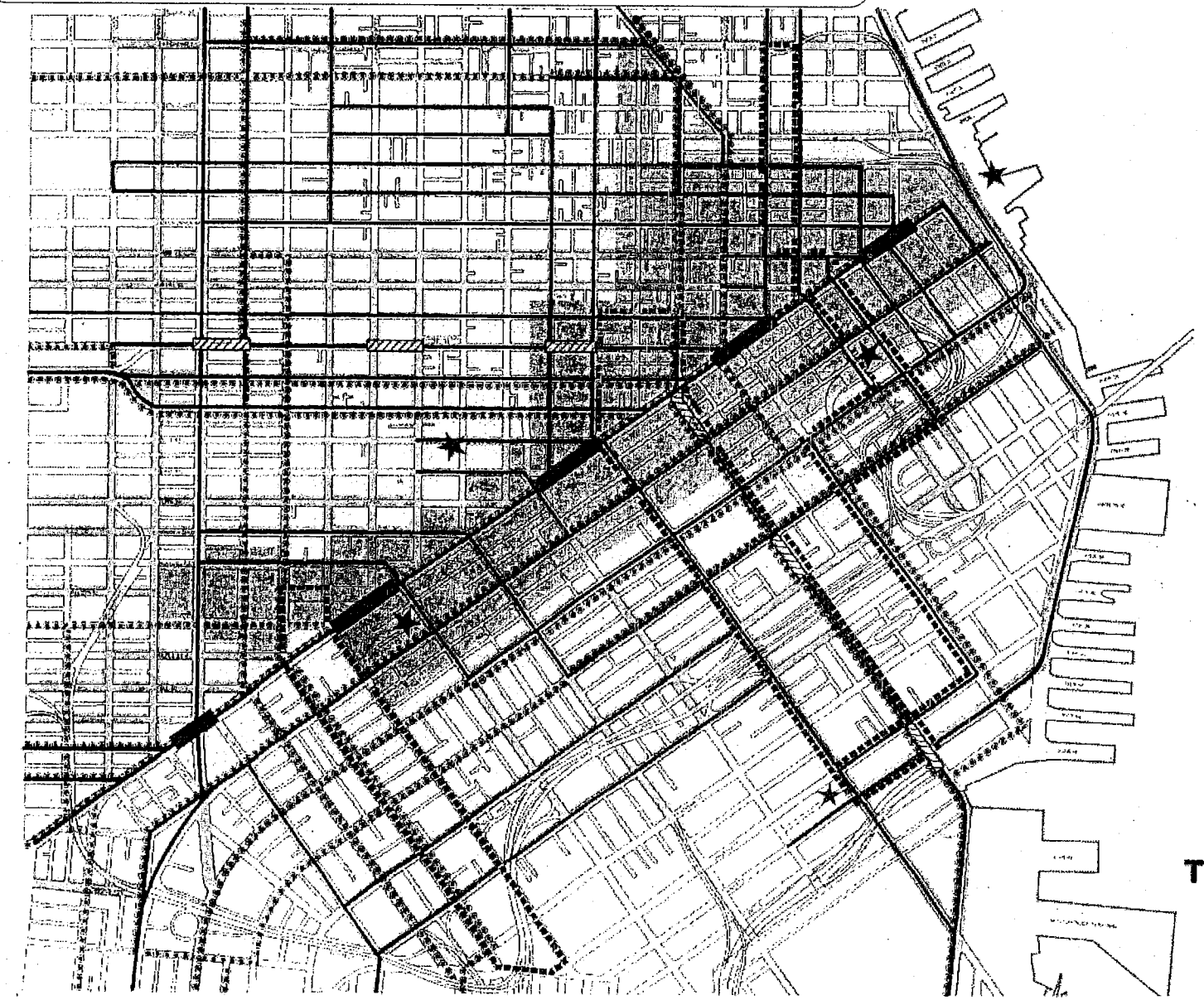
- Near-Term Bicycle Improvement Projects
- Long-Term Bicycle Improvement Projects
- Minor Improvements to Bicycle Route Network
- Existing Bicycle Route Network
- Long-Term Transbay Transit Center Connection



Data Source:
San Francisco Municipal Transportation Agency (SFMTA)

MAP TO BE EDITED

- *Delete "short-term parking belt" east of 2nd Street.*
- *De-designate Folsom Street (east of Essex Street) and Howard Street (east of Beale Street) as "Primary Vehicular Streets"*
- *Add "Bike Street" designation to Beale and Main Streets (Market Street to Embarcadero) and the Embarcadero in its entirety*
- *Amend the map to reflect changes in the bicycle network as proposed in the 2009 Bicycle Plan (Fig. 1-5), prepared by the S.F. Municipal Transportation Agency (SFMTA).*



Transit Preferential Street

Primary Vehicular Street

Proposed Commuter Bike Street

Bart/Muni Station (Existing)

Muni Station (Proposed)

Metropolitan Transit Terminal

Downtown Core-Auto Control Area

Parking Belt

Shuttle Transit

TRANSPORTATION PLAN

Map 6

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission
Resolution No. 18870
General Plan Amendment

HEARING DATE: MAY 16, 2013

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Date:	May 9, 2013
Case No.:	2011.0397 M
Project Address:	**General Plan Amendments to Bicycle Policies**
Initiated by:	John Rahaim, Director of Planning
Staff Contact:	Kimia Haddadan – (415) 575-9068 *kimia.haddadan@sfgov.org*
Reviewed by:	AnMarie Rodgers, Manager, Legislative Affairs anmarie.rodgers@sfgov.org
Recommendation:	**Approval**

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AN ORDINANCE AMENDING THE GENERAL PLAN RELATED TO THE SAN FRANCISCO BICYCLE PLAN INCLUDING REVISIONS TO THE TRANSPORTATION ELEMENT AND THE DOWNTOWN AREA PLAN, ANY CORRESPONDING REVISIONS TO THE LAND USE INDEX OF THE GENERAL PLAN, MAKING ENVIRONMENTAL FINDINGS AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

WHEREAS, Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City's General Plan, and calls for the General Plan to contain "goals, policies and programs for the future physical development of the City and County of San Francisco." The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental or legislative conditions.

WHEREAS, General Plan Amendments related to the 2009 Bicycle Plan were originally recommended by the Planning Commission to the Board of Supervisors for the Board's approval on June 25, 2009 in Resolution 17914. On June 25, 2009 (in Resolution 17912), the Planning Commission certified an environmental impact report (EIR) prepared for the 2009 Bicycle Plan, and (in Resolution 17913), adopted findings pursuant to CEQA, including a mitigation monitoring and reporting program. On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910, the California Court of Appeal found that the EIR on the 2009 Bicycle Plan complied with CEQA in all respects but also found that the findings adopted

pursuant to the CEQA in connection with the General Plan Amendments did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts caused by the Project that cannot be mitigated;

WHEREAS, On April 4, 2013, The Commission initiated amendments to re-adopt the previously adopted General Plan Amendments, including changes to the Transportation Element and the Downtown Area Plan of the General Plan; and

Whereas, On June 25, 2009, by Motion No. 17912, the Planning Commission certified as adequate, accurate and complete the Final Environmental Impact Report ("FEIR") for the 2009 San Francisco Bicycle Plan. On August 4, 2009 in Motion M09-136, the San Francisco Board of Supervisors affirmed the decision of the Planning Commission to certify the FEIR and rejected the appeal of the FEIR certification. In accordance with the actions contemplated herein, the Commission has reviewed the FEIR, and adopts and incorporates by reference, as though fully set forth herein, the findings, including a statement of overriding considerations and the mitigation monitoring and reporting program, pursuant to the California Environmental Quality Act (California Public Resources Code section 21000, et seq), Attachment A to this Resolution;

BE IT FURTHER RESOLVED, That the Commission hereby rescinds Resolution No. 16942 and Motion No. 16943 concerning General Plan amendments related to the 2005 Bicycle Plan; and

NOW THEREFORE BE IT RESOLVED, The Commission, for the reasons set forth herein, finds that the proposed General Plan amendments are, on balance, consistent with the General Plan and the priority policies of Planning Code Section 101.1; and

BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 340, the Planning Commission does hereby find that the public necessity, convenience and general welfare require the approval of the attached ordinance, approved as to form by the City Attorney, and directs staff to make corresponding updates to the Land Use Index of the General Plan, and recommends approval of these amendments as though fully set forth herein to the Board of Supervisors; and

FINDINGS

The Commission re-affirms the following findings originally adopted in Resolution 17914:

The San Francisco Municipal Transportation Agency (MTA) has been working on a plan to encourage increased bicycle use as an alternate mode of transportation and to make bicycle travel safer throughout the City. It published and is seeking adoption of the 2009 San Francisco Bicycle Transportation Plan to accomplish these objectives. While the San Francisco General Plan already contains objectives and policies that discuss bicycle use and other transportation modalities in use in San Francisco, the 2009

Bicycle Plan establishes proposals to encourage improved bicycle facilities, including a system of bicycle routes that are not reflected in the City's General Plan and calls for programs to install related bicycle facilities on public rights-of-way and other public and private improvements to encourage and facilitate increased bicycle use throughout the City.

In response to changing patterns of travel and increasing use of transit and bicycle use and walking as alternatives to travel by private automobile in the City, staff believes General Plan amendments are appropriate. Staff recommends that the Planning Commission consider amending the General Plan to more closely reflect this shift in travel mode choice and facilitate increasing levels of and safer bicycle use in the future.

The proposed General Plan amendments are related to the 2009 Bicycle Plan, which proposes to encourage increased bicycle use and improve bicycle safety in San Francisco. The General Plan amendments would revise Objectives, Policies, text, and figures/maps to the Transportation Element and the Downtown Area Plan of the General Plan. Bicycle use in San Francisco and across the nation is increasing and the proposed General Plan amendment acknowledges this shift in transportation mode. It would revise the General Plan to encourage additional bicycle use, particularly in the downtown and in other dense neighborhoods where parking is limited. The amendment call for transit providers to allow bicycle users to use transit to reach their destinations where appropriate, and to encourage alternatives to single-occupant vehicular use.

Although the General Plan already contains policies regarding bicycle use, more people are using bicycles to reach their destinations in the City and throughout the region and the General Plan does not appropriately address this travel mode shift. Though the objectives, policies and figures were accurate at the time that the General Plan was published, they no longer accurately characterize increasing use of alternative travel modes, including increased use of transit, bicycle and walking.

The goals of the 2009 Bicycle Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of Objectives, Policies and figures that do not fully reflect the proposed goals and measures that may be used to implement the City's Bicycle Plan. Planning staff therefore recommends that the Planning Commission consider adopting an amendment to the General Plan, including a number of conforming revisions to the Transportation Element and the Downtown Area Plan. If adopted, the General Plan would more closely reflect current conditions and opportunities to improve bicycle facilities and increase bicycle safety in the City. A draft Board of Supervisors ordinance, attached hereto as Exhibit M-2, would amend the General Plan. the City Attorney's Office has reviewed the draft ordinance and approved it as to form. Staff recommends adoption of the Resolution concerning minor amendments to the General Plan.

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies in that:

1. The General Plan amendment will not negatively affect existing, neighborhood-serving retail.

2. The General Plan amendment will not affect existing housing or neighborhood character. Most new multi-unit housing would provide secure bicycle parking / storage space for residents.

3. The General Plan amendment will not decrease the City's supply of affordable housing.

4. The Project will not result in impacts to MUNI, as most MUNI vehicles including MUNI Coach service allows multi-modal use with bicyclists. The project would not re to improve the pedestrian qualities of streets by reducing neighborhood parking needs.

5. The General Plan amendment will not result in displacement of the City's industrial and service sectors for commercial office development.

6. The General Plan amendment will not negatively affect e the City's preparedness for an earthquake.

7. The General Plan amendment will not affect Historic Resources.

8. The General Plan amendment will not affect any City parks or open spaces or their access to sunlight.

The proposal will promote the following relevant objectives and policies of the General Plan. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is, on balance, consistent with the General Plan, as it proposed to be amended. Below are specific policies and objectives that support the proposed actions.

AIR QUALITY ELEMENT

Objective 3:
DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS. .

The General Plan amendment and implementation of the Bicycle Plan will encourage increased bicycle use and reduced travel by private automobile, reducing air quality impacts.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:
MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

OBJECTIVE 6:
MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.2:
Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to the economic and technological innovation in the marketplace and society.

It is often difficult to find parking in the City's dense downtown and neighborhood commercial districts. Policies in the General Plan and the City's Bicycle Plan will tend to reduce the demand for parking by encouraging more individuals to travel by bicycle, and transit, thereby reducing the demand for increased on and off-street parking.

POLICY 6.7
Promote high quality urban design on commercial streets.

The General Plan amendment would encourage increased use of bicycles to access neighborhood commercial districts and neighborhoods throughout the City. This may tend to reduce vehicular traffic and demand on land resources for parking, freeing up space for bicyclists, pedestrians, and pedestrian improvements to be installed on public sidewalks.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 3
ASSURE THAT NEIGHBORHOOD RESIDENTS HAVE ACCESS TO NEEDED SERVICES AND A FOCUS FOR NEIGHBORHOOD ACTIVITIES.

Policy 3.4
Locate neighborhood centers so they are easily accessible and near the natural center of activity.

The project would encourage increased bicycle use and provide another travel mode to reach neighborhood facilities.

THE ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 15

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

Policy 15.1
Increase the use of transportation alternatives to the automobile.

Policy 15.2
Provide incentives to increase the energy efficiency of automobile travel.

Policy 15.3
Encourage an urban design pattern that will minimize travel requirements among working, shopping, recreation, school and childcare areas.

The project would encourage increased bicycle use and may thereby reduce automobile travel within the City for work, shopping and recreational trips.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 6
MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1
Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.4
Encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents.

Policy 6.7
Promote high quality urban design on commercial streets.

The Project will facilitate travel to neighborhood commercial streets by encouraging use of bicycles rather than autos for shopping trips. Proposed amendment would support installation of bicycle parking and storage facilities in neighborhood commercial areas.

RECREATION AND OPEN SPACE ELEMENT

Objectives and Policies

Policy2.8
Develop a recreational trail system that links city parks and public open space,

ridge lines and hilltops, the Bay and ocean, and neighborhoods, and ties into the regional hiking trail system.

The Project will not negatively impact existing public parks and will encourage bicycle use to, among other things, access public open space facilities throughout the City and beyond.

TRANSPORTATION ELEMENT

Objectives and Policies

OBJECTIVE 2
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

Policy 2.1
Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development, and coordinate new facilities with public and private development.

Policy 2.4
Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

The Project will also encourage bicycle use and reduced use of the private automobile.

Policy 2.5
Provide incentives for the use of transit, carpools, vanpools, walking and bicycling and reduce the need for new or expanded automobile and automobile parking facilities.

The Project will encourage bicycle and intermodal transit / bicycle use for increasing percentages of work, shopping and recreational travel, reducing the impact and need for additional automobile parking facilities.

Policy 18.2
Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses.
New streets will be designed to accommodate neighborhood traffic and incorporate traffic calming measures such as corner sidewalk bulbs to reduce the distance pedestrians have to cross the street, and incorporation of street trees and street furniture that will encourage an active pedestrian life.

The Project would support more multi-modal travel, including walking and bicycle use to access multi-modal transit centers and encourage transit connections.

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

OBJECTIVE 28
PROVIDE SECURE AND CONVENIENT PARKING FACILITIES FOR BICYCLES.

Policy 28.1
Provide secure bicycle parking in new governmental, commercial, and residential developments.

The Project encourages bicycle use. New development will be required to provide secure bicycle parking, including new residential development and commercial uses.

OBJECTIVE 34:
RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND USE PATTERNS.

Policy 34.3:
Permit minimal or reduced off-street parking supply for new buildings in residential and commercial areas adjacent to transit centers and along transit preferential streets.

Policy 34.4:
Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

The Proposed amendment would help to implement and extend the reach of Transportation policies designed to reduce the amount of required parking when facilities are provided for alternate transportation modes, including better access to transit and increased bicycle use and facilities.

DOWNTOWN AREA PLAN

OBJECTIVE 18
ENSURE THAT THE NUMBER OF AUTO TRIPS TO AND FROM DOWNTOWN WILL NOT BE DETRIMENTAL TO THE GROWTH OR AMENITY OF DOWNTOWN.

Policy 18.3
Discourage new long-term commuter parking spaces in and around downtown. Limit long-term parking spaces serving downtown to the number that already exists.

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

Policy19.1
Include facilities for bicycle users in governmental, commercial, and residential developments.

Policy 19.3
Provide adequate and secure bicycle parking at transit terminals.

The amendment would encourage increased bicycle use for work and shopping trips to the Downtown C-3 Districts.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on May 16, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES: Antonini, Borden, Fong, Hillis, Sugaya

NOES:

ABSENT:

ADOPTED: 6-0

ATTACHMENT A

SAN FRANCISCO BICYCLE PLAN PROJECT AND RELATED ACTIONS

[REVISED] CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS: FINDINGS OF FACT, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND STATEMENT OF OVERRIDING CONSIDERATIONS

SAN FRANCISCO PLANNING COMMISSION

In determining to approve the proposed San Francisco Bicycle Project and related approval actions (the "Preferred Project" or "Project"), the San Francisco Planning Commission ("Planning Commission" or "Commission") makes and adopts the following findings of fact and statement of overriding considerations and adopts the following recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq. ("*CEQA Guidelines*"), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

I. Introduction; Project Description; Planning Commission Actions to be Taken

This document is organized as follows:

Section I provides a description of the Preferred Project, the environmental review process for the project, the Planning Commission actions to be taken, and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially-significant impacts that can be avoided or reduced to less-than-significant levels through mitigation;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than significant levels;

Section V discusses why a subsequent or supplemental EIR is not required;

Section VI evaluates the different project alternatives, and sets forth the economic, legal, social, technological, and other considerations, and incorporates by reference the reasons set forth in Section VII, that support the rejection as infeasible of the alternatives and design options analyzed, and presents the reasons for selecting preferred design options for the specified bicycle projects; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the Planning Commission's actions despite the significant environmental impacts which remain. This section also sets forth additional reasons for rejecting as infeasible the Alternatives not incorporated into the Project, as described in Section VI.

Attached to these findings as Exhibit 1 is the Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that have been proposed for adoption for the Bicycle Plan. The Mitigation Monitoring and Reporting Program is required by CEQA Section 21081.6 and *CEQA Guidelines* Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR ("FEIR") that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

a. Project Description

The San Francisco Bicycle Plan Project would provide for the approval of the 2009 Bicycle Plan and implementation of near-term bicycle route improvement projects (near-term improvements) and minor improvements such as signage and pavement marking changes. It also identifies long-term bicycle route network improvement projects (long-term improvements). The Bicycle Plan includes policy goals, objectives, and actions to support the implementation of these and related changes, at this time and in the future. By enacting these changes, the Preferred Project's overall goal is to increase safe bicycle use; the Bicycle Plan's specific goals are to (1) refine and expand the existing bicycle route network; (2) ensure plentiful, high-quality bicycle parking to complement the bicycle route network; (3) expand bicycle access to transit and bridges; (4) educate the public about bicycle safety; (5) improve bicycle safety through targeted enforcement; (6) promote and encourage safe bicycling; (7) adopt bicycle-friendly practices and policies; and (8) prioritize and increase bicycle funding. The primary Project sponsor is the Municipal Transportation Agency.

Policy Actions

In order to accomplish its goals, the 2009 Bicycle Plan would implement policy actions, near-term improvements, and minor improvements, and consider long-term improvements. The Bicycle Plan also proposes amendments to the *San Francisco General Plan* and *Planning Code.* Each proposed policy; near-term improvement, long-term improvement, and minor improvement is described in Chapter IV, Project Description, and analyzed in Chapter V,

Subsections V.A.2 through V.A.5, pp. V.A.2-1 through V.A.5-30, of the DEIR. Applicable changes to the *General Plan* and *Planning Code* are proposed to reflect the updated Bicycle Plan policies.

Minor Improvements

Minor improvements are treatments that may be implemented as necessary to improve conditions for bicycle use within the City on the bicycle network. They include the following design elements to improve bicycle travel: minor pavement marking and signage changes such as the installation of colored pavement materials or sharrows (shared lane markings) or minor changes to parking and traffic lane configurations; minor changes to intersection traffic signal timing plans; the installation of bicycle boxes at certain intersections; and bicycle parking within the public right-of-way, including bicycle racks on sidewalks meeting certain criteria and on-street bicycle parking. Environmental analysis for the minor improvements is presented in Subsection V.A.4, (p V.A.4-1), of the DEIR.

Long-Term Improvements

Long-term improvements are bicycle route network improvement projects that consist of either major improvements to segments of the existing bicycle route network or are potential future additions of new streets and pathways to the bicycle route network. These proposed long-term improvements include a wide range of potential design features that will improve the overall connectivity and safety of the bicycle route network. Currently, neither a schedule nor specific designs for these projects have been developed.

The anticipated long-term improvements may include, but are not limited to, the following design elements to improve bicycle travel along identified streets: signage changes; pavement marking such as the installation of colored pavement materials and the installation of sharrows; modifications to bus zones and parking configurations such as changes to the location, configuration, and number of metered or unmetered parking spaces and loading zones; changes to the locations and configurations of curbs, sidewalks and medians (including both planted and unplanted), including widening of roadways; reconfiguration of intersections to improve bicycle crossings, including installation of bicycle traffic signals; the installation of traffic calming devices, including designation of bicycle boulevards that prioritize bicycle travel over other transportation modes; installation of bicycle lanes, pathways or other bicycle facilities, including in conjunction with the narrowing or removal of traffic lanes; the removal of parking spaces, and the designation of shared bicycle and transit lanes.

The impacts of these future improvements are evaluated at a program level in this analysis with regard to the Preferred Project footprint (the affected street right-of-way and park land). Once fully developed, these future improvements, individually or collectively, may require further project-level environmental analysis that would consider the potential environmental effects of

these improvements. The program-level analysis for these long-term improvements is presented in Chapter V, Subsection V.A.5, p. V.A.5-1, of the DEIR.

b. Environmental Review

The Planning Department determined that an Environmental Impact Report ("EIR") was required for the Project and issued a Notice of Preparation and Notice of Public Scoping Meeting on June 5, 2007. The Planning Department held a public scoping meeting on June 26, 2007 and published the initial study for the Bicycle Plan Project on March 15, 2008. The Planning Department published the Draft EIR and provided public notice of the availability of the Draft EIR for public review and comment on November 26, 2008.

On November 26, 2008, a Notice of Completion and copies of the Draft EIR were distributed to the State Clearinghouse. Notices of availability for the Draft EIR of the date and time of the public hearings were posted on the Planning Department's website on November 26, 2008.

The Planning Commission held a duly noticed public hearing on the Draft EIR on January 8, 2009. At this hearing, opportunity for public comment was given, and public comment was received on the Draft EIR. The Planning Department accepted public comments on the Draft EIR from November 26, 2008 to January 13, 2009. The Department's Comments and Responses document also responded to comments submitted as late as January 19, 2009.

The Planning Department published the Comments and Responses on the Draft EIR on June 11, 2009. This document includes responses to environmental comments on the Draft EIR made at the public hearing on January 8, 2009 as well as written comments submitted on the Draft EIR from November 26, 2008 to January 13, 2009 and comments submitted after the official close of public comment. The comments and responses document also contains text changes to the Draft EIR made by EIR preparers to correct or clarify information presented in the Draft EIR, including changes to the Draft EIR text made in response to comments.

c. Planning Commission Actions

The Planning Commission is being requested to take the following actions to approve and implement the Preferred Project.

-
- Adopt Revised CEQA findings and a Mitigation Monitoring and Reporting Program.
- Approve and recommend adoption of amendments to the General Plan related to the San Francisco Bicycle Plan, by the Board of Supervisors.
- Approve and recommend to the Board of Supervisors related amendments to the *San Francisco Planning Code.*

d. Location of Records

The record upon which all findings and determinations related to the Project are based includes, but is not limited to, the following:

- The San Francisco Bicycle Plan;
- The EIR and all documents referenced in or relied upon by the EIR;
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives ("Options") set forth in the EIR;
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission;
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR;
- All applications, letters, testimony and presentations presented to the City by the project sponsor and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the EIR;
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area;
- The MMRP; and
- All other documents comprising the record pursuant to Public Resources Code Section 2116.76(e)

The public hearing transcript, a copy of all letters regarding the Draft EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Linda Avery, Commission Secretary, is the custodian of these documents and materials.

II. Impacts Found Not To Be Significant, Thus Requiring No Mitigation

Finding: Based on substantial evidence in the whole record of this proceeding, the Commission finds that the implementation of the Preferred Project would not result any significant environmental impacts in the following areas: Land Use; Aesthetics; Population and Housing; Parking; Wind and Shadow; Recreation; Utilities and Service Systems; Public Services; Geology and Soils, Hydrology/Water Quality; Hazards/Hazardous Materials; Mineral/Energy Resources; Agricultural Resources. Each of these topics is analyzed and discussed in detail including, but not limited to, in the Initial Study (IS).

III. Findings of Potentially-Significant Impacts that can be Avoided or Reduced to a Less-Than-Significant Level

Finding: The California Environmental Quality Act (CEQA) requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this Section III and in Section IV concern mitigation measures set forth in the IS and FEIR. These findings discuss mitigation measures as proposed in the IS and FEIR and recommended for adoption by identified parties, including the primary Project sponsor, the MTA Board, which can be implemented by City agencies or departments.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and *CEQA Guidelines* Section 15091. It provides a table setting forth each mitigation measure listed in Chapter V of the EIR that is required to reduce or avoid a significant adverse impact. **Exhibit 1** also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

Mitigation Measures as part of Project Approval: The Planning Commission finds that, based on the record before it, the mitigation and improvement measures proposed for adoption in the FEIR are feasible, and that they can and should be carried out by the identified agencies at the designated time. There also are mitigation measures that address those impact areas where the measure may reduce an impact, yet not to a level of insignificance. These impacts would remain significant and unavoidable. Such impacts and the mitigation proposed for adoption that would reduce, but not eliminate these impacts, are discussed in more detail in the following section of these Findings. The record demonstrates that the San Francisco Municipal Transportation Agency, subject to approval from its Board of Directors, has agreed to adopt all mitigation and improvement measures identified in the FEIR. This Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the FEIR that are within the jurisdiction and responsibility of such entities. The Planning Commission acknowledges that if such mitigation measures are not adopted and implemented, the Project may result in additional

significant unavoidable impacts. For this reason, and as discussed in Section VI, the Planning Commission is adopting a Statement of Overriding Considerations as set forth in Section VII.

All mitigation measures identified in the FEIR that would reduce or avoid significant adverse environmental impacts and improvement measures that would lessen environmental impacts which are less-than-significant are proposed for adoption and are set forth in **Exhibit 1**, in the Mitigation Monitoring and Reporting Program.

Initial Study

4. Cultural and Paleontological Resources

1. Impact – Potential disturbance to archeological resources, historic resources, paleontological resources, and human remains

   a) Potentially-Significant Impact

   Implementation of the Preferred Project would involve ground disturbance that could result in potential impacts to archeological resources, historic resources, paleontological resources, and human remains.

   b) Mitigation Measure 1: Archaeological Resources: Accidental Discovery and Conclusion

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 1, which would require the project sponsor to distribute the Planning Department archeological resource "ALERT" sheet to prime contractors. Should any indication of an archeological resource be encountered during any soils disturbing activity of the Project, the project Head Foreman and/or Project Sponsor shall immediately notify an Environmental Review Officer (ERO) and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

   If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.

   Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological

resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

12. Biological Resources

1. Impact – Potential disturbance to biological resources

a) Potentially-Significant Impact

The Preferred Project would not have the potential to degrade the quality of the environment, reduce fish or wildlife habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. Biological resources that could be affected by the Preferred Project would be trees located along streets or sidewalks where improvements would be implemented and any migratory birds nesting in such trees at the time of tree removal. Existing requirements regarding tree removal and California Department of Fish and Game (DFG) regulations with respect to migratory nesting birds would ensure that impacts would be less than significant.

b) Mitigation Measure 3: Biological Resources and Conclusion

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure 3. To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3 to 4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish

and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

Final EIR

A. Transportation

1. Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under Existing plus Project conditions (Impact TR-P1-1a).

   a) Potentially-Significant Impact

   Implementation of Project 1-1, would construct bicycle lanes on Broadway between Polk Street and Webster Street. This would result of the parking lane removal on the south side of Broadway between Franklin Street and Van Ness Avenue, school children loading activities in front of Saint Brigid School could continue to occur in the afternoon (before 4 p.m.), but passenger loading activities would have to be prohibited during the weekday AM peak period (7:00 a.m. to 9:00 a.m.) because of City of San Francisco *Transportation Code* Section 38N which prohibits blocking of a bicycle lane during peak periods. This prohibition would represent a significant impact on passenger loading for the students of Saint Brigid School under Existing plus Project conditions for the AM peak hour as a result of Project 1-1.

   b) Mitigation Measure for the Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under Existing plus Project conditions (Mitigation Measure M-TR-P1-1a) and Conclusion.

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1a, which would require that an alternative school passenger drop-off location would have to be identified to accommodate passenger loading demand, such as expanding the existing passenger drop-off location along the east side of Franklin Street between Pacific Avenue and Broadway on the west side of the school building. Alternatively, the passenger drop off zone on Broadway could be maintained by eliminating the proposed eastbound bicycle lane between Franklin Street and Van Ness Avenue and having bicyclists share the curb lane with motor vehicles, similar to existing conditions. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.

2. Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under 2025 Cumulative plus Project conditions (Impact TR-P1-1b).

   a) Potentially-Significant Impact

   Implementation of Project 1-1 would result in a significant impact to passenger loading for students of Saint Brigid School under 2025 Cumulative plus Project conditions as a result of Project 1-1.

   b) Mitigation Measure for the Transportation Impact to passenger loading on the south side of Broadway between Franklin Street and Van Ness Avenue from Project 1-1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-1b) and Conclusion.

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1b. Refer to Mitigation Measure 1-1a, above for mitigation of this impact. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.

3. Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under Existing plus Project conditions (Impact TR-P1-1c).

   a) Potentially-Significant Impact

   Implementation of Project 1-1 would result in the elimination of one westbound travel lane on the north side of Broadway between Buchanan and Webster Streets. School children loading activities in front of Hamlin School would also be prohibited during the weekday AM peak period. This prohibition would represent a significant impact on passenger loading for the students of Hamlin School under Existing plus Project conditions.

   b) Mitigation Measure for the Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under Existing plus Project conditions (Mitigation Measure M-TR-P1-1c) and Conclusion.

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1c, which will extend the existing passenger loading zone on the north side of Broadway near Webster Street towards the east, all the way to Buchanan Street. The passenger zone

extension would be located to the right of the proposed bicycle lane and would be operational during school arrival and dismissal periods only (typically from 7:00 to 8:30 a.m. and from 2:00 to 3:30 p.m.). This mitigation would reduce or eliminate incidents of double parking related to passenger loading and alleviate any associated congestion. With the implementation of this mitigation measure, the significant impact regarding loading for the students of Hamlin School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.

4. Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under 2025 Cumulative plus Project conditions (Impact TR-P1-1d).

   a) Potentially-Significant Impact

   Similar to that described above for Significant Impact TR-P1-1c, above, Project 1-1 would result in a significant impact to passenger loading for students of the Hamlin School under 2025 Cumulative plus Project conditions as a result of Project 1-1.

   b) Mitigation Measure for the Transportation Impact to passenger loading on the north side of Broadway between Buchanan and Webster Streets from Project 1-1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-1d) and Conclusion.

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-1d. Refer to Mitigation Measure M-TR-P1-1c, above, for mitigation of this impact. With the implementation of this mitigation measure, the significant impact on loading for the students of Hamlin School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.

5. Transportation Impact to the intersection of Van Ness Avenue and North Point from Project 1-3 under 2025 Cumulative plus Project conditions (Impact TR-P1-3a).

   a) Potentially-Significant Impact

   Implementation of Project 1-3, would construct bicycle lanes on North Point Street between The Embarcadero and Van Ness Avenue. This would result in the three-way controlled intersection at Van Ness Avenue/North Point Street would operate at LOS E under 2025 Cumulative plus Project conditions for Project 1-3.

b) Measure for the Transportation Impact to the intersection of Van Ness Avenue and North Point from Project 1-3 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-3a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P1-3a. Per the California *Manual on Uniform Traffic Control Devices* (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Van Ness/North Point Street intersection. Signalization of the intersection would improve the intersection operations from LOS E to LOS B, and therefore would result in no significant impacts under 2025 Cumulative conditions for Project 1-3.

6. Transportation Impact to Muni line 10 from combined Project 2-1 and Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1o).

a) Potentially-Significant Impact

Implementation of combined Project 2-1 and Project 2-16 Modified Option 1 would construct bicycle lanes on 2nd Street between King Street and Market Street and would construct bicycle lanes on Townsend Street between 8th Street and The Embarcadero. This would result in Muni bus line 10 experiencing significant delays.

b) Mitigation Measure for the Transportation Impact to Muni line 10 from combined Project 2-1 and Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1o) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-1o. The implementation of combined Projects 2-1 and 2-16 Modified Option 1 under Existing plus Project conditions would add approximately 863 seconds (14.4 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections (Mitigation Measures M-TR-P2-1c, M-TR-P2-1e, M-TR-P2-1f, M-TR-P2-1g, M-TR-P2-1h, M-TR-P2-1i, and M-TR-P2-1j), approximately 27 seconds of delay southbound and 266 seconds (4.4 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 293 seconds (4.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for combined Projects 2-1 and 2-16 Modified Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.

7. Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1s).

   a) Potentially-Significant Impact

   Project 2-1 Modified Option 1, would construct bicycle lanes on 2nd Street between King Street and Market Street. A significant transit impact to Muni bus line 10 would occur as a result of individual Project 2-1 Modified Option 1 under Existing plus Project conditions

   b) Mitigation Measure for the Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1s) and Conclusion.

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-1s. The implementation of individual Project 2-1 Modified Option 1 under Existing plus Project conditions would add approximately 845 seconds (14.1 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections (Mitigation Measures M-TR-P2-1c, M-TR-P2-1e, M-TR-P2-1f, M-TR-P2-1g, M-TR-P2-1h, M-TR-P2-1i, and M-TR-P2-1j), approximately 27 seconds of delay southbound and 249 seconds (4.2 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 276 seconds (4.6 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 with Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.

8. Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1u).

   a) Potentially-Significant Impact

   A significant transit impact would occur to Muni bus line 10 as a result of individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions.

   b) Mitigation Measure for the Transportation Impact to Muni line 10 from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1u) and Conclusion.

   The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-1u. The implementation of individual Project 2-1 Modified Option 1 under 2025 Cumulative plus

Project conditions would add approximately 450 seconds (7.5 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections, delay would be reduced by approximately 170 seconds (2.8 minutes) southbound with approximately 403 seconds (6.7 minutes) of delay added northbound to Muni bus line 10. The total added delay of 233 seconds (3.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.

9. Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1aa).

   a) Potentially-Significant Impact

   A significant impact on commercial freight loading would occur along 2nd Street between Market and Bryant Streets as a result of Project 2-1 Modified Option 1 under Existing plus Project conditions.

   b) Mitigation Measure for the Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1aa) and Conclusion.

   No feasible mitigation measures have been identified to mitigate this commercial freight loading impact. Hence, a significant commercial freight loading impact would result along 2nd Street, between Market Street and Bryant Street, with implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions.

10. Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1cc).

   a) Potentially-Significant Impact

   A significant impact on commercial freight loading would occur along 2nd Street between Market and Bryant Streets as a result of Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to commercial freight loading on 2nd Street between Market Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1cc) and Conclusion.

No feasible mitigation measures have been identified to mitigate this commercial freight loading impact. Hence, a significant commercial freight loading impact would result along 2nd Street, between Market Street and Bryant Street, with implementation of Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions.

11. Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-16c).

a) Potentially-Significant Impact

Project 2-16 Modified Option 1 would construct bicycle lanes on Townsend Street between 8th Street and The Embarcadero. The 7th Street/Townsend Street intersection would operate at LOS F under Existing plus Project conditions and a significant impact would occur at 7th Street/Townsend Street intersection with the implementation of Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-16c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-16c. Six seconds of green time shall be added to the eastbound Townsend Street approach and six seconds of green time shall be reduced from the northbound 7th Street approach, to improve the 7th Street/Townsend Street intersection operations from LOS F to LOS D. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.

12. Transportation Impact to the intersection of 4th Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16g).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the 4th Street/Townsend Street intersection would operate at LOS E and a significant impact would occur at this intersection with the implementation of Project 2-16 Modified Option 1.

b) Measure for the Transportation Impact to the intersection of 4th Street and Townsend Street from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16g) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P2-16g. The westbound Townsend Street approach shall be modified from a permitted phase to a protected signal phase. In addition, five seconds of green time shall be added to the westbound Townsend Street approach and five seconds of green time shall be reduced from the southbound 4th Street approach. This would improve the 4th Street/Townsend Street intersection operations from LOS E to LOS D. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level for 2025 Cumulative plus Project conditions.

13. Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 Option 1 and Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-1a).

a) Potentially-Significant Impact

Project 3-1 would involve intersection improvements at Fell Street and Masonic Avenue intersection. Project 3-2 would construct bicycle lanes on Masonic Avenue between Fell Street and Geary Boulevard. Implementation of Option 1 of Projects 3-1 and 3-2 combined under Existing plus Project conditions would result in the intersection of Masonic Avenue/Fell Street operating at LOS E.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 Option 1 and Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-1a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P3-1a. Four seconds of green time shall be added to the northbound and southbound directions of Masonic Avenue and four seconds of green time shall be reduced from the westbound Fell Street direction. With these adjustments, Masonic Avenue/Fell Street intersection operations would improve to LOS D. Hence, this mitigation measure would reduce impacts from combined Project 3-1 and 3-2 Option 1 to a less-than-significant level under Existing plus Project conditions.

14. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under Existing plus Project conditions (Impact TR-P3-2f).

a) Potentially-Significant Impact

Project 3-2 would construct bicycle lanes on Masonic Avenue between Fell Street and Geary Boulevard. Under Existing plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 2

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2f) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P3-2f. Four seconds of green time shall be added to the northbound and southbound Masonic Avenue directions, with a corresponding reduction in green time in the westbound Fell Street direction of four seconds. With these adjustments, the Masonic Avenue/Fell Street intersection operations would improve to LOS D. Hence, this mitigation measure would reduce the project impacts to a less-than-significant level for Project 3-2 with Option 2 under Existing plus Project conditions.

15. Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from combined Modified Project 5-2 and Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-4f).

a) Potentially-Significant Impact

Implementation of combined Modified Project 5-2 and Project 5-4 Modified Option 2 would install a combination of bicycle lanes and sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street and would install a combination of bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This would result in Muni bus lines 9, 9X, 9AX and SamTrans 292 experiencing significant delays.

b) Mitigation Measure for the Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from combined Modified Project 5-2 and Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-4f) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P5-4f. The implementation of Modified Project 5-2 and Project 5-4 Modified Option 2 combined under 2025 Cumulative plus Project Conditions would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4f, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Modified Project 5-2 and Project 5-4 Modified Option 2 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.

16. Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from Project 5-4 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-4g).

a) Potentially-Significant Impact

Implementation of Project 5-4 Modified Option 2 would install a combination of bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This would result in Muni bus lines 9, 9X, 9AX and SamTrans 292 experiencing significant delays.

b) Mitigation Measure for the Transportation Impact to Muni lines 9, 9X, 9AX and SamTrans 292 from Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-4g) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of mitigation measure M-TR-P5-4g. The implementation of Modified Option 2 under 2025 Cumulative plus Project conditions for Project 5-4 only would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and

SamTrans 292 for Project 5-4 only with Modified Option 2 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.

B. Air Quality

No significant impacts were identified in relation to air quality.

C. Noise

No significant impacts were identified in relation to noise.

IV. Significant Impacts That Cannot Be Avoided or Reduced to a Less Than Significant Level

Finding: Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that, where feasible, changes or alterations have been required, or incorporated into, the Project to reduce the significant environmental impacts listed below as identified in the FEIR. Based on substantial evidence in the whole record, including the expert opinion of Planning Department staff, the Planning Commission also finds that for some impacts identified in the FEIR, as noted below in this Section IV, no feasible mitigation measure were identified in the FEIR, and those impacts remain significant and unavoidable. The Commission determines that the following significant impacts on the environment, as reflected in the FEIR, are unavoidable, and under Public Resources Code Section 21081(a)(3) and (b), and *CEQA Guidelines* 15091(a)(3), 15092(b)(2)(B), and 15093, the Commission determines that the alternatives are infeasible, as described in Section VI below, but that the impacts are acceptable due to the overriding considerations, which are described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding. Also, as set forth above, the mitigation measures identified in this section and in Exhibit 1, the Mitigation Monitoring and Reporting Program, are adopted as part of the Project even though the impacts will remain significant and unavoidable.

A. Transportation

Program Level

Bicycle Route Network Goals, Objectives and Action Items

17. Predictable indirect Transportation Impacts in the project area from the approval of a policy to implement improvements to streets and paths proposed as near-term improvements (Impact TR-A1.1).

a) Potentially-Significant Impact

Action 1.1 of the Bicycle Plan is to implement improvements to streets and paths identified as proposed near-term bicycle improvement projects and implement minor improvements to other streets and paths on the existing bicycle route network, if feasible. Impact TR-A1.1, the indirect impacts from approval of a policy to implement improvements to streets and paths proposed as near-term improvements, and to implement minor improvements to other streets and paths on the existing bicycle route network, or in the case of bicycle parking, to implement minor improvements within the street right-of-way, would include construction of the aforementioned improvements. The indirect results of this action would, therefore, include all of those environmental impacts identified under the sections of the transportation study for the Bicycle Plan related to the project-level impacts of the near-term improvements and the program-level impacts resulting from implementation of the minor improvements. The results of this analysis are summarized in Subsections V.A.3 and V.A.4 of the Draft EIR. The mitigation measures identified in Subsection V.A.3 of the Draft EIR would lessen some of the impacts that may result from implementation of the near-term improvements. No significant impacts were identified from the minor improvements in Subsection V.A.4 of the Draft EIR. However, there would be some environmental impacts from the near-term improvements that would remain significant and unavoidable as described in Subsection V.A.3 of the Draft EIR.

b) Mitigation Measures for the 60 near-term improvements that would be implemented by the San Francisco Bicycle Plan (M-TR-A1.1) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level with implementation of mitigation measure M-TR-A1.1, which includes all the mitigation measures that would be implemented in association with the 60 near-term projects. These are discussed in greater detail below. Mitigation Measures defined in Subsection V.A.3 of the Draft EIR shall be implemented in association with the 60 near-term improvements proposed and implemented under the Bicycle Plan. As set forth elsewhere herein, some of the impacts would be reduced to a

less-than-significant level within implementation of identified mitigation measures. In other instances, mitigation measures have been identified which would improve conditions, but not reduce impacts to a less than significant level. For those identified significant impacts with respect to traffic, transit, and loading in Subsection V.A.3 of the Draft EIR for which no feasible mitigation measures have been identified, the impacts remain significant and unavoidable.

18. Predictable indirect Transportation Impacts in the project area from the approval of a policy to implement improvements to streets and paths proposed as long-term improvements (Impact TR-A1.2).

a) Potentially-Significant Impact

Action 1.2 of the Bicycle Plan is to complete the required design and engineering for improvements to streets and paths identified as proposed long-term bicycle improvement projects and implement, if feasible. Predictable indirect impacts from approval of a policy to implement improvements to streets and paths proposed as long-term improvements on the existing bicycle route network as well as additions to the network would include construction of the aforementioned improvements. The indirect results of this action would, therefore, include all of those environmental impacts identified under the sections of the transportation impact study for the Bicycle Plan related to the program-level impacts of the long-term improvements. The results of this analysis are summarized in Subsection V.A.5 of the Draft EIR and include potentially-significant and significant and unavoidable impacts. As has been previously stated, the specific designs for the long-term improvements are unknown at this time. The mitigations measures identified in Subsection V.A.5 of the Draft EIR would lessen some of the impacts that may result from implementation of the long-term improvements. However, there would be some that would remain significant and unavoidable.

b) Mitigation Measures for the long-term improvements that would be implanted by the San Francisco Bicycle Plan (M-TR-A1.2) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure A1.2, which includes all the mitigation measures that would be implemented in association with the long-term improvements of the Bicycle. These are discussed in greater detail below (M-TR-LT1.1, M-TR-LT1.2, M-TR-LT1.3, M-TR-LT1.4, M-TR-LT2.1, M-TR-LT2.2, M-TR-LT2.3, M-TR-LT2.4, M-TR-LT3.1, and M-TR-LT3.2). Mitigation Measures discussed and defined in Subsection V.A.5 of the Draft EIR shall be implemented in association with long-term improvements proposed and implemented under the Bicycle Plan.

Specific designs for the long-term improvements are unknown at this time. Once specific project designs for the long-term improvements are developed and analyzed for potential environmental impacts with respect to traffic, transit, parking, pedestrian, bicycles and loading, mitigation measures may be identified and implemented. Consequently, the impacts remain potentially significant and unavoidable at this time.

19. Predictable indirect Transportation Impacts in the project area from the collaboration between the SFMTA and other agencies to ensure that San Francisco continues to implement the Transit-First Policy (Impact TR-A1.4).

a) Potentially-Significant Impact

Action 1.4 of the Bicycle Plan is to work with other City agencies to ensure that San Francisco continues to implement the Transit First Policy. Predictable indirect impacts from the collaboration between the SFMTA and other agencies to ensure that San Francisco continues to implement the Transit-First Policy could include the construction of improvements or implementation of other changes to meet Transit-First Policy goals. The indirect impacts of Action 1.4 would, therefore, include potential impacts identified under the environmental review for all sections of the Bicycle Plan such as those discussed in the analysis of the potential impacts of the near-term improvements, long-term improvements, and minor improvements, as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR. As discussed in Subsection V.A.4 of the Draft EIR, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 of the Draft EIR that would address some of the significant impacts for near-term and long-term improvements. However, there are some impacts that would remain significant and unavoidable, and those are also discussed in the above referenced Subsections.

b) Mitigation Measures that would be implemented for the San Francisco Bicycle Plan (M-TR-A1.4) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level with implementation of Mitigation Measure A1.4, which includes all the mitigation measures that would be implemented in association with the near-term, long-term, and minor improvements of the Bicycle Plan. These are discussed in greater detail below. The indirect impacts of Action 1.4 could result in the implementation of improvements to support the City's Transit First Policy. Therefore, it would include potential impacts identified under all sections of this environmental review for the Bicycle Plan such as those discussed in the transportation impact analysis

of the potential impacts of the near-term improvements, long-term improvements, and minor improvements as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR. As discussed in Subsection V.A.4 of the Draft EIR, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 of the Draft EIR that would address some of the significant impacts for near-term and long-term improvements. However, there are some impacts that would remain significant and unavoidable and those are also discussed in the above referenced sections.

General Plan Amendments, Environmental Review, and Citywide Coordination Goals, Objectives and Action Items

20. Impacts from the incorporation of the Bicycle Plan into the General Plan, and amendment of sections of the Area Plans relevant to bicycling (Impact TR-A7.1).

a) Potentially-Significant Impact

Action 7.1 of the Bicycle Plan is to acknowledge this Bicycle Plan in the General Plan and amend sections of the General Plan that are relevant to bicycling, including the Transportation Element and relevant Area Plans, according to the goals of this Bicycle Plan. Incorporation of the Bicycle Plan into the *General Plan*, and amendment of sections of the Area Plans relevant to bicycling would accomplish the goals otherwise described in this Bicycle Plan. An indirect result of this action would, therefore, support the construction of improvements or implementation of other changes presented as part of the Bicycle Plan and analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR. Some of these improvements would have a significant impact on the physical environment. The indirect impacts of these actions would include the significant impacts identified for the near-term and long-term improvements in Subsections V.A.3 and V.A.5 of the Draft EIR, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces. Some of these significant impacts have been determined to be significant and unavoidable.

b) Mitigation Measures that would be implemented for near-term and long-term improvements associated with the San Francisco Bicycle Plan (M-TR-A7.1) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of

mitigation measure M-TR-A7.1 which includes all the mitigation measures that would be implemented in association with the near-term, long-term, and minor improvements of the Bicycle Plan. As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 of the Draft EIR shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.1.

21. Impacts from the collaboration between the SFMTA and Planning Department to coordinate updates to the *General Plan* in accord with subsequent updates and amendments to the Bicycle Plan and bicycle route network (Impact TR-A7.3).

a) Potentially-Significant Impact

Action 7.3 of the Bicycle Plan is to work with the Planning Department to coordinate in making General Plan amendments as subsequent amendments and updates to the Bicycle Plan and bicycle route network occur. Collaboration between the SFMTA and Planning Department to coordinate updates to the *General Plan* in accord with subsequent updates and amendments to the Bicycle Plan and bicycle route network could accomplish the goals otherwise described in this Bicycle Plan. An indirect result of this action may be the construction of improvements or implementation of other changes similar to those presented as part of the Bicycle Plan and analyzed here with respect to potential impacts on traffic, transit, parking, pedestrians, bicycles, and loading in Subsection V.A.3, V.A.4, and V.A.5 of the Draft EIR. Future improvements resulting from Action 7.3 may result in significant impacts on the physical environment similar to those described in the Draft EIR with respect to traffic, transit, and loading for the near-term and long-term improvements in Subsections V.A.3 and V.A.5 of the Draft EIR, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces. Some of these significant impacts have been determined to be significant and unavoidable. Therefore, there may be indirect significant impacts as a result of Action 7.3.

b) Mitigation Measures that would be implemented for the San Francisco Bicycle Plan (M-TR-A7.3) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-A7.3, which like includes all the mitigation measures that would be implemented in association with the near-term and long-term improvements of the Bicycle Plan. As described under the mitigation measure M-TR-A1.4 above for potential significant impact TR-A1.4 resulting from Action A1.4, Mitigation Measures

defined in Subsections V.A.3 and V.A.5 of the Draft EIR shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.3.

22. Impacts from the process to develop an Area Plan or update an existing Area Plan to reflect Bicycle Plan polices (Impact TR-A7.4).

a) Potentially-Significant Impact

Action 7.4 of the Bicycle Plan is ensure that all current and proposed Area Plans' objectives and policies on balance are consistent with the goals of the San Francisco Bicycle Plan. Whenever updates or revisions are considered to existing Area Plans, especially those that do not now contain sections on bicycling, these Area Plans should include sections on bicycling consistent with the goals of the Bicycle Plan. The process to develop an Area Plan or update an existing Area Plan to reflect Bicycle Plan policies as appropriate may indirectly result in the construction of bicycle facility improvements or implementation of other changes within an Area. These improvements could result in impacts similar to those summarized in Subsection V.A.3, V.A.4, and V.A.5 of the Draft EIR with respect to potential impacts on traffic, transit, parking, pedestrians, bicycles, and loading. Some of these improvements may have a significant impact on the physical environment. The indirect impacts of these actions would include environmental impacts similar to the identified significant impacts that may result from implementation of the near-term and long-term improvements in Subsections V.A.3, and V.A.5 of the Draft EIR, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces. Mitigation measures have been identified to address some of these significant impacts. However, there are some for which no feasible mitigation measures have been identified. Therefore, there may be indirect and unavoidable significant impacts as a result of Action 7.4.

b) Mitigation Measures that would be implemented for the San Francisco Bicycle Plan (M-TR-A7.4) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-A7.4, which includes all the mitigation measures that would be implemented in association with the near-term and long-term improvements of the Bicycle Plan. As described under the mitigation measure M-TR-A1.4 for potential indirect impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 of the Draft EIR shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts

resulting from Action 7.4, which is to develop an Area Plan or update existing Area Plan to reflect Bicycle plan policies.

Bicycle Funding Goals and Objectives

23. Impacts from the collaboration between the SFMTA and other agencies to identify funding to assist in achieving the Bicycle Plan goals and objectives (Impact TR-A8.1).

a) Potentially-Significant Impact

Action 8.1 of the Bicycle Plan is to work with appropriate agencies to identify funding to assist in achieving the goals and objectives set forth in this Bicycle Plan. Collaboration between the SFMTA and other agencies to identify funding to assist in achieving the Bicycle Plan goals and objectives would involve the exchange of information which would have no direct impact on the physical environment. However, success in identifying funding sources would result in implementation of projects to support the Bicycle Plan goals and objectives. This action would, therefore, support the construction of improvements or implementation of other changes presented as part of the Bicycle Plan and analyzed in Subsections V.A.3, V.A.4, and V.A.5 of the Draft EIR; some of these improvements would have a significant impact on the physical environment as identified in the analysis, including potential worsening of traffic levels-of-service, potential slowing of transit movement in the City, and potential reduction of truck loading spaces.

b) Mitigation Measures that would be implemented in association with the near-term and long-term improvements of the San Francisco Bicycle Plan (M-TR-A8.1) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-A8.1. As with M-TR-A1.1 and M-TR-A1.2 discussed above, Mitigation Measure M-TR-A8.1 includes all the near-term and long-term mitigation measures that would be implemented in association with the Bicycle Plan. These mitigation measures will address the potential indirect impacts resulting from Action 8.1.

Project Level

24. Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under Existing plus Project conditions (Impact TR-P1-3b).

a) Potentially-Significant Impact

Due to double-parked vehicles and the removal of general travel lanes, a significant loading impact may occur along North Point Street east of Columbus Avenue as a result of Project 1-3 under Existing plus Project conditions, .

b) Mitigation Measure for the Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under Existing plus Project conditions (Mitigation Measure M-TR-P1-3b) and Conclusion.

No feasible mitigation measures have been identified to mitigate this loading impact. Therefore, a significant and unavoidable loading impact may occur along North Point Street east of Columbus Avenue with implementation of Project 1-3 under Existing plus Project conditions.

25. Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under 2025 Cumulative plus Project conditions (Impact TR-P1-3c).

a) Potentially-Significant Impact

Due to double-parked vehicles and the removal of general travel lanes, a significant loading impact may occur along North Point Street east of Columbus Avenue as a result of Project 1-3 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading along North Point Street east of Columbus Avenue from Project 1-3 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P1-3c) and Conclusion.

No feasible mitigation measures have been identified to mitigate this loading impact. Therefore, a significant and unavoidable loading impact may occur along North Point Street east of Columbus Avenue with implementation of Project 1-3 under 2025 Cumulative plus Project conditions.

26. Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1a).

a) Potentially-Significant Impact

The intersection of 2nd Street/Bryant Street would operate at LOS E under Existing plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1a) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Bryant Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of Project 2-1 Modified Option 1.

27. Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1b).

a) Potentially-Significant Impact

The intersection of 2nd Street/Bryant Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Bryant Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1b) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Bryant Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur.

28. Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-1c).

a) Potentially-Significant Impact

The intersection of 2nd Street/Harrison Street would operate at LOS E under Existing plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-1c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1c. It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach. This would improve the intersection operations from LOS F to LOS E. It has been ensured that the minimum green times required for pedestrians to cross the 2nd Street/Harrison Street intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.

29. Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1e).

a) Potentially-Significant Impact

The intersection of 2nd Street/Harrison Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Harrison Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1e) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1e. It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach, thus improving the 2nd Street/Harrison Street intersection operations and reducing average delay by 50.2 seconds. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.

30. Transportation Impact to the intersection of 2nd Street and Folsom Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1i).

a) Potentially-Significant Impact

The intersection of 2nd Street/Folsom Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Folsom Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1i) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1i. It is proposed that the southbound 2nd Street approach be modified from a protected phase to a permitted phase with no changes to green time allocation. This would improve the 2nd Street/Folsom Street intersection operations and reduce the average delay. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.

31. Transportation Impact to the intersection of 2nd Street and Howard Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1k).

a) Potentially-Significant Impact

The intersection of 2nd Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-1 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Howard Street from Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1k) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Howard Street intersection under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable traffic impact would occur at the 2nd Street/Howard Street intersection with the implementation of Project 2-1 Modified Option 1.

32. Transportation Impact to Muni bus line 10 from combined Project 2-1 Modified Option 1 and Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-1q).

a) Potentially-Significant Impact

Muni bus line 10 would experience significant delays as a result of combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni bus line 10 from Project 2-1 Modified Option 1 and Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-1q) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-1q. The implementation of combined Projects 2-1 and 2-16 Modified Option 1, under 2025 Cumulative plus Project conditions, would add approximately 672 seconds (11.2 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street, and 2nd Street/Folsom Street intersections, (M-TR-P2-1c, M-TR-P2-1e, M-TR-P2-1f, M-TR-P2-1g, M-TR-P2-1h, M-TR-P2-1i; and M-TR-P2-1j) delay would be reduced by approximately 169 seconds (2.8 minutes) southbound with approximately 625 seconds (10.4 minutes) of delay added northbound to Muni bus line 10. The total added delay of 495 seconds (7.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant

transit impact to Muni bus line 10 would occur resulting from combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions.

33. Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under Existing plus Project conditions (Impact TR-P2-2b).

a) Potentially-Significant Impact

Project 2-2 would construct bicycle lanes on 5th Street between Market Street and Townsend Street. The intersection of 5th Street/Bryant Street would operate at LOS F under Existing plus Project conditions for Option 2 of Project 2-2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P2-2b) and Conclusion.

No feasible mitigation measures have been identified for the 5th Street/Bryant Street intersection under Existing plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the 5th Street/Bryant Street intersection with the implementation of Project 2-2 Modified Option 2.

34. Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-2d).

a) Potentially-Significant Impact

The intersection of 5th Street/Bryant Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-2 Modified Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Bryant Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-2d) and Conclusion

No feasible mitigation measures have been identified for the 5th Street/Bryant Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the 5th Street/Bryant Street intersection with the implementation of Project 2-2. Option 2

35. Transportation Impact to the intersection of 5th Street and Howard Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-2e).

a) Potentially-Significant Impact

The intersection of 5th Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-2 Modified Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Howard Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-2e) and Conclusion

No feasible mitigation measures have been identified for the 5th Street/Howard Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the 5th Street/Howard Street intersection with the implementation of Project 2-2.

36. Transportation Impact to the intersection of 5th Street and Brannan Street for Project 2-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-2f).

a) Potentially-Significant Impact

The intersection of 5th Street and Brannan Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-2 Modified Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of 5th Street and Brannan Street from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-2f) and Conclusion

No feasible mitigation measures have been identified for the 5th Street and Brannan Street intersection from Project 2-2 Modified Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of Modified Project 2-2 Option 2..

37. Transportation Impact to the intersection of Church Street, Market Street and 14th Street from combined Project 2-3 Option 1 and Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-3b).

a) Potentially-Significant Impact

Project 2-3 would construct bicycle lanes on 14th Street between Dolores Street and Market Street. Project 2-11 would construct bicycle lanes on Market Street between 17th Street and Octavia Boulevard. Implementation of Projects 2-3 and 2-11 combined under

2025 Cumulative plus Project conditions would result in the intersection of Church Street/Market Street/14th Street operating at LOS F.

b) Mitigation Measure for the Transportation Impact to the intersection of Church Street, Market Street and 14th Street from combined Project 2-3 Option 1 and Project 2-11 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-3b) and Conclusion

No feasible mitigation measures have been identified for the Church Street/Market Street/14th Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at this intersection with the implementation of Option 1 of combined Project 2-3 and 2-11.

38. Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 and Project 2-6 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-4a).

a) Potentially-Significant Impact

Combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 would construct bicycle lanes on Sanchez Street from 17th Street to 16th Street, on 17th Street between Church Street and Potrero Avenue, on Potrero Avenue between 17th Street and Division Street, on Kansas Street between 16th Street and 17th Street, and on Division Street between 9th Street and 11th Street. Implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under Existing plus Project conditions would result in the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street would operate at LOS E.

b) Mitigation Measure for the Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P2-4a) and Conclusion

No feasible mitigation measures have been identified for the 10th Street/ Brannan Street/Potrero Avenue/Division Street intersection under Existing plus Project conditions. Hence, a significant impact would occur at the 10th Street/ Brannan Street/Potrero Avenue/ Division Street intersection with the implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2.

39. Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 and Project 2-6 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-4b).

a) Potentially-Significant Impact

Combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 would construct bicycle lanes on Sanchez Street from 17th Street to 16th Street, on 17th Street between Church Street and Potrero Avenue, on Potrero Avenue between 17th Street and Division Street, on Kansas Street between 16th Street and 17th Street, and on Division Street between 9th Street and 11th Street. Implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under 2025 Cumulative plus Project conditions would result in the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street would operate at LOS F.

b) Mitigation Measure for the Transportation Impact to the intersection of 10th Street, Brannan Street, Potrero Avenue, and Division Street from combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4b) and Conclusion

No feasible mitigation measures have been identified for the 10th Street/ Brannan Street/Potrero Avenue/Division Street intersection under 2025 Cumulative plus Project conditions. Hence, a significant impact would occur at the 10th Street/ Brannan Street/Potrero Avenue/ Division Street intersection with the implementation of combined Project 2-4 Modified Option 1 and Project 2-6 Modified Option 2.

40. Transportation Impact to the intersection of Potrero Avenue and 16th Street from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4d).

a) Potentially-Significant Impact

Project 2-4 would construct bicycle lanes on 17th Street between Corbett Avenue and 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. Under 2025 Cumulative plus Project conditions for Project 2-4 Option 2, the Potrero Avenue/16th Street intersection would operate at LOS F, and a significant impact would occur at this intersection with the implementation of Project 2-4 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Potrero Avenue and 16th Street from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4d) and Conclusion.

No feasible mitigation measures have been identified for the Potrero Avenue/16th Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Potrero Avenue/16th Street intersection with the implementation of Project 2-4 Option 2.

41. Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4e).

a) Potentially-Significant Impact

Project 2-4 would construct bicycle lanes on 17th Street between Corbett Avenue and 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. Project 2-6 would construct bicycles lanes on Division Street between 9th Street to 11th Street. Muni bus line 9 would experience significant delays under 2025 Cumulative plus Project conditions for combined Projects 2-4 and 2-6 Option 2.

b) Mitigation Measure for the Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-3e) and Conclusion

No feasible mitigation measures have been identified for delay on Muni bus line 9 for combined Projects 2-4 and 2-6 Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur for Muni bus line 9 with implementation of combined Projects 2-4 and 2-6 Option 2.

42. Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4f).-Mitigation Measure for the Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 and Project 2-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-3d) and Conclusion

SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for combined Projects 2-4 and 2-6 Option 2.

a) Mitigation Measure M-TR-P2-4f and Conclusion

No feasible mitigation measures have been identified for delay on SamTrans bus line 292 for combined Projects 2-4 and 2-6 Option 2 under 2025 Cumulative plus Project

conditions. Hence, a significant and unavoidable impact would occur for SamTrans bus line 292 with implementation of Projects 2-4 and 2-6 combined with Option 2.

43. Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4g).

a) Potentially-Significant Impact

Muni bus line 9 would experience significant delays under 2025 Cumulative plus Project conditions for individual Project 2-4 Option 2.

b) Mitigation Measure for the Transportation Impact to Muni bus line 9 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4g) and Conclusion

No feasible mitigation measures have been identified for delay on Muni bus line 9 for individual Project 2-4 Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur for Muni bus line 9 with implementation of Project 2-4 Option 2.

44. Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P2-4h).

a) Potentially-Significant Impact

SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for individual Project 2-4 Option 2.

b) Mitigation Measure for the Transportation Impact to SamTrans bus line 292 from Project 2-4 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-4h) and Conclusion.

No feasible mitigation measures have been identified for delay on SamTrans bus line 292 for Project 2-4 Option 2 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur for SamTrans bus line 292 with implementation of individual Project 2-4 Option 2.

45. Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under Existing plus Project conditions (Impact TR-P2-7a).

a) Potentially-Significant Impact

Project 2-7 would construct bicycle lanes on Fremont Street between Harrison Street and Howard Street. Project 2-9 would construct bicycles lanes on Howard Street between The Embarcadero and Fremont Street. The intersection of Fremont Street/Howard Street would operate at LOS E under Existing plus Project conditions for combined Projects 2-7 and 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under Existing plus Project conditions (Mitigation Measure M-TR-P2-7a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-7a. The cycle length at the Fremont Street/Howard Street intersection shall be increased by 35 seconds, so that the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of combined Projects 2-7 and 2-9 to a less-than-significant level for Existing plus Project conditions.

46. Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under 2025 Cumulative plus Project conditions (Impact TR-P2-7b).

a) Potentially-Significant Impact

The intersection of Fremont Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for combined Projects 2-7 and 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from combined Project 2-7 and Project 2-9 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-7b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level even with implementation of mitigation measure M-TR-P2-7b. The Fremont Street/Howard Street intersection operates at LOS D with 54.9 seconds of delay under Existing plus Project conditions relative to Existing conditions,

with mitigation shown in Mitigation Measure M-TR-P2-7a. This is determined to be a significant impact since it is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project compared to 2025 Cumulative conditions. Therefore, a significant and unavoidable impact would occur at the Fremont Street/Howard Street intersection.

47. Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under Existing plus Project conditions (Impact TR-P2-9a).

a) Potentially-Significant Impact

Project 2-9 would construct bicycles lanes on Howard Street between The Embarcadero and Fremont Street. The Fremont Street/Howard Street intersection would operate unsatisfactorily at LOS E under Existing plus Project conditions for Project 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under Existing plus Project conditions (Mitigation Measure M-TR-P2-9a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level even with implementation of mitigation measure M-TR-P2-9a. It is proposed that the cycle length at the Fremont Street/Howard Street intersection be increased by 35 seconds. With this improvement, the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for Existing plus Project conditions and the impact would remain significant and unavoidable.

48. Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under 2025 Cumulative plus Project conditions (Impact TR-P2-9b).

a) Potentially-Significant Impact

The intersection of Fremont Street/Howard Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-9.

b) Mitigation Measure for the Transportation Impact to the intersection of Fremont Street and Howard Street from Project 2-9 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-9b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant level with implementation of mitigation measure M-TR-P2-9b. It is proposed that lane configuration adjustments be made to the westbound Howard Street direction to improve LOS and reduce the delay at the Fremont Street/Howard Street intersection. The westbound Howard Street approach shall be modified from one through lane and one shared through-right turn lane, into two through lanes and one exclusive right-turn lane. The LOS will remain at level F. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for 2025 Cumulative plus Project conditions and the impact would remain significant and unavoidable.

49. Transportation Impact to the intersection of Church Street, Market Street, and 14th Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-11b).

a) Potentially-Significant Impact

Project 2-11 would construct bicycle lanes on Market Street between 17th Street and Octavia Boulevard. The intersection of Church Street/Market Street/14th Street would operate at LOS F under 2025 Cumulative plus Project conditions for Project 2-11 Option 1 for the PM peak hour.

b) Mitigation Measure for the Transportation Impact to the intersection of Church Street, Market Street, and 14th Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-11b) and Conclusion.

No feasible mitigation measures have been identified for the Church Street/Market Street/14th Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Church Street/Market Street/14th Street intersection with the implementation of Project 2-11 Option 1.

50. Transportation Impact to loading on the north side of Market Street near Noe Street from Project 2-11 Option 1 under Existing plus Project conditions (Impact TR-P2-11c).

a) Potentially-Significant Impact

A significant impact to loading would result on the north side of Market Street near Noe Street from implementation of Project 2-11 Option 1 under Existing plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading on the north side of Market Street near Noe Street under Existing plus Project conditions (Mitigation Measure M-TR-P2-11c) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant and unavoidable loading impact would occur on Market Street near Noe Street with implementation of Project 2-11 Option 1 under Existing plus Project conditions.

51. Transportation Impact to loading on the north side of Market Street near Noe Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-11d).

a) Potentially-Significant Impact

A significant impact to loading would result on the north side of Market Street near Noe Street from implementation of Project 2-11 Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading on the north side of Market Street near Noe Street from Project 2-11 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-11d) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant and unavoidable loading impact would occur on Market Street near Noe Street with implementation of Project 2-11 Option 1 under 2025 Cumulative plus Project conditions.

52. Transportation Impact to the intersection of 2nd Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16a).

a) Potentially-Significant Impact

Project 2-16 would construct bicycle lanes on Townsend Street between 8th Street and The Embarcadero. The 2nd Street/Townsend Street intersection would operate unsatisfactorily at LOS E under 2025 Cumulative plus Project conditions and a significant impact would occur at this intersection with the implementation of Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 2nd Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16a) and Conclusion.

No feasible mitigation measures have been identified for the 2nd Street/Townsend Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the 2nd Street/Townsend Street intersection with the implementation of Project 2-16 Modified Option 1.

53. Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16e)

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the 7th Street/Townsend Street intersection would operate at LOS F and, a significant impact would occur at this intersection with the implementation of Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of 7th Street and Townsend from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16e) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-16e. It is proposed that lane configuration adjustments be made to the eastbound Townsend Street direction to improve LOS and decrease the amount of average delay. However, the LOS would remain at LOS F. Therefore, a significant impact would occur at the 7th Street/Townsend Street intersection with the implementation of Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions.

54. Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-16h).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 30 under Existing plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-16h) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P2-16h Feasibility of the following mitigation measures has not yet been determined. There is a range of potential treatments to address the issue at this intersection. One would be repositioning of the bus zone along the south side of Townsend Street. Another treatment would be reconfiguring the approach lanes to the intersection of 4th and Townsend Streets. Finally, installation of discontinuous bicycle lanes at the approach of the 4th Street/Townsend Street intersection could also be

considered. Therefore, a significant transit impact would occur with implementation of Project 2-16 Modified Option 1 under Existing plus Project conditions.

55. Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Impact TR-P2-16i).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P2-16i) and Conclusion.

Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant and unavoidable transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.

56. Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16l).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 30 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16l) and Conclusion.

Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant and unavoidable transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

57. Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P2-16m).

a) Potentially-Significant Impact

A significant transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 45 from Project 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P2-16m) and Conclusion.

Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant and unavoidable transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.

58. Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-1b).

a) Potentially-Significant Impact

The intersection of Masonic Avenue/Fell Street would operate at LOS E under 2025 Cumulative plus Project conditions for combined Projects 3-1 and 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-1b) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of combined Projects 3-1 and 3-2 Option 1.

59. Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2a).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Turk Street intersection would operate at LOS F in the AM Peak hour and a significant impact would occur at the Masonic Avenue/Turk Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2a) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Turk Street intersection under 2025 Cumulative plus Project conditions for Project 3-2

Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Turk Street intersection in the AM Peak hour with the implementation of Project 3-2 Option 1.

60. Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P3-2b).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Turk Street intersection would operate at LOS F in the AM Peak hour and a significant impact would occur at this intersection with the implementation of Project 3-2 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2b) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Turk Street intersection under 2025 Cumulative plus Project conditions in the AM peak hour for Project 3-2 Option 2. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Turk Street intersection with the implementation of Project 3-2 Option 2.

61. Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2c).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for the AM peak hour the Masonic Avenue/Fulton Street intersection would operate at LOS F and a significant impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2c) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fulton Street intersection under 2025 Cumulative plus Project conditions for the AM Peak hour. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 1.

62. Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P3-2d).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the Masonic Avenue/Fulton Street intersection would operate at LOS F in the AM Peak hour and a significant impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fulton Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2d) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fulton Street intersection under 2025 Cumulative plus Project conditions the AM Peak hour. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fulton Street intersection with the implementation of Project 3-2 Option 2.

63. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-2e).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2e) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1.

64. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2g).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS F and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2g) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 1 under 2025 Cumulative plus Project conditions.

65. Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P3-2h).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Fell Street intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Fell Street from Project 3-2 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2h) and Conclusion.

No feasible mitigation measures have been identified for the Masonic Avenue/Fell Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Fell Street intersection with the implementation of Project 3-2 Option 2.

66. Transportation Impact to the intersection of Masonic Avenue and Geary Boulevard from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2i).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Geary Boulevard intersection would operate at LOS E and a significant impact would occur at the Masonic Avenue/Geary Boulevard intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Geary Boulevard from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2i) and Conclusion.

No feasible mitigation measures have been identified for Option 1 under 2025 Cumulative plus Project conditions. Hence, a significant and unavoidable impact would occur at the Masonic Avenue/Geary Boulevard intersection with the implementation of Project 3-2 Option 1.

67. Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2j).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Masonic Avenue/Turk Street intersection would operate at LOS F and a significant impact would occur at the Masonic Avenue/Turk Street intersection with the implementation of Project 3-2 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Masonic Avenue and Turk Street from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2j) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P3-2j. It is proposed that ten seconds of green time be added to the northbound Masonic Avenue direction, with a corresponding reduction of green time in the eastbound Turk Street direction of ten seconds, to improve intersection operations to LOS E. However, the Masonic Avenue/Turk Street intersection would continue to operate at an unacceptable LOS; therefore, the traffic impact would remain significant even after this mitigation measure is implemented for Project 3-2 Option 1.

68. Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-2k).

a) Potentially-Significant Impact

Under Existing plus Project conditions combined Projects 3-1 and 3-2 Option 1 would result in a significant transit impact for Muni bus line 43 in the PM peak hour.

b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2k) and Conclusion.

No feasible mitigation measures have been identified to reduce the delay on Muni bus line 43 under Existing plus Project conditions for Option 1. Therefore, a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of combined Projects 3-1 and 3-2 Option 1 under Existing plus Project conditions in the PM peak hour.

69. Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2l).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions, combined Projects 3-1 and 3-2 Option 1 would result in a significant transit impact for Muni bus line 43 in the PM peak hour.

b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from combined Project 3-1 and Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2l) and Conclusion.

No feasible mitigation measures have been identified and a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of combined Projects 3-1 and 3-2 Option 1 under 2025 Cumulative plus Project conditions in the PM peak hour.

70. Transportation Impact to the Muni bus line 43 from Project 3-2 Option 1 under Existing plus Project conditions (Impact TR-P3-2m).

a) Potentially-Significant Impact

Under Existing plus Project conditions individual Project 3-2 Option 1 would result in a significant transit impact for Muni bus line 43 in the PM peak hour.

b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from Project 3-2 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P3-2m) and Conclusion.

No feasible mitigation measures have been identified for Option 1 under Existing plus Project conditions in the PM peak hour. Therefore, a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of individual Project 3-2 Option 1 under Existing plus Project conditions in the PM peak hour.

71. Transportation Impact to the Muni bus line 43 from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P3-2n).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions, individual Project 3-2 Option 1 would result in a significant impact to transit for Muni bus line 43 in the PM peak hour.

b) Mitigation Measure for the Transportation Impact to Muni bus line 43 from Project 3-2 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P3-2n) and Conclusion.

No feasible mitigation measures have been identified and a significant and unavoidable transit impact would occur to Muni bus line 43 as a result of individual Project 3-2 Option 1 under 2025 Cumulative plus Project conditions in the PM peak hour.

72. Loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under Existing plus Project conditions. (Impact TR-P5-4h).

a) Potentially-Significant Impact

Project 5-4 Modified Option 2 would construct bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue except between Oakdale and Jerrold Avenues, where the existing southbound Class III bicycle route would remain on Jerrold Avenue, Barneveld Avenue, and Loomis Street and the existing northbound Class III bicycle route would be relocated from Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue.

Under Existing plus Project conditions Bayshore Boulevard would experience a significant loading impact, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-4 Modified Option 2.

b) Mitigation Measure for the loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-4h) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant loading impact would occur on Bayshore Boulevard between Cesar Chavez and Industrial Streets with implementation of Project 5-4 Modified Option 2 under Existing plus Project conditions.

73. Loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions. (Impact TR-P5-4i).

a) Potentially-Significant Impact

Project 5-4 Modified Option 2 would construct bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue, except between Oakdale and Jerrold Avenues, where the existing southbound Class III bicycle route would remain on Jerrold Avenue, Barneveld Avenue, and Loomis Street and the existing northbound Class III bicycle route would be relocated from Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. Under 2025 Cumulative plus Project conditions Bayshore Boulevard would experience a significant loading impact, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-4 Modified Option 2.

b) Mitigation Measure for the loading impact on Bayshore Boulevard between Cesar Chavez and Industrial Streets as a result of Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-4i) and Conclusion.

No feasible mitigation measures have been identified. Therefore, a significant loading impact would occur on Bayshore Boulevard between Cesar Chavez and Industrial Streets with implementation of Project 5-4 Modified Option 2 under 2025 Cumulative plus Project conditions.

74. Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under Existing plus Project conditions (Impact TR-P5-5a).

a) Potentially-Significant Impact

Project 5-5 would construct bicycle lanes on Cesar Chavez Street between I-280 and US 101 Freeways. Under Existing plus Project conditions the Evans Avenue/Cesar Chavez

Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-5 Option 1

b) Mitigation Measure for the Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-5a) and Conclusion.

No feasible mitigation measures have been identified for the Evans Avenue/Cesar Chavez Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Evans Avenue/Cesar Chavez Street intersection with the implementation of Project 5-5 Option 1 under Existing plus Project conditions.

75. Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-5b).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Evans Avenue/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-5-Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Evans Avenue and Cesar Chavez Street from Project 5-5 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-5b) and Conclusion.

No feasible mitigation measures have been identified for the Evans Avenue/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Evans Avenue/Cesar Chavez Street intersection with the implementation of Project 5-5 Option 1 under 2025 Cumulative plus Project conditions.

76. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6a).

a) Potentially-Significant Impact

Project 5-6 would construct bicycle lanes on Cesar Chavez/26th Street between Sanchez Street and US 101. Under 2025 Cumulative plus Project conditions the Mission Street/Cesar Chavez Street intersection would operate at LOS F in the AM Peak hour, and therefore, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6a) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6a. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection from LOS F to LOS E. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection in the AM Peak hour with the implementation of Project 5-6 Option 1.

77. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6b).

a) Potentially-Significant Impact

The Mission Street/Cesar Chavez Street intersection would operate unsatisfactorily at LOS E in the AM Peak hour under 2025 Cumulative plus Project conditions for Project 5-6 Option 2. Therefore, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6b) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6b. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which

feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

78. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6c).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F in the AM Peak hour, and therefore, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6c) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6c Lane configuration adjustments to the westbound direction on Cesar Chavez Street would improve LOS and reduce the delay for this intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

79. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6d).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at

the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6d) and Conclusion.

No feasible mitigation measures have been identified for the Guerrero Street/Cesar Chavez Street intersection under Existing plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

80. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6e).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6e) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6e. Lane configuration adjustments to the westbound direction of Cesar Chavez Street would improve LOS and reduce the delay at the Guerrero Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 5-6 Option 1.

81. Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6f).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions the Guerrero Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Guerrero Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6f) and Conclusion.

No feasible mitigation measures have been identified for the Guerrero Street/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

82. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6g).

a) Potentially-Significant Impact

Under Existing plus Project conditions the Mission Street/Cesar Chavez Street intersection would operate unsatisfactorily at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6g) and Conclusion.

No feasible mitigation measures have been identified for the Mission Street/Cesar Chavez Street intersection under Existing plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

83. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6h).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 2 the Mission Street/Cesar Chavez Street intersection would operate unsatisfactorily at LOS E, and therefore, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6h) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6h. It is proposed that lane configuration adjustments be made to the eastbound and westbound directions on Cesar Chavez Street, to improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is further proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2. In addition, bicycle lane discontinuity could occur at this location.

84. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6i).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 1, the Mission Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6i) and Conclusion.

No feasible mitigation measures have been identified for the Mission Street/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant and unavoidable impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

85. Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6j).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the Mission Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Mission Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6j) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6j. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from F to E. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

86. Transportation Impact to the intersection of Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6k).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 1, the South Van Ness Avenue/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6k) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6k. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve LOS from F to D. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

87. Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6l).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 2, the South Van Ness Avenue/Cesar Chavez Street intersection would operate at LOS E, and therefore, a significant impact may occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6l) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6l. Lane configuration adjustments to the westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P 5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) in the westbound direction on Cesar Chavez Street which would provide an additional through lane along this approach. This lane adjustment would decrease the delay and improve LOS from E to D. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 2.

88. Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6m).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 1, the Cesar Chavez Street/South Van Ness Avenue intersection would operate at LOS F, and therefore, a significant impact would occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6m) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6m. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 of proposed possible Mitigation Measures M-TR-P5-6w in conjunction with proposed

possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street which would provide an additional through lane along both approaches. Nevertheless, this mitigation measure would not reduce Project 5-6 Option 1 impacts to a less-than-significant level.

89. Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6n).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the South Van Ness Avenue/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of South Van Ness Avenue and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6n) and Conclusion.

No feasible mitigation measures have been identified for the South Van Ness Avenue/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the South Van Ness Avenue/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

90. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6o).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 1, the Bryant Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact may occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6o) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of

mitigation measure M-TR-P5-6o. Lane configuration adjustments to the eastbound direction and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street along the eastbound and westbound directions which would provide an additional through lane in both directions. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant impact may occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 1.

91. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Impact TR-P5-6p).

a) Potentially-Significant Impact

Under Existing plus Project conditions for Option 2, the Bryant Street/Cesar Chavez Street intersection would operate at LOS E, and therefore, a significant impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6p) and Conclusion.

No feasible mitigation measures have been identified for the Bryant Street/Cesar Chavez Street intersection under Existing plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

92. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6q).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 1, the Bryant Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6q) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6q. Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at this intersection. It is proposed that on-street parking be removed (applying either Option 1 or 2 of proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane along both approaches. Nevertheless, this mitigation measure would not reduce the impacts of Project 5-6 Option 1 to a less-than-significant level.

93. Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P5-6r).

a) Potentially-Significant Impact

Under 2025 Cumulative plus Project conditions for Option 2, the Bryant Street/Cesar Chavez Street intersection would operate at LOS F, and therefore, a significant impact would occur at this intersection with the implementation of Project 5-6 Option 2.

b) Mitigation Measure for the Transportation Impact to the intersection of Bryant Street and Cesar Chavez Street from Project 5-6 Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6r) and Conclusion.

No feasible mitigation measures have been identified for the Bryant Street/Cesar Chavez Street intersection under 2025 Cumulative plus Project conditions for Option 2. Hence, a significant and unavoidable impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6 Option 2.

94. Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6s).

a) Potentially-Significant Impact

Muni bus line 12 would experience significant delays under Existing plus Project conditions for Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6s) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6r. The implementation of Option 1 under Existing plus Project conditions would add 474 seconds (7.9 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q above, this delay would be reduced. This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty regarding the feasibility of this mitigation measure, a significant transit impact would occur for Muni bus line 12 for Project 5-6 Option 1 under Existing plus Project conditions.

95. Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under Existing plus Project conditions (Impact TR-P5-6t).

a) Potentially-Significant Impact

Muni bus line 27 would experience significant delays under Existing plus Project conditions for Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-6t) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6t. The implementation of Option 1 under Existing plus Project conditions would add 867 seconds (14.5 minutes) of total delay for Muni bus line 27. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q above, delay in the westbound direction would be reduced. Total transit delay would be below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 27 for Project 5-6 Option 1 under Existing plus Project conditions.

96. Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6u).

a) Potentially-Significant Impact

Muni bus line 12 would experience significant delays under 2025 Cumulative plus Project conditions for Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 12 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6u) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6u. The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6qabove, this delay would not change. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 Option 1 under 2025 Cumulative plus Project conditions.

97. Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-6v).

a) Potentially-Significant Impact

Muni bus line 27 would experience significant delays under 2025 Cumulative plus Project conditions for Project 5-6 Option 1.

b) Mitigation Measure for the Transportation Impact to Muni bus line 27 from Project 5-6 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-6v) and Conclusion.

The City finds the potentially-significant impacts listed above would be reduced but would remain at a significant and unavoidable level even with implementation of mitigation measure M-TR-P5-6v. The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k,

M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6qabove, this delay would not change. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 Option 1 under 2025 Cumulative plus Project conditions.

98. Transportation Impact to the four intersections along Cesar Chavez for the segment between Bryant and Guerrero Streets analyzed under Project 5-6 Option 1 or Option 2 (Impact TR-P5-6w).

a) Potentially-Significant Impact

Intersections along Cesar Chavez for the segment between Hampshire and Guerrero Streets analyzed under Project 5-6 Option 1 or Option 2 would operate at unsatisfactory level of service, therefore, a significant impact would occur at these intersections with the implementation of Project 5-6 Option 1 or Option 2.

b) Mitigation Measure for the Transportation Impact to the four intersections along Cesar Chavez for the segment between Bryant and Guerrero Streets analyzed under Project 5-6 Option 1 or Option 2 (Mitigation Measure M-TR-P5-6w) and Conclusion.

As referenced in the above Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q, the traffic analysis conducted for Project 5-6 included four study intersections along Cesar Chavez for the segment between Bryant and Guerrero Streets. Analysis indicates that if the lane configurations corresponding to the No Project conditions can be provided, some impacts will be mitigated at these intersections. The following two options are part of proposed possible mitigation measures, for which feasibility has not yet been determined, to reinstate the lane configuration under No Project conditions.

- Option 1

Removal of parking – For the four study intersections analyzed, approximately 100 spaces would need to be removed on Cesar Chavez Street to mitigate the impacts at these locations. However, additional parking spaces may need to be removed to reduce impacts along the entire corridor.

- Option 2

Implementing a discontinuous bicycle lane –The consultant recommends the bicycle lane be discontinued at selected intersection approaches along Cesar Chavez Street. This option may reduce the number of parking spaces that need to be removed on Cesar Chavez Street compared to Option 1.

99. Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under Existing plus Project conditions (Impact TR-P5-13a).

a) Potentially-Significant Impact

Project 5-13 would construct bicycle lanes on San Bruno Avenue between Paul Avenue and Silver Avenue. Project 5-13 would result in a significant impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with implementation of Option 1 under Existing plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under Existing plus Project conditions (Mitigation Measure M-TR-P5-13a) and Conclusion

No feasible mitigation measures have been identified for Option 1. Hence, a significant and unavoidable loading impact would occur on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with the implementation of Project 5-13 Option 1 under Existing plus Project conditions.

100. Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under 2025 Cumulative plus Project conditions (Impact TR-P5-13c).

a) Potentially-Significant Impact

Project 5-13 would result in a significant impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with implementation of Option 1 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to loading on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue from Project 5-13 Option 1 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P5-13c) and Conclusion

No feasible mitigation measures have been identified for Option 1. Hence, a significant and unavoidable loading impact would occur on the west side of San Bruno Avenue between Paul Avenue and Silver Avenue with the implementation of Project 5-13 with Option 1 under 2025 Cumulative plus Project conditions.

101. Transportation Impact to Muni line 48 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P6-5j).

a) Potentially-Significant Impact

Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 would result in a significant impact to Muni line 48 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni line 48 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P6-5j) and Conclusion

No feasible mitigation measure was identified and therefore the impact on Muni bus line 48 under 2025 Cumulative plus Project conditions would remain significant.

102. Transportation Impact to Muni line 52 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Impact TR-P6-5k).

a) Potentially-Significant Impact

Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 would result in a significant impact to Muni line 52 under 2025 Cumulative plus Project conditions.

b) Mitigation Measure for the Transportation Impact to Muni line 52 from Project 6-2 Option 1, Modified Project 6-5, and 6-6 Modified Option 2 under 2025 Cumulative plus Project conditions (Mitigation Measure M-TR-P6-5k) and Conclusion

No feasible mitigation measure was identified and therefore the impact on Muni bus line 52 under 2025 Cumulative plus Project conditions would remain significant.

Transportation Impacts of Minor Improvements

No significant impacts were identified in relation to Minor Improvements.

Transportation Impacts of Long-Term Improvements

103. Long-term Transportation Impact to roadway capacity and traffic delays from the implementation of long-term improvements (Impact TR-LT1).

a) Potentially-Significant Impact

Both individually, and in a cumulative scenario, the implementation of long-term improvements could result in a reduction in roadway capacity and increased traffic

delays. Reduction in the number of travel lanes could subject vehicles, including transit using the affected roadways, to increased congestion and delays.

b) Mitigation Measures for the Long-term Transportation Impact to roadway capacity and traffic delays from the implementation of long-term improvements (Mitigation Measures: M-TR-LT1.1, M-TR-LT1.2, M-TR-LT1.3, M-TR-LT1.4, and M-TR-LT1.5) and Conclusion

Measures that could potentially reduce significant traffic impacts to less-than-significant levels include:

- M-TR-LT1.1: Unsignalized intersections may be signalized, as appropriate.
- M-TR-LT1.2: Changes may be made to signal timing (including redistributing green time from one phase to another, lengthening of signal cycle times, changing permitted movements to protected movements, signal coordination/progression), as appropriate.
- M-TR-LT1.3: Changes may be made to roadway geometry (e.g., changing shared lanes to exclusive turn lanes, proving exclusive right-turn or left-turn pockets), as appropriate.
- M-TR-LT1.4: Floating bicycle lanes may be implemented, where on-street parking is restricted during peak periods, to provide for additional vehicular capacity, as appropriate.
- M-TR-LT1.5: Parking may be eliminated to provide for additional vehicular capacity, as appropriate.

In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, mitigation measures would not be available, and in these cases traffic impacts would remain significant and unavoidable.

104. Long-term Transportation Impact to transit delays from the implementation of long-term improvements (Impact TR-LT2).

a) Potentially-Significant Impact

Both individually, and in a cumulative scenario, the implementation of long-term improvements may cause transit to experience increased travel time on streets where these improvements reduce capacity of roadways and result in significant increases in delay. Buses may experience increased difficulty pulling into and out of curb bus stops due to reconfiguration of bus stops to accommodate bicycle lanes.

b) Mitigation Measures for the Long-term Transportation Impact to transit delays from the implementation of long-term improvements (Mitigation Measures; M-TR-LT2.1, M-TR-LT2.2, M-TR-LT2.3, and M-TR-LT2.4) and Conclusion

Potential mitigation measures that could reduce significant transit impacts to less-than-significant levels include:

- M-TR-LT2.1: Signal pre-emption or other transit priority techniques may be applied to reduce overall transit travel times, as appropriate.
- M-TR-LT2.2: Bicycle proposals may be modified to create discontinuities in bicycle treatment to avoid transit delays, as appropriate.
- M-TR-LT2.3: Bus stops may be reconfigured to facilitate bus operations, as appropriate.
- M-TR-LT2.4: Parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as appropriate.

In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, feasible mitigation measures would not be available, and transit impacts would remain significant and unavoidable.

105. Long-term Transportation Impact to loading from the implementation of long-term improvements (Impact TR-LT3).

a) Potentially-Significant Impact

Both individually, and in a cumulative scenario, the implementation of long-term improvements may result in elimination of curb space currently dedicated to yellow commercial vehicle freight loading zones, or active passenger loading/unloading zones.

b) Mitigation Measures for the Long-term Transportation Impact to loading from the implementation of long-term improvements (Mitigation Measures;M-TR-LT3.1, and M-TR-LT3.2) and Conclusion

The following mitigation measures could reduce significant loading impacts to less-than-significant levels.

- M-TR-LT3.1: Where feasible and required to respond to loading zone impacts, on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones.
- M-TR-LT3.2: Traffic management strategies shall be developed and implemented, where feasible, to accommodate short-term passenger loading/unloading activities.

In some locations, feasible mitigation measures would not be available, and loading impacts would remain significant and unavoidable.

V. Why Subsequent Environmental Analysis or Recirculation is not Required

Finding: For the reasons set forth below and elsewhere in the Administrative Record, none of the factors are present which would necessitate recirculation of the Final EIR under CEQA Guideline Section 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162. The Comments and Responses document thoroughly addressed all public comments that the Planning Department received on the Draft EIR. In response to these comments, the Department added new and clarifying text to the EIR and modified some mitigation measures. In addition, since publication of the Draft EIR, the staff, in response to public comments and additional staff evaluation of the San Francisco Bicycle Plan proposal, made modifications to a number of projects covered in the Bicycle Plan in order avoid or alleviate specific concerns raised by the public and City departments.

The Comments and Responses document, which is incorporated herein by reference, analyzed all of these changes, including the Preferred Project, discussed in greater detail in Section A below, and determined that these changes did not constitute new information of significance that would add new significant environmental effects, or substantially increase the severity of effects identified in the Final EIR. Further, additional changes to the Preferred Project have been incorporated into the project after publication of the Comments and Responses document. These changes have been addressed orally by staff or in staff reports, which statements and reports are incorporated herein by reference and based on this information, the Planning Department has determined that these additional changes do not constitute new information of significance that would alter any of the conclusions of the EIR.

Based on the information set forth above and other substantial evidence in light of the whole record on the Final EIR, the Commission determines that the Preferred Project, is within the scope of project analyzed in the Final EIR; (2) approval of Preferred Project will not require important revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) taking into account the Preferred Project and other changes analyzed in the Final EIR, no substantial changes have occurred with respect to the circumstances under which the Project are undertaken which would require major revisions to the Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR; and (4) no new information of substantial importance to the Project has become available which would indicate (a) the Preferred Project or the approval actions will have significant effects not discussed in the Final EIR; (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or

alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment. Consequently, there is no need to recirculate the Final EIR under CEQA Guideline 15088.5 or to prepare a subsequent or supplemental EIR under CEQA Guideline Section 15162.

VI. Evaluation of Project Alternatives

This Section describes the EIR alternatives ("EIR Options") and the reasons for finding the Alternatives infeasible and rejecting them as required by Public Resources Code section 21081(a)(3) and *CEQA Guidelines* section 15091(a)(3). This Section also outlines the Preferred Project's purposes and provides the rationale for selecting alternatives or rejecting alternatives as infeasible, describes the Preferred Project alternative components analyzed in the EIR, and identifies the environmentally superior alternative, where appropriate for the near-term projects.

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the project, which would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen effects of the project, and evaluate the comparative merits of the project." (*CEQA Guidelines*, Section 15126.6(a)).

CEQA requires that every EIR evaluate a "No Project" alternative as part of the range of alternatives analyzed in the EIR. The San Francisco Bicycle Plan EIR's No Project analysis was prepared in accordance with *CEQA Guidelines* Sections 15126.6(e)(3)(A) and (C).

Alternatives provide a basis of comparison to the Preferred Project in terms of beneficial, significant, and unavoidable impacts and ability to achieve project objectives. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of the Preferred Project.

The Alternatives listed below and rejected are rejected as infeasible based upon substantial evidence in the record, including evidence of economic, legal, social, technological, and other considerations described in this Section, and for the reasons described in Section VII below, which is incorporated herein by reference.

Reasons for Selection of the Preferred Project - Alternatives Rejected as Infeasible and Reasons for Rejection as Infeasible - Environmentally Superior Alternative

As described above and in this section, the Preferred Project constitutes adoption of the 2009 Bicycle Plan, related amendments to the General Plan and Planning Code, approval of 60 near-term projects of which 55 have preferred options, authorization to implement minor improvements on the bicycle network, identification of 24 long-term projects, and related actions. This Preferred Project encompasses Program-level Alternative A, as identified in the

Draft EIR on pages VII – 12-14, which constitutes the minor and long-term improvements as described above.

As stated in Section 15126.6 (a) of the *CEQA Guidelines*, "an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." These are presented in Section VII of the DEIR. In regard to alternatives, the Draft EIR states: "[u]nlike most EIRs, this EIR contains no separate chapter analyzing alternatives to the proposed project. This is because this EIR does not analyze a preferred project. Instead, for many of the near-term improvements, this EIR evaluates two options as well as a future No-Project scenario (i.e., year 2025 Cumulative conditions, assuming that none of the bicycle facility options is adopted), at an equal level of detail, as EIR alternatives." The Draft EIR further states: "Because the Bicycle Plan Project includes both project-level and program-level elements, this discussion of Alternatives focuses on a comparison of two project-level alternatives, as well as a comparison of two program-level alternatives . . . . The project-level and program-level alternatives can be paired up with each other in a variety of combinations. In addition, other alternatives would result by combining different near-term improvement options as well as different optional designs within the near-term improvements that offer multiple segment options."

Rejection as Infeasible of the No Project Alternative

The No Project Alternative assumes that no City agency, board, commission, or department would take any action to adopt and/or implement the Preferred Project or any part of the Preferred Project. This No Project Alternative is rejected as infeasible for the reasons set forth in this section. The No Project Alternative would not be desirable nor meet the Preferred Project objectives. The No Project Alternative would not satisfy Bicycle Plan Project's overall goal to increase safe bicycle use nor would it meet the Bicycle Plan's specific goals. The No Project Alternative would fail to meet the objectives set forth in San Francisco's Transit First Policy (San Francisco Charter, Section 8A.115), the Regional Transportation Plan, and the SFMTA Climate Action Plan, among other Plans.

The No Project Alternative would not implement any new bicycle facilities, would not build or maintain bicycle pathways beyond current levels, and would not implement new bicycle safety programs beyond current levels. Therefore, the No Project Alternative would fail to increase bicycle safety and ridership on San Francisco streets because studies have linked bicycle safety to education and to the existence of a defined space on the roadway, either through striped bicycle

lanes or shared lane markings, which make a bicyclist's behavior more predictable to motorists and positions bicyclists outside of the door zone of parked cars.

The No Project Alternative would fail to close gaps in the existing bicycle route network, which surveys have shown is a major impediment to additional increases in bicycle mode share in San Francisco. Studies show a significant increase in the number of people making regular bicycle trips in San Francisco, while recent surveys also reveal that an even greater number would make bicycle trips if there were more bicycle lanes and sharrows on the roadways. Furthermore, the City would not benefit from any potential air quality improvements that could result from an increase in bicycle mode share.

The No Project Alternative would not guarantee the maintenance of roadway capacities and transit service at their current levels. With San Francisco's continued growth as an employment center, and population growth over time, new vehicles would be added to the City's roadways and if alternative commute modes are not enhanced to help serve the City's transportation needs, or a plan for such alternative modes is not undertaken (bicycling, or other new transit service), these future trips would continue to be distributed among personal vehicles, bicycles, pedestrian travel, and transit in much the same proportions as is currently the case. By the year 2025 for the No Project Alternative, city intersection levels-of-service (LOS) would worsen at more than two thirds of the intersections studied for this Bicycle Plan-Project analysis, and only a little more than one third of the total intersections studied would remain at LOS D or better.

For the foregoing reasons as well as the other economic, legal, social, technological, and other considerations set forth in Section VII (Statement of Overriding Considerations), which are incorporated as though fully set forth herein, the No-Project alternative is hereby rejected and found infeasible.

Rejection of Project-Level Alternatives A and B and Program-Level Alternative B as Infeasible

Project-Level Alternative A would include adoption of the Bicycle Plan along with all near-term improvement projects Option 2 (or Option 1 if there is only one option) as these produce fewer identified significant environmental impacts, and therefore Project-Level Alternative A is the Environmentally Superior Alternative as between Project-Level Alternatives A and B.

Project-Level Alternative A assumes that the Bicycle Plan options would be selected solely on the basis of the number of potential impacts the given option could have on the physical environment in the area of the improvements (identified as "Cluster Areas" in this EIR). However, the number of environmental impacts is not necessarily indicative of the project

alternative's full effect. A project alternative could, potentially, have fewer identified impacts than another alternative, but these impacts could have a greater negative effect on City residents, or could contradict City programs and goals to a greater extent, than a scenario with apparently more impacts. This alternative does not attempt to define the value or importance of each impact, or to rank the impacts in order of absolute importance to local residents or the City of San Francisco.

The comparison of impacts resulting from Project-level Alternative A and Project-level Alternative B counts impacts resulting from Existing plus Project Conditions separately from those resulting from 2025 Cumulative plus Project Conditions.

For Project-Level Alternative A there would be: 17 significant and unavoidable traffic impacts at 10 different intersections in Cluster 2; three significant and unavoidable traffic impacts at as many different intersections in Cluster 3; and 10 significant and unavoidable traffic impacts at four different intersections in Cluster 5. There also would be significant and unavoidable transit impacts to four Muni and one SamTrans bus lines, all in Cluster 2. Furthermore there would be: two significant and unavoidable loading impacts in Cluster 1, four significant and unavoidable loading impacts in Cluster 2, and four significant and unavoidable loading impacts in Cluster 5.

Project-Level Alternatives B would include adoption of the Bicycle Plan along with all near-term improvement projects Option 1 as these may result in more identified significant environmental impacts than Alternative A. However, as noted above, the additional impacts related to a project do not necessarily mean that the impacts would result in a greater magnitude of effect on the quality of life or overall transportation network functioning in the City of San Francisco.

For Project-Level Alternative B there would be: 21 significant and unavoidable traffic impacts at 10 different intersections in Cluster 2; seven significant and unavoidable traffic impacts at four different intersections in Cluster 3; 16 significant and unavoidable traffic impacts at as many different intersections in Cluster 5; and 13 significant and unavoidable traffic impacts at two different intersections in Cluster 6. There also would be significant and unavoidable transit impacts to: three Muni bus lines in Cluster 2; one Muni bus line in Cluster 3; two Muni bus lines in Cluster 5; and two Muni bus lines in Cluster 6. Furthermore, there would be: two significant and unavoidable loading impacts in Cluster 1, six significant and unavoidable loading impacts in Cluster 2, and two significant and unavoidable loading impacts in Cluster 5.

Although Project-Level Alternatives A and B would accomplish the Bicycle Plan Project goals, they would not benefit from the project refinements and modifications made by SFMTA to improve upon the project options that were originally analyzed in the DEIR, since some of the

refinements are based on Option 1, and some are based on Option 2, of the near-term improvement projects. In several instances, these refinements would avoid or substantially lessen some of the significant effects of the project. And by refining many of the near-term projects SFMTA further expanded the range of alternatives to give decision-makers a wider array of alternatives from which to select. The Preferred Project includes a combination of some Option 1 projects, some Modified Option 1 projects, some Option 2 projects, and some Modified Option 2 projects (with different options selected for different clusters). In contrast, as stated above, Project-Level Alternative A only includes Option 2 projects and Project-Level Alternative B only includes Option 1 projects. By limiting the options available in this way, Project-Level Alternatives A and B do not improve bicycle network functioning and safety as would be accomplished by the Preferred Project, and do not allow the decision-makers to have the flexibility to responde to the individual, site specific public, stakeholder and City agency considerations incorporated into the Preferred Project. For these reasons, and for the reasons set forth below rejecting the individual alternative designs not chosen for the Preferred Project, project-Level Alternatives A and B are rejected as infeasible.

Program-Level Alternative B would limit the program-level actions to activities involved in locating, placing, and maintaining sharrows to the streets or areas identified for long-term improvements to complete the bicycle route network. This alternative would have no significant and unavoidable impacts, and therefore it is the Environmentally Superior Alternative as between Program-Level Alternatives A and B. In order to attract the greatest number of riders, a bicycle network must include a combination of bicycle facilities that takes all skill-levels of bicyclists and all potential uses (e.g., commute, recreation, and shopping) into account. Sharrows, in and of themselves, are not as likely to attract novice or even intermediate-level bicyclists, whom surveys have shown prefer the comfort and security of bicycle lanes and paths. This is particularly the case in an urban environment like San Francisco where all available transportation modes occur within a very limited right-of-way. Bicycle lanes and paths provide a greater level of comfort and security for bicyclists, which translates into increased mode share and the aforementioned concomitant benefits thereof. Thus, in contrast to Program-level Alternative B, Program-level Alternative A, which is part of the Preferred Project and includes minor improvements on the Bicycle Network and long-term improvements, would be more successful in promoting this and other goals of the 2009 Bicycle Plan.

For the foregoing reasons as well as other economic, legal, social, technological, and other considerations set forth in Section VII (Statement of Overriding Considerations), which is incorporated herein by reference, Project-Level Alternatives A and B and Program-Level

Alternative B are hereby rejected as infeasible. Program-level Alternative A is retained as part of the Preferred Project.

Near-term Improvements – Rejection of Options/Alternatives as Infeasible and Reasons for Selection of the Preferred Alternative Design Option

The near-term improvements are bicycle route network improvement projects that will address gaps and deficiencies within the existing bicycle route network. These near-term improvements include bicycle projects that were originally listed as priority projects in the April 2005 draft Network Improvement Document (NID); projects that were already funded, but not implemented prior to the Superior Court of California ruling that prevented implementation; and projects that have been designed subsequently. There are 60 near-term improvements with complete and specific project designs.

The proposed near-term improvements consist of design elements intended to enhance safety and improve bicycle travel in the City. These elements vary from simple improvements such as pavement markings, including sharrows, to more complex treatments, like the installation of bicycle lanes, pathways or other bicycle facilities. Some of these treatments may be implemented in conjunction with the removal or narrowing of traffic lanes. For most of the specific near-term improvements, more than one design option has been developed for consideration by decision makers. The design options chosen for analysis for each project represent a range in terms of resulting environmental effects. As such, these options now constitute a suite of design elements from which decision-makers may choose in order to address the network deficiencies at a specific location. With certification of the Bicycle Plan Project EIR, no further environmental analysis would be required to implement any such design element that is within the range of design elements studied as part of this environmental review process.

Written project descriptions for each of the 60 near-term improvements are included in the Project Description section of the DEIR and project drawings showing existing and proposed road configurations are provided in Appendix B of the DEIR. The project-level analysis of potential environmental effects is included in Chapter V, Section V.A.3, p. V.A.3-1 of the DEIR. Additional project refinements have been presented and analyzed in the Comments and Response Document (C&R). Please see Section D, staff-initiated changes, as well as Appendix F, for revised project drawings in the C&R document. The implementation of these design-ready projects will close network gaps and improve safety and cyclists' experience, thereby increasing bicycle ridership to meet the overall goal of the Bicycle Plan.

This EIR provides project-level CEQA review for specific near-term bicycle route network improvement projects ("near-term projects"). These near-term projects are evaluated as part of the Preferred Project. The EIR concluded that the Project, and more specifically the near-term projects, will have various significant unmitigated environmental impacts, primarily to traffic and transit. Alternatives are thus presented and discussed below. The Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the EIR and in the record. The EIR reflects the Planning Commission's independent judgment. In approving those components of the Preferred Project within its jurisdiction, the Planning Commission has carefully considered the attributes and the environmental effects of the Preferred Project and the scenarios discussed in the EIR. This consideration, along with reports from City staff, public testimony, and community workshops has resulted in the Preferred Project. The Commission finds that the Preferred Project provides the best balance between satisfaction of the project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the EIR. A statement of overriding considerations is found in Section VII and adopted.

After consultation with the public, City staff, and other stakeholders, the Municipal Transportation Agency (MTA) staff selected preferred near-term project alternatives (individually and collectively referred to as "Preferred Alternative") that are identified below as each one promotes the greatest achievement of all of the Bicycle Plan goals and provides other benefits, which would not be attained to the same extent by any of the other EIR alternatives/design options which are thus rejected as infeasible for the reasons stated herein and in Section VII (Statement of Overriding Considerations), which is hereby incorporated by reference. Each Preferred Alternative achieves the Project's goals in the way(s) discussed. In some cases as specified below, the MTA has not identified a Preferred Alternative, but has elected to retain the analyzed options as part of the overall Project for further planning. Further, for the reasons stated above under *"Rejection as Infeasible of the No Project Alternative,"* the No Project Alternative is specifically rejected as infeasible for each of the near-term projects listed below for the legal, social, technological, and other considerations stated above and in Section VII (Statement of Overriding Considerations) which is incorporated by reference.

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

The DEIR analyzed only a single option for Project 1-1, Option 1. However, SFMTA, while approving Option 1 as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of that option at this time. Instead, it will continue to work with

the public, stakeholders, and City agencies on the planning effort for this project. Consequently, there is no preferred project at this location.

Option 1 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Broadway corridor, an existing major east-west bicycle route that provides a connection between the Chinatown and Russian Hill neighborhoods, as well as a connection to existing bicycle facilities on Webster, Polk, and Taylor Streets. Option 1 also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The No Project Alternative, which is associated with fewer impacts, is the Environmentally Superior Alternative, but as stated above, the No Project alternative is rejected as infeasible for the reasons noted above. However, SFMTA is making no decision to select a preferred project at this location at this time pending further public, stakeholder and City agency input and planning, so it is retaining Option 1 as part of the project approval of the Bicycle Plan.

Project 1-2 Broadway Tunnel Signage Improvements

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 1-2 would install sharrows in the Broadway tunnel and on Broadway frontage road, and install warning and way-finding signage at the approaches to the tunnel.

The Preferred Alternative for Project 1-2 would promote and encourage safe bicycling in and around the Broadway Tunnel, would fill the gap in the existing bicycle route network on Broadway and would expand the existing bicycle route network by installing sharrows on Broadway and warning and way-finding signage. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Project 1-2 does not create any significant environmental impacts. The Preferred Alternative would improve the current interactions between buses and bicyclists, and could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 1-3 North Point Street Bicycle Lanes, The Embarcadero to Van Ness Avenue

Project 1-3 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes on North Point Street between The Embarcadero and Van Ness Avenue.

The Preferred Alternative for Project 1-3 would promote and encourage safe bicycling along this segment of the North Point Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the North Beach, Russian Hill and Marina neighborhoods, as well as a connection to popular recreational areas like Fisherman's Wharf and Fort Mason. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The difference between Option 1 and the Preferred Alternative is that Option 1 would eliminate two bus zones on North Point Street which would provide a small increase of eight on-street parking spaces as compared to the Preferred Alternative, but also would increase the distance between transit stops. Other than these differences, Option 1 and the Preferred Alternative have similar impacts with significant and unavoidable impacts to traffic at one intersection and to loading in two locations, as well as transit delays. For both Option 1 and the Preferred Alternative, the implementation of mitigation measure M-TR-P1-3a will reduce the impact at the intersection of Van Ness Avenue and North Point Street to a less than significant level. The Preferred Alternative accomplishes the project goals without additional bus zone changes and associated effects to transit stop spacing. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 2-1 2nd Street Bicycle Lanes, King Street to Market Street

Project 2-1 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified

Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on 2nd Street between King Street and Market Street.

The Preferred Alternative for Project 2-1 would promote and encourage safe bicycling along this segment of 2nd Street and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between Market Street, the southern Financial District, and South Beach neighborhoods, as well as a connection to Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Although each of the options for this project is associated with numerous impacts, the Preferred Alternative has less severe impacts than Option 1 or Option 2 and it eliminates a number of impacts altogether due to its refined design. The Preferred Alternative would remove substantially fewer parking spaces and freight loading zones than Option 1 or Option 2. Also, the Preferred Alternative includes traffic engineering elements, such as restricting left turns from 2nd Street at several intersections, designed to permit better traffic flow through the single lane of traffic and facilitate better transit service. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. Also, given the above considerations, both Option 1 and Option 2 are hereby rejected as infeasible.

Project 2-2 5th Street Bicycle Lanes, Market Street to Townsend Street

The DEIR analyzed two options for Project 2-2, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on 5th Street between Market Street and Townsend Street.

The Preferred Alternative for Project 2-2 would promote and encourage safe bicycling along this segment of 5th Street and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between Market Street, the southern Financial District, South of Market, and Mission Bay neighborhoods, as well as a connection to Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also

would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

All of the options for this project have similar impacts with significant and unavoidable impacts to traffic at three intersections. The Preferred Alternative eliminates the impacts associated with Option 1 at the 5th and Bryant Streets intersection in both the existing and cumulative scenarios. Yet, it shares the same impacts as Option 2. However, the Preferred Alternative has benefits over Option 1 and Option 2 due to the Preferred Alternatives refined design. The Preferred Alternative includes traffic engineering elements such as lane configuration changes that would maintain sufficient capacity for northbound traffic entering or exiting the freeway on and off-ramps at Bryant Street and Harrison Street, respectively, and for northbound traffic accessing the 5th and Mission Streets public parking garage, which serves the South of Market and Union Square areas. Other traffic engineering elements, such as restricting left turns and installing right-turn lanes at key intersections, would permit better traffic flow through the single lane of traffic in the southbound direction. The Preferred Alternative also would provide enhanced bicycle accommodations such as better aligned continuous bicycle lanes with fewer lateral shifts, as compared to Option 1 or Option 2, and would result in fewer parking spaces removed than Option 1 or Option 2. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. In addition, for the reasons set forth herein, both Option 1 and Option 2 are hereby rejected as infeasible.

Project 2-3 14th Street Bicycle Lane, Dolores Street to Market Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for Project 2-3. The Preferred Alternative would install an eastbound bicycle lane on 14th Street from Market Street to Dolores Street and convert this segment of 14th Street from two-way operation to one-way eastbound operation.

The Preferred Alternative would promote and encourage safe bicycling along this segment of the 14th Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between Market Street and other points west with the Mission and South of Market neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative was implemented on March 27, 2006 prior to the Bicycle Plan Injunction, and certification of the EIR. Therefore, Option 2 would require a change to the

existing traffic operations by converting this segment of 14th Street back to two-way operation from one-way eastbound operation. While this could provide a minor improvement to traffic circulation in the area, it also would require traffic signal modifications and decrease the eastbound traffic capacity of the street, which could result in higher traffic volumes and increased delays on Market Street, a major transit corridor. The Preferred Alternative achieves the project goals without these potentially adverse consequences. The Preferred Alternative, when considered alone, has no significant impacts to traffic, transit, parking, pedestrians, bicycle or loading, but could have the beneficial effect of improving roadway conditions and safety for bicyclists. For the foregoing reasons, the Preferred Alternative is the environmentally superior alternative, and Option 2 is hereby rejected as infeasible.

Project 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

Project 2-4 involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative is divided into three segments: the west segment, between Corbett Avenue and Church Street; the central segment, between Church Street and Potrero Avenue; and the east segment, between Potrero Avenue and Kansas Street.

In the west segment the Preferred Alternative would install sharrows on eastbound 17th Street between from Castro Street to Hartford Street and install bicycle lanes on eastbound 17th Street from Hartford Street to Church Street. In the westbound direction the Preferred Alternative would move the existing bicycle route on 17th Street between Sanchez Street and Market Street to a new route with sharrows on northbound Sanchez Street from 17th Street to 16th Street, and a left-turn bicycle lane on westbound 16th Street from Sanchez Street to Market Street.

In the center segment the Preferred Alternative would install bicycle lanes in both directions on 17th Street between Church Street and Potrero Avenue.

In the east segment the Preferred Alternative would install bicycle lanes in both directions on 17th Street between Potrero Avenue and Kansas Street, a combination of bicycle lanes and sharrows in both directions on Potrero Avenue between 17th Street and Division Street, and bicycle lanes in both directions on Kansas Street between 16th Street and 17th Street.

The Preferred Alternative for Project 2-4 would promote and encourage safe bicycling along this segment of the 17th Street corridor and the other adjacent streets as described. The Preferred Alternative would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the Mission Bay, Potrero Hill, Mission, and Castro neighborhoods. In addition, it would provide a connection to existing and planned bicycle facilities on 16th Street, Division Street, Harrison Street, Valencia Street, and Market Street, as well as a connection to Bay Area Rapid Transit stations on 16th Street and Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2 would result in significant and unavoidable impacts at the 16th Street/Potrero Avenue intersection and to two bus lines. Both Option 1 and the Preferred Alternative have similar impacts with significant and unavoidable impacts at the 10th/Potrero/Brannan/Division Streets intersection. The Preferred Alternative would add sharrows instead of a westbound bicycle lane on 17th Street between Eureka and Douglass Streets, as proposed in Option 1, which results in the removal of fewer parking spaces as compared to Option 1 or Option 2. The Preferred Alternative would provide an enhanced bicycle connection at the west end of Project 2-4 as compared to Option 1, via Sanchez and 16th streets, similar to Option 2, which avoids the light-rail tracks on 17th Street approaching Castro Street. Under the Preferred Alternative, a westbound left-turn bicycle lane would be added for the entire length of 16th Street, from Sanchez Street to Market Street. The Preferred Alternative also would provide an enhanced bicycle facility along the center segment of 17th Street between Church Street and Potrero Avenue by removing parking along one or both sides of 17th Street. This design would improve safety and operating conditions for bicyclists as compared to Option 1. At the east end of Project 2-4, the Preferred Alternative would add a southbound left-turn lane on Potrero Avenue approaching Alameda Street, and sharrows would be added on northbound Potrero Avenue between Alameda and Division streets instead of removing a travel lane and adding a bicycle lane, which eliminates a traffic impact as compared to Option 2 and makes some of the traffic impacts that remain less severe. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative.

However, SFMTA, although identifying the Preferred Alternative as described above, has elected not to proceed with legislation or implementation of the central segment portion of Project 2-4. Instead, it will continue to work with the public, stakeholders, and City agencies on the planning effort for this portion of the project. As such, there is no preferred project for the

central segment. Consequently, both Option 1 and Option 2 are hereby rejected as infeasible for the east and west segments only of Project 2-4. For the central segment, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 2-5 Beale Street Bicycle Lane, Bryant Street to Folsom Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-5 would add a new route to the City's existing bicycle route network and install a southbound bicycle lane on Beale Street from Folsom Street to Bryant Street.

The Preferred Alternative for Project 2-5 would promote and encourage safe bicycling in the rapidly developing, densely populated area of San Francisco, providing a connection between the South of Market and the South Park neighborhoods, as well as a connection to existing bicycle facilities on Folsom Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-5. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-6 Division Street Bicycle Lanes, 9th Street to 11th Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 2 as the Preferred Alternative for this project. The Preferred Alternative for Project 2-6 would install bicycle lanes on Division Street between 9th Street and 11th Street.

The Preferred Alternative for Project 2-6 would promote and encourage safe bicycling along this segment of the Division Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market area with points to the west and to the north, as well as a connection to existing bicycle facilities on 11th Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts to transit, parking, pedestrians, bicycles or loading. And although the Preferred Alternative removes

approximately 25 more parking spaces than Option 1, it maintains the current number of travel lanes and therefore the Preferred Alternative does not have significant impacts to traffic, which would be associated with Option 1. Also, the Preferred Alternative would have the added benefit of eliminating the hazard for 'dooring' by parking vehicles and could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 2-7 Fremont Street southbound Bicycle Lane, Harrison Street to Howard Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-7 would add a new route to the City's existing bicycle route network and install a combination of bicycle lanes and sharrows on Fremont Street between Folsom Street and Harrison Street.

The Preferred Alternative for Project 2-7 would promote and encourage safe bicycling along this segment of the Fremont Street corridor and would fill the gap in the existing bicycle route network, providing a connection between the South of Market area with points to the north and to the south, as well as a connection to existing bicycle facilities on Howard Street and Folsom Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 2-7, when considered alone, has no impacts to traffic, transit, parking, pedestrians, bicycle or loading, but the Preferred Alternative would benefit pedestrians by providing more buffer space for increased pedestrian safety and circulation. It also could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-8 Howard Street westbound Bicycle Lane, short extension at 9th Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-8 would install a bicycle lane in the westbound direction on Howard Street approaching 9th Street.

The Preferred Alternative for Project 2-8 would promote and encourage safe bicycling along this segment of the Howard Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Embarcadero

and the South of Market and Mission neighborhoods, as well as a connection to existing bicycle facilities on 11th Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-8. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-9 Howard Street, westbound Bicycle lane, The Embarcadero to Fremont Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-9 would install a bicycle lane in the westbound direction on Howard Street between The Embarcadero and Fremont Street.

The Preferred Alternative for Project 2-9 would promote and encourage safe bicycling along this segment of the Howard Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Embarcadero and the South of Market neighborhoods, as well as a connection to existing bicycle facilities on The Embarcadero. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 2-9 has no impacts to transit, parking, pedestrians, bicycles or loading, but it has traffic impacts at the intersection of Fremont Street and Howard Street that are significant and unavoidable in both the existing plus project and 2025 cumulative plus project scenarios. Nevertheless, these impacts are isolated to a single intersection and would be outweighed by the added benefit the Preferred Alternative would provide to transit operations at another intersection in the project area as well as the beneficial effect of improving roadway conditions and safety for bicyclists. Given that the Preferred Alternative is associated with significant and unavoidable impacts, the no project alternative is considered the Environmentally Superior Alternative. Nevertheless, for the same reasons stated above, the no project alternative is rejected as infeasible.

Project 2-10 Market Street and Valencia Street Intersection Improvements

Project 2-10 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle signal heads at the intersection of Market Street and Valencia Street, and narrow the existing sidewalk, from 15 feet to 10 feet, to provide a queuing area for bicyclists traveling from westbound Market Street to southbound Valencia Street.

The Preferred Alternative for Project 2-10 would promote and encourage safe bicycling along this segment of the Market Street corridor, and would provide a critical link at this juncture of two important east-west (Market Street) and north-south (Valencia Street) routes in the existing bicycle route network. The Preferred Alternative also would provide a connection between the Noe Valley and Mission neighborhoods to destinations on Market Street and to points north of Market Street such as the Civic Center and Union Square areas, and the Financial District. Moreover the Preferred Alternative would connect bicyclists with the Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The principal difference between design Option 1 and the Preferred Alternative is that Option 1 would install a westbound left-turn bicycle lane from Market Street to Valencia Street in addition to the queuing area for these left turns. The Preferred Alternative accomplishes the project goal of providing designated space on the right side of the road for bicyclists traveling from westbound Market Street to southbound Valencia Street. The addition of a bicycle left-turn lane in Option 1 would simply be redundant and therefore unnecessary. In addition, Option 1 would require bicyclists to merge across lanes of vehicular traffic and light-rail tracks to access the left-turn lane, which introduces conflict points. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. In addition, for the foregoing considerations, Option 1 is hereby rejected as infeasible.

Project 2-11 Market Street Bicycle Lanes, 17th Street to Octavia Boulevard

Project 2-11 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes on short segments of Market Street between 17th Street and Octavia Boulevard to close gaps in otherwise continuous bicycle lanes.

The Preferred Alternative for Project 2-11 would promote and encourage safe bicycling along this important segment of the Market Street corridor, which is part of the City's most heavily used bicycle route. It would provide a connection between the Castro and Civic Center neighborhoods, connections to destinations on Market Street, and to points north and south of Market Street by connecting with existing and planned bicycle facilities on 17th Street, Sanchez Street, 16th Street, 14th Street, Duboce Avenue, and Octavia Boulevard. Moreover the Preferred Alternative would connect bicyclists with the Bay Area Rapid Transit stations on Market Street, which provide connectivity to the greater San Francisco Bay Area and the San Francisco International Airport. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Both Option 1 and Modified Option 1 have significant and unavoidable impacts to traffic at one intersection and to loading at one location. However, the Preferred Alternative reduces that traffic impact to a less than significant level in the existing plus project scenario. Option 2 would remove fewer parking spaces than Option 1 or the Preferred Alternative, but option 2 would narrow the existing sidewalk at several locations, thereby increasing the pedestrian crossing distances at several intersections. The Preferred Alternative would remove fewer parking spaces than Option 1. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 and Option 2 are hereby rejected as infeasible.

Project 2-12 Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-12 would install a combination of bicycle lanes and sharrows in both directions on Market Street between Octavia Boulevard and Van Ness Avenue.

The Preferred Alternative for Project 2-12 would promote and encourage safe bicycling along this segment of the Market Street corridor and would fill the gap in the existing bicycle route network along this critical east-west route. Market Street is the main artery in the City's downtown street network, therefore the Preferred Alternative would provide a connection between the Civic Center, Mid-Market, and Union Square areas, and to points in almost every direction by connecting with existing bicycle facilities on Octavia Boulevard, Valencia Street, Page Street and 11th Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 2-12 was implemented on May 15, 2006, prior to the Bicycle Plan Injunction and certification of the EIR. The Preferred Alternative results in a net loss of six motorcycle parking spaces. However, the Preferred Alternative has increased motor vehicle driver's awareness that bicyclists may be on the road and has helped bicyclists identify a safe travel pathway outside the 'door zone'. It also has had the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-13 McCoppin Street Bicycle Path, Market Street to Valencia Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-13 would install a bi-directional bicycle path connecting the intersection of Market Street and Octavia Boulevard to the intersection of McCoppin Street and Valencia Street.

The Preferred Alternative for Project 2-13 would promote and encourage safe bicycling along this critical link in the existing bicycle route network by providing a connection between the most heavily used north-south bicycle route on Valencia Street with the most heavily used east-west bicycle route on Market Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-13. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-14 McCoppin Street Bicycle Lane, Gough Street to Valencia Street

Project 2-14 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a bicycle lane on westbound McCoppin Street from Gough Street to Valencia Street.

The Preferred Alternative for Project 2-14 would promote and encourage safe bicycling along this segment of the McCoppin Street corridor and would fill the gap in the existing bicycle route network along this east-west route, providing a connection between the Civic Center and Mission neighborhoods, as well as a connection to existing and proposed bicycle facilities on McCoppin Street and Valencia Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with this project, and while Option 1 would result in a net loss of one parking space, the Preferred Alternative would result in a net gain of four parking spaces. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 2-15 Otis Street westbound Bicycle Lane, Gough Street to South Van Ness Avenue

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 2-15 would install a bicycle lane on Otis Street from South Van Ness Avenue to Gough Street.

The Preferred Alternative for Project 2-15 would promote and encourage safe bicycling along this segment of the Otis Street corridor and would fill the gap in the existing bicycle route network by providing a connection between the Civic Center area and points to the south, as well as a connection to planned bicycle facilities on McCoppin Street, which connects with the existing north-south bicycle route on Valencia Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 2-15. The Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 2-16 Townsend Street Bicycle Lanes, 8th Street to The Embarcadero

Project 2-16 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Townsend Street between 8th Street and The Embarcadero.

The Preferred Alternative for Project 2-16 would promote and encourage safe bicycling along this segment of Townsend Street and would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market and South Beach neighborhoods and the Caltrain Depot at 4th and Townsend streets. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Although each of the options for this project is associated with numerous significant and unavoidable impacts, the Preferred Alternative is less impactful than Option 1 or Option 2 due to its refined design. The Preferred Alternative has eight fewer significant impacts than Option 2 and it reduces two of the impacts it shares with Option 1 to a less than significant level. The Preferred Alternative would result in more overall parking loss than Option 1 or Option 2 but this is almost entirely because the Preferred Alternative formalizes the existence of a 10-foot wide sidewalk on the north side of Townsend Street in those areas where it is has not yet been constructed, and as a result, motorists have adopted the convention of parking perpendicular to the roadway. Although this perpendicular parking is technically illegal given the legislated sidewalk, such parking regulations are typically not enforced until sidewalks are constructed, therefore the parking 'loss' associated with converting this parking from perpendicular to parallel has been included in the EIR analysis for this project.

Option 1 and Option 2 do not fully account for the planned changes to 4th Street that are part of the Central Subway project. The Central Subway project would convert 4th Street into a two-way street north of Townsend Street, add rail tracks down the center of the street, and eliminate two southbound left turn lanes on 4th Street. The proposed configuration on southbound 4th Street

would be one through lane and one shared through-right turn lane. On northbound 4th Street there would be a shared through-right turn lane.

The Preferred Alternative would not add a two-way left-turn lane on Townsend Street between 3rd and 4th streets and would convert the angled parking on the south side of Townsend Street from 150 feet west of 5th Street to 4th Street to parallel parking. These refinements were made to maintain two eastbound lanes between 5th Street and 4th Street to accommodate the anticipated increase in Muni bus traffic due to the above-described changes by the Central Subway.

For these considerations, the Preferred Alternative is the Environmentally Superior Alternative. Also, based on the reasons cited above and elsewhere in this document and the administrative record, both Option 1 and Option 2 are hereby rejected as infeasible.

Project 3-1 Fell Street and Masonic Avenue Intersection Improvements

In response to the large number of reported collisions and in order to improve pedestrian and bicycle safety at the intersection of Fell Street and Masonic Avenue, the City requested relief from the Bicycle Plan injunction to implement Project 3-1 prior to the completion of the Bicycle Plan EIR. In May 2008, the Superior Court granted the City's motion to modify the injunction so as to allow implementation of the recommended safety improvements at the intersection of Fell Street and Masonic Avenue. Modifications to the existing traffic signal and lane configuration of the intersection were made, and as of September 16, 2008, SFMTA has implemented Project 3-1. Therefore, the environmental analysis of Project 3-1 is being presented as part of the Bicycle Plan EIR for informational purposes.

The DEIR analyzed only a single option for this project, Option 1, and SFMTA identified this as the Preferred Alternative. The Preferred Alternative for Project 3-1 involved signal phasing and timing changes that would eliminate the conflict between Fell Street westbound left-turn vehicles and pedestrians and bicycles crossing Masonic Avenue on the south side of Fell Street. The traffic signal phasing was changed to provide exclusive phases for westbound Fell Street left turns and for Panhandle Pathway traffic.

The Preferred Alternative for Project 3-1 would promote and encourage safe bicycling at this critical point along the heavily used east-west multi-use pedestrian/bicycle pathway in the Panhandle, providing a connection to existing and planned bicycle facilities on Fell Street and access to and from Golden Gate Park. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative has significant and unavoidable impacts to traffic in both the existing and cumulative scenarios in combination with Project 3-2, however, with the implementation of mitigation measure M-TR-P3-1a impacts in the existing scenario would be reduced to a less than significant level. The Preferred Alternative also eliminates the conflict between westbound left-turning vehicles on Fell Street and bicyclists and pedestrians on the Panhandle Pathway, which provides a significant increase in safety. Even though this project is associated with significant and unavoidable impacts, it already has been implemented. Technically, the no project alternative would have been the Environmentally Superior Alternative in comparative terms, but the no project alternative is rejected as infeasible for the reasons stated above.

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

The DEIR analyzed two options for Project 3-2, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Masonic Avenue corridor, an existing major north-south bicycle route that provides a connection to existing and planned bicycle facilities on Post Street, Geary Boulevard, Turk Street, Golden Gate Avenue, Fell Street and the Pan Handle multi-use path that lead to and from Golden Gate Park. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 3-3 McAllister Street Bicycle Lane, Market Street to Masonic Avenue

The DEIR analyzed only a single option for Project 3-3, Option 1. However, SFMTA, while approving Option 1 as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of that option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Option 1 would promote and encourage safe bicycling by providing on-street bicycle facilities along this segment of the McAllister Street corridor, an existing major east-west bicycle route that provides a connection between the Central Market Street, Civic Center, Tenderloin, and Western Addition neighborhoods, as well as a connection to existing and planned bicycle facilities on Market, Polk, Webster, Steiner, Scott, and Baker Streets, and Masonic Avenue. Option 1 also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 1 for Project 3-12 has no impacts to traffic, transit, parking, pedestrians, bicycles or loading; but Option 1 has the potential to increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 3-4 Polk Street Bicycle Lane, Market Street to McAllister Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 3-4 would install a bicycle lane in the northbound direction on Polk Street between Market Street and McAllister Street.

The Preferred Alternative for Project 3-4 would promote and encourage safe bicycling along this segment of the Polk Street corridor and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between Market Street and areas to the south with the Civic Center area, as well as a connection to existing and planned bicycle facilities on Market, Grove, and McAllister Streets. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither the Preferred Alternative nor Option 2 has significant impacts to transit, parking, pedestrians, bicycles or loading. Option 2 would require a change to the existing traffic operations by converting Polk Street between Market Street and Hayes Street to two-way operation from one-way southbound operation. Although this could provide a minor improvement to traffic circulation in the immediate area, it also would require major traffic signal modifications and decrease the southbound traffic capacity of the street, which could result in higher traffic volumes and increased delays on Polk Street, a major transit corridor. Option 2 would also force northbound traffic to make a left turn at Hayes Street, which could

offset any traffic circulation improvement, and it removes more parking than Option 1. The Preferred Alternative achieves the project goals without these potentially adverse consequences and public inconveniences. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative and Option 2 is hereby rejected as infeasible.

Project 3-5 Scott Street Bicycle Lane, Fell Street to Oak Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 3-5 would install a northbound left-turn bicycle lane on Scott Street between Oak Street and Fell Street.

The Preferred Alternative for Project 3-5 would promote and encourage safe bicycling along this segment of Scott Street and would provide an enhanced bicycle facility at this important north-south connection point between the 'Wiggle' and the major east-west bicycle route on Fell Street. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts to transit, parking, pedestrians, bicycles or loading. Option 2 would remove three on-street parking spaces. The Preferred Alternative would increase the on-street parking supply, improve the ability of bicyclists to access the bicycle lanes on Fell Street, and could have the beneficial effect of improving roadway conditions and safety for bicyclists. Based on these considerations, the Preferred Alternative is the Environmentally Superior Alternative. In addition, Option 2 is hereby rejected as infeasible for the reasons set forth above.

Project 3-6 The "Wiggle" Improvements

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 3-6 would install sharrows on Duboce Avenue, Steiner Street, Waller Street, Pierce Street, Haight Street, and Scott Street. It would install a northbound bicycle lane on Scott Street between Haight and Oak Streets, and a bicycle box and right turn restriction on northbound Scott Street at Oak Street

The Preferred Alternative for Project 3-6 would promote and encourage safe bicycling along this important segmented, multi-street that provides the primary for bicyclists traveling between the

north and northwest parts of the City, and the east and southeast parts of the City. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 3-6 was implemented on May 13, 2006 prior to the Bicycle Plan Injunction and certification of the EIR. The Preferred Alternative has no impacts and has increased the motor vehicle drivers' awareness that bicyclists may be on the road as well as identified for bicyclists the pathway outside the 'door zone'. It also has had the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 4-1 16th Street Bicycle Lanes, 3rd Street to Terry Francois Boulevard

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 4-1 would install bicycle lanes in both directions on 16th Street between 3rd Street and Terry A. Francois Boulevard.

The Preferred Alternative for Project 4-1 would promote and encourage safe bicycling in the Mission Bay, a rapidly developing area of the City, and would fill the gap in the existing bicycle route network. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 4-1. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 4-2 Cargo Way Bicycle Lanes, 3rd Street to Jennings Street

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 4-2 would install bicycle lanes in both directions on Cargo Way between 3rd Street and Jennings Street.

The Preferred Alternative for Project 4-2 would promote and encourage safe bicycling along this segment of Cargo Way and would fill the gap in the existing bicycle route network along this important east-west route, providing bicycle facilities where none currently exist and providing

a connection between the San Francisco Bay Trail and existing or planned bicycle facilities on Illinois Street, which links to bicycle facilities providing access to all areas of the City, including Mission Bay and China Basin. The Preferred Alternative would provide access to the 3rd Street light rail corridor and its multi-modal connections, and would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 2 nor the Preferred Alternative has significant impacts. And although the Preferred Alternative removes approximately 160 on-street parking spaces, the demand for these spaces is very low due to the fact that the adjacent land is either undeveloped or not fronting Cargo Way, and those buildings which do front Cargo Way have off-street parking lots to accommodate their demand. Option 2 would involve substantial capital expenses to construct the off-street bicycle path and to modify and upgrade the intersections at cross streets to the path to regulate right-of-way, and to connect the path, which would be on the south side of roadway, with the new bicycle facility on the Illinois Street bridge. For these reasons an on-street bicycle facility is preferable from both an operational and economic viewpoint, Also, the Preferred Alternative would have the added benefit of eliminating the hazard for 'dooring' by parking vehicles and could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 2 is hereby rejected as infeasible.

Project 4-3 Illinois Street Bicycle Lanes, 16th Street to Cargo Way

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 4-3 would install bicycle lanes in both directions on Illinois Street between 16th Street and Cargo Way.

The Preferred Alternative for Project 4-3 would promote and encourage safe bicycling on the Illinois Street corridor and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the Mission Bay and India Basin areas, and connections to existing or planned bicycle facilities on 16th Street, Mariposa Street, Cesar Chavez Street, and Cargo Way. The Preferred Alternative would provide access to the 3rd Street light rail corridor and its multi-modal connections, and would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 4-3. However, the Preferred Alternative would substantially increase the on-street parking supply by converting the pull-in angled

on-street parking on Illinois Street into back-in angled parking, which would potentially benefit bicyclists by increasing the drivers' visibility of oncoming bicyclists and other vehicles both when entering and exiting a parking stall. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

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

The DEIR analyzed two options for Project 4-4, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Innes Avenue corridor, an existing east-west bicycle route that provides a connection between the 3rd Street Corridor and the Hunter's Point Shipyard area. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 4-5 Mississippi Street Bicycle Lanes, 16th Street to Mariposa Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 4-5 would install bicycle lanes in both directions on Mississippi Street between 16th Street and Mariposa Street.

The Preferred Alternative for Project 4-5 would promote and encourage safe bicycling in the Mission Bay area, a rapidly developing area of the City, and would fill the gap in the existing bicycle route network, providing a connection between Mission Bay and Potrero Hill. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 4-5. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 5-1 23rd Street Bicycle Lanes, Kansas Street to Potrero Avenue

Project 5-1 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on 23rd Street between Kansas Street and Potrero Avenue.

The Preferred Alternative for Project 5-1 would promote and encourage safe bicycling along this segment of 23rd Street and would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the Mission and Potrero Hill neighborhoods and San Francisco General Hospital. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts. The Preferred Alternative would remove 36 on-street parking spaces on the north side of 23rd Street between Kansas Street and Potrero Avenue. It also would add sharrows instead of a bicycle lane on eastbound 23rd Street from Potrero Avenue to Utah Street, and on westbound 23rd Street from 50 feet west of Utah Street to Potrero Avenue. The Preferred Alternative would provide an enhanced bicycle facility on 23rd Street as compared to Option 1. The removal of parking along the non-residential side of the street would provide sufficient street space for bicycle lanes in both directions on 23rd Street between Utah and Kansas Streets and wider traffic lanes, which could reduce potential conflicts between bicycles and parked cars and between bicycles and motor vehicles in the adjacent lane. In addition, installing sharrows instead of bicycle lanes in the block generally between Potrero Avenue and Utah Street, maintains the existing lane configuration and therefore would not affect traffic operations at the 23rd Street and Potrero Avenue intersection. In contrast, Option 1 proposed a bicycle lane in the eastbound direction only, with sharrows in the westbound direction, and narrowing of the traffic lanes from 12 feet to 10 feet, and narrowing of the south side parking strip from 8 feet to 7 feet. The Preferred Alternative achieves the project goals without these potential adverse consequences. For these reasons, the

Preferred Alternative also is the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 5-2 Alemany Boulevard Bicycle Lanes, Bayshore Boulevard to Rousseau Street

Project 5-2 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street.

The Preferred Alternative for Project 5-2 would promote and encourage safe bicycling along this segment of Alemany Boulevard and would fill a gap in the existing bicycle route network by providing a new route connecting the Bayview, Bernal Heights, Excelsior and Portola neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither Option 1 nor the Preferred Alternative has significant impacts. Option 1, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. The Preferred Alternative would remove approximately 375 on-street parking spaces, but the demand for many of these spaces is very low due to the fact that the adjacent land is either undeveloped or where developed off-street parking is available. The Preferred Alternative require bicyclists to ride adjacent to fast-moving traffic on portions of Alemany Boulevard near the I-280 on and off ramps. The Preferred Alternative would remove a travel lane in these areas in order to provide a buffer lane between fast moving traffic and the proposed bicycle lane. This lane removal would not impact intersection operating conditions or cause delay, but it would provide an enhanced level of comfort and safety for bicyclists. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For the foregoing reasons, Option 1 is hereby rejected as infeasible.

Project 5-3 Alemany Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 5-3 would install a

combination of bicycle lanes and sharrows in both directions on Alemany Boulevard between Rousseau Street and San Jose Avenue.

The Preferred Alternative for Project 5-3 would promote and encourage safe bicycling on this portion of the Alemany Boulevard corridor and would fill the gap in the existing bicycle route network along this very important north-south route, providing a connection between the outer Mission, Excelsior and Mission neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 5-3 was implemented on April 28, 2006 prior to the Bicycle Plan Injunction and certification of the EIR. The Preferred Alternative has no significant impacts and has increased the motor vehicle drivers' awareness that bicyclists may be on the road as well as identified for bicyclists the pathway outside the 'door zone'. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue

Project 5-4 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue, except between Oakdale and Jerrold Avenues, where the existing southbound Class III bicycle route would remain on Jerrold Avenue, Barneveld Avenue, and Loomis Street and the existing northbound Class III bicycle route would be relocated from Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. The Preferred Alternative also would add a shared transit and bicycle lane on northbound Bayshore Boulevard between Helena Street and Marengo Street.

The Preferred Alternative for Project 5-4 would promote and encourage safe bicycling along this segment of the Bayshore Boulevard corridor and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between the Bayview, Mission, Potrero Hill and Portola neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

All of the options for this project have similar impacts with significant and unavoidable impacts to traffic (at two intersections), to transit, and to loading. The Preferred Alternative eliminates the impacts associated with Option 1, and shares the same impacts as Option 2. However, the Preferred Alternative has benefits over Option 1 and Option 2 due to the Preferred Alternative's refined design. The Preferred Alternative includes design modifications at the intersection of Bayshore Boulevard and Oakdale Avenue that would improve intersection operating conditions slightly compared to Option 2. In addition, the Preferred Alternative would add a shared transit and bicycle lane on northbound Bayshore Boulevard between Helena Street and Marengo Street. Currently the right-side travel lane on northbound Bayshore Boulevard is used by buses, regular traffic, and bicycles. A shared bus and transit lane would carry less traffic than a general traffic lane, and therefore, it would be an improvement over the existing condition for transit vehicles. Furthermore, with the implementation of mitigation measures M-TR-P5-4f and M-TR-P5-4g, the Preferred Alternative would reduce the aforementioned loading impacts to less than significant levels. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists and is considered the Environmentally Superior Alternative. For the foregoing reasons, Option 1 and Option 2 are hereby rejected as infeasible.

Project 5-5 Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 5-5 would install bicycle lanes in both directions on Cesar Chavez Street between the I-280 and US-101 freeways, or generally between Pennsylvania Avenue and Kansas Street.

The Preferred Alternative for Project 5-5 would promote and encourage safe bicycling along this segment of the Cesar Chavez Street corridor and would fill the gap in the existing bicycle route network along this important east-west route. The Preferred Alternative would also be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative is associated with significant and unavoidable impacts to one intersection in both the existing and cumulative scenarios. However, the Preferred Alternative achieves the project goals, and provides an enhanced bicycle facility because where a traffic lane would be removed, bicyclists generally would be operating next to a single lane of traffic instead of two lanes. The resultant decrease in vehicle speeds from this design feature would provide an enhanced level of comfort and safety for bicyclists. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. Option 2 is

associated with the fewest overall impacts, and consequently, is considered the Environmentally Superior Alternative. Nevertheless, for the reasons specified above, Option 2 is hereby rejected as infeasible.

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

The DEIR analyzed two options for Project 5-6, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Cesar Chavez/26th Streets corridor, an existing major east-west bicycle route that provides a connection between the Mission Bay, Bayview, Mission, and Noe Valley neighborhoods, as well as a connection to existing bicycle facilities on Sanchez, Harrison, and Cesar Chavez Streets, and Potrero Avenue. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 5-7 Glen Park Area Bicycle Lanes, (A) Connection between Alemany Boulevard and San Jose Avenue and (B) Connection between Monterey Boulevard and San Jose Avenue

Project 5-7 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. The project is divided into two segments: A and B. Segment A is the connection between Alemany Boulevard and San Jose Avenue via Arlington Street, Bosworth Street, Lyell Street, Milton Street, Rousseau Street, and Still Street, and it originally had two options. Segment B is the connection between Monterey Boulevard and San Jose Avenue via Monterey Boulevard and San Jose Avenue ramps, and it originally had only one option. For both segments, the Preferred Alternative would install a

combination of bicycle lanes and sharrows on portions of the streets listed. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project, in its entirety.

The Preferred Alternative for Project 5-7 would promote and encourage safe bicycling in and around the Glen Park BART station and would fill several gaps in the existing bicycle route network in the Glen Park area, providing connections to the multi-modal BART station from all directions via streets with existing or planned bicycle facilities such as Alemany Boulevard, San Jose Avenue, Diamond Street, Circular Avenue, Arlington Street, and Bosworth Street. The preferred alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 5-7 would create a significant environmental impact. The Preferred Alternative would provide an enhanced bicycle facility such as a bicycle left-turn lane from Alemany Boulevard to Lyell Street providing a shorter, flatter, more direct bicycle route. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative.

However, SFMTA, although identifying the Preferred Alternative as described above, has elected not to proceed with legislation or implementation of the following parts of Segment A: Arlington Street between Wilder and Bosworth Streets, and Bosworth Street between Arlington and Diamond Streets. Instead, SFMTA will continue to work with the public, stakeholders, and City agencies on the planning effort for this part of the project. As such, there is no preferred project for this part. Consequently, Option 1 and Option 2 are hereby rejected as infeasible for all of Project 5-7 except for the above-listed parts of Arlington and Bosworth Streets. SFMTA is making no decision to select an alternative pending further public input and planning.

Project 5-8 Kansas Street Bicycle Lanes, 23rd Street to 26th Street

Project 5-8 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes in both directions on Kansas Street between 23rd and 26th Streets.

The Preferred Alternative for Project 5-8 would promote and encourage safe bicycling along this segment of Kansas Street and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the southeast area of the City and all points to the north and the west. It also would provide a connection to existing and planned bicycle facilities on Cesar Chavez Street and Potrero Avenue, and provide bicycle access to San Francisco General Hospital. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 5-8. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 5-9 Ocean Avenue Bicycle Lanes, Alemany Boulevard to Lee Avenue

Project 5-9 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project in its entirety. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Ocean Avenue between Alemany Boulevard and Lee Avenue.

The Preferred Alternative for Project 5-9 would promote and encourage safe bicycling along this segment of Ocean Avenue and would fill a gap in the existing bicycle route network along this important east-west route, providing a connection between the Outer Mission and Ingleside/Sunnyside neighborhoods and between the Balboa Park BART and Muni Metro Station and San Francisco City College. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options has any significant impacts. Options 1 and 2 would remove travel lanes and parking along portions of Ocean Avenue between Lee Avenue and San Jose Avenue to provide bicycle lanes; the Preferred Alternative includes several design changes to Options 1 and 2, including modified travel lane and parking removals, and modified locations for bicycle lanes and sharrows. These design changes would enhance traffic and transit operations compared to Options 1 and 2. The Preferred Alternative would increase the drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone'. Based

on the foregoing, the Preferred Alternative is the Environmentally Superior Alternative. In addition, the abovementioned considerations are the basis to reject Options 1 and 2 as infeasible.

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

The DEIR analyzed two options for Project 5-10, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Consequently, there is no preferred project at this location.

Both Option 1 and Option 2 would promote and encourage safe bicycling by providing on-street bicycle facilities, where none currently exist, along this segment of the Phelan Avenue corridor, an existing major north-south bicycle route that provides a connection between the Ingleside neighborhood and points north, and connections to City College of San Francisco, as well as a connection to planned bicycle facilities on Ocean Avenue. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 2, which is associated with fewer impacts, is the Environmentally Superior Alternative. However, as stated above, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 5-11 Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25th Street to Cesar Chavez Street

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 5-11 would install bicycle lanes in both directions on Potrero Avenue generally between 25th Street and Cesar Chavez Street.

The Preferred Alternative for Project 5-11 would promote and encourage safe bicycling on this portion of the Potrero Avenue corridor, and would fill the gap in the existing bicycle route network along this very important north-south route, providing a connection between the Bernal Heights and Mission neighborhoods, as well as c facilitate bicycle access to San Francisco General Hospital and nearby recreational facilities. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 5-11. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 5-12 Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany Boulevard to Brotherhood Way

Project 5-12 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative for this project. The Preferred Alternative would install bicycle lanes in both directions on Sagamore Street and Sickles Avenue between Alemany Boulevard and Brotherhood Way.

The Preferred Alternative for Project 5-12 would promote and encourage safe bicycling along these segments of Sagamore Street and Sickles Avenue and would fill a gap in the existing bicycle route network along this east-west route, providing an important connection between the eastern and western halves of the City, as well as a connection to existing and planned bicycle facilities on Alemany Boulevard, San Jose Avenue, and Brotherhood Way. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 5-12 would create a significant environmental impact. The Preferred Alternative would convert the pull-in angled on-street parking on Sagamore Street into back-in angled parking, which would benefit bicyclists by increasing the drivers' visibility of oncoming bicyclists and other vehicles both when entering and exiting a parking stall. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. However, for the reasons above Option 1 and Option 2 are hereby rejected as infeasible.

Project 5-13 San Bruno Avenue Bicycle Lanes, Paul to Silver Avenues

The DEIR analyzed two options for Project 5-13, Option 1 and Option 2. However, SFMTA, while approving both options as part of the Bicycle Plan approval, has elected not to proceed with legislation or implementation of either option at this time. Instead, it will continue to work with the public and other stakeholders on the planning effort for this project. Both Options 1

and 2 would install bicycle lanes in both directions on San Bruno Avenue between Paul Avenue and Silver Avenue.

Both options for Project 5-13 would promote and encourage safe bicycling along this segment of the San Bruno Avenue corridor and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between the Bayview, Outer Excelsior, and Portola neighborhoods. In addition, both options would provide a connection to existing and planned bicycle facilities on Bayshore Boulevard, Paul Avenue, and Silver Avenue. Both options also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Both options for this project have the same significant and unavoidable impacts to loading. Additionally, both Option 1 or Option 2 could have the beneficial effect of improving roadway conditions and safety for bicyclists. Notwithstanding the aforementioned loading impacts, Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. Nevertheless, Option 1 has fewer impacts to bicycles because it would provide a wider parking lane, which would reduce the possibility of bicyclists riding inside the 'door zone'. Option 1 would also provide 10-foot wide traffic lanes, which are common throughout the City and therefore not expected to have any impact on traffic operations. Therefore SFMTA has selected Option 1 as the Preferred Alternative. However, as stated above, SFMTA has elected not to proceed with legislation or implementation of an option at this time and therefore is not rejecting Option 2 pending further public input and planning.

Project 6-1 Claremont Boulevard Bicycle Lanes, Dewey Boulevard to Portola Drive

Project 6-1 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Claremont Boulevard between Dewey Boulevard and Portola Drive.

The Preferred Alternative for Project 6-1 would promote and encourage safe bicycling along this segment of Claremont Boulevard and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the Forest Hill, West Portal, and St. Francis Wood neighborhoods, as well as a connection to existing and planned bicycle facilities on Dewey Boulevard, Taraval Street, and Portola Drive. The Preferred

Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 6-1 would create a significant environmental impact. Yet, Option 1, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. The Preferred Alternative would remove approximately three parking spaces near Portola Drive in order to maintain a sufficient turning radii for traffic turning from westbound Portola Drive to northbound Claremont Boulevard. The Preferred Alternative also would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, Option 1 is hereby rejected as infeasible in favor of the Preferred Alternative.

Project 6-2 Clipper Street Bicycle Lanes, Douglass Street to Portola Drive

Project 6-2 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA clarified the project limits. As a result, the original Option 1 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 Avenue already has been rejected from further consideration in the Comments and Responses document. Therefore there is only one option for each project segment. Option 1 for Segments I and II is described and analyzed in more detail in the Comments and Responses document for this EIR. The SFMTA identified Option 1 as the Preferred Alternative for Project 6-2. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Clipper Street and Diamond Heights boulevard between Douglass Street and Portola Avenue.

The Preferred Alternative for Project 6-2 would promote and encourage safe bicycling along these segments of Clipper Street and Diamond Heights Boulevard and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Noe Valley, Diamond Heights, and Portola neighborhoods, as well as a connection to existing and planned bicycle facilities on Portola Drive. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options retained in the EIR's analysis for Project 6-2 would create a significant environmental impact except for a cumulative transit impact from combined Projects 6-2, 6-5, and 6-6. The Preferred Alternative would increase the motor vehicle drivers' awareness that

bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. Based on the abovementioned considerations, the Preferred Alternative is the Environmentally Superior Alternative. Option 1 is hereby rejected as infeasible on the grounds set forth above and elsewhere in this document.

Project 6-3 Laguna Honda Boulevard Bicycle Lanes, Plaza Street to Woodside

Project 6-3 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project in its entirety. The Preferred Alternative would install bicycle lanes in both directions on Laguna Honda Boulevard between Clarendon Avenue and Woodside Avenue.

The Preferred Alternative for Project 6-3 would promote and encourage safe bicycling along this segment of Laguna Honda Boulevard and would connect and extend the proposed bicycle route on Laguna Honda Boulevard between Portola Drive and Woodside Avenue which connects to the proposed Portola Drive bicycle route. Project 6-3, Option 2 would provide north-south access to the Portola Drive bicycle route which is an important northwest and southwest link for various neighborhoods in the City and also an important link to the other bicycle routes accessing the Financial District and the neighboring districts. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 6-3 would create a significant environmental impact. Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. However, the Preferred Alternative would extend the northern project boundary from Plaza Street to Clarendon Avenue, and therefore, would provide an enhanced, longer continuous bicycle facility, as compared to Option 1 or Option 2. The Preferred Alternative also could have the beneficial effect of improving roadway conditions and safety for bicyclists. For the reasons contained herein, Option 1 and Option 2 are hereby rejected as infeasible in favor of the Preferred Alternative.

Project 6-4 Laguna Honda Boulevard Bicycle Lanes, Portola Drive to Woodside Avenue

Project 6-4 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows on Laguna Honda Boulevard between Portola Drive and Woodside Avenue.

The Preferred Alternative for Project 6-4 would promote and encourage safe bicycling along this segment of Laguna Honda Boulevard and would fill the gap in the existing bicycle route network along this important north-south route, providing a connection between the Forest Hill, West Portal, and St. Francis Wood neighborhoods, as well as a connection to existing and planned bicycle facilities on Laguna Honda Boulevard and Portola Drive. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 6-4 would create a significant environmental impact. The Preferred Alternative would remove fewer parking spaces than Option 1, it would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 6-5 Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard

Project 6-5 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on Portola Drive between Corbett Avenue and O'Shaughnessy Boulevard.

The Preferred Alternative for Project 6-5 would promote and encourage safe bicycling along this segment of Portola Drive and would fill a gap in the existing bicycle route network along this

important route, providing a connection between the Diamond Heights, Noe Valley and Twin Peaks neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 1 for this project has several significant and unavoidable impacts to traffic and to transit. The significant and unavoidable transit impacts in the cumulative scenario would remain with the Preferred Alternative. However, the Preferred Alternative eliminates all of traffic impacts because it retains the existing lane configurations at the intersections of Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue and Portola Avenue/Burnett Avenue/Diamond Heights Boulevard/Clipper Street. The Preferred Alternative would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. Also, these abovementioned considerations are the reasons to reject as infeasible Option 1.

Project 6-6: Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard

Project 6-6 originally involved two options as analyzed in the DEIR, Option 1 and Option 2. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 2. Modified Option 2 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 2 as the Preferred Alternative for this project in its entirety. The Preferred Alternative would install a combination of bicycle lanes and sharrows in both directions on Portola Drive between O'Shaughnessy Boulevard/Woodside Avenue and Sloat Boulevard/St. Francis Boulevard.

The Preferred Alternative for Project 6-6 would promote and encourage safe bicycling along this segment of Portola Drive and would fill a gap in the existing bicycle route network along this important route, providing a connection between the Diamond Heights, Saint Francis Wood and West Portal neighborhoods. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Option 1 for this project has several significant impacts to traffic. However, both Option 2 and the Preferred Alternative eliminate those impacts by retaining the existing lane configurations at

the intersection of Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. Option 2, which is associated with fewer overall impacts than the Preferred Alternative, is the Environmentally Superior Alternative. However, the Preferred Alternative would provide a continuous northbound bicycle lane, which is an enhanced bicycle facility as compared to Option 2. Also, the Preferred Alternative would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, Option 1 and Option 2 are hereby rejected as infeasible in favor of the Preferred Alternative.

Project 7-1 Intersection Improvements at 7th Avenue and Lincoln Way

Project 7-1 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. The Final EIR analyzed two options for this project, Option 1 and Modified Option 1. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would involve modifications at the intersection of 7th Avenue the Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve the installation of a cut-through in raised median and installation of a northbound bicycle-only lane on the south leg of the intersection.

The Preferred Alternative for Project 7-1 would promote and encourage safe bicycling and would fill the gap in the existing bicycle route network at this intersection, providing a connection between the Inner Sunset area and Golden Gate Park. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-1 would create a significant environmental impact. The Preferred Alternative would provide bicyclists with a designated right-of-way for travel and could have the beneficial effect of improving roadway conditions and safety for bicyclists. Based on these considerations, the Preferred Alternative is the Environmentally Superior Alternative. Option 1 also is hereby rejected as infeasible in reliance on the reasons set forth above and elsewhere in this document and the administrative record.

Project 7-2 7th Avenue Bicycle Lanes, Lawton Street to Lincoln Way

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 7-2 would add a combination of bicycle lanes and sharrows in both directions on 7th Avenue between Lawton Street and Lincoln Way.

The Preferred Alternative for Project 7-2 would promote and encourage safe bicycling along the 7th Avenue corridor and would fill a gap in the existing bicycle route network along this important north-south route, providing a connection between the West Portal, Laguna Honda, and Forest Hill areas with the Inner Sunset and UC Medical Center, as well as a connection to existing and planned bicycle facilities on Kirkham Street, Parnassus Street, and the intersection of 7th Avenue and Lincoln Way. The preferred alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-2 would create a significant environmental impact. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes, 48th Avenue/El Camino Del Mar to Fulton Street

Project 7-3 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes in both directions on Great Highway and Point Lobos Avenue between 48th Avenue/El Camino Del Mar and Fulton Street, and would install sharrows to the following street segments, which would be added to the bicycle route network: Balboa Street, between Point Lobos/Great Highway and La Playa Street; and La Playa Street between Balboa and Cabrillo Streets.

The Preferred Alternative for Project 7-3 would promote and encourage safe bicycling along these segments of Great Highway, Point Lobos Avenue, Balboa Street and La Playa Street, and would fill a gap in the existing bicycle route network along this important route, providing a connection between Golden Gate Park, Ocean Beach and Sutro Heights Park. The Preferred

Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-3 would create a significant environmental impact. The Preferred Alternative would increase the motor vehicle drivers' awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone', and it could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative. Also, based on the foregoing considerations, Option 1 is hereby rejected as infeasible.

Project 7-4 John F. Kennedy Drive and Kezar Drive Bicycle Lanes, Stanyan Street to Transverse Drive

Project 7-4 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install bicycle lanes in both directions on John F. Kennedy Drive and Kezar Drive between Stanyan Street and Transverse Drive.

The Preferred Alternative for Project 7-4 would promote and encourage safe bicycling and would fill the gap in the existing bicycle route network along this major east-west route through Golden Gate Park, which serves as a key commuter route between the Richmond and Sunset neighborhoods and downtown business areas, and serves as one of the most popular recreational routes providing access to all of attractions and destinations in Golden Gate Park. In addition the Preferred alternative would connect to the several north-south routes the also pass through Golden Gate Park increasing the overall completeness of the bicycle route network. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-4 would create a significant environmental impact. Parking and travel lane changes that are required to create the Preferred Alternative have already been implemented by the Recreation and Park Department and the Golden Gate Park Concourse Authority as part of the John F. Kennedy Drive Bicycle and Pedestrian Improvements project. These improvements were the subject of a separate EIR on the Music Concourse Underground Garage and Golden Gate Concourse Authority Projects, which the Planning

Commission certified on July 23, 2003. The Preferred Alternative would provide bicyclists with a designated right-of-way for travel and could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 7-5 Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 7-5 would install bicycle lanes in both directions on Kirkham Street between 9th Avenue and Great Highway. The Preferred Alternative is divided into three segments: the east segment, between 9th and 18th Avenues; the central segment between 18th and 20th Avenues; and the west segment, between 20th Avenue and Great Highway.

The Preferred Alternative for Project 7-5 would promote and encourage safe bicycling along the Kirkham Street corridor and would fill a gap in the existing bicycle route network along this important east-east route in the Sunset District, providing a connection between the Inner Sunset and Outer Sunset neighborhoods, access to the Pacific Ocean, as well as a connection to existing and planned bicycle facilities on 20th and 34th Avenues, and Great Highway. The preferred alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

None of the options analyzed for Project 7-5 would create a significant environmental impact. Option 2, which is associated with fewer overall impacts, is the Environmentally Superior Alternative. Nevertheless, the Preferred Alternative would provide continuous bicycle lanes which would be an enhanced bicycle facility as compared to Option 2. Also, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. However, SFMTA, although identifying the Preferred Alternative as described above, has elected not to proceed with legislation or implementation of the central segment portion of Project 7-5. Instead, it will continue to work with the public, stakeholders, and City agencies on the planning effort for this portion of the project. As such, there is no preferred project for the central segment. Consequently, Project 7-5 Option 2 is hereby rejected for the east and west segments only. For the central segment, SFMTA is making no decision to select an alternative pending further public input and planning.

Project 7-6 Page and Stanyan Streets Intersection Traffic Signal Improvements

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 7-6 would signalize the Page and Stanyan Streets intersection and add pedestrian push buttons and bicycle signal heads.

The Preferred Alternative for Project 7-6 would promote and encourage safe bicycling at this intersection which is the connection between the east-west route on page Street and Golden Gate Park. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Project 7-6 does not create any significant environmental impacts. The Preferred Alternative would improve pedestrian and bicyclist safety by signalizing the intersection and eliminating right-of-way conflicts. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 8-1 19th Avenue Mixed-use Path, Buckingham Way to Holloway Avenue

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 2 as the Preferred Alternative for this project. The Preferred Alternative for Project 8-1 would construct a new mixed-use pedestrian/bicycle pathway within the San Francisco State University campus between Buckingham Way and Holloway Avenue and a mixed-use pedestrian/bicycle bridge extending between the student housing complex at University Park North and the north side of Thornton Hall.

The Preferred Alternative for Project 8-1 would promote and encourage safe bicycling through the SFSU campus and would provide a connection to existing and planned bicycle facilities on Buckingham Way and Holloway Avenue. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative has no impacts and would be constructed entirely outside of the public right-of-way. Option 1 would remove approximately 45 on-street parking spaces and 35 motorcycle spaces. For these reasons, the Preferred Alternative is the Environmentally Superior Alternative., Given these considerations and the other benefits of the Preferred Alternative, Option 1 is hereby rejected as infeasible.

Project 8-2 Buckingham Way Bicycle Lanes, 19th Avenue to 20th Avenue

Project 8-2 originally involved only a single option as analyzed in the DEIR. Based upon public, stakeholder, and City agency input, SFMTA refined this project and refers to this refinement as Modified Option 1. Modified Option 1 is described and analyzed in more detail in the Comments and Responses document for this EIR. SFMTA has identified Modified Option 1 as the Preferred Alternative. The Preferred Alternative would install sharrows on westbound Buckingham Way from 19th Avenue to 20th Avenue.

The Preferred Alternative for Project 8-2 would promote and encourage safe bicycling along this short segment of Buckingham Way and would fill the gap in the existing bicycle route network by providing a connection between the existing and planned bicycle facilities on 19th Avenue, 20th Avenue, and the multi-use pedestrian/bicycle pathway through the San Francisco State University campus. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 8-2. Option 1 would remove approximately 10 on-street parking spaces, but the Preferred Alternative would not change the parking conditions in the project area. Additionally, the Preferred Alternative could have the beneficial effect of improving roadway conditions and safety for bicyclists. For these reasons, the Preferred Alternative is also the Environmentally Superior Alternative, and Option 1 is hereby rejected as infeasible.

Project 8-3 Holloway Avenue Bicycle Lanes, Junipero Serra Boulevard to Varela Avenue

The DEIR analyzed two options for this project, Option 1 and Option 2. SFMTA has selected Option 1 as the Preferred Alternative for this project. The Preferred Alternative for Project 8-3 would install bicycle lanes in both directions on Holloway Avenue between Junipero Serra Boulevard and Varela Avenue.

The Preferred Alternative for Project 8-3 would promote and encourage safe bicycling along this segment of the Holloway Avenue corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the Ingleside and Park Merced neighborhoods, as well as a connection to the San Francisco State University campus and planned bicycle facilities therein. The Preferred Alternative also would be

consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

Neither the Preferred Alternative nor Option 2 has any significant impacts. However, Option 2 would remove approximately 50 parking spaces along Holloway Avenue, which is a residential area. When classes are in session, these parking spaces are used mostly by San Francisco State University students. The Preferred would achieve the project goals without the public inconvenience associated with this parking loss and could have the beneficial effect of improving roadway conditions and safety for bicyclists. In light of the reasons described above, the Preferred Alternative is the Environmentally Superior Alternative. Also, based on the considerations set forth herein and elsewhere in the record, Option 2 is hereby rejected as infeasible.

Project 8-4 John Muir Drive Bicycle Lanes, Lake Merced Blvd to Skyline Boulevard

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 8-4 would install bicycle lanes in both directions on John Muir Drive between Lake Merced Boulevard and Skyline Boulevard.

The Preferred Alternative for Project 8-4 would promote and encourage safe bicycling along this segment of John Muir Drive and provide a connection between existing bicycle facilities on Lake Merced and Skyline Boulevards, as well as improve bicyclists' access to recreational facilities at Lake Merced and Fort Funston. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

The Preferred Alternative for Project 8-4 has no significant impacts. The Preferred Alternative would convert the pull-in angled on-street parking on John Muir Drive into back-in angled parking which would potentially benefit bicyclists by increasing the drivers' visibility of oncoming bicyclists and other vehicles both when entering and exiting a parking stall. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Project 8-5 Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard

The DEIR analyzed only a single option for this project, Option 1, and SFMTA has identified this as the Preferred Alternative. The Preferred Alternative for Project 8-5 would install bicycle lanes in both directions on Sloat Boulevard between the Great Highway and Skyline Boulevard.

The Preferred Alternative for Project 8-5 would promote and encourage safe bicycling along this segment of Sloat Boulevard and provide a connection between existing and planned bicycle facilities on the Great Highway and Lake Merced Boulevard, as well as improve bicyclists' access to recreational facilities at the Pacific Ocean, the San Francisco Zoo, and Lake Merced. The Preferred Alternative also would be consistent with and promote the Bicycle Plan Project's overall goal to increase safe bicycle use, as well as the Bicycle Plan's specific goals 1, 3, 4, 6, and 7 above.

There are no significant impacts associated with Project 8-5. The Preferred Alternative would benefit transit operation on Sloat Boulevard between 37th and 39th Avenues, and could have the beneficial effect of improving roadway conditions and safety for bicyclists. As the only option presented, and given that this project is associated with no significant impacts, it is considered the Environmentally Superior Alternative.

Additional Alternatives Proposed by the Public

During the term of analysis of the 2009 Bicycle Plan and its associated EIR and their related comment period, various property owners, residents, and commentators proposed alternative near-term project design options to the Preferred Project(s). To the extent that these comments addressed the adequacy of the EIR analysis, they were described and analyzed in the Responses to Comments document. As presented in the record, the Final EIR reviewed a reasonable range of alternatives, and CEQA does not require the project sponsor to consider every proposed alternative so long as the CEQA requirements for alternatives analysis have been satisfied. For the foregoing reasons as well as economic, legal, social, technological, and other considerations set forth herein and elsewhere in the record and this document, these alternatives are hereby rejected as infeasible in favor of the Preferred Project.

VII. Statement of Overriding Considerations

Notwithstanding the significant and unavoidable impacts for the Preferred Project and related actions, the Commission finds, after considering the Final EIR and based on substantial evidence in the record and as set forth elsewhere in these findings and herein, that specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant effects on the environment.

1. Approval of this Project would help fulfill the mandate of San Francisco's Transit First Policy as set forth in the San Francisco Charter, Section 8A.115, to make bicycling an attractive alternative to travel by private automobile, and to promote bicycling by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking.

2. Approval of the Project is consistent with San Francisco Charter Section 8A.113(a) which requires MTA to facilitate the design and operation of City streets to enhance alternative forms of transit, including bicycling.

3. This Project is also consistent with the Metropolitan Transportation Commission's Regional Bicycle Plan, updated in 2009 as part of the update to the Regional Transportation Plan, "Transportation 2035." The Regional Bicycle Plan recognizes regionally significant elements of the San Francisco Bicycle Route Network and allows for funding for improvements to the those regionally significant elements from MTC funding sources.

4. The Project is consistent with state, region and Citywide plans and policies to reduce greenhouse gas emissions by facilitating the increased use of bicycles in San Francisco, which will help reduce dependence on the private automobile, because private automobiles are a major source of greenhouse gas emissions. These plans and policies include, but are not limited to:

    a. San Francisco's "Climate Action Plan: Local Actions to Reduce Greenhouse Gas Emissions," adopted in September 2004, which affirms San Francisco's commitment to reducing greenhouse gas emissions by 20% below 1990 levels by 2012. Among other policies, the Climate Action Plan outlines policies to encourage bicycling and discourage trips by private automobile.

    b. San Francisco Department of the Environment's Strategic Plan 2009-2011, a annually updated mission statement by the Department of the Environment, which among other topics, outlines goals and actions to promote bicycle use in San Francisco in order to reduce greenhouse gas emissions from transportation by 963,000 tons per year by 2012.

c. the Global Warming Solutions Act of 2006, otherwise known as AB 32, a California state law that requires the state's greenhouse gas emissions be reduced to 1990 levels by 2020.

d. United Nations Urban Environmental Accords, a series of implementable goals that can be adopted at a city level to achieve urban sustainability, promote healthy economies, advance social equity and protect the world's ecosystem. Adopted in 2005, and signed by San Francisco, the Accords, among other goals, advocates for policies to reduce the percentage of commute trips by single occupancy vehicles by ten percent in seven years.

5. Approval of the Project, will allow the City to be eligible for substantial amounts of bicycle funding. For example, to be eligible for many sources of funds, California cities and counties must have a Bicycle Transportation Plan (BTP) that discusses items (a) through (k) in Section 891.2 of the California Streets and Highways Code. The city or county must adopt the BTP or certify that it has been updated and complies with Section 891.2 of the California Streets and Highways Code and the Regional Transportation Plan (RTP). Approval of the Bicycle Plan will enable the City to use money from these sources instead of requiring the use of General Fund or other money.

6. The Project has identified eight specific goals whose achievement would result in substantial and measurable positive benefits to the City. These goals are outlined below and their specific benefits provide further evidence that the implementation of the Project outweighs its unavoidable adverse environmental effects.

a. Goal 1 – Refine and Expand the Existing Bicycle Route Network: Achievement of this goal would significantly improve the connectivity of the Bicycle Route Network throughout the City. The proposed infrastructure improvements, namely the addition of striped Class II bike lanes and marked shared lane pavement markings, or "sharrows," would nearly double the number of miles of bike routes. Achievement of this goal and its proposed actions would also result in improved coordination with other City agencies, more robust data systems for monitoring network performance, the integration of best practices for facility design, and a revision of the City's project evaluation methodologies so that they better respond to the multimodal nature of the City's transportation system.

b. Goal 2 – Ensure Plentiful, High-Quality Bicycle Parking: Achievement of this goal and its proposed actions will result in a significant increase of bicycle parking in key locations throughout the City and improved access to crucial destinations. Achievement of this goal would also modify the Planning Code to better prioritize bicycle parking in new and existing residential and commercial

developments, while ensuring well-defined guidelines for bicycle facility design, parking outreach, and enforcement of bicycle theft.

c. Goal 3 – Expand Bicycle Access to Transit and Bridges: Achievement of this goal and its proposed actions would result in bicyclists being able to utilize existing transit services much more effectively through expanded installation of bicycle racks and the implementation of policies that permit bicyclists on transit vehicles. Ultimately, the achievement of this goal will result in enhanced connections to regional destinations for bicyclists.

d. Goal 4 – Educate the Public about Bicycle Safety: In recent years, bicycling in the City has increased by 43 percent, and now bicycle trips make up 6 percent of all daily trips. This goal seeks to ensure that current and future bicyclists are well-trained and knowledgeable about how to ride a bicycle safely. Achievement of this goal and its proposed actions would result in expanded and targeted training and outreach to all bicyclists, but especially for youth and novice bicyclists. Implementation of these actions will ultimately reduce bicycle collisions and the number of traffic conflicts in the City.

e. Goal 5 – Improve Bicycle Safety through Targeted Enforcement: Achievement of this goal and its proposed actions would result in increased enforcement of both bicyclist and motorist violations that most frequently cause injuries and fatalities, while ensuring that all SFPD police officers are better informed about the rights and responsibilities of bicyclists and techniques required for safe and legal sharing of the roadway. The proposed actions for this goal also call for more standardized reporting procedures for bicycle collisions, thereby facilitating the City's ability to measure the effectiveness of its facilities and programs, as well as respond to locations with a high number of bicycle collisions.

f. Goal 6 – Promote and Encourage Safe Bicycling: Achievement of this goal and its proposed actions would result in more awareness about the benefits of bicycling to residents, especially among diverse age, income, and ethnic populations. This goal also prioritizes more coordinated outreach efforts, economic development of bicycle-related business, and the development of public bicycle sharing in the City, a program that has been demonstrably successful in cities around the world.

g. Goal 7 – Adopt Bicycle-Friendly Practices and Policies: Achievement of this goal and its proposed actions would result in modifications to the General Plan's Transportation Element, Downtown Area Plan and to the City's environmental review guidelines. As a result of these changes, bicycling as a safe and sustainable transportation mode would be better integrated and prioritized in the future development and growth of the City. In addition, this goal seeks to provide City

staff with more robust data about the growth, impact, and scope of bicycling in the City.

h. Goal 8 - Prioritize and Increase Bicycle Funding: Achievement of this goal and its proposed actions would enable the City to fund the proposed improvements to the City's bicycle network. Funds dedicated to bicycling infrastructure are very scarce and competition amongst municipalities is fierce. In order for the City to be able to fund its desired bicycle improvements, it must comprehensively develop a long-range funding plan, as outlined in this goal.

7. With its temperate climate, dense neighborhoods, limited supply of automobile parking and compact geography, the City offers and ideal venue for a diverse group of bicyclists: commuters, shoppers, recreational riders, and tourists. Bicycling in the City has increased dramatically in recent years, and implementation of this Project will ensure a continued increase in the number of people that use bicycles as a safe transportation mode. Such an increase in bicycling is a critical component to improving the future health and prosperity of San Francisco. By investing in and implementing the bicycle facility improvements, educational efforts, and innovative policies and programs recommended in the Project, the City will make bicycling a more viable mobility option. Finally, this Project supports larger City efforts to revitalize and transform its streets into more inviting public spaces that prioritize non-motorized travel.

8. The benefits of increased bicycle usage are varied and well-documented. Bicycling not only has health benefits for the bicyclist, but also it contributes to an improved quality of life for society as a whole. More specifically, bicycling as a safe and ubiquitous mode of travel can benefit the City in the following ways:

a. Transportation: Bicycling can significantly reduce gridlock on, and facilitate more efficient use of, City streets. The vast majority of trips made by automobile are within a few miles of their origins. These short trips could be accomplished by bicycle, provided there is adequate and safe infrastructure. By promoting the policies and implementing the projects in this Project, the City can dramatically shift the number of people driving to more sustainable modes of travel. Augmented bicycle infrastructure and enhanced policies that promote bicycling, as proposed in this Project, can also improve connections to other public transportation modes, further reducing the number of trips made by private automobile.

b. Health and safety: Bicycling not only provides an efficient mode of travel, but also a great way for people to exercise. As rates of obesity and physical inactivity continue to rise in America, the importance of bicycling cannot be understated. Even minimal amounts of bicycling have been shown to produce measurable

physical and mental health benefits. Investments in increased physical activity have also been shown to reduce long-term health care costs. Implementation of the near-term projects, enforcement policies, and education efforts in this Project will also result in increased visibility of bicyclists, a reduction in moving violations, and increased awareness of driver and bicyclist responsibilities. The end result will be a reduction in the number of bicycle collisions on City streets.

c. Environmental: Bicycles are the most environmentally sustainable vehicle available. They produce none of the greenhouse gases associated with global warming, nor any of the pollutants linked to asthma or other chronic health problems. Furthermore, bicycles are quiet and do not contribute to noise pollution. Implementation of this Project will undoubtedly facilitate the City's push to become a more sustainable City that preserves and protects its natural resources for future generations.

d. Economic: The annual costs of congestion, pollution, traffic accidents, as well as constructing new, and maintaining existing, automobile infrastructure are significant. Augmenting and improving bicycling infrastructure in the City can significantly reduce the economic costs associated with driving by shifting drivers to more cost-effective transportation options. Furthermore, increased bicycling infrastructure can improve access to many of the City's commercial corridors. Studies have shown that in a dense urban environment such as the City many shoppers do not access commercial centers by automobile, but rather through transit or other non-motorized modes. This Project would stimulate significant economic growth by facilitating access to commercial zones and encouraging the development of these zones not just as shopping "centers," but rather as vibrant public spaces.

e. Equity: The annual costs of driving are in thousands of dollars, leaving many segments of the population unable to afford the luxury of owning an automobile. Conversely, bicycles are one of the cheapest modes of transportation available. For many low-income individuals, bicycles constitute their predominant mode of travel. The implementation of the projects and policies in this Project will significantly expand bicycle infrastructure in the City, thereby providing enhanced transportation access to underserved segments of the population.

Project-level Significant and Unavoidable Impacts and Overriding Considerations

In addition to the reasons set forth above, the following specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant, unavoidable

effects (as referenced by their Impact Numbers noted in Section IV) on the environment due to the implementation of the specific projects contained in the Preferred Project.

Project 1-3: North Point Bicycle Lanes, Embarcadero to Van Ness Avenue, Mod. Option 1

This project is associated with a significant and unavoidable loading impact (North Point east of Columbus) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impacts #24 and 25). Notwithstanding these impacts, the preferred project is acceptable because the bike lanes on North Point are a critical link between the waterfront, Van Ness Avenue (a major north-south arterial and US Route 101), and Fort Mason, which provides further connections to the Marina District, Chrissy Field and the Golden Gate Bridge. Project 1-3 is already part of the Route 2 of Bicycle Network and would extend existing Class II bike lanes from the Embarcadero to Fort Mason. Furthermore, this route is the flattest east-west bicycle route option in this area. Finally, although on-street loading will be impacted on North Point during peak commute hours, the proposed North Point bicycle lanes will make on-street, double-parked loading activities easier during non-peak hours. Loading is legally allowed from Class II bicycle lanes when curb-side loading is not available. Therefore, between 9:00 a.m. and 3:30 p.m. double parked loading will actually be safer and more convenient for legitimate commercial loading on North Point.

Project 2-1: 2nd Street Bicycle Lanes, King Street to Market Street, Mod. Option 1

This project is associated with a variety of significant and unavoidable intersection impacts, transit delays, and loading impacts in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #26 through 32). Notwithstanding these impacts, the preferred project benefits the City because 2nd Street serves as a vital element of the Bicycle Network. As part of Bicycle Route 11, 2nd Street provides a critical link between Market Street (Route 50 – a major bicycle thoroughfare), Bicycle Routes 30/5, the Montgomery Street BART station, and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. Bicyclists are currently using 2nd Street as a route through SoMa and to/from downtown, and recent bicycle counts have shown an increase in the number of bicyclists using this corridor (a 39 percent increase at 2nd/Townsend from 2006 to 2008). Unfortunately, the narrow width of the street and high traffic volumes make 2nd Street a particularly challenging bicycling environment. The addition of bicycle lanes on 2nd Street would reduce the likelihood of "dooring" collisions, while improving bicyclist visibility and reducing vehicle speeds.

Project 2-2: 5th Street Bicycle Lanes, Market Street to Townsend Street, Mod. Option 2

This project is associated with numerous significant and unavoidable intersection impacts in both the existing and cumulative conditions, as further detailed in the section on significant and

unavoidable impacts. (See Impacts #33 through 36). Even with these impacts, the preferred project is acceptable because 5th Street serves as a crucial element of the Bicycle Network. As part of Bicycle Route 19, 5th Street provides a critical link between Market Street (Route 50 – a major bicycle thoroughfare), Bicycle Routes 30/36, the Powell Street BART station, and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. 5th Street provides the most proximate north-south bicycle route between the 4th and King Caltrain station and downtown, and, therefore, is essential to connecting bicyclists to regional transit services. Bicycle ridership in this corridor has also increased substantially in recent years (a 21 percent increase at 5th/Townsend and a 31 percent increase at 5th/Market since 2006). At the same time, the 5th Street corridor ranked 10th in 2007 in the number of bicycle collisions. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on 5th Street will ensure that a growing number of bicyclists can travel safely between downtown and important destinations in SoMa.

Project 2-3: 14th Street Bicycle Lanes, Dolores Street to Market Street, Option 1; Project 2-11: Market Street Bicycle Lanes, 17th Street to Octavia Boulevard, Mod. Option 1

Project 2-3 by itself is not associated with any significant and unavoidable impact. However, the combined design modifications of Project 2-3 and Project 2-11 produces a significant and unavoidable intersection impact (Church/Market/14th) in the cumulative condition, as further detailed in the section on significant and unavoidable impacts. (See Impact #37). Notwithstanding these impacts, Project 2-3 provides multiple benefits by filling a gap within the Bicycle Route Network that extends bicycle lanes on Route 30 from Dolores Street to Market Street. The installation of bicycle lanes will have a number of positive results for pedestrians and bicyclists, including reduced crossing distances, improved visibility, slower vehicular speeds, and reduced numbers of bicyclists using the sidewalks. Motorists will also benefit from this project as traffic circulation will improve because the proposed lane design is consistent with the configuration east of Dolores Street. Finally, the widened parking lane will facilitate more convenient and safer parking conditions. See below for more on the statement of overriding consideration for Project 2-11.

Project 2-4: 17th Street Bicycle Lanes, Corbett Avenue to Kansas Street, Mod. Option 1; Project 2-6: Division Street Bicycle Lanes, 9th Street to 11th Street, Option 2

The combined design modifications of Project 2-4 and Project 2-6 result in a number of significant and unavoidable intersection and transit delay impacts, as further detailed in the section on significant and unavoidable impacts. (See Impact #38 through 44.) Project 2-4 outweighs these impacts because 17th Street serves as a vital east-west route in the Bicycle Route Network. 17th Street is Route 40 in the Bicycle Route Network and bicycle lanes on this street would dramatically improve east-west travel for bicyclists, as well as enhance connectivity to transit services at the 16th Street BART Station and the Castro Muni station. Furthermore, Route

40 offers connections to numerous other north-south bicycle routes. The 17th Street corridor also has seen substantial growth in the number of bicyclists (a 57 percent increase at 17th/Valencia since 2006). The benefits of Project 2-6 also outweigh these impacts. Project 2-6 would promote and encourage safe bicycling along the Division Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market area with points to the west and to the north, as well as a connection to existing bicycle facilities on 11th Street. Because of its location under the US 101 freeway, and the prevalence of vehicular traffic, this segment of Division Street is especially inhospitable to bicyclists. The addition of Class II bicycle lanes on Division Street would greatly enhance the road environment and bicycling experience in this corridor. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, the addition of bicycle lanes on 17th Street and Division Street will ensure that a growing number of bicyclists can travel safely through the these areas.

Project 2-7: Fremont Street Bicycle Lane, Harrison Street to Howard Street, Option 1; Project 2-9: Howard Street Bicycle Lane, Embarcadero to Fremont Street, Option 1

Project 2-7 by itself is not associated with any significant or unavoidable impact. However, the combined design modifications of Project 2-7 and Project 2-9 produces a significant and unavoidable intersection impact (Fremont/Howard) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #45-46.) Notwithstanding this impact, Project 2-7 is acceptable because it would add an important new segment to the City's Bicycle Route Network. The addition of Class II and III bicycle facilities on Fremont Street would facilitate connections to Route 30 on Folsom Street and the larger bicycle route network. Fremont Street also serves as a major off-ramp from I-80 into San Francisco and high vehicle speeds make Fremont Street a particularly challenging bicycling environment. Finally, the nearby construction of the Transbay Terminal and planned residential growth in this area necessitates an improved environment for bicyclists and pedestrians. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Fremont Street will ensure that a growing number of bicyclists can travel safely in this area. See below for more on the statement of overriding consideration for Project 2-9.

Project 2-9: Howard Street Bicycle Lane, Embarcadero to Fremont Street, Option 1

In addition to the significant and unavoidable impact generated by the combination of Project 2-7 and Project 2-9 (as discussed above), Project 2-9 by itself results in a significant and unavoidable intersection impact (Howard/Fremont) for both existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #47-48.) Even with this impact, the preferred project will benefit the City in that it would extend existing bicycle lanes on Howard Street (Route 30) east to the Embarcadero. These new lanes would

provide a needed connection between the Embarcadero and destinations west into SoMa. Bicycle ridership along the Howard Street corridor is also on the rise (47 percent increase at 11th/Howard since 2006), and this project would ensure additional safe connections for growing numbers of riders. Finally, Route 30 will help to enhance regional transit connections for bicycle riders due to its proximity to the Transbay Transit Terminal.

Project 2-11: Market Street Bicycle Lanes, 17th Street to Octavia Boulevard, Mod. Option 1

This project is associated with a significant and unavoidable intersection impact (Church/Market/14th Streets) in the cumulative condition. This project is also associated with a significant and unavoidable loading impact (north side of Market Street near Noe Street) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #49-51.) Notwithstanding these significant and unavoidable impacts, the benefits of the preferred project outweigh these detriments because the project creates continuous bicycle infrastructure on Market Street, the primary bicyclist connection to/from downtown and a major connector to local and regional transit services. Bicycle ridership on Market Street during the P.M. peak has increased dramatically in recent years a 33 percent increase at 11th/Market and a 31 percent increase at 5th/Market since 2006. At the same time, the Market Street corridor ranked first in the number of bicycle injury collisions from 2003 to 2007 with 179. By reducing lane width, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Market Street will ensure that a growing number of bicyclists can travel safely to and from the downtown core.

Project 2-16: Townsend Bicycle Lanes, 8th Street to Embarcadero, Mod. Option 1

Numerous significant and unavoidable intersection and transit delay impacts accompany this project as further detailed in the section on significant and unavoidable impacts. (See Impact #32 and #52-57.) These impacts, however, are balanced against the benefits of the preferred project supporting a crucial element of the Bicycle Network along Townsend Street. As part of Bicycle Route 36, Townsend Street provides a critical link from the Embarcadero west through SoMa, as well as connections to numerous north-south bicycle routes to/from downtown and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. Townsend Street provides the most proximate east-west bicycle route to the 4th and King Caltrain station and is essential to connecting bicyclists to regional transit services. Bicycle ridership in this corridor has also increased substantially in recent years (a 39 percent increase at 2nd/Townsend since 2006). By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Townsend Street will ensure that a growing number of bicyclists can travel safely to destinations in SoMa. The abovementioned benefits outweigh the identified impacts of this project.

Project 3-2: Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard, Preferred Option not yet determined; Project 3-1: Fell Street and Masonic Avenue Intersection Improvements

Project 3-2 by itself results in significant and unavoidable intersection and transit delay impacts as further detailed in the section on significant and unavoidable impacts. (See Impact # 58-71.) In addition, the combined design modifications of Project 3-2 and Project 3-1 generates a significant and unavoidable intersection impact (Masonic/Fell) in the cumulative condition. Nevertheless, this Project provides an important north-south connection between the Panhandle/Golden Gate Park vicinity and Geary Boulevard, a primary east-west corridor in the western part of the City. Masonic Avenue (Route 55) is a major north-south route for bicyclists and connects to several east-west bicycle routes, as well as the University of San Francisco, a significant generator of bicycle trips. Bicycle ridership in this corridor is also on the rise, as the 2008 bicycle counts revealed a 39 percent increase in bicyclists at Masonic Avenue and the Panhandle since 2006. The presence and speed of vehicles in this area also presents a particularly challenging environment for bicyclists. From 2003 to 2007, the Masonic Avenue Corridor ranked 10th in the number of bicycle injury collisions, while the intersection of Fell Street and Masonic Avenue ranked 1st. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Masonic Avenue will ensure that a growing number of bicyclists can travel safely in this area.

Due to a high number of bicycle injury collisions and escalating safety concerns at the Fell Street and Masonic Avenue intersection, Project 3-1 was granted relief from the Bicycle Plan injunction and was implemented in September of 2008. As a result, Project 3-1 is not included in this statement of overriding considerations.

Project 5-4: Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue, Mod. Option 1

This project is associated with a significant and unavoidable loading impact (Bayshore Boulevard between Cesar Chavez and Industrial Streets) for both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #72-73.) Notwithstanding these significant and unavoidable impacts, the Project 5-4 is acceptable because it promotes and encourages safe bicycling along this segment of the Bayshore Boulevard corridor and would fill a gap in the existing bicycle route network, providing a connection between the Bayview, Mission, Potrero Hill and Portola neighborhoods. The new bicycle lanes and sharrows on Bayshore Boulevard would greatly improve the north-south bicycle network in this vital corridor, as well as enhance bicyclists' links to numerous east-west bicycle routes. The proximity of Route 25 to both the US-101 and I-280 freeways make Project 5-4 essential to improving bicyclist safety. The presence of and speed of vehicles in this corridor make it a challenging environment for bicyclists. The dedication of exclusive street space to bicyclists will

greatly improve bicyclist visibility, limit the number of conflicts with parked vehicles, and reduce vehicle speeds. As a result, Project 5-4 is consistent with the City goal of improving road conditions and safety for bicyclists.

Project 5-5: Cesar Chavez Bicycle Lanes, I-280 to US 101 Freeways, Mod. Option 1

This project is associated a significant and unavoidable intersection impact (Evans/Cesar Chavez) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #74-75.) However, the preferred project provides substantial City-wide benefit as it provides a critical east-west connection between I-280 and US 101. Bicycle lanes on Cesar Chavez Boulevard (Route 60) would enhance connections between Potrero Hill and the Mission neighborhood and help to overcome the significant barrier presented by US 101. Route 60 also links with Route 525 and Route 68, which connect to major destinations like S.F. General Hospital and China Basin. Bicycle lanes on Cesar Chavez also would improve safety for bicyclists by increasing space dedicated to bicycle travel and reducing traffic conflicts in one of the more auto-oriented section of the City.

Project 5-6: Cesar Chavez/26th Street Bicycle Lanes, Sanchez Street to US 101, Preferred Option not yet determined

This project results in numerous significant and unavoidable intersection and transit delay impacts as further detailed in the section on significant and unavoidable impacts. (See Impact #76-98.) Yet, even with such impacts, the Cesar Chavez bicycle segment serves as valuable elements of the Bicycle Network. As part of Bicycle Route 60, Cesar Chavez and 26th Street provide a critical east-west route through the Bernal Heights and Mission neighborhoods. Bicycle ridership in this corridor also has increased substantially in recent years (a 39 percent increase at Cesar Chavez/Harrison since 2006). However, Cesar Chavez is one of the major arteries that serve US 101. The prevalence and speed of vehicular traffic in this area has made this corridor especially inhospitable to bicyclists and pedestrians. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Cesar Chavez and 26th Street will ensure that a growing number of bicyclists can travel safely in this area. Finally, this Project supports larger City efforts to revitalize and transform the Cesar Chavez corridor into a more "liveable" neighborhood that prioritizes non-motorized travel and inviting public spaces.

Project 5-13: San Bruno Avenue Bicycle Lanes, Paul Avenue to Silver Avenue, Preferred Option net yet determined

This project has significant and unavoidable loading impacts (west side of San Bruno between Paul and Silver Avenues) for Options 1 & 2 in both the current and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Imapct #99-100.)

Even with such impacts, the preferred project would create an important new segment to the City's Bicycle Route Network with multiple benefits. Bicycle lanes on San Bruno Avenue would offer a new north-south connection between Route 70 on Silver Avenue and Route 5 on Paul Avenue, thereby enabling bicyclists to access the nearby Caltrain stations with greater ease. The addition of bicycle lanes also would facilitate more efficient use of roadway capacity and the narrowed lanes in the southbound direction would slow vehicular speeds. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on San Bruno Avenue will ensure that a growing number of bicyclists can travel safely in this area.

Project 6-5: Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard, Mod. Option 1; Project 6-6: Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard, Modified Option 2; Project 6-2: Clipper Street Bicycle Lanes, Douglass Street to Portola Drive, Option 1

As a result of changes to project designs, Project 6-5 by itself is not associated with any significant or unavoidable impact. However, the combined design modifications of Project 6-5, Project 6-6, and Project 6-2 produces a significant and unavoidable transit delay impact in the cumulative condition, as further detailed in the section on significant and unavoidable impacts. (See Impact #101-102.) Nevertheless, Project 6-5 provides many benefits as Portola Drive is an essential component to the City's Bicycle Route Network. Portola Drive already serves as Bicycle Routes 50, 55, and 60 which connect to Sloat Blvd., Clipper Street, 17th Street, Market Street, and Haight Street. Portola Drive also offers the primary flat route through this topographically challenging area of the City. By creating space specifically for bicyclists this project will greatly enhance the environment for bicyclists, while reducing the conflicts associated with large numbers of bicyclists riding on the sidewalk in this corridor. Motorists will also benefit from 8 additional parking spaces and a wider parking lane. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Portola Drive will ensure that a growing number of bicyclists can travel safely in this area. As a result, this project's benefits will outweigh the environmental detriments cited above.

The benefits of Project 6-6 also outweigh the impacts generated by its implementation. Project 6-6 serves as a necessary complement to Project 6-5. This project would promote and encourage safe bicycling along this segment of Portola Drive and complete a gap in the existing bicycle route network along this important route, providing a connection between the Diamond Heights, Saint Francis Wood, and West Portal neighborhoods.

Finally, Project 6-2 it will close a gap on Route 60 of the Bicycle Route Network and offer enhanced connectivity to numerous other routes (749/49/55/50) in the area. Clipper Street offers the only east-west connection between Noe Valley and Portola Drive and is essential component to ensuring that bicyclists can travel through the challenging topography of this neighborhood.

Ridership in this area has also shown an increase in recent years (26 percent increase at Portola and O'Shaughnessy since 2006) and this new infrastructure is essential to safely accommodating new bicyclists. Thus, this project's benefits outweigh the identified environmental impacts.

Bicycle Plan and Long-Term Project Related Significant and Unavoidable Impacts and Overriding Considerations

The following section addresses the Bicycle Plan-related and Long term project-related significant and unavoidable impacts. Below is a list referring to the traffic, transit, and loading impacts related to these approval actions. Such impacts are further detailed in the section on significant and unavoidable impacts.

A. Plan-related Significant and Unavoidable Impacts

1. Bicycle Route Network Goals, Objectives and Action Items

   a) Impact – TR-A1.1: Traffic, Transit and Loading Impacts (Impact #17)

   b) Impact – TR-A1.2: Traffic, Transit and Loading Impacts (Impact #18)

   c) Impact – TR-A1.4: Traffic, Transit and Loading Impacts (Impact #19)

2. General Plan Amendments, Environmental Review, and Citywide Coordination Goals, Objectives and Action Items

   a) Impact – TR-A7.1: Traffic, Transit and Loading Impacts (Impact #20)

   b) Impact – TR-A7.3: Traffic, Transit and Loading Impacts (Impact #21)

   c) Impact – TR-A7.4: Traffic, Transit and Loading Impacts (Impact #22)

3. Bicycle Funding Goals and Objectives

   a) Impact – TR-A8.1: Traffic, Transit and Loading Impacts (Impact #23)

B. Long-Term Improvements-related Significant and Unavoidable Impacts

1. Impact – TR-LT1: Traffic Impacts (Impact #103)

2. Impact – TR-LT2: Transit Impacts (Impact #104)

3. Impact – TR-LT3: Loading Impacts (Impact #105)

Notwithstanding the significant and unavoidable impacts noted above related to the Plan and Long-Term improvements, the Commission finds, after considering the Final EIR and based on

substantial evidence in the record and as set forth elsewhere in these findings and herein, that specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant effects on the environment related to these actions.

1. The 2009 Bicycle Plan and long-term improvements are necessary components to ensuring that San Francisco becomes a world-class bicycling City for residents and visitors alike. As bicycling continues to emerge in San Francisco as a preferred and safe alternative transportation option, it will be essential for the City to continue to expand and modify the Bicycle Route Network and respond to changes in demand for bicycling infrastructure. These approval actions would enable the City to complete the bicycle route network, close network gaps, refine and rationalize the bicycle route network, and continue to improve bicyclist safety and riding experience.

2. Using bicycles instead of automobiles is considerably cheaper and often more effective. Bicycles can be more effective for police enforcement wherever there is considerable traffic congestion and at locations difficult to patrol by motor vehicle. Approval of the Bicycle Plan would allow for better promotion of the use of bicycles by City employees when attending meetings, performing field work, or conducting site inspections, as well as the establishment and expansion of programs designed to prioritize adding bicycles to the City's fleet whenever replacing or upgrading motor vehicles.

3. A large number of the long-term improvements are planned for areas of the City that are underserved by bicycling infrastructure, such as Mission Bay and Hunter's Point. As growth in the areas continues and planned development takes shape it is essential that these long-term improvements be implemented to provide existing and new residents access to a safe transportation option.

4. The long-term improvements at the Transbay Terminal will be essential to ensuring that bicyclists are able to access regional transit services. These long-term improvements will enable commuters, visitors, and residents to reduce their number of automobile trips and access parts of the region via safe, sustainable, and cost-effective transportation options.

5. Many of the long-term improvements have not been finalized and will be undergoing significant levels of additional study. As these projects undergo further design and environmental study it is expected that some of the identified impacts will be addressed through design changes or reduced to a less than significant level via mitigation.

Having considered these specific Project benefits, including the overall benefits of bicycling discussed above, the Commission finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable. The Commission further finds that easch of the Project benefits discussed above is a

separate and independent basis for these finding, and for rejecting the alternatives as further described in Section VI.

Exhibit 1

Mitigation Monitoring and Reporting Program

Exhibit 1
Mitigation Monitoring and Reporting Program

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
A-1 MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS-THAN-SIGNIFICANT					
MITIGATION MEASURES FROM THE INITIAL STUDY					
CULTURAL AND PALEONTOLOGICAL RESOURCES					
Mitigation Measure 1: Archaeological Deposits Mitigation Measure (Accidental Discovery)					
The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc.	Project sponsor	Prior to any soil disturbing activities	Distribute Planning Department Archeological Resource "ALERT" sheet to Prime Contractor, sub-contractors and utilities firms.	Project sponsor, archaeologist and Environmental Review Officer (ERO)	Prior to any soil disturbing activities.
The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.	Project sponsor			Submit signed affidavit of distribution to ERO.	Following distribution of "ALERT" sheet but prior to any soils disturbing activities.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.	Head Foreman and/or project sponsor	Accidental discovery	Suspend any soils disturbing activity.	Notify ERO of accidental discovery.	
If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance.	Project sponsor	In case of accidental discovery	If ERO determines an archeological resource may be present, services of a qualified archeological consultant to be retained.		
If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.	Archeological consultant	In case of accidental discovery	Identify and evaluate archeological resources.	Make recommendation to the ERO	
Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.	Project sponsor	After determination by the ERO of appropriate action to be implemented following evaluation of accidental discovery.	Implementation of Archeological measure required by ERO.		

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.	Project sponsor	Following completion of any* archeological field program. (* required.)	Submittal of Draft/Final FARR to ERO.		
Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.	Project sponsor		Distribution of Final FARR.		

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
BIOLOGICAL RESOURCES					
Mitigation Measure 3: Protection of Nesting Birds Mitigation Measure					
The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. Pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A preconstruction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all trees in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest.	Project sponsor and qualified ornithologist or wildlife biologist.	Prior to any on-site construction activities.	Pre-construction surveys for nesting birds to be conducted by a qualified ornithologist or wildlife biologist. If an active nest is found close to construction area, the ornithologist, in consultation with CDFG, shall determine construction-free buffer zone extent established around the nest.		

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
MITIGATION MEASURES FROM THE DRAFT EIR					
TRANSPORTATION, CIRCULATION, AND PARKING					
NEAR-TERM IMPROVEMENTS					
Cluster 1: Financial District/North Beach Area					
M-TR-P1-1a: An alternative school passenger drop-off location would have to be identified to accommodate passenger loading demand, such as expanding the existing passenger drop-off location along the east side of Franklin Street between Pacific Avenue and Broadway on the west side of the school building. Alternatively, the passenger drop off zone on Broadway could be maintained by eliminating the proposed eastbound bicycle lane between Franklin Street and Van Ness Avenue and having bicyclists share the curb lane with motor vehicles, similar to existing conditions. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.	SFMTA	Prior to implementation of Project 1-1.	SFMTA to identify and implement an alternative passenger loading zone as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P1-1b: Refer to Mitigation Measure M-TR-P1-1a, above for mitigation of this impact. With the implementation of either of these mitigation measures, the significant impact on loading for the students of Saint Brigid School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.	SFMTA	Prior to implementation of Project 1-1.	SFMTA to identify and implement an alternative passenger loading zone as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P1-1c: Extend the existing passenger loading zone on the north side of Broadway near Webster Street towards the east, all the way to Buchanan Street. The passenger zone extension would be located to the right of the proposed bicycle lane and would be operational during school arrival and dismissal periods only (typically from 7:00 to 8:30 a.m. and from 2:00 to3:30 p.m.). This mitigation would reduce or eliminate incidents of double parking related to passenger loading and alleviate any associated congestion. With the implementation of this mitigation measure, the significant impact regarding loading for the students of Hamlin School would be reduced to less than significant under Existing plus Project conditions for Project 1-1.	SFMTA	Prior to implementation of Project 1-1.	SFMTA to implement the changes to passenger loading zone on the north side of Broadway near Webster Street as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P1-1d: Refer to Mitigation Measure M-TR-P1-1c, above, for mitigation of this impact. With the implementation of this mitigation measure, the significant impact on loading for the students of Hamlin School would be reduced to less than significant under 2025 Cumulative plus Project conditions for Project 1-1.	SFMTA	Prior to implementation of Project 1-1.	SFMTA to implement the changes to passenger loading zone on the north side of Broadway near Webster Street as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P1-3a: Per the California Manual on Uniform Traffic Control Devices (MUTCD), a signal warrant analysis was conducted to determine the feasibility of signalization of the Van Ness/North Point Street intersection. The criteria for signal warrants were satisfied. Therefore, signalization of this intersection was proposed as the mitigation measure. The intersection shall be converted from a three-way stop- controlled (FWSC) intersection to a signalized intersection (with the application of 90 seconds of cycle length) to improve intersection operations. With this improvement, the intersection operation would improve to LOS B, with 19 seconds of delay and a V/C ratio of 0.65. The intersection operations would improve from LOS E to LOS B for 2025 Cumulative plus Project conditions. Minimum green times required for pedestrians to cross the intersection would be maintained to the signal. Hence, this mitigation measure would reduce impacts of Project 1-3 to a less-than-significant level.	SFMTA	Prior to implementation of Project 1-3.	SFMTA to convert the intersection from a three-way stop-controlled intersection into a signalized intersection as described.	SFMTA to provide a report to ERO.	Quarterly - report to ERO as new improvements are implemented.
Cluster 2: South of Market Area					
M-TR-P2-1o (Projects 2-1 and 2-16 combined): The implementation of Option 1 of the combined Projects 2-1 and 2-16 under Existing plus Project conditions would add approximately 863 seconds (14.4 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/ Harrison Street, and 2nd Street/ Folsom Street intersections, approximately 27 seconds of delay southbound and 266 seconds (4.4 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 293 seconds (4.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 from Modified Option 1 of the combined Projects 2-1 and 2-16 under Existing plus Project conditions would be reduced to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-1 and 2-16 combined.	SFMTA to modify the southbound 2nd Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-1s: The implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions would add approximately 845 seconds (14.1 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/ Harrison Street, and 2nd Street/Folsom Street intersections, approximately 27 seconds of delay southbound and 249 seconds (4.2 minutes) of delay northbound would be added to Muni bus line 10. The total added delay of 276 seconds (4.6 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under Existing plus Project conditions would be reduced to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the southbound 2nd Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-1u: The implementation of individual Project 2-1 Option 1 under 2025 Cumulative plus Project conditions would add approximately 450 seconds (7.5 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/ Harrison Street, and 2nd Street/Folsom Street intersections, delay would be reduced by approximately 170 seconds (2.8 minutes) southbound with approximately 403 seconds (6.7 minutes) of delay added northbound to Muni bus line 10. The total added delay of 233 seconds (3.8 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to Muni bus line 10 for individual Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the southbound 2nd Street traffic signal phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-16c: Six seconds of green time shall be added to the eastbound Townsend Street approach and six seconds of green time shall be reduced from the northbound 7th Street approach, to improve the 7th Street/Townsend Street intersection operations from LOS F to LOS D, with 35.2 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to modify the traffic signal timing for the northbound 7th Street approach as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-16g: The westbound Townsend Street approach shall be modified from a permitted phase to a protected signal phase. In addition, five seconds of green time shall be added to the westbound Townsend Street approach and five seconds of green time shall be reduced from the southbound 4th Street approach. This would improve the 4th Street/Townsend Street intersection operations from LOS F to LOS D, with 42.2 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts of Project 2-16 Modified Option 1 to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to modify the signal phase timing to the westbound Townsend Street direction as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cluster 3: Civic Center/Western Addition					
M-TR-P3-1a (Projects 3-1 and 3-2 combined): Four seconds of green time shall be added to the northbound and southbound directions of Masonic Avenue and four seconds of green time shall be reduced from the westbound direction of Fell Street. With these adjustments, Masonic Avenue/Fell Street intersection operations will improve to LOS D, with 52.7 seconds of delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection would be maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce impacts from combined Projects 3-1 and 3-2 Option 1 to a less-than-significant level under Existing plus Project conditions.	SFMTA	Prior to implementation of Project 3-1 and 3-2 combined.	SFMTA to implement the signal phase timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P3-2f: Four seconds of green time shall be added to the northbound and southbound Masonic Avenue directions, with a corresponding reduction in green time in the westbound Fell Street direction of four seconds. With these adjustments, the Masonic Avenue/Fell Street Intersection operations would improve to LOS D, with 45.8 seconds of delay and a V/C ratio of 1.1. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Hence, this mitigation measure would reduce the project impacts at the Masonic Avenue/Fell Street intersection to a less-than-significant level for Project 3-2 Option 2 under Existing plus Project conditions.	SFMTA	Prior to Implementation of Project 3-2.	SFMTA to implement the signal phase timing change as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cluster 5: Mission/Glen Park/Excelsior Area					
M-TR-P5-4f (Projects 5-2 and 5-4 combined): The implementation of Modified Option 1 under 2025 Cumulative plus Project conditions for Projects 5-2 and 5-4 combined would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Projects 5-2 and 5-4 with Modified Option 1 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.	SFMTA	Prior to implementation of Projects 5-2 and 5-4 combined.	SFMTA to implement the signal timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P5-4g: The implementation of Modified Option 1 under 2025 Cumulative plus Project conditions for Project 5-4 only would add approximately 417 seconds (7.0 minutes) of total delay for Muni bus lines 9, 9X, 9AX and SamTrans 292. With mitigation as described above in Mitigation Measure 5.4e, transit delay would be reduced to approximately 70 seconds (1.2 minutes) of delay northbound and 13 seconds of delay southbound. The total added delay of approximately 83 seconds (1.4 minutes) would be less than the transit delay threshold of six minutes. Therefore, impacts to transit for Muni bus lines 9, 9X, 9AX and SamTrans 292 for Project 5-4 only with Modified Option 1 combined under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level.	SFMTA	Prior to implementation of Project 5-4.	SFMTA to implement the signal timing changes as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
A-2 MITIGATION MEASURES AGREED TO BY THE PROJECT SPONSOR FOR WHICH IMPLEMENTATION WOULD IMPROVE CONDITIONS BUT WOULD NOT REDUCE THE EFFECTS TO LESS-THAN-SIGNIFICANT					
NEAR-TERM IMPROVEMENTS					
Cluster 2: South of Market Area					
M-TR-P2-1c: It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach. This would improve the intersection operations from LOS F to LOS E. It has been ensured that the minimum green times required for pedestrians to cross the 2nd Street/Harrison Street intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-1e: It is proposed that five seconds of green time be added to the northbound 2nd Street approach and five seconds of green time be reduced from the eastbound Harrison Street approach, thus improving the 2nd Street/Harrison Street intersection operations and reducing average delay. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level for Project 2-1 Modified Option 1.	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-1i: It is proposed that the southbound 2nd Street approach be modified from a protected phase to a permitted phase with no changes to green time allocation. This would improve the 2nd Street/Folsom Street intersection operations and reduce the average delay. Nevertheless, this mitigation measure would not reduce the project impacts of Project 2-1 Modified Option 1 to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-1.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-1g (Projects 2-1 and 2-16 combined): The implementation of combined Projects 2-1 and 2-16 Modified Option 1 under 2025 Cumulative plus Project conditions would add approximately 672 seconds (11.2 minutes) of delay for Muni bus line 10. With mitigation as described for the 2nd Street/Harrison Street (M-TR-P2-1c through M-TR-P2-1f), and 2nd Street/Folsom Street (M-TR-P2-1g through M-TR-P2-1j) intersections, delay would be reduced by approximately 169 seconds (2.8 minutes) southbound with approximately 625 seconds (10.4 minutes) of delay added northbound to Muni bus line 10. The total added delay of 495 seconds (7.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant transit impact to Muni bus line 10 would occur resulting from implementation of Modified Option 1 of the combined Projects 2-1 and 2-16 under 2025 Cumulative plus Project conditions.	SFMTA	Prior to implementation of Project 2-1 and 2-16.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-7a (Projects 2-7 and 2-9 combined): The cycle length at the Fremont Street/Howard Street intersection shall be increased by 35 seconds (from 60 seconds to 95 seconds), so that the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of combined Projects 2-7 and 2-9 to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-7 and 2-9 combined.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-7b (Projects 2-7 and 2-9 combined): The Fremont Street/Howard Street intersection operates at LOS D with 54.9 seconds of delay under Existing plus Project conditions relative to Existing conditions, with mitigation shown in Mitigation Measure M-TR-P2-7a. This is determined to be a significant impact since it is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project compared to 2025 Cumulative conditions. Therefore, a significant impact would occur at the Fremont Street/Howard Street intersection.	SFMTA	Prior to implementation of Project 2-7 and 2-9 combined.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-9a: It is proposed that the cycle length at the Fremont Street/ Howard Street intersection be increased by 35 seconds (from 60 seconds to 95 seconds). With this improvement, the intersection will operate at LOS D with 54.9 seconds of delay. However, 54.9 seconds of delay is close to the threshold of 55 seconds of delay which is deemed unsatisfactory operation. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level.	SFMTA	Prior to implementation of Project 2-9.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-P2-9b: It is proposed that lane configuration adjustments be made to the westbound Howard Street direction to improve LOS and reduce the delay at the Fremont Street/Howard Street intersection. The westbound Howard Street approach shall be modified from one through lane and one shared through-right turn lane, into two through lanes and one exclusive right-turn lane. The LOS will remain at level F. Therefore, this mitigation measure would not reduce the project impacts of Project 2-9 to a less-than-significant level for 2025 Cumulative plus Project conditions.	SFMTA	Prior to implementation of Project 2-9.	SFMTA to modify the traffic signal timing phase as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements Are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-16e: It is proposed that lane configuration adjustments be made to the eastbound Townsend Street direction to improve LOS and decrease the amount of average delay. Assuming that the existing railroad alignment would be removed, the eastbound Townsend Street approach would be modified from one shared through-left turn lane and one exclusive right-turn lane to one shared through-left turn lane and one shared through-right turn lane. Hence, this lane adjustment decreases the amount of average delay and reduces the V/C ratio by 78 percent (from 5.52 to 1.24). This would improve intersection operations. Nevertheless, a significant impact would occur at the 7th Street/Townsend Street intersection with the implementation of Project 2-16 Option 1 under 2025 Cumulative conditions.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to make lane configuration adjustments to the eastbound Townsend Street direction as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO if new improvements are implemented.
Cluster 3: Civic Center/Western Addition					
M-TR-P3-2i: It is proposed that ten seconds of green time be added to the northbound Masonic Avenue direction, with a corresponding reduction of green time in the eastbound Turk Street direction of ten seconds, to improve intersection operations at the Masonic Avenue/Turk Street intersection to LOS E, with 72.5 seconds of delay and a V/C ratio of 1.29. It has been ensured that the minimum green times required for pedestrians to cross the intersection have been maintained even after the green time adjustments to the signal. However, the Masonic Avenue/Turk Street intersection would continue to operate at an unacceptable LOS, therefore the traffic impact would be significant even after this improvement measure is implemented.	SFMTA	Prior to implementation of Project 3-2.	SFMTA to implement signal phase timing change as described.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
A-3 MITIGATION MEASURES FOR WHICH THE FEASABILITY OF IMPLEMENTATION IS UNCERTAIN					
SAN FRANCISCO BICYCLE PLAN GOALS, OBJECTIVES, AND ACTION ITEMS					
M-TR-A1.1: Mitigation Measures defined in Subsection V.A.3 [of the Draft EIR] shall be implemented in association with the 60 near-term improvements proposed and implemented under the Bicycle Plan. For those identified significant impacts with respect to traffic, transit, and loading in Subsection V.A.3 for which no feasible mitigation measures have been identified, the impacts remain significant and unavoidable.	SFMTA	Prior to implementation of near-term improvements.	SFMTA to implement the feasible mitigation measures described below for the near-term improvements. Please see also mitigation measures for which feasibility has not been determined in the next section.	SFMTA to provide a report to ERO.	Quarterly report to ERO as new improvements are implemented.
M-TR-A1.2: Mitigation Measures discussed and defined in Subsection V.A.5 shall be implemented in association with long-term improvements proposed and implemented under the Bicycle Plan. Specific designs for the long-term improvements are unknown at this time. Once specific project designs for the long-term improvements are developed and analyzed for potential environmental impacts with respect to traffic, transit, parking, pedestrian, bicycles and loading, mitigation measures may be identified and implemented.	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO as new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-A1.4: The indirect impacts of Action 1.4 could result in the implementation of improvements to support the City's Transit First Policy. Therefore, it would include potential impacts identified under all sections of this environmental review for the Bicycle Plan such as those discussed in the transportation impact analysis of the potential impacts of the near-term improvements, long-term improvements, and minor improvements as well as impacts that may result from future projects which would be similar to those discussed in this analysis. Physical improvements known at this time are analyzed in Subsections V.A.3, V.A.4, and V.A.5 of this EIR. As discussed in Subsection V.A.4, no significant impacts would result from implementation of the minor improvements. Mitigation measures have been identified in Subsections V.A.3 and V.A.5 that would address some of the significant impacts for near-term and long- term improvements. However, there are some impacts that would remain significant and unavoidable and those are also discussed in the above referenced sections.	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for the near-term improvements are as described in the previous section.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-A7.1: As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.1.	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for the near-term improvements are as described in the previous section.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-A7.3: As described under the mitigation measure M-TR-A1.4 above for potential significant impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan for potential indirect impacts resulting from Action 7.3.	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for near-term improvements are as described in previous section.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-A7.4: As described under the mitigation measure M-TR-A1.4 for potential indirect impact TR-A1.4 resulting from Action A1.4, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts resulting from Action 7.4.	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for the near-term improvements are as described in the previous section.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-A8.1: As described under the mitigation measures M-TR-A1.1 and M-TR-A1.2 above for potential significant impacts TR-A1.2 and TR-A 1.2 resulting from Actions A1.1 and A1.2, Mitigation Measures defined in Subsections V.A.3 and V.A.5 shall be implemented in association with improvements proposed and implemented under the Bicycle Plan to address potential indirect impacts resulting from Action 8.1.	SFMTA	Prior to implementation of long-term improvements.	SFMTA to identify and continue to investigate the effectiveness of potential feasible mitigation measures, whenever possible, for the long-term improvements. Feasible mitigation measures for the near-term improvements are described above.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
LONG-TERM IMPROVEMENTS					
M-TR-LT1.1: Unsignalized intersections may be signalized, as appropriate.	SFMTA	Prior to implementation of Long-term improvement.	SFMTA to implement intersection signalization, where appropriate, as described and to investigate the effectiveness of any potential mitigation measure.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-LT1.2: Changes may be made to signal timing (including redistributing green time from one phase to another, lengthening of signal cycle times, changing permitted movements to protected movements, signal coordination/ progression), as appropriate.	SFMTA	Prior to implementation of Long-term Improvements.	SFMTA to implement changes to signal timing, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
M-TR-LT1.3: Changes may be made to roadway geometry (e.g., changing shared lanes to exclusive turn lanes, proving exclusive right-turn or left-turn pockets), as appropriate.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement roadway geometry changes, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-LT1.4: Floating bicycle lanes may be implemented, where on-street parking is restricted during peak periods, to provide for additional vehicular capacity, as appropriate.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement floating bicycle lanes appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
M-TR-LT1.5: Parking may be eliminated to provide for additional vehicular capacity, as appropriate.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement parking space removal as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-LT2.1: Signal pre-emption or other transit priority techniques may be applied to reduce overall transit travel times, as appropriate.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement signal pre-emption or other transit priority techniques as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
M-TR-LT2.2: Bicycle proposals may be modified to create discontinuities in bicycle treatment to avoid transit delays, as appropriate.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to create discontinuity in bicycle treatments as described, where appropriate, to facilitate transit operations, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-LT2.3: Bus stops may be reconfigured to facilitate bus operations, as appropriate.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement bus stops reconfiguration, where appropriate to facilitate bus operations, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
M-TR-LT2.4: Parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as appropriate. In some instances, where either existing or projected cumulative conditions at intersections operate at LOS E or LOS F conditions, feasible mitigation measures would not be available, and transit impacts would remain significant and unavoidable.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to determine whether or not parking may be eliminated to substitute for lane removal and/or increase roadway capacity, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-LT3.1: Where feasible and required to respond to loading zone impacts, on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to determine where on-street parking layouts shall be modified to accommodate additional yellow commercial freight loading zones, where feasible and required, in order to respond to loading zone impacts, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-LT3.2: Traffic management strategies shall be developed and implemented, where feasible, to accommodate short-term passenger loading/unloading activities.	SFMTA	Prior to implementation of Long-term improvements.	SFMTA to implement traffic management strategies to accommodate short-term passenger loading/unloading activities, where appropriate, as described, and to continue to investigate the effectiveness of any potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
NEAR-TERM IMPROVEMENTS					
Cluster 2: South of Market Area					
M-TR-P2-16h: Feasibility of the following mitigation measures has not yet been determined. There is a range of potential treatments to address the issue at this intersection. One would be repositioning of the bus zone along the south side of Townsend Street. Another treatment would be reconfiguring the approach lanes to the intersection of 4th and Townsend Streets. Finally, installation of discontinuous bicycle lanes at the approach of the intersection could also be considered. Therefore, a significant transit impact would occur with implementation of Project 2-16 Modified Option 1 under Existing plus Project conditions.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-16i: Refer to Mitigation Measure 2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 45 under Existing plus Project conditions for Project 2-16 Modified Option 1.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.
M-TR-P2-16l: Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 30 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P2-16m: Refer to Mitigation Measure M-TR-P2-16h above for mitigation of this transit impact. However, without determination of the feasibility of these measures, a significant transit impact would occur to Muni bus line 45 under 2025 Cumulative plus Project conditions for Project 2-16 Modified Option 1.	SFMTA	Prior to implementation of Project 2-16.	SFMTA to implement one of the identified potential treatments as described and to continue to investigate the effectiveness of the potential mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
Cluster 5: Mission/Glen Park/Excelsior Area					
M-TR-P5-6a: Lane configuration adjustments to the eastbound and westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection from LOS F to LOS E. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. This additional capacity will help reduce the delay and improve the V/C ratio by 9 percent (from 1.31 to 1.18). However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6b: Lane configuration adjustments to the eastbound and westbound directions on Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M- TR-P6-5w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the eastbound and westbound Cesar Chavez Street approaches. This additional capacity will help reduce the delay and improve the V/C ratio by 23 percent (from 1.17 to 0.90). However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6c: Lane configuration adjustments to the westbound direction of Cesar Chavez Street would improve LOS and reduce the delay for the Guerrero Street/Cesar Chavez Street. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound Cesar Chavez Street approach. This lane adjustment would decrease the delay and improve the V/C ratio by 28 percent (from 1.23 to 0.88) and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact may occur at the Guerrero Street/Cesar Chavez Street intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6e Lane configuration adjustments to the westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Guerrero Street/Cesar Chavez Street intersection. The removal of on-street parking along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) is proposed which would provide an additional through lane along the westbound approach of Cesar Chavez Street. This lane adjustment would decrease the delay and improve the V/C ratio by 26 percent (from 1.76 to 1.30). Nevertheless, this mitigation measure would not reduce the project impacts at Guerrero Street/Cesar Chavez Street to a less-than-significant level.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6h: Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed from Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, along Cesar Chavez Street in eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6. In addition, bicycle lane discontinuity could occur at this location.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6j: Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Mission Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed from Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) along Cesar Chavez Street in the eastbound and westbound directions which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve LOS from F to E. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Mission Street/Cesar Chavez Street intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6k: Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street, which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Cesar Chavez Street/South Van Ness Avenue intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6l: Lane configuration adjustments to the westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness Avenue intersection. It is proposed that on-street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in the westbound direction which would provide an additional through lane along this approach. This lane adjustment would decrease the delay and improve LOS from E to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Cesar Chavez Street/South Van Ness Avenue intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6m: Lane configuration adjustments to the eastbound direction and westbound direction on Cesar Chavez Street would improve LOS and reduce the delay at the Cesar Chavez Street/South Van Ness intersection. It is proposed that on- street parking along Cesar Chavez Street be removed (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined) in both the eastbound and westbound directions on Cesar Chavez Street, which would provide an additional through lane along both approaches. These lane adjustments decrease the amount of average delay and reduce the V/C ratio by 22 percent (from 1.91 to 1.49). Nevertheless, this mitigation measure would not reduce the project impacts to a less-than-significant level.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6o: Lane configuration adjustments to the eastbound direction and westbound direction along Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed along the eastbound and westbound directions on Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined), which would provide an additional through lane in both directions. These lane adjustments would decrease the delay and improve the V/C ratio by 29 percent (from 1.34 to 0.95) and improve LOS from F to D. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur at the Bryant Street/Cesar Chavez Street intersection with the implementation of Project 5-6.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6q: Lane configuration adjustments to the eastbound and westbound directions along Cesar Chavez Street would improve LOS and reduce the delay at the Bryant Street/Cesar Chavez Street intersection. It is proposed that on-street parking be removed in the eastbound and westbound directions along Cesar Chavez Street (applying either Option 1 or 2 per proposed possible Mitigation Measure M-TR-5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined), which would provide an additional through lane along both approaches. These lane adjustments would decrease the delay and improve the V/C ratio by 28 percent (from 2.04 to 1.47). Nevertheless, this mitigation measure Chavez Street intersection with the implementation of Project 5-6. would not reduce the project impacts to a less-than-significant level. Hence a significant impact would occur at the Bryant Street/Cesar Chavez Streets.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6s: The implementation of Modified Option 1 under Existing plus Project conditions would add 474 seconds (7.9 minutes) of total delay for Muni bus line 12 westbound. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k,.M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, this delay would be reduced to 262 seconds (4.4 minutes) of delay westbound for Muni bus line 12. This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 12 for Project 5-6 Modified Option 1 under Existing plus Project conditions.	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6t: The implementation of Option 1 under Existing plus Project conditions would add 867 seconds (14.5 minutes) of total delay for Muni bus line 27. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, delay in the westbound direction would be reduced to 324 seconds (5.4 minutes) of delay westbound and 29 seconds eastbound for a total added delay of 353 seconds (5.8 minutes). This would reduce total delay below the transit delay threshold of six minutes. However, because of the uncertainty of the feasibility of this mitigation measure, a significant impact would occur to Muni bus line 27 for Project 5-6 Option 1 under Existing plus Project conditions.	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6u: The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 1,487 seconds (24.7 minutes) of total delay for Muni bus line 12 westbound with mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR- P5-6q, for which feasibility has not yet been determined. Therefore, a significant transit impact to Muni bus line 12 would occur with implementation of Project 5-6 with Option 1 under 2025 Cumulative plus Project conditions.	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6v: The implementation of Option 1 under 2025 Cumulative plus Project conditions would add approximately 2,429 seconds (40.5 minutes) of total delay for Muni bus line 27. With mitigation as described in Mitigation Measure M-TR-P5-6w in conjunction with proposed possible Mitigation Measures, M-TR-P5-6e, M-TR-P5-6h, and M-TR-P5-6j, M-TR-P5-6k, M-TR-P5-6l, M-TR-P5-6m, M-TR-P5-6o, M-TR-P5-6q, for which feasibility has not yet been determined, this delay would not be reduced westbound but would be reduced to 99 seconds (1.6 minutes) of delay eastbound. The total added delay of 1,897 seconds (31.6 minutes) would be greater than the transit delay threshold of six minutes. Therefore, a significant transit impact to Muni bus line 27 would occur with implementation of Project 5-6 with Option 1 under 2025 Cumulative plus Project conditions.	SFMTA	Prior to implementation of Project 5-6 Option 1.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Mitigation Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
M-TR-P5-6w: As referenced in the above Mitigation Measures M-TR-P5-6e, M-TR-P5-6h, M-TR-P 5-6j, M-TR-P 5-6k, M-TR-P 5-6l, M-TR-P 5-6m, M-TR-P 5-6o, and M-TR-P 5-6q, the traffic analysis conducted for Project 5-6 included four study intersections along Cesar Chavez for the segment between Hampshire and Guerrero Streets. Analysis indicates that if the lane configurations corresponding to the No Project conditions can be provided, some impacts will be mitigated at these intersections. The following two options are part of proposed possible mitigation measures, for which feasibility has not yet been determined, to reinstate the lane configuration under No Project conditions. • **Option 1** Removal of parking – For the four study intersections analyzed, approximately 100 spaces would need to be removed on Cesar Chavez Street to mitigate the impacts at these locations. However, additional parking spaces may need to be removed to reduce impacts along the entire corridor. • **Option 2** Implementing a discontinuous bicycle lane – The consultant recommends the bicycle lane be discontinued at selected intersection approaches along Cesar Chavez Street. This option may reduce the number of parking spaces that need to be removed on Cesar Chavez Street compared to Option 1.	SFMTA	Prior to implementation of Project 5-6.	SFMTA to provide lane configuration adjustments corresponding to the No Project conditions with the implementation of one of the two options described in M-TR-P5-6w, and to continue to investigate the effectiveness of the potential mitigation measures as described in the referenced mitigation measures.	SFMTA to provide a report to ERO detailing feasible mitigation measures and the extent to which they reduce the identified impacts.	Quarterly report to ERO if new improvements are implemented.

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
B-1 IMPROVEMENT MEASURES AGREED TO BY PROJECT SPONSOR RELATED TO THE NEAR-TERM IMPROVEMENTS:					
I-P2-1a: To improve freight loading conditions in the 2nd Street corridor, metered parking spaces on Mission Street east of 2nd Street would be converted to yellow commercial freight loading zones.	SFMTA	Prior to implementation of Modified Project 2-1.	SFMTA to convert metered parking spaces immediately adjacent to the two commercial freight loading zones on the west side of Hawthorne Street north of Folsom Street on 2nd Street would be converted to yellow commercial freight loading zones.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
I-P2-1b: To improve freight loading conditions in the 2nd Street corridor, two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street would be converted to yellow commercial freight loading spaces.	SFMTA	Prior to implementation of Modified Project 2-1.	SFMTA to convert two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street to yellow commercial freight loading spaces.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
I-P2-4a: In order to address improvements for the non-significant parking impacts resulting from the loss of on-street parking spaces under Existing plus Project and 2025 Cumulative plus Project Conditions, it is recommended that the existing parallel parking on some cross streets along 17th Street is converted to perpendicular parking. This improvement measure would reduce the net parking loss from 212 to 166 parking spaces.	SFMTA	Prior to implementation of Modified Project 2-4	SFMTA to investigate conversion of existing parallel parking on some cross streets along 17th Street along the project alignment to perpendicular parking.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
I-P2-11a: In order to address improvements for the non-significant loading impacts resulting from the loss of on-street loading spaces under Existing plus Project and 2025 Cumulative plus Project conditions, it is recommended that the City conduct a loading needs analysis to determine how many and where additional on-street yellow commercial freight loading spaces are required on or near Market Street between Laguna and Noe Streets.	SFMTA	Prior to implementation of Modified Project 2-11	SFMTA to conduct a loading needs analysis to determine how many and where additional on-street yellow commercial freight loading spaces are required on or near Market Street between Laguna and Noe Streets.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
I-P5-7a: This improvement measure is recommended to improve parking conditions with implementation of Project 5-7. The second phase design study for the Glen Park Station area conducted by the SFMTA could further investigate parking management strategies in this area, such as parking pricing, better striping and potential expansion of the existing parking lot on the north side of Bosworth Street. The Glen Park neighborhood has been working closely with the City on the development of a transportation concept plan for this area. It should consider potential loss of an additional 56 to 59 parking spaces due to the proposed bicycle improvements and identify acceptable strategies with the neighborhood organizations to address the issue of parking loss.	SFMTA	Prior to implementation of Project 5-7a	SFMTA could further investigate parking management strategies in this area, such as parking pricing, better striping and potential expansion of the existing parking lot on the north side of Bosworth Street.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

Adopted Improvement Measures	Implementation Responsibility	Schedule	Action	Monitoring/ Reporting Responsibility	Monitoring Schedule
B-2 IMPROVEMENT MEASURES RELATED TO THE LONG-TERM IMPROVEMENTS FOR WHICH FEASIBILITY HAS YET TO BE DETERMINED					
I-TR-LT3.1: Converting metered parking to yellow commercial freight loading zones, where feasible.	SFMTA	Prior to implementation of a long-term improvement	SFMTA to determine locations to convert metered parking to yellow commercial freight loading zones, where appropriate. and feasible.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.
I-TR-LT3.2: Developing and implementing traffic management strategies to accommodate short-term passenger loading/unloading activities, where feasible.	SFMTA	Prior to implementation of a long-term improvement	SFMTA to develop and implement traffic management strategies to accommodate short-term passenger loading/unloading activities, where appropriate and feasible.	SFMTA to provide a report to ERO detailing the implementation of improvement measures.	Quarterly report to ERO as new improvements are implemented.

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Executive Summary
General Plan and Planning Code Amendment
HEARING DATE: MAY 16, 2013

Date:	May 9, 2013
Case No.:	2011.0397T, M
Project:	**General Plan and Planning Code Amendments for Bicycle Parking**
Initiated by:	John Rahaim, Director of Planning
Staff Contact:	Kimia Haddadan – (415) 575-9068 kimia.haddadan@sfgov.org
Reviewed by:	AnMarie Rodgers, Manager, Legislative Affairs anmarie.rodgers@sfgov.org
Recommendation:	Approval

INTRODUCTION

This Executive Summary describes both the proposed Ordinance to amend the General Plan (see Exhibit F) and the proposed Ordinance to amend the Planning Code (See Exhibit G). The San Francisco Planning Commission (hereinafter "Commission") will be considering adoption of both Ordinances at the May 16, 2013 hearing. On August 9, 2012, the Commission initiated amendments to the Planning Code requirements for bicycle parking. On April 4, 2013, the Commission initiated amendments to re-adopt the previously adopted General Plan Amendments, including changes to the Transportation Element and the Downtown Area Plan of the General Plan. As this Commission has previously adopted the same amendments to the General Plan in 2009 (as further explained below), the bulk of this report will focus on the new action: amending the Planning Code to create new bicycle requirements.

I. GENERAL PLAN AMENDMENTS

The amendments to the General Plan include revisions to the Transportation Element, the Downtown Area Plan, and corresponding revisions to the Land Use Index of the General Plan. These General Plan Amendments were originally recommended by the Planning Commission to the Board of Supervisors for the Board's approval on June 25, 2009 in Resolution 17914. On June 25, 2009 (in Resolution 17912), the Planning Commission certified an environmental impact report (EIR) prepared for the 2009 Bicycle Plan, and (in Resolution 17913), adopted findings pursuant to CEQA, including a statement of overriding considerations and a mitigation monitoring and reporting program. In August 2009, the San Francisco Board of Supervisors adopted the recommended General Plan Amendments in Ordinance 188-09, incorporating by reference the Planning Commission's environmental findings in Resolution 17913. On January 14, 2013, in *Anderson v. City and County of San Francisco*, A129910, the California Court of Appeal found that the 2009 Bicycle Plan EIR complied with CEQA but that the findings adopted pursuant to the CEQA in connection with the General Plan Amendments did not adequately set forth the reasons for rejecting as infeasible the alternatives identified in the EIR, and did not adequately discuss several significant environmental impacts that cannot be mitigated. This action therefore re-adopts the previously adopted General Plan Amendments as described above, with environmental findings modified to address

the Court of Appeals concerns. The action only recommends re-adoption of the General Plan Amendments previously adopted in Ordinance 188-09 with these modified environmental findings; no other changes are proposed. The Commission initiated the re-adoption of these General Plan Amendments on April 4, 2013. On May 7, 2013, the San Francisco Municipal Transportation Agency re-adopted the 2009 Bicycle Plan, with similarly modified environmental findings.

The following is a description of the General Plan Amendments (attached in full in Exhibit F) as noted in the original Case Report from the 2009 hearing:

> "Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City's General Plan, and calls for the General Plan to contain "goals, policies and programs for the future physical development of the City and County of San Francisco." The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental or legislative conditions. The proposed General Plan amendments are related to increasing bicycle use and bicycle safety in San Francisco. The proposal would revise Objectives, Policies, text, and figures/maps to the Transportation Element and the Downtown Area Plan of the General Plan. Bicycle use in San Francisco and across the nation is increasing and the proposed amendment acknowledges the shifts in transportation modes. It would revise the General Plan to encourage additional bicycle use, particularly in the downtown and in other dense neighborhoods where parking is limited. The amendment call for transit providers to allow bicycle users to also use transit to reach their destinations where appropriate, and to encourage alternatives to single-occupant vehicular use. Although the General Plan already contains policies regarding bicycle use, more people are using bicycles to reach their destinations in the City and throughout the region. Though the objectives, policies and figures were accurate at the time that the General Plan was published, they no longer accurately characterize increasing use of alternative travel modes, including increased use of transit, bicycle and walking."
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> "The proposed General Plan amendments, if approved, would enable the Planning Commission to recommend finding the 2009 Bicycle Plan, published by the San Francisco Municipal Transportation Agency, in conformity with the General Plan, incorporate the 2009 Bicycle Plan by reference into the General Plan, and to find individual bicycle projects that are described in the Bicycle Plan and proposed to be implemented in the short term, in-conformity with the General Plan to the extent such project fall within Planning Commission jurisdiction. Long range projects and projects that the Bicycle Plan does not describe in detail would require submittal to the Planning Department for Environmental Review and General Plan referral determination(s). The General Plan amendments also would revoke the 2005 General Plan amendments related to the 2005 Bicycle Plan, in accordance with the Superior Court's directive."

II. PLANNING CODE AMENDMENTS

The proposed Ordinance would amend the San Francisco Planning Code (hereinafter "Code") by (1) repealing Sections 155.1 through 155.5 regarding bike parking requirements in their entirety; to revise the bicycle parking standards; (2) renumbering Section 430 as Section 431 and adding a new Section 430 that allows portions of bicycle parking requirements to be satisfied with an in lieu fee; (3) amending Section 145 to define bicycle parking as an active use; (4) amending Section 150 to allow conversion of automobile parking to bicycle parking; and (5) amending Sections 102.9 , 155(j), 157.1, 249.46 and 307 to make conforming changes. The Ordinance would also amend the San Francisco Environment Code Section 402 to revise cross-references to the Code. The Commission initiated these proposed amendments on August 9, 2012 and held an informational hearing on December 13, 2012.

The Way It Is Now:

The bicycle parking requirements in the Code are currently spread across Sections 155.1-155.5 based on ownership and use representing the order in which the Sections were added to the Code. The existing Sections are organized as follows:

- Section 155.1 City-Owned And Leased Buildings,
- Section 155.2 City-Owned And Privately Owned Parking Garages,
- Section 155.3 Shower Facilities And Lockers Required In New Commercial And Industrial Buildings And Existing Buildings Undergoing Major Renovations,
- Section 155.4 Bicycle Parking Required In New And Renovated Commercial Buildings, and
- Section 155.5 Bicycle Parking Required For Residential Uses.

The Way It Would Be:

The proposed changes would organize bicycle parking controls thematically in an order similar to other Code sections as follows:

- Section 155.1: Bicycle Parking: Definitions and Standards,
- Section 155.2: Bicycle Parking: Applicability and Requirements for Specific Uses,
- Section 155.3: Bicycle Parking: Requirements for Existing City-Owned and Leased Buildings and Garages,
- Section 155.4: Bicycle Parking: Requirements for Shower Facilities and Lockers,
- Section 307 (k): Zoning Administrator (hereinafter "ZA)" Procedures for Bicycle Parking Requirement Waivers, and
- Section 430 : Bicycle Parking in Lieu Fee.

In addition, following modifications are being proposed:

- Section 145 Frontages, Outdoor Activity Areas, Walkup Facilities, And Ground Floor Uses And Standards In Commercial, Residential-Commercial, Neighborhood Commercial, Mixed Use, And Industrial Districts: amend to define bicycle parking as an active use,
- Section 150 Off-Street Parking And Loading Requirements.: amend to allow conversion of auto parking to bicycle parking, and
- Section 305 Variances: amend to limit application for variance from bicycle parking only when off-street automobile parking does not exist.

A Zoning Administrator Bulletin would provide additional clarity on how the Department will implement Section 155.2. Exhibit C illustrates a draft of the proposed Zoning Administrator Bulletin. This is a document that will be published under the auspices of the Zoning Administrator after the proposed Ordinance is finalized by the Board of Supervisors.

Background

As San Francisco's economy grows, the transportation network endures more strains. The US Census Bureau's American Community Survey (ACS) shows a 66% increase in bicycle commuters in San Francisco from 2002 (2.1% of work trips) to 2010 (3.5% of work trips), third in the nation behind Portland, Oregon (6%) and Seattle, Washington (3.5%) in ridership among major US cities. Other local surveys also reflect increase in bicycle use. San Francisco MTA's annual bicycle counts have more than doubled between 2006 (4,862 riders) and 2011 (10,139) at sampled locations. Additionally, local surveys and traffic modeling estimates show about 75,000 bike trips are being made each day out of over 2 million total trips by all modes (3.7%).

San Franciscans need higher quality and quantity bicycle infrastructure as they lean more towards commuting by bicycles. Cities benefit from bicycling with regards to public health and economic development. A study on Bicycling and Walking in the United States indicate that states with low obesity rates have high levels of bicycling and walking rates. In addition, this study highlights the economic benefits of bicycling: "... communities that invest in these modes have higher property values, create new jobs, and attract tourists. In addition, these communities save money by decreasing traffic congestion and commute times and improving air quality and public health"[1]. SFMTA also lists the costs and benefits of bicycling in comparison with other modes of transportation, which indicates high levels of benefits on public health and economic development (Exhibit A). When San Francisco made Valencia Street better for bicyclists and pedestrians, nearly 40% of merchants reported increased sales and 60% reported more area residents shopping locally due to reduced travel time and convenience. Two-thirds of merchants said the increased levels of bicycling and walking improved business[2]. A study in Portland also confirms such findings. The Bureau of Transportation of the City of Portland found that merchants are interested in removing on-street car parking to replace them with on-street bicycle parking[3]. Such increasing demand and interest towards bicycling instigates higher quality bicycle infrastructure including bicycle parking.

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1 "Bicycling and Walking in the United States: 2012 Benchmarking Report", Alliance for Biking and Walking, retrieved at http://peoplepoweredmovement.org/site/images/uploads/2012%20Benchmarking%20Report%20%20-%20Final%20Draft%20-%20WEB.pdf on February 22, 2013.

2 "Complete Streets Spark Economic Revitalization", National Complete Streets Coalition, retrieved at http://www.smartgrowthamerica.org/documents/cs/factsheets/cs-revitalize.pdf on February 21, 2013.

3 "How Portland Benefits from Bicycle Transportation". City of Portland Bureau of Transportation, retrieved at http://www.portlandoregon.gov/transportation/article/371038 on February 22, 2013.

Bicycle parking requirements were first adopted in San Francisco in 1996 for City-owned and leased buildings in San Francisco. These requirements were subsequently expanded on a piecemeal basis to City-owned and privately owned garages in 1998, commercial and industrial uses in 2001, and residential uses in 2005.

The San Francisco Bike Plan adopted in 2009[4] set as one of its major goals to 'ensure plentiful, high quality bike parking' in San Francisco. In order to achieve this goal, SFMTA has asked that the existing Planning Code be amended to better address bicycle parking. The plan identifies changes that would expand and increase these requirements and also organize and consolidate the existing Code sections. The proposed legislation would help implement many of these actions specified in the adopted San Francisco Bike Plan. The re-adoption of the San Francisco Bicycle Plan does not propose any changes to this policy or any other policy in this Plan and it would only re-adopt the Bike Plan with new environmental findings.

Outreach and Engagement

The Commission initiated these proposed amendments on August 9, 2012. At the initiation hearing, the Commission requested that the Department engage in additional outreach. Since the initiation hearing, the Department has reached out to and consulted with many stakeholders including: San Francisco Bike Coalition, Building Owners and Managers of San Francisco (BOMA), San Francisco Residential Building Associations (RBA), Union Square CBD, Real Estate Department, Department of Environment, and SFMTA. Staff received comments from many of these stakeholders. The participation process included iterative revisions and coordination with these stakeholders.

Research on Best Practices

Staff conducted further research on best practices of bicycle parking in comparable cities that have comparable or higher rates of bicycle commute and share similar urban characteristics with San Francisco. These cities include Portland, Vancouver, and New York, as well as the national standards established by the Association of Pedestrian and Bicyclist Professionals. Exhibit B illustrates the detailed comparison of bicycle parking requirements based on parsing of uses in those cities. This comparison revealed that existing bicycle parking requirements in San Francisco need significant revisions. These best practices recognize that different types of uses generate different demand for bicycle parking and therefore requirements are tailored specifically for different use categories. This comparison also found that San Francisco's existing required quantity of bicycle parking fell significantly short of recommended best practices and national standards.

[4] The Board of Supervisors adopted the Bicycle Plan with Ordinance Number 188-09: http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances09/o0188-09.pdf

The Proposed New Planning Code Requirements:

Proposed Ordinance

Learning from stakeholders, best practices, national standards, as well as the trends in rate of bicycling as a mode of commute, this Ordinance proposed many changes to the bicycle parking requirements which are explained below. Overall, this Ordinance would modify the bicycle parking requirements by aligning requirements based on different demand generated by different types of uses, upgrading the quantity of bicycle parking to minimum 5% of trips generated by bicycle and national standards, and defining detailed design and layout requirements.

Increasing and Expanding Bike Parking Requirements

Looking at cities with similar urban characteristics to San Francisco and the City's increasing high bike ridership, staff found the existing bicycle parking requirements do not provide sufficient infrastructure for the existing bicycle use in the City. The surge in use of bicycles calls planning for an infrastructure that could sufficiently accommodate the increasing demand. Exhibit B shows bicycle parking requirements for different uses in comparable cities such as Vancouver, Portland, New York, as well as the American Pedestrian and Bicycling Standards. For example, for residential uses both Portland and Vancouver require more than one Class One parking for each unit while the existing requirements in San Francisco is 0.5 spaces per unit for the first 50 units and one space for each four units for any portions above 50 spaces. The proposed Ordinance requires one Class One space per each unit for buildings with four units or more and reduce the requirement for buildings over 100 unit to one spacer per four units for any portion above 100 bicycle parking spaces. The San Francisco Building Code's Green Building Requirements currently mandate provision of bicycle parking equivalent of 5% of vehicle parking requirements- which in some cases are more than the exiting requirements in the Planning Code. Based on these comparisons, the proposed Ordinance establishes separate requirements for Class 1 (secure, weather-proof parking for employees and residents) and Class 2 (highly visible parking for the general public) bicycle parking for multiple use categories. This Ordinance would also update the quantity of such requirements to modern standards (See Exhibit C).

The current bicycle parking requirements only differentiate between residential and commercial uses. This existing parsing of uses in is inconsistent with other standards in the Code. For example, commercial uses are defined to include professional services, retail, industrial, and even some institutional and research and development. The proposed Ordinance (Section 155.2) would tailor the bike parking requirements to specific uses, consistent with other requirements in the Code such as automobile parking. Not only would this format result in consistency and easing of implementation, but also this change acknowledges that some use types have a higher demand for bike parking than others. Examples of use categories include schools and colleges, general retail, offices, grocery stores, manufacturing, medical services, childcare, cultural centers and so forth. For more details see the draft Ordinance in Exhibit C.

Triggers for Bike Parking Requirements in Existing Uses

Currently, the Code defines three criteria that trigger existing commercial buildings to provide bicycle parking: major renovation, major change of use, and the addition of automobile parking. Major renovation includes enlargement that costs more than $1 million, while major change of use remains

unclear and difficult to implement. The proposed Ordinance would modify such triggers to align with triggers of other established requirements in the Code. The new criteria would include: addition of a dwelling unit, enlargement by 20%, change of use when bicycle parking requirement would increase by 20%, and addition of parking. The existing Building Code also has some triggers for providing bicycle parking subject to the State Green Building Requirements. State Law California Title 24, Part 11, Sec 5.701.6.2 requires that under no circumstances may total bicycle parking provided for any use, building, or lot constitute less than five (5) percent of the automobile parking spaces for the subject building. The State requirements are attached in Exhibit D. The proposed Ordinance would incorporate the State Law triggers for providing bicycle parking so that when DBI determines that an alteration would trigger the bicycle parking requirements per State Law, they will route such projects to the Planning Department.

Bike Parking Design Standards

The existing bike parking requirements specify the minimum size of a bike parking space as two feet by six feet. It also requires a 5 feet wide pathway to enter or exit the facility. Upon discussions with the Residential Builders Association, such pathways can be narrowed to three feet at maximum of two points (See Public Comment section below for further descriptions of such discussions). The proposed Ordinance provides clearer and more detailed requirements for placement and design of bike parking. A new Zoning Administrator Bulletin would establish design and layout requirements, updated based on more modern bike parking space design and layout standards[5] and would better direct project sponsors on locating and designing usable bicycle parking within their projects. This Zoning Administrator Bulletin would describe specific allowable bicycle facilities as well as the process for securing ZA approval of new types of racks and parking facilities.

Bike Parking Fund

The proposed Ordinance would establish an alternative method to satisfy Class 2 bike parking requirements. Project sponsors could elect to pay a $400 in lieu fee per space to fulfill up to 50% of the Class 2 bike parking requirements for up to 20 bike spaces. The in lieu fee was established by SFMTA based upon the cost of installing a bike parking space[6]. The Ordinance would establish a bike parking fund to maintain these fees. SFMTA would administer this fund and would use the monies to provide on-street bike parking where deficiency exists. The option of paying in lieu fee would also be available when project sponsors seek a waiver for their requirements. Providing this option could streamline the process of installing bike parking on public right-of-ways. Currently project sponsors who choose to satisfy the Class 2 bike parking within the public right-of-way need to secure permits through the Department of Public Works (DPW). The in lieu fee would satisfy the requirement without placing the permit burden on the project sponsor. Instead, through fee payment, DPW and SFMTA would install the bike racks with less required administrative process.

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[5] Such as Guidelines from Association of Pedestrian and Bicycle Professionals.

[6] Similarly the Code's existing in lieu fee for street trees in Section 428 was developed by SF DPW based upon the cost of providing street trees.

Bike Parking as an Active Use

Like other facility users, bike users feel safe when parking their bikes in a highly visible and well lit facility. They also prefer easy access to the facility as opposed to needing to walk their bikes for a long time, or carry their vehicle up or down the stairs. A space near the lobby of buildings can accommodate accessibility, visibility, and safety. The proposed Ordinance would incentivize designating a space near lobby area for bicycle parking by including bicycle parking in the Active Use definition, Section 145 of the Planning Code. Such policy would allow project sponsors to count the bicycle parking space as space eligible for a five foot height bonus in certain zoning districts of the City. This policy also limits the combined lobby and bicycle parking space frontage to 40 feet or 25% of the lot frontage. It requires a direct entrance from the sidewalk into the bicycle parking facility, as well as visibility of the space through window openings. This change is one that the Department anticipates will assist the developers of small projects, which currently have a difficult time meeting the Active Use requirements in the Code.

Conversion of Auto Parking to Bike Parking

The existing bike parking requirements allow the voluntary conversion of automobile parking to bicycle parking where Class 1 bike parking is required. However, this provision in the Code does not specify the details of such conversion and therefore remains unclear and difficult to implement. The proposed Ordinance adds details for such conversion. It would allow conversion of car parking to bicycle parking for both Class 1 and Class 2 requirements, with a minimum of eight bike parking spaces, of any combination, per one auto parking space. Section 150 of the Planning Code explains the requirements for automobile parking. The proposed Ordinance would also amend this Section of the Code so that existing buildings not subject to any bike parking requirements could voluntarily convert their auto parking space to bike parking.

It is important to note that this provision continues to simply allow project sponsors and property owners to convert their auto parking space to bike parking space and does not mandate such conversion.

Bike Parking Requirements for Existing Private Garages

In 1998, legislation[7] was passed that required private garages to provide bicycle parking. This legislation not only applied to proposed new garages, but also to all existing private garages. It provided 18 months since the enactment of the legislation for garages to comply with the requirements. Since this 18 months implementation period has already terminated, the language has been removed from the proposed Ordinance and the same requirements is reflected in the requirements for private garages. New garages would be subject to the updated bicycle parking requirements of the proposed Ordinance while there would be no change in bike parking requirements for existing private parking garages.

City-owned and Leased Buildings and Garages

[7] Ordinance 343-98, November 19, 1998.

The City values being a leader on green building design and the proposed Ordinance continues this tradition. As mentioned earlier in this report, requirements for City-owned buildings were the first bicycle parking requirements that were codified in San Francisco. The existing Code has requirements for Class 1 and Class 2 bicycle parking for City-owned and leased buildings. The Code requires the Department to conduct an annual survey of all these facilities. If the survey finds that the current required bicycle parking is inadequate, the Code states: "the Director shall draft and submit to the Board of Supervisors proposed legislation that would remedy the deficiency."

This proposed Ordinance would require City-owned buildings and garages to comply with the new bicycle parking requirements. This would modify the existing requirements for City-owned and leased buildings. Instead of basing the bike parking requirement on the number of employees, the new requirement would be based on the amount of occupied square feet. While the number of employees of offices constantly changes, building size is constant and represents a more suitable variable to which the bike parking requirements should relate. In consultation with the City's Real Estate Department, City-owned and leased buildings and garages will be given a year to comply with the new requirements after the Ordinances went into effect. Further extensions for compliance may be granted by the Zoning Administrator.

Waivers, Variances and Added Flexibility

The proposed Ordinance (Section 307 (k)) establishes that the Zoning Administrator (hereinafter "ZA") could grant waivers from the bicycle parking requirements. Class 1 bicycle parking requirements could not be waived, but could be allowed at alternative locations, under certain circumstances. All or portions of Class 2 bicycle parking requirements could be waived under certain circumstances. The Ordinance explicitly defines the findings which the ZA would use to make his or her decision. Currently, the Code identifies the Department's Director as the responsible party for granting exemptions for City-owned and public and private garages. The change of making the ZA the arbiter would align bicycle parking exemption processes with existing procedures of obtaining a waiver or variance from other requirements in the Planning Code. The proposed Ordinance also amends Section 305 of the Code, which regulates obtaining Variances. These changes would allow obtaining a variance from the quantity of bicycle parking required only if off-street auto parking does not exist. Obtaining a variance from design and layout requirements would be permissible. Additionally, if project sponsors propose racks that are not listed in the Zoning Administrator Bulletin, such racks cannot be approved until the ZA makes a determination of equivalency in consultation with the SFMTA.

Requirements for Showers and Lockers

The existing requirements for showers and lockers target commercial and industrial uses. Consistent with the proposed parsing of uses, this Ordinance would align uses that would be required to provide showers and lockers with other use references in the Code. The provision of showers would not expand beyond the broad categories of commercial and industrial uses but this Section would be amended to match other Code references to specific use types within the commercial and industrial categories. Additionally, the existing requirements mandate two lockers for every one shower. A survey conducted by SFMTA indicated that lockers are more important as amenities for cyclists than showers. Gym facilities with showers usually accommodate more than two lockers per shower. Upon the

recommendation of SFMTA, the proposed Ordinance would adjust these ratios to 1 to 4 showers to lockers.

Bicycle Parking in the Environment Code

In March 2012 legislation[8] was passed that amended the Environment Code to require owners of existing commercial uses to allow their tenants to bring their bikes into the building. The Tenant Bicycle Access Law in the Environment Code requires such owners to provide a bicycle parking facility per Planning Code requirements, if these existing building owners decide not to allow their tenants to bring their bikes into the building. Staff consulted with the Department of Environment who manages implementation of the Environment Code as well as BOMA who represents the owners of buildings that need to comply with the Environment Code. The proposed Ordinance would make small amendments to the language of the Environment Code regarding the Tenant Bicycle Access Law to clarify that only buildings that are not subject to the Planning Code would be subject to this law.

Consolidation and organizing

A substantial portion of the proposed changes can be classified as "good government" measures meant to improve the clarity of the Planning Code. These changes would consolidate definitions, parking layout, and requirements scattered throughout all the four sections and organize them in two sections. Such changes would help decision makers, Department staff, and the public to better understand, interpret, and implement the requirements of the Code.

REQUIRED COMMISSION ACTION

The General Plan and Planning Code Amendments are before the Commission for adoption.

RECOMMENDATIO N

The Planning Department recommends that the Commission adopt the Resolution recommending adoption of the General Plan Amendments and the Planning Code Amendments.

ENVIRONMENTAL REVIEW

The Planning Commission certified an environmental impact report on the 2009 Bicycle Plan in Resolution 17912 on June 25, 2009, which was affirmed by the Board of Supervisors in Motion M09-136. On May 9, 2013, the Planning Department staff determined that no further environmental review was required in relation to the Planning Code amendments herein.

[8] Ordinance 46-12, March 16, 2012

PUBLIC COMMENT

The Planning Department has received comments from different stakeholders throughout the process of drafting and revising the Ordinance since the initiation date on August 9th, 2012. Below are the summary of these comments:

- **BOMA** expressed concern on implementation of the Environment Code regarding tenant bicycle parking requirements. The proposed Ordinance originally intended to require that existing commercial buildings subject to the Tenant Bicycle Access Law to be subject to the new requirements, when owners choose to provide a bicycle facility instead of allowing their tenants to bring their bicycles to their workspace. While BOMA was one of the main supporters of the Tenant Bicycle Parking, their members were concerned that the new Planning Code requirements would incur a significant burden on the property owners. In such cases, BOMA found the new requirements of the Planning Code too stringent for existing commercial buildings. Lack of enough space in the building and need for significant remodeling to accommodate a bicycle facility that complies with the proposed requirements were two major areas of concern for BOMA members. After multiple meetings with BOMA and the Department of Environment, staff decided to remove such provision from the proposed Ordinance. As proposed now, buildings subject to the Environment Code's Tenant Bicycle Access Law would not need to comply with the proposed requirements.

- **Department of Environment** (DOE) also focuses on the implementation of the Environment Code. Having heard from many tenants whose employers are subject to the Environment Code, DOE has found out that the existing Environment Code does not specify the bicycle parking requirements clearly, in cases where owners choose to provide a bicycle facility instead of allowing their tenants to bring their bicycles inside the building. This has raised an issue of owners providing inadequate bicycle parking facilities in order to satisfy the requirements of the Environment Code. However, as mentioned above, after discussions with BOMA, the Department of Environment determined that further outreach and engagement with the existing commercial building owners may be necessary to resolve such issues.

- **San Francisco Bicycle Coalition** provided input specifically on incentives for owners and project sponsors to provide more bicycle parking. SFBC specifically emphasized on allowing conversion of automobile parking to bicycle parking. SFBC also stressed on the importance of locating bicycle parking where bicyclists can ride their bikes to the facility. This also includes prohibiting unreasonable rules that require bikers to walk their bikes in a parking garage.

- **Residential Builders Association** expressed concerns regarding the design and layout requirements for bicycle parking facilities. The RBA is concerned that in smaller scale projects sufficient space would not be available to allow for clearances required between bicycle racks per the proposed Zoning Administrator Bulletin. Staff worked closely with the RBA over several meetings and a site visit to address this issue. The ZA Bulletin, as proposed, now includes specific options for space efficient bicycle racks such as mechanically assisted stacked racks as well as vertical bicycle parking. In consultation with MTA bicycle parking staff, the proposed ZA

bulletin lowers the aisle requirements of the existing code, which is 5 feet from the front or rear of the bicycle to the wall, to 4' from the front or read of the bicycle to the wall. RBA also expressed concern regarding the five foot requirement for the width of a hallway that leads to the bicycle facility and requested for added flexibility. Staff accommodated such concern by allowing constrictions to narrow down the hallway at maximum two points to be as narrow as 3 feet wide. Finally, the RBA requested to exempt projects that have already received Planning Commission approval and have not yet received their building permits to be subject to the new requirements in order not to incur a cost burden on project sponsors to re-design their project. Staff modified the proposed Ordinance to exempt such projects.

- **Department of Real Estate (DRE)** manages the City-owned and leased buildings and therefore reviewed the requirements for such buildings. The DRE expressed concerns focused on how the new requirements would apply to existing buildings, specifically historic buildings with limitations in space. Some minor adjustments were made to the requirements to address such concerns. The DRE concluded that a one year period would be reasonable to update the bicycle parking facilities owned and leased by the City. The DRE felt that, at times, conflicts could arise between pedestrian and bicyclists inside of garages.. To address this concern, legal provisions in the proposed Ordinance would allow certain limiting rules for bikers in case of liability concerns.

- Finally, staff worked closely with **SFMTA** in a collaborative process to develop this Ordinance. SFMTA provided input on many aspects of this Ordinance including: definitions of bicycle parking types, quantity of bicycle parking specifically visitor parking, bicycle parking in lieu fee, and most significantly on layout and design requirements.

Attachments

Exhibit A:	Excerpt from SFMTA's Bicycling Strategy on benefits of bicycling.
Exhibit B:	Bicycle Parking in Cities Similar to San Francisco
Exhibit C:	Draft Zoning Administrator Bulletin (Not included in this packet)
Exhibit D:	CalGreen State Requirements for Bicycle Parking
Exhibit E:	Draft Resolution for General Plan Amendments (Not included in this packet)
Exhibit F:	Draft Signed Ordinance for General Plan Amendments (Not included in this packet)
Exhibit G:	Draft Signed Ordinance for Planning Code Amendments (Not included in this packet)
Exhibit H:	Draft Resolution for Planning Code Amendments (Not included in this packet)

Exhibit A

Draft SFMTA Bicycle Strategy

January 2013

SFMTA
Municipal Transportation Agency

Bicycling in Context

Bicycling is the most cost and time effective catalyst for mode shifts when combined with complementary investments in sustainable modes. It is the most convenient, affordable, quickest, and healthiest way to make the average trip within the city (2 to 3 miles).

1. Bicycling is an affordable and convenient transportation option for those who rely on sustainable modes.

- With low initial cost and negligible operating costs, bicycling is substantially cheaper than driving.
- Bicycles improves the personal mobility of those without cars, particularly children, teenagers, seniors, and people with disabilities.

2. More connected neighborhoods, safer street intersections and quieter neighborhood circulation.

- Bicycle traffic is quiet, results in less wear and tear on roads, and uses little road and parking space.
- People on bicycles establish a personal presence, creating safer neighborhoods by adding eyes on the street.

3. Transit and bicycling create multiple synergies that increase public transit's performance

- Bicycling extends the reach of transit by replacing a long walk trip with a short bicycle trip.
- Transit operates better when short peak trips are diverted to the bicycle.
- Transit complements bicycling for long trips outside the bicycle's comfortable range.
- Bicycling allows for more spontaneous shopping in commercial neighborhood areas and the city center.

4. Improved air quality and public health.

- Bicycling does not produce greenhouse gases or other pollutants. A recent life cycle cost analysis of average CO2 per passenger mile by mode shows that bicycling is the most energy efficient mode of transport available
- Replacing automobile traffic with bicycling traffic improves neighborhood quality of life by reducing air pollution and ambient noise.
- Even short periods of bicycling can improve personal fitness, resulting in better short and long-term health. As a fun way to travel, bicycling can reduce personal stress and improve mood.

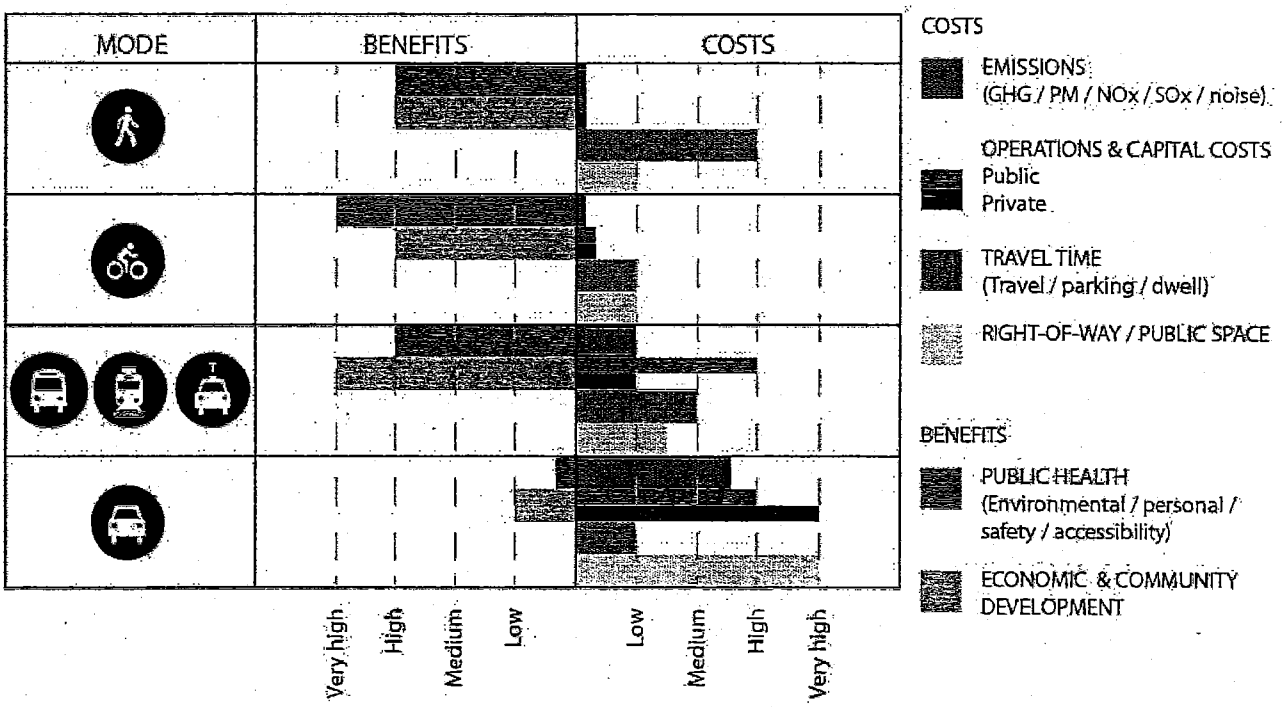


Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010		
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term
Dwelling units (including SRO units and student housing that are dwelling units)	One Class 1 space for every dwelling unit. For buildings containing over 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. Dwelling units which are also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Minimum 2 spaces, 1 per 20 units Dwelling units which are also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Household Living	Multi-dwelling	1.5 per 1 unit in Central City plan district; 1.1 per 1 unit outside Central City plan district	2, or 1 per 20 units	Dwelling	min. 1.25 per unit 0.75 per unit for a certain distric	min. 6 spaces for each 20 units	Use Group 2 (Residential except for single family detached)	1 per 2 units	only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.	Multi family	None if private garage exists, 0.5 space for each bedroom, min. of 2 spaces	0.1 spaces for each bedrrom Min. of 2 spaces
Group housing (including SRO units and student housing that are group housing)	One Class 1 space for every four beds. For buildings containing over 100 beds, 25 Class 1 spaces plus one Class 1 space for every five beds over 100. Group housing which is also considered Student Housing per Section 102.36 shall provide 50% more spaces than would otherwise be required.	Minimum 2 spaces, Two Class 2 spaces for every 100 beds. Group housing which is also considered Student Housing per Section 102.36shall provide 50% more spaces than would otherwise be required.	Group Living		2, or 1 per 20 residents	None				dormotorly or frat/Sorority student housing	1 per 2,000 sq. ft.				
				Dormitory	1 per 8 residents	None									
Dwelling units dedicated to senior citizens or persons with physical disabilities/ Residential Care facilities	One Class 1 space for every 10 units or beds, whichever is applicable.	Minimum 2 spaces, Two Class 2 spaces for every 50 beds .					Senior/ assisted housing	0.1 to 0.25 per unit based on size and type	min. 6 spaces for each 20 units/ none based on type	residence or units for elderly	1 per 10,000 sq. ft.		Senior housing	0.5 spaces for each bedrrom, min. 2 spaces	0.1 spaces for each bedroom min. 2 spaces

Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010		
Use Category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term
Retail Sales	One Class 1 space for every 7,500 square feet of occupied floor area, Minimum two spaces	Minimum 2 spaces. One Class 2 space for every 2,500 sq. ft. of occupied floor area For uses larger than 50,000 square feet of occupied floor area, 10 Class 2 spaces plus one Class 2 space for every additional 10,000 occupied square feet.	Retail Sales And Service		2, or 1 per 12,000 sq. ft. of net building area	2, or 1 per 5,000 sq. ft. of net building area	retail and service	1 per 500 sq. meters	6 for 1000 sq. meters	General Retail	1 per 10,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.	General food sales or groceries	1 space for each 10,000 s.f. min. 2 spaces	1 space for each 2,000 s.f. min 2 spaces
Personal Services, Financial Services, Restaurants, Limited Restaurants and Bars	Minimum two spaces. One Class 1 space for every 7500 square feet of occupied floor area.	Minimum two spaces. One Class 2 space for every 750 square feet of occupied floor area.													
Retail space devoted to the handling of bulky merchandise such as motor vehicles, machinery or furniture	Minimum 2 spaces. One Class 1 space for every 15,000 square feet of occupied floor area,	Minimum 2 spaces. One Class 2 space for every 10,000 square feet of occupied floor area											General retail,	1 space for each 10,000 s.f. min. 2 spaces	1 space for each 5,000 s.f. min is 2 spaces
Office	One Class 1 space for every 5,000 occupied square feet	Minimum two spaces for any office use greater than 5000 square feet. One Class 2 space for every additional 50,000 occupied square feet.	Office		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per 40,000 sq. ft. of net building area	Office	1 space per 500 sq. meters	6 spaces for 2000 sq. meters	Use Group 6B (Office)	1 per 7,500 sq. ft.		Office	1.5 space for each 10,000 s.f. min 2 spaces	1 space for each 20,000 s.f. min 2 spaces
Hotel, Motel, Hostel	One Class 1 space for every 30 rooms.	Minimum 2 spaces. One Class 2 space for every 30 rooms, - Plus - One Class 2 space for every 5,000 occupied square feet of conference, meeting or function rooms.		Temporary Lodging	2, or 1 per 20 rentable rooms	2, or 1 per 20 rentable rooms	Hotel	1 for 30 units (none for b&b)	6 spaces for 75 units						

Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

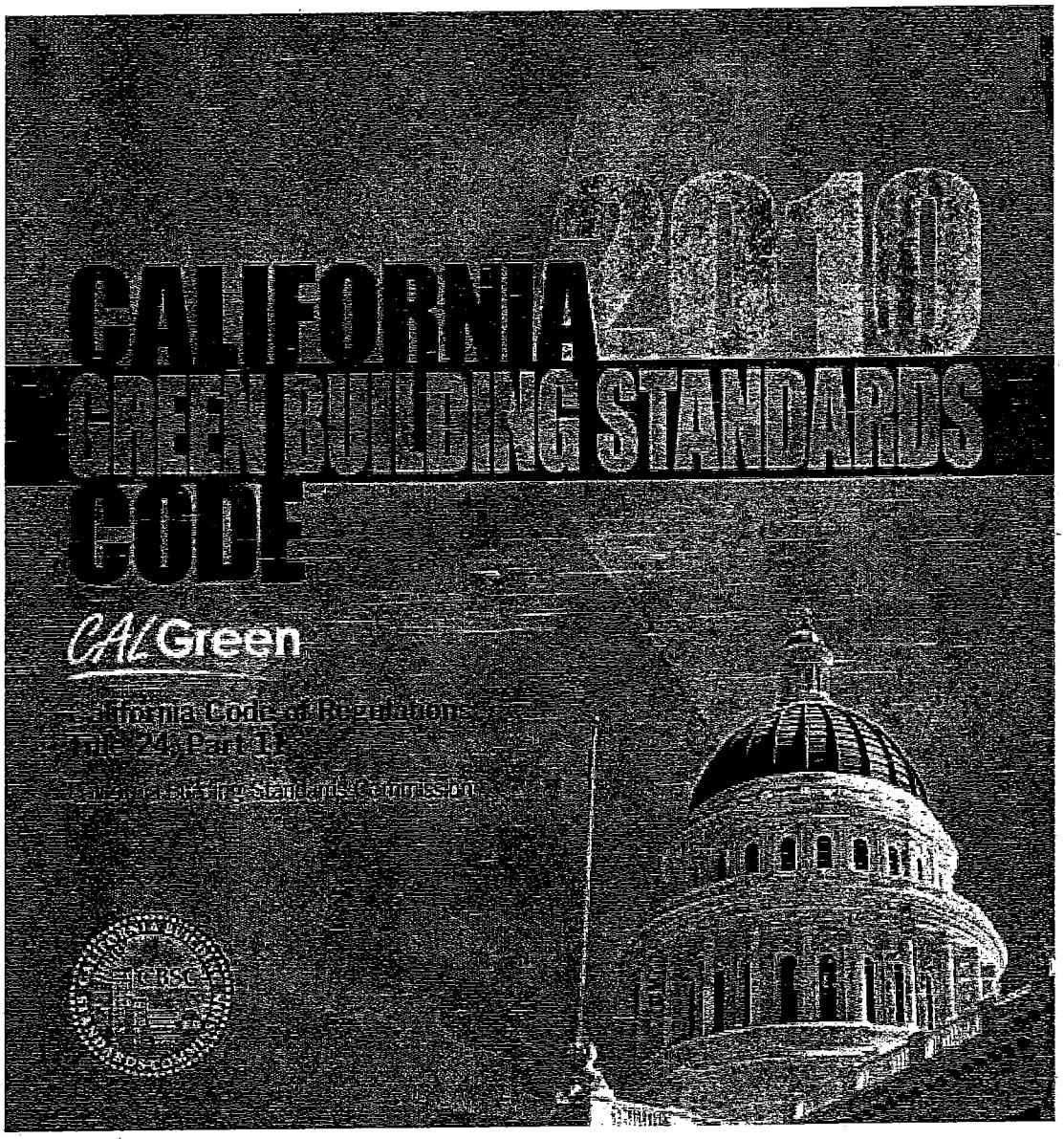
San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010		
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term
Stadium, Arena, Amphitheater or other venue of public gathering with a capacity of greater than 2,000 people	One Class 1 space for every use square footegeduring events.	Five percent of venue capacity, excluding employees.	Commercial Outdoor Recreation		10, or 1 per 20 auto spaces	None	Cultural and Recreational (including theater, auditorium, fitness centre)	min 1 for each 500 sq. meters to 1 per 250 sq. meters	min 6 spaces per 1500 sq. meters/ or 1 per 300 seats/ 6 oer 40 games or tables(billiard)	Use Group 8A and 12A (Amusement theaters, stadiums, arena...)	1 per 20,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.	*Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees, min. 2 spaces	Spaces for 5% of maximum expected daily attendence
Theaters, Assembly and Entertainment, Amusement Arcade, Bowling Alley, Religious Facility	Five Class 1 spaces for facilities with a capacity of less than 500 guests; 10 Class 1 spaces for facilities with capacity of greater than 500 guests.	One Class 2 space for every 50 seats or for every portion of each 50 person capacity.	Major Event Entertainment		10, or 1 per 40 seats or per CU review	None							*Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees, min. 2 spaces	Spaces for 5% of maximum expected daily attendence
Light Manufacturing, Wholesale Sales, Trade Shop, Catering Service, Business Goods and Equipment Repair, Business Service, Laboratory, Integrated PDR, Small Enterprise Workspace, Greenhouse or Nursery (Retail)	One Class 1 space for every 12,000 occupied square feet, except not less than two Class 1 spaces for any use larger than 5,000 occupied square feet.	Minimum of 2 spaces. Four Class 2 spaces for any use larger than 50,000 occupied square feet.	Manufacturing And Production		2, or 1 per 15,000 sq. ft. of net building area	None	Transportation and storage, utility and communication; wholesale	1 for 1000 Sq. meters or 1 per 17 employee whichever greater	none				Manufacturing and production	1 space per 12,000	No. determined by Director, consider minimum of 2 spaces at each public building entrance.
Self-Storage, Warehouse, Greenhouse or Nursery (Non-Retail)	One Class 1 space for every 40,000 sq. f.t.	None	Warehouse And Freight Movement		2, or 1 per 40,000 sq. ft. of net building area	None							Auto sales, rental, and delivery, automotive serving, repair, and cleaning	1 space for each 10,000 s.f. min. 2 spaces	1 space for each 20,000 s.f. min 2 spaces
Non-accessory automobile garage or lot, whether publicly or privately accessible	None	One Class 2 space for every 20 auto spaces, except in no case less than six Class 2 spaces.	Commercial Parking		10, or 1 per 20 auto spaces	None	Parking	determined by Planning Director	determined by Planning Director	Public parking garages	1 per 10 auto parking spaces		off-street parking lots and garages	1 space per 20 automobile, min is 2	Min. of 6 spaces or 1 per 10 auto spaces
			Basic Utilities	Light rail stations, transit centers	8	None						only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.			
Public Uses including Museum, Library, and Community Center, Arts Activities	Minimum two spaces or One Class 1 space for every 5,000 square feet.	Minimum 2 spaces or One Class 2 space for every 2,500 occupied square feet of publicly-accessible or exhibition area	Community Service		2, or 1 per 10,000 sq. ft. of net building area	2, or 1 per10,000 sq. ft. of net building area				Libraries, museums, non commercial art gallery	1 per 20,000 sq. ft.		Non-assembly cultural (library, government buildings, etc.	1.5 spaces for each 10 employees, min. 2 spaces	1 space for each 8,000 sq. ft. of floor area. Min. 2 spaces
				Park and ride	10, or 5 per acre	None									
			Parks And Open Areas		Per CU review	Per CU review				All other Community Facilities (all other Use Group 3 and 4)	1 per 10,000 sq. ft.		*Assembly (church, theaters, stadiums, parks, beaches, etc.)	1.5 spaces for each 20 employees, min. 2 spaces	Spaces for 5% of maximum expected daily attendence

Exhibit B - Bicycle Parking Requirements in Comparable Cities and National Standards

San Francisco- Proposed			Portland				Vancouver			New York City			APBP, 2010		
Use category	Min. Class 1	Min. Class 2	Use Category	Specific Uses	Long-term Spaces	Short-term Spaces	Specific Use	Class A	Class B	Specific Use	Enclosed	Unenclosed	Use Category	Long-term	Short-term
Elementary School	Two Class 1 spaces for every classroom	One Class 2 space for every classroom.	Schools	Grades 2 through 5	2 per classroom, or per CU or IMP review	None	Elementary	1 per 17 employee	1 space fore every 20 students				kindergarteh and elementary (1-3)	1.5 per 10 employees , min 2 spaces	1.5 space for each 20 studehts of planned capacity min. 2 spaces.
Secondary School (Middle School and High School)	Four Class 1 spaces for every classroom	One Class 2 space for every classroom.		Grades 6 through 12	4 per classroom, or per CU or IMP review	None							grade 4-12	1.5 per 10 employees and 1.4 space for each 20 students planned capacity, min 2 spaces	1.5 space for each 10 studehts of planned capacity min. 2 spaces.
Post-secondary educational institution, including trade school	one Class 1 space for every 20,000 square feet of occupied floor area	Minimum two spaces. One Class 2 space for every 10,000 square feet of occupied floor area.	Colleges	Excluding dormitories (see Group Living, above)	2, or 1 per 20,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 10,000 sq. ft. of net building area, or per CU or IMP review	Secondary or College	0.4 space for every 10 students	0.6 for every 10 students	colleges, universities	1 per 5,000 sq. ft.	only when open parking areas accessory to commercial, or community facility uses , with 18 or more spaces or greater than 6,000 sq. ft. in area.	colleges and universities	1.5 spaces for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space per 20,000 s.f., whichever greater	1 space for each 10 students of planned capacity, min 2 spaces.
Hospitals or In-Patient Clinic	One Class 1 space for every 50,000 square feet of occupied floor area.	One Class 2 space for every 40,000 square feet of occupied floor area, but no less than four located near each public pedestrian entrance.	Medical Centers		2, or 1 per 70,000 sq. ft. of net building area, or per CU or IMP review	2, or 1 per 40,000 sq. ft. of net building area, or per CU or IMP review	Hospital or similar use	1 per 17 employees on a max worksheet					Healthcare/hospital	1.5 space for each 20 employees or 1 space for each 50,000 sq. ft. whichever greater. Min of 2 spaces	1 space for each 20,000 s.f. min 2 spaces
Medical Offices or Out-patient Clinic	One Class 1 space for every 5,000 square feet of occupied floor area.	One Class 2 space for every 15,000 square feet of occupied floor area, but no less than four located near each public pedestrian entrance.													
			Religious Institutions		2, or 1 per 4,000 sq. ft. of net building area	2, or 1 per 2,000 sq. ft. of net building area	place of worship	None	min. 6 spaces	houses of worship	None				
Child Care	Minimum 2 spaces or 1 per 7,500 square feet of occupied floor area.	One Class 2 space for every 20 children.	Daycare		2, or 1 per 10,000 sq. ft. of net building area	None	Child day care facility	None	None				daycare	1.5 for each 20 employee, min 2	1 space for each 20 students of planned capacity, min 2 spaces

Guide to the (Non-Residential) California Green Building Standards Code

Including changes effective July 1, 2012



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CALGreen Section: 5.710.6.2 Bicycle parking. Comply with Sections 5.710.6.2.1 and 5.710.6.2.2; or meet the applicable local ordinance, whichever is stricter.

5.710.6.2.1 Short-term bicycle parking. If the project is anticipated to generate visitor traffic and adds 10 or more vehicular parking spaces, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of the additional visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

5.710.6.2.2 Long-term bicycle parking. For buildings with over 10 tenant-occupants that add 10 or more vehicular parking spaces, provide secure bicycle parking for 5% of additional motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include:

1. Covered, lockable enclosures with permanently anchored racks for bicycles;
2. Lockable bicycle rooms with permanently anchored racks; and
3. Lockable, permanently anchored bicycle lockers.

Intent:
The Intent of this section and subsections require additional bicycle parking when 10 or more parking spaces are added as part of an addition or alteration project, thus encouraging additional building occupants to use alternate forms of transportation to standard automobiles.

Compliance and Enforcement: See **§ 5.106.4** of this guide

CALGreen Section: 5.710.6.3 Designated parking. For projects that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles as shown in Table 5.106.2.2 of Division 5.1 based on the number of additional spaces.

5.106.5.2.1 Parking stall marking. Paint, in the paint used for stall striping, the following characters such that the lower edge of the last word aligns with the end of the stall striping and is visible beneath a parked vehicle:

CLEAN AIR/
VANPOOL/EV

Note: Vehicles bearing Clean Air Vehicle stickers from expired HOV lane programs may be considered eligible for designated parking spaces.

Intent:
Change for 2012: The intent of this section and subsections requires additional designated parking stalls when 10 or more parking spaces are added as part of an addition or alteration project, thus encouraging additional building occupants to use alternate forms of transportation to standard automobiles.

Compliance and Enforcement: See **§ 5.106.5.2** of this guide

NEW DIVISION for 2012

DIVISION 5.7 ADDITIONS AND ALTERATIONS TO EXISTING NONRESIDENTIAL BUILDINGS

This is a new division proposed to include standards for additions and alterations to existing nonresidential buildings. The reason for this proposal is to extend the benefits of reduction in greenhouse gas emissions, water use, and polluting finish products to a larger class of buildings than newly constructed buildings. It is modeled after similar provisions recently adopted locally by the City of Los Angeles for its considerable body of construction projects. It proposes and scopes some of the provisions from Divisions 5.3 through 5.5 for which cost benefit analysis was prepared last cycle for the mandatory code. The provisions are those readily applicable to additions and renovations.

SECTION 5.701 – ADMINISTRATION

CALGreen Section: 5.701.1 Scope. For those occupancies subject to section 103 of this code, the provisions of this division shall apply to the planning, design, operation, construction, use and occupancy of additions to buildings or structures unless otherwise indicated in this code. The provisions of this Division shall only apply to the portions of the building being added or altered within the scope of the permitted work. Compliance for additions and alterations is required on or after the dates shown in Table 5.701

TABLE 5.701

Effective date of compliance	Square footage of addition	Permit valuation or estimated construction cost of alteration
July 1, 2012	2000	$500,000
Effective date of the 2013 California Building Standards Code	1000	$200,000

Notes:

1) The effective date of the 2013 California Building Standards Code is currently projected to be January 1, 2014.

2) This division does not apply to additions and alterations of qualified historical buildings.

Intent: Scope for additions and alterations to existing nonresidential buildings is limited to 2000 s.f. for additions and $500,000 for alterations, with that limit to drop in the next edition of the code. At the request of the Division of the State Architect, this section also includes an exception for qualified historic buildings regulated by that agency.

Existing Law or Regulation:
Building standards generally apply to additions and alterations for which a permit is applied. CALGreen has an exception, applying only to newly constructed buildings, so this division aligns CALGreen with other Parts of Title 24. There may be a more stringent local ordinance in place.

Compliance Method:
Determine if the addition or alteration triggers compliance (see Section 5.701 above and Section 7.502 Definitions) then comply with the specific provisions applicable.

Enforcement:
Plan Intake: The reviewer and/or plan checker should review the plans, specifications for the areas of additions and construction cost estimates for alterations for to confirm the need for complianc.

On-Site Enforcement: The inspector should review the permit set of plans and product data sheets for compliance with specific provisions, following.

Green Building Ordinance: Specific Local Requirements

Table 3: Other New Non-Residential Occupancies, Additions, and Alterations (Sheet 1 of 2)

Attachment B
Table 3

This table is a summary, provided for reference. See San Francisco Building Code 13C for details. The following summarizes requirements for new non-residential buildings that are not otherwise required to meet a green building standard (E, F, H, L, S, U occupancy of any size, or A, B, I, or M occupancy <25,000 sq. ft.), and for non-residential additions of ≥2,000 sq ft or alterations of ≥$500,000 value required by CBC Part 11 Division 5.7. Applicability of measures to additions and alterations may depend on the presence of the regulated system, as well as additional criteria identified in CBC Part 11 Division 5.7.

Specific Locally Required Measures The following measures are mandatory in San Francisco but may be different or not required elsewhere	**Other New Non-Residential**	**Non-Residential Additions & Alterations**
Construction and demolition debris diversion – 100% of mixed debris must be transported by a registered hauler to a registered facility and be processed for recycling.	SF Construction and Demolition Debris Diversion Ordinance (Ord. No.27-06)	
Recycling by occupants: Provide adequate space and equal access for storage, collection and loading of **compostable, recyclable and landfill** materials.	SFBC 106A.3.3 and other local regulations (See DBI Administrative Bulletin 088 for details)	
15% Energy reduction compared to Title-24 2008	13C.5.201.1.1	N/A
Construction site runoff pollution prevention - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.	13C.5.106.1 or CBC Part 11 Section 5.710.6, as well as NPDES Phase II General Permit and other local regulations.	
Stormwater Control Plan - Projects disturbing ≥5,000 square feet of ground surface must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines.	SF Public Works Code Article 4.2, Sec. 147	
Water efficient irrigation - Projects that include 1,000 square feet or more of new or modified landscape must comply with the San Francisco Water Efficient Irrigation Ordinance.	SF Admin Code 63 (See the guide, *Complying with San Francisco's Water Efficient Irrigation Requirements* at www.sfwater.org/landscape.)	
Additional Required Measures The following California Green Building Standards Code (Title 24 Part 11) requirements for new construction have been integrated into San Francisco Building Code 13C		
Bicycle parking - Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater.	13C.5.106.4	CBC Part 11 Section 5.710.6.2 - If 10 more more parking stalls are added
Fuel efficient vehicle and carpool parking - Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.	13C.5.106.5	CBC Part 11 Section 5.710.6.3 - If 10 more more parking stalls are
Light pollution reduction - Contain lighting within each source. No more than .01 horizontal footcandles 15 feet beyond site.	13C.5.106.8	N/A
Water meters - Provide submeters for spaces projected to consume more than 1,000 gal/day, or more than 100 gal/day if in building over 50,000 sq. ft.	13C.5.303.1	CBC Part 11 Section 5.712.3.1
Indoor water efficiency - Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.	13C.5.303.2	CBC Part 11 Section 5.712.3.1. See also SFBC 13A Commercial Water Conservation Requirements.
Commissioning - For new buildings greater than 10,000 square feet, commissioning shall be included in the design and construction of the project to verify that the building systems and components meet the owner's project requirements. **OR** for buildings less than 10,000 square feet, testing and adjusting of systems is required.	13C.5.410.2 for buildings >10,000 square feet 13C.5.410.4 for buildings ≤ 10,000 square feet	CBC Part 11 Section 5.713.10.4
Ventilation system protection during construction - Protect openings and mechanical equipment from dust and pollutants during construction	13C.5.504.3	CBC Part 11 Section 5.714.4.1
Adhesives, sealants, and caulks - Comply with VOC limits in SCAQMD Rule 1168 VOC limits and California Code of Regulations Title 17 for aerosol adhesives.	13C.5.504.4.1	CBC Part 11 Section 5.714.4.4.1
Paints and coatings - Comply with VOC limits in the Air Resources Board Architectural Coatings Suggested Control Measure and California Code of Regulations Title 17 for aerosol paints.	13C.5.504.4.3	CBC Part 11 Section 5.714.4.4.3
Carpet - All carpet must meet one of the following: 1. Carpet and Rug Institute Green Label Plus Program 2. California Department of Public Health Standard Practice for the testing of VOCs (Specification 01350) 3. NSF/ANSI 140 at the Gold level 4. Scientific Certifications Systems Sustainable Choice AND **Carpet cushion** must meet CRI Green Label, AND **Carpet adhesive** must not exceed 50 g/L VOC content.	13C.5.504.4.4	CBC Part 11 Section 5.714.4.4.4
Composite wood - Meet CARB Air Toxics Control Measure for Composite Wood.	13C.5.504.4.5	CBC Part 11 Section 5.714.4.4.5
Resilient flooring systems - For 50% of floor area receiving resilient flooring, install resilient flooring complying with the VOC-emission limits defined in the 2009 Collaborative for High Performance Schools (CHPS) criteria or certified under the Resilient Floor Covering Institute (RFCI) FloorScore program.	13C.5.504.4.6	CBC Part 11 Section 5.714.4.4.6
Air Filtration - Provide at least MERV-8 filters in regularly occupied spaces of mechanically ventilated buildings.	13C.5.504.5.3	CBC Part 11 Section 5.714.4.5.3
Acoustical control - Wall and roof-ceilings STC 50, exterior windows STC 30, party walls and floor-ceilings STC 40.	13C.5.507.4	CBC Part 11 Section 5.714.7.1
CFCs and halons - Do not install equipment that contains CFCs or Halons.	13C.5.508.1	CBC Part 11 Section 5.714.8.1
Sprinklers - Design and maintain landscape irrigation systems to prevent spray on structures.	13C.5.407.2.1	CBC Part 11 Section 5.713.7.2.1
Entries and openings - Design exterior entries and/or openings subject to foot traffic or wind-driven rain to prevent water intrusion into buildings.	13C.5.407.2.2	CBC Part 11 Section 5.713.7.2.2

1) Requirements for additions or alterations apply to applications received on or after July 1, 2012.

Green Building Ordinance: Specific Local Requirements

Table 1: Requirements for projects meeting a LEED Standard

(Sheet 1 of 2)

Attachment B
Table 1

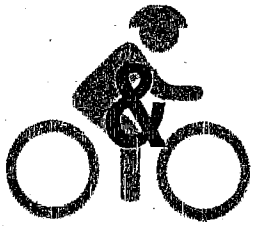
This table is a summary, provided for reference. See San Francisco Building Code 13C for details.

Locally Required LEED Measures	LEED Credit	New Large Commercial	New Mid Rise Residential	New High Rise Residential	Commerical Interior	Commercial Alteration	Residential Alteration
		Code Reference					
Construction Waste Management – 75% Diversion AND comply with San Francisco Construction & Demolition Debris Ordinance	LEED MR c2 (2 points)	13C.5.103.1.2	Meet C&D ordinance only	13C.4.103.2.3	Meet C&D ordinance only		
15% Energy Reduction Compared to Title-24 2008 (or ASHRAE 90.1-2007)	LEED EA c1 (3 points)	13C.5.103.1.7	13C.4.201.1.1	13C.4.201.1.1	LEED prerequisite (EAp2 Minimum energy performance)		
Enhanced Commissioning of Building Energy Systems	LEED EA c3	13C.5.103.1.3	LEED prerequisite (EAp1.2 Testing & Verification)	LEED prerequisite (EAp1 Fundamental Commissioning)			
Renewable Energy - Effective Jan 1, 2012, permit applicants must either: generate 1% of energy on-site with renewables, OR purchase renewable power, OR achieve an additional 10% beyond Title 24 2008.	LEED EA c2 OR EA c6 OR EA c1	13C.5.103.1.5	-	-	-	-	-
Indoor Water Efficiency - Reduce overall use of potable water within the building by specified percentage for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.	LEED WE c3	13C.5.103.1.2 (30% reduction)	-	13C.4.103.2.2 (30% reduction)	LEED WE prerequisite1 (20% reduction below UPC/IPC 2006, et al)		
Stormwater Control Plan - Projects disturbing ≥5,000 square feet of ground surface must implement a Stormwater Control Plan meeting SFPUC Stormwater Design Guidelines.	LEED SS c6.1/ SS c6.2	13C.5.103.1.6	13C.4.103.1.2	13C.4.103.2.4	-	SF Public Works Code 4.2 (SFPUC stormwater ordinance)	
Construction Site Runoff Pollution Prevention - Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices.	LEED SS p1[1]	13C.5.103.1.6	13C.4.103.1.2	13C.4.103.2.4.1	-	NPDES Phase II General Permit and other regulations.	
Water Efficient Irrigation - Projects with ≥ 1,000 square feet of new or modified landscape must comply with the San Francisco Water Efficient Irrigation Ordinance.	LEED WE c1	SF Admin Code 63 (See "Complying with San Francisco's Water Efficient Irrigation Requirements" at www.sfwater.org/landscape.)					
Enhanced Refrigerant Management - Do not install equipment that contains CFCs or Halons	LEED EA c4	13C.5.508.1.2	-	-	-	-	-
Indoor Air Quality Management During Construction - Meet SMACNA Guidelines for Occupied Buildings Under Construction, protect materials from moisture damage, protect return air grills	LEED EQ c3.1	13C.5.103.1.8	-	-	-	-	-
Low-Emitting Adhesives, Sealants, and Caulks - Adhesives and Sealants meet VOC materials meeting SCAQMD Rule 1168, aerosol adhesives meet Green Seal standard GS-36	LEED EQ c4.1	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Low-Emitting Paints and Coatings - Architectural paints and coatings meet Green Seal GS-11 standard, anti-corrosive paints meet GC-03, and other coatings meet VOC limits of SCAQMD Rule 1113	LEED EQ c4.2	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Low-Emitting Flooring, including Carpet - Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber must be Resilient Floor Covering Institute (RFCI) FloorScore certified; Carpet must meet Carpet and Rug Institute (CRI) Green Label Plus; Carpet Cushion must meet CRI Green Label; Carpet Adhesive must meet LEED EQc4.1.	LEED EQ c4.3	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Low-Emitting Composite Wood - Composite wood and agrifiber must contain no added urea-formaldehyde resins, and meet applicable CARB Air Toxics Control Measure.	LEED EQ c4.4	13C.5.103.1.9	-	-	13C.5.103.4.2	13C.5.103.3.2	13C.4.103.2.2
Recycling by Occupants: Provide adequate space and equal access for storage, collection and loading of **compostable, recyclable and landfill materials.** Exceeds requirements of LEED MR prerequisite 1.	LEED MRp1	SFBC 106A.3.3 and 13C.5.410.1; (See DBI Administrative Bulletin 088 for details)					
Bicycle parking: Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater.	LEED SSC4.2	13C.5.106.4 and SF Planning Code Sec 155	SF Planning Code Sec 155	SF Planning Code Sec 155			

1) New residential projects of 75' or greater to the highest occupied floor must use the "New Residential High Rise" column. New residential projects with 4 or more occuped floors which are less than 75 feet to the highest occupied floor may use GreenPoint Rated (see table B2) or the LEED for Homes Mid Rise Rating System (see "New Mid Rise Residential" column in this table.)

File Nos. 130527 & 130528
7/15/13 Presented in Committee

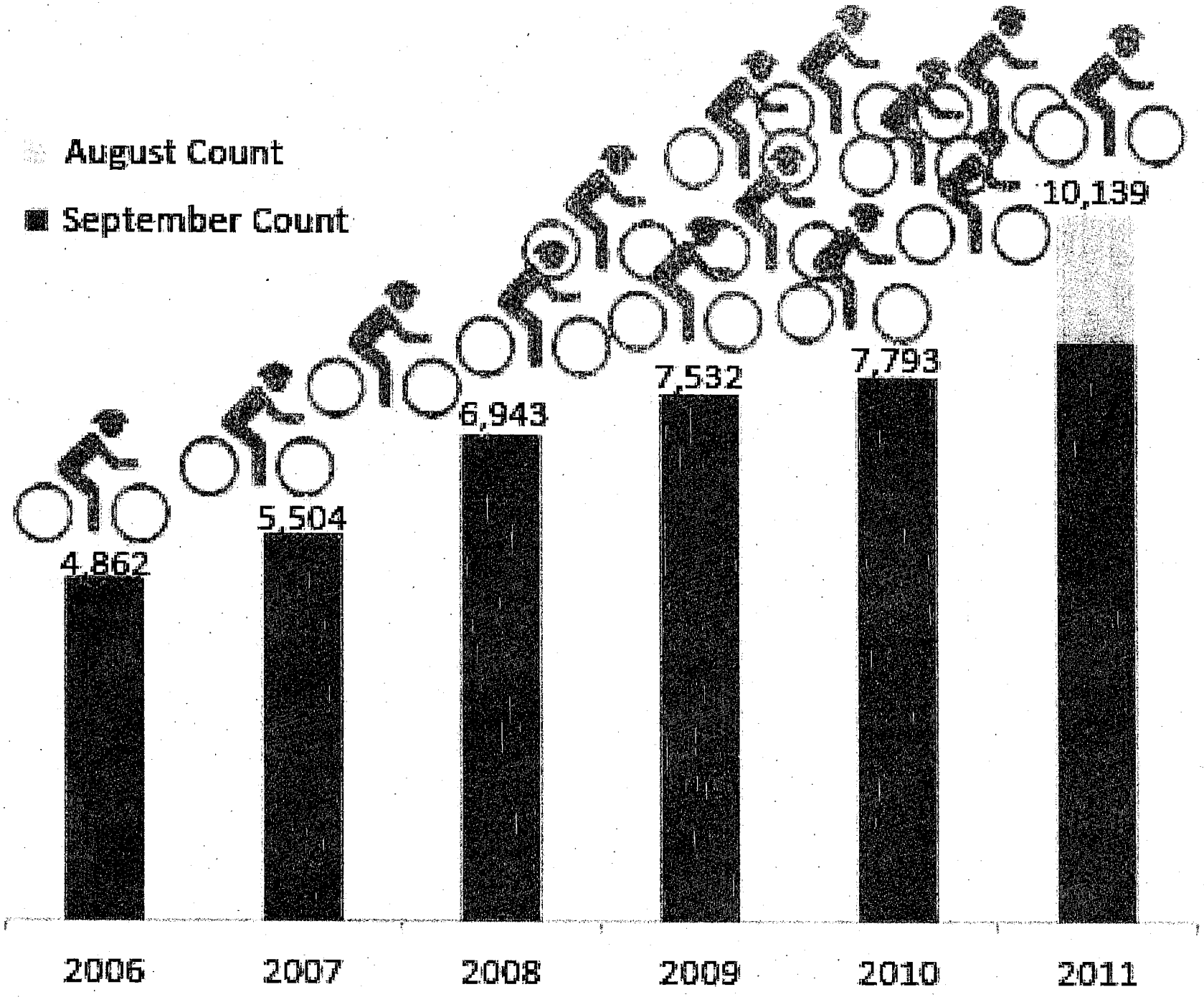
Re-Adoption of Bicycle Policies



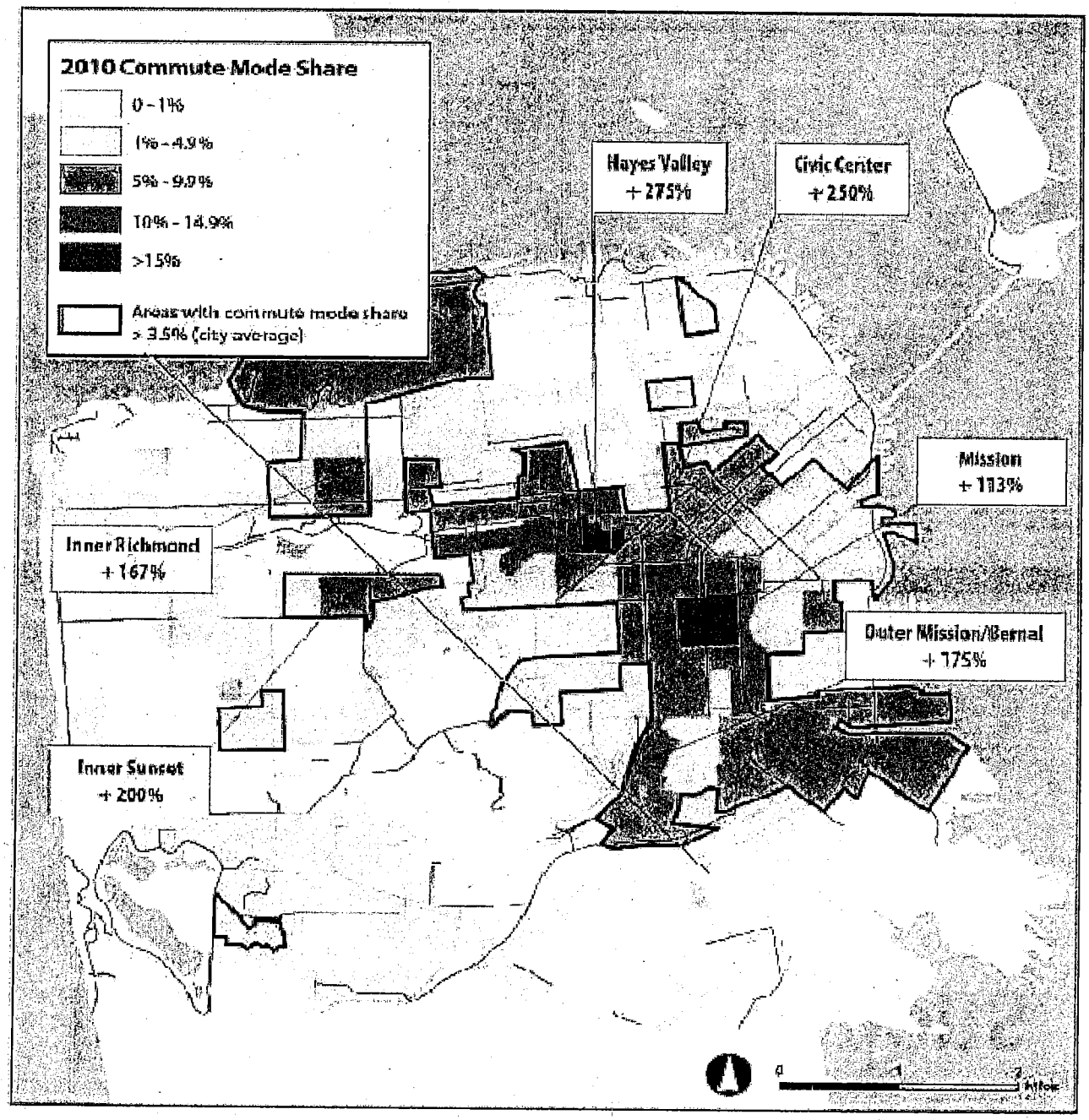
New Bicycle Parking Requirements

Land Use Committee Hearing

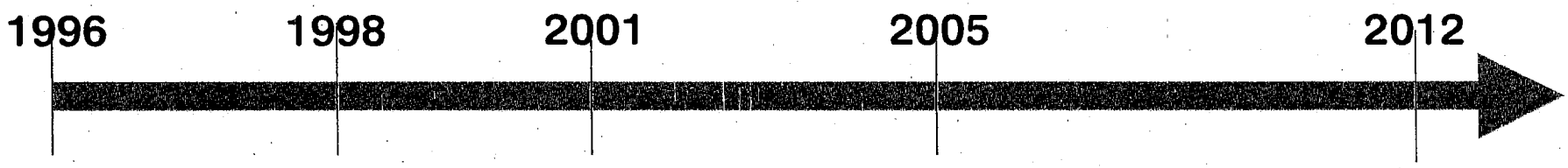
July 15th, 2013


August Count
September Count
4,862
5,504
6,943
7,532
7,793
10,139
2006
2007
2008
2009
2010
2011

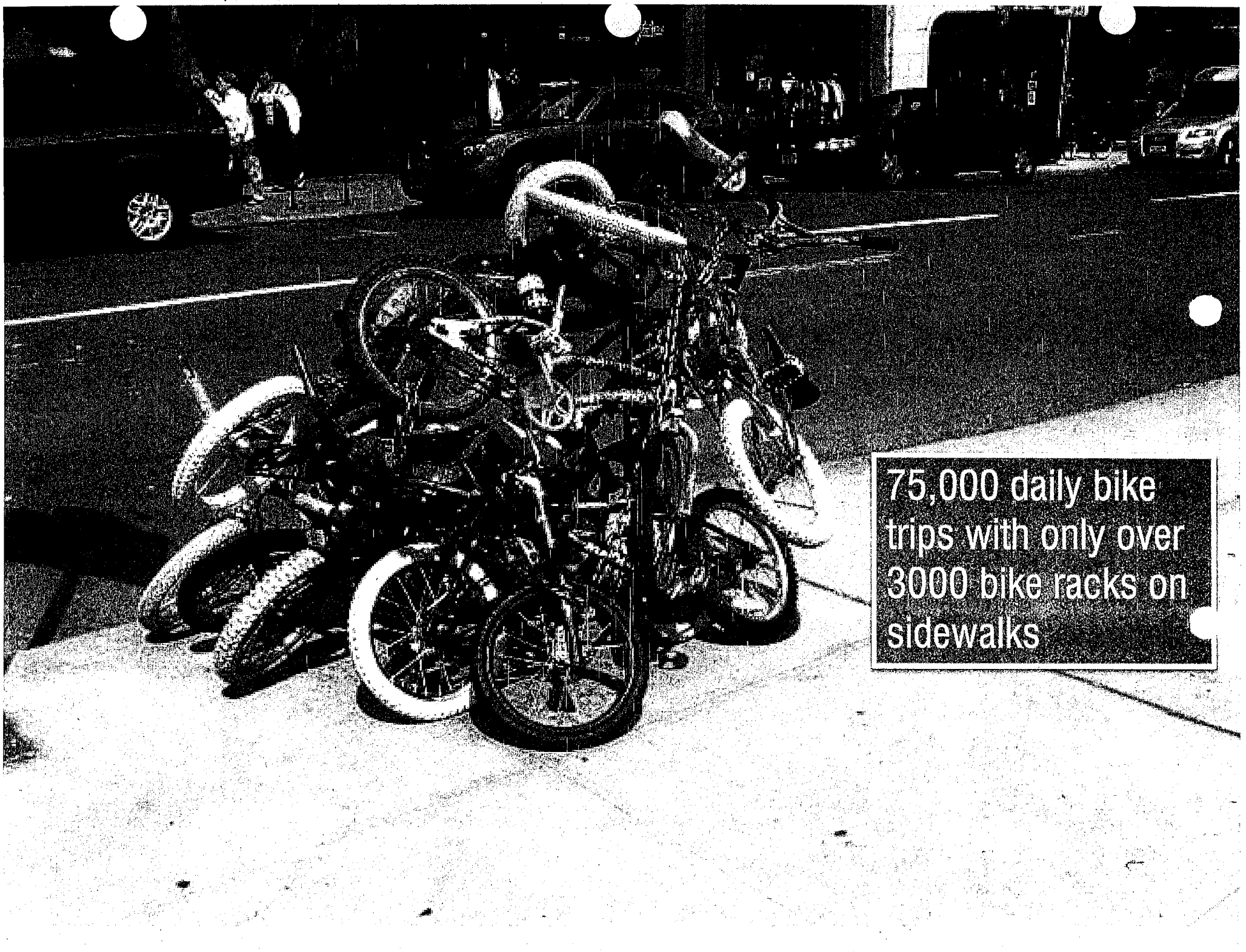
Bicycle Commute Mode Share (2010)



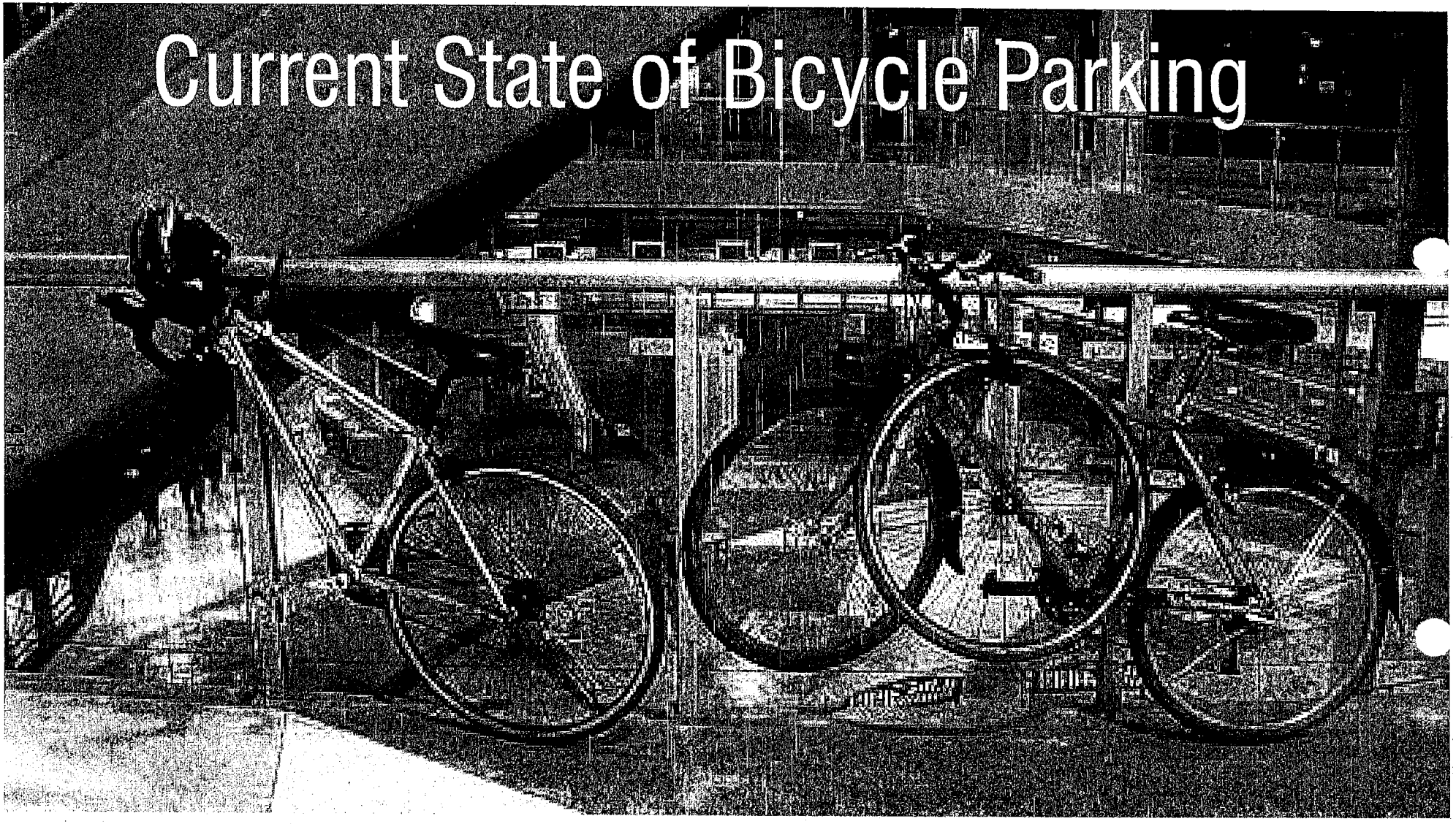
Incremental Regulations



1996	1998	2001	2005	2012
City-owned Buildings	City-owned and privately-owned garages	Commercial Uses	Residential Uses	Transit Center District

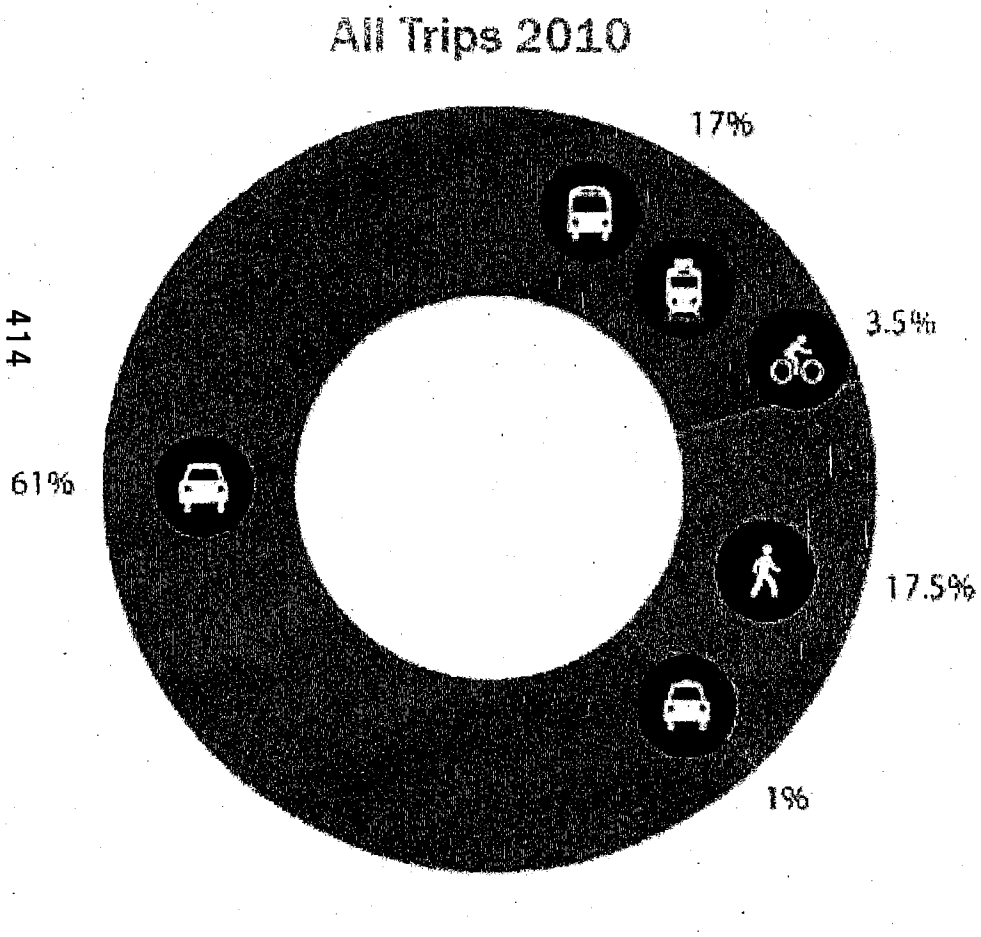

75,000 daily bike trips with only over 3000 bike racks on sidewalks

Current State of Bicycle Parking

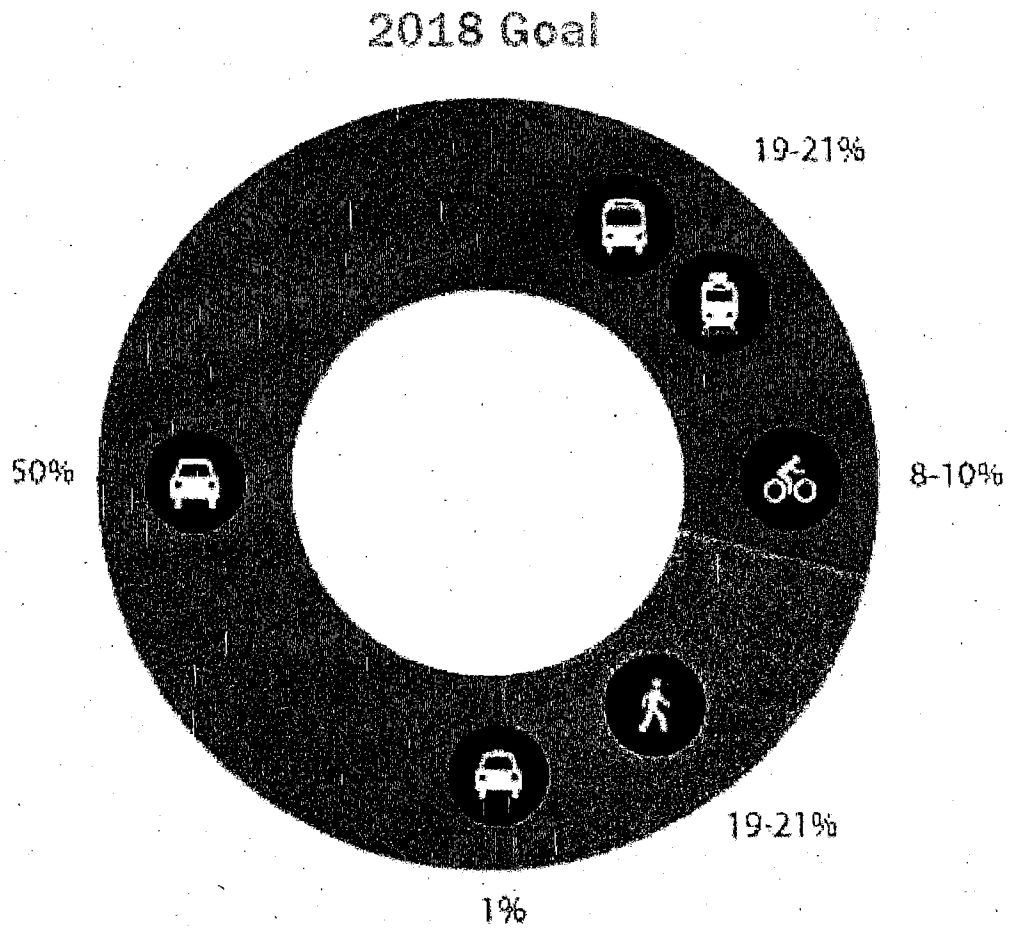


Current State of
Bicycle Parking

Most growth potential is from bicycles



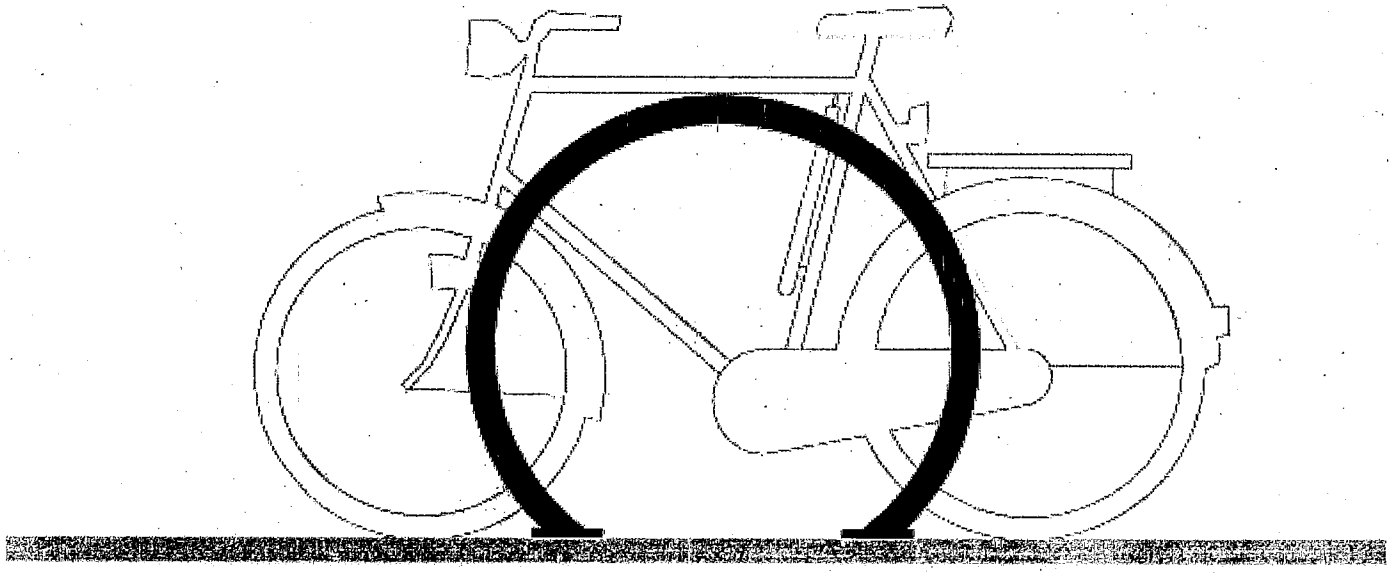
61% auto/39% non-auto



50% auto/50% non-auto

Bicycle capacity growth is complementary to transit


Photo courtesy: Sfbike.org



Bicycle Parking Requirements

Outreach Process

August 7 2012	December 13 2012	May 16 2013
Initiation Hearing	**Informational Hearing**	**Adoption Hearing**

Real Estate Division

BOMA san francisco
www.bomasf.org

RBA

SAN FRANCISCO BICYCLE COALITION

sfbike.org

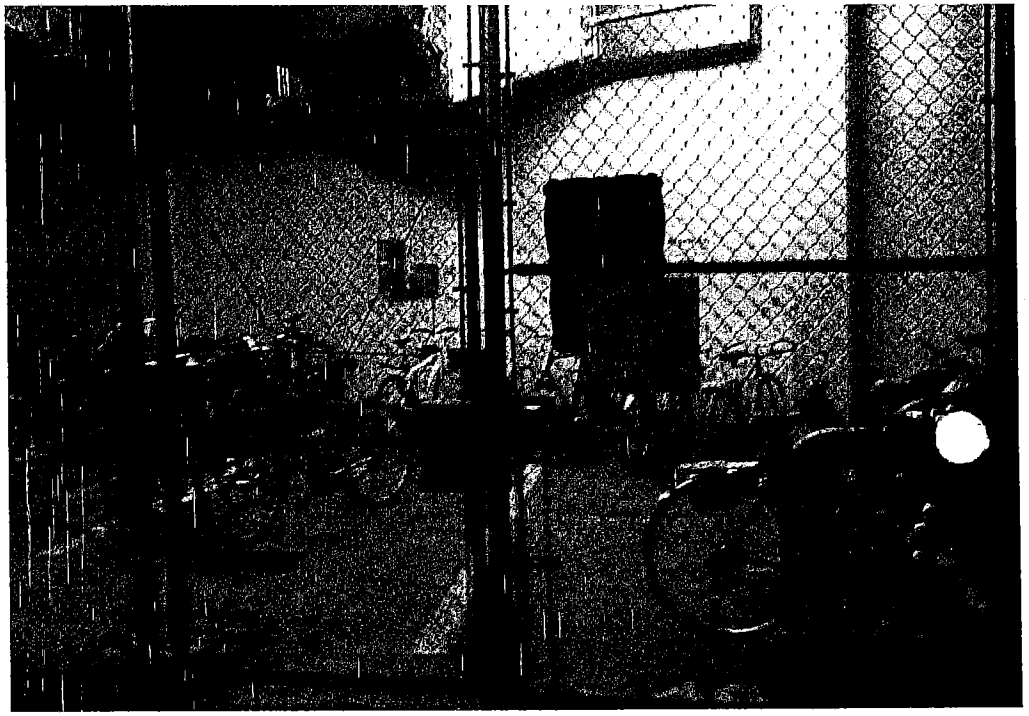
SF Environment
Our home. Our city. Our planet.

SFMTA

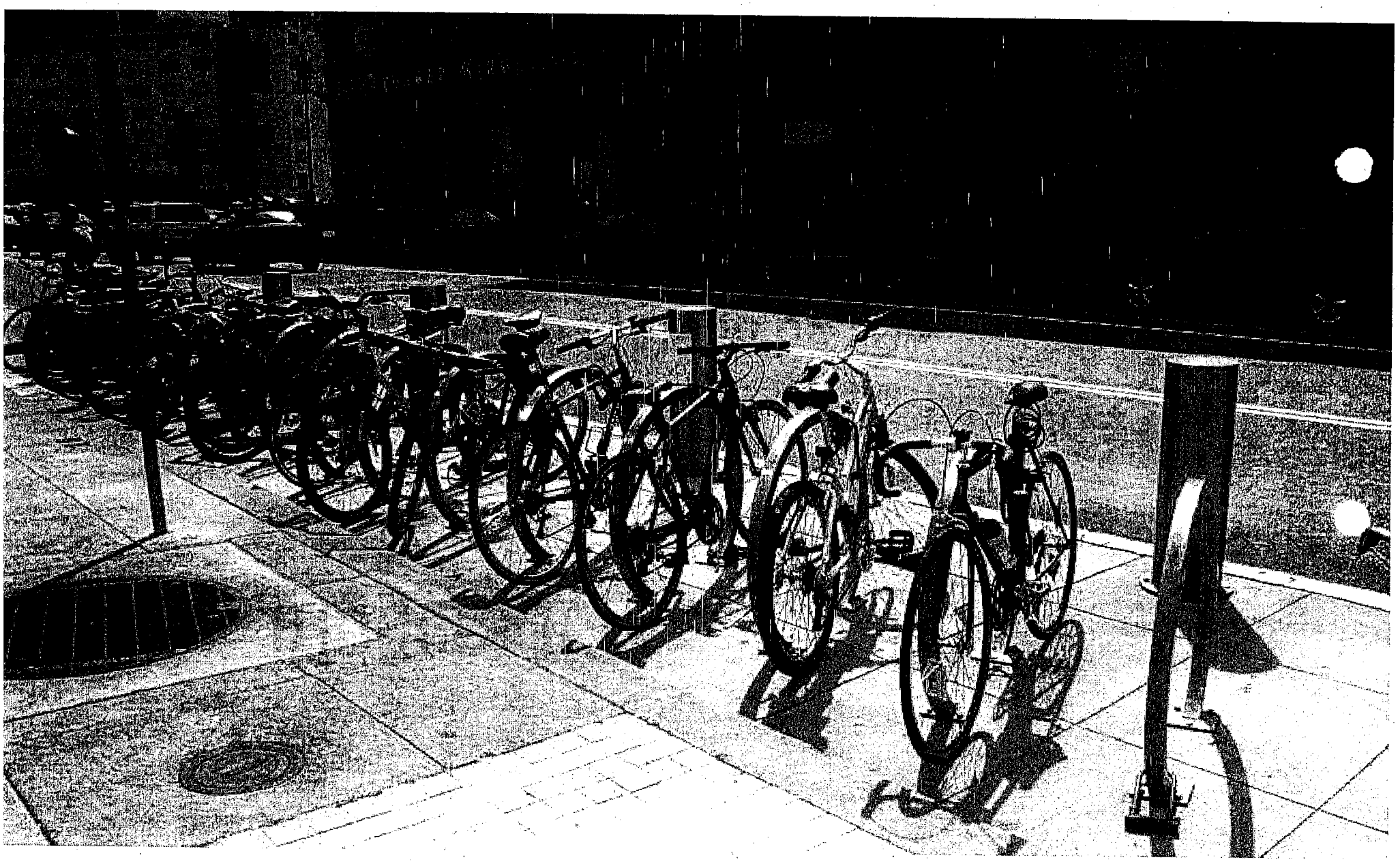
Bicycle Parking: Class One

Lockers

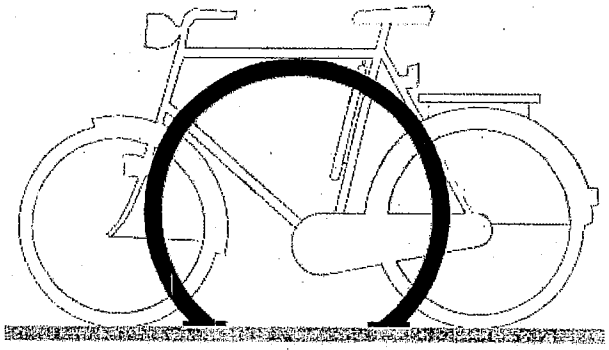
Cages or Locked Rooms



Bicycle Parking: Class Two



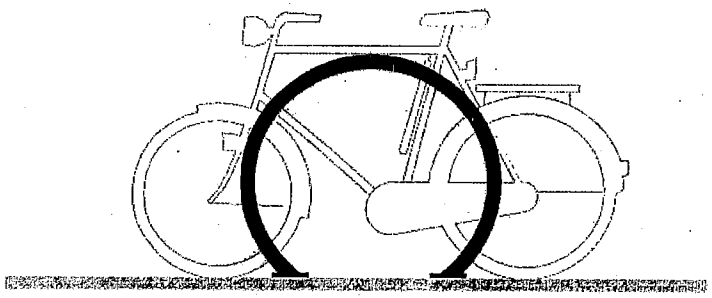
Triggers for



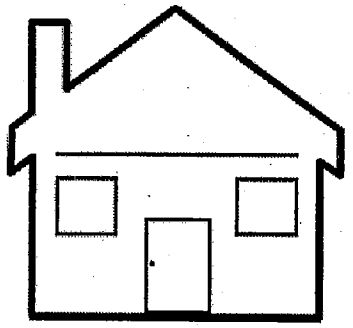
- New construction
- Addition of dwelling unit
- Increase in square footage by 20%
- Change of Use (When bicycle parking increase is ≥ 15%)
- Alteration when triggered per CalGreen by DBI
- Addition of automobile parking capacity
- Existing City-owned Buildings and garages

Residential Uses

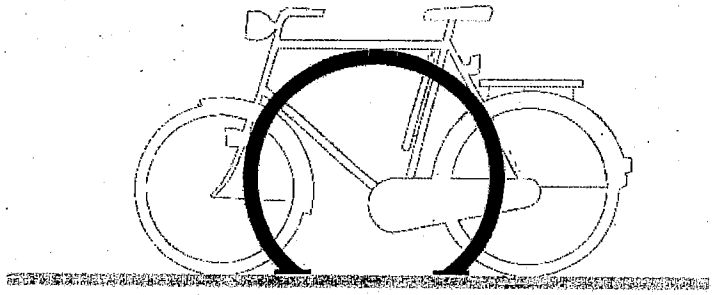
Buildings over 3 units:



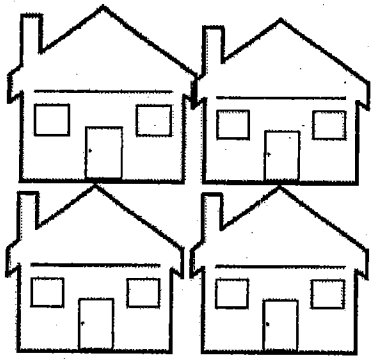
Per



Units over 100 in larger projects



Per



Commercial Use Categories

Existing

- Professional services
- Retail and hotel

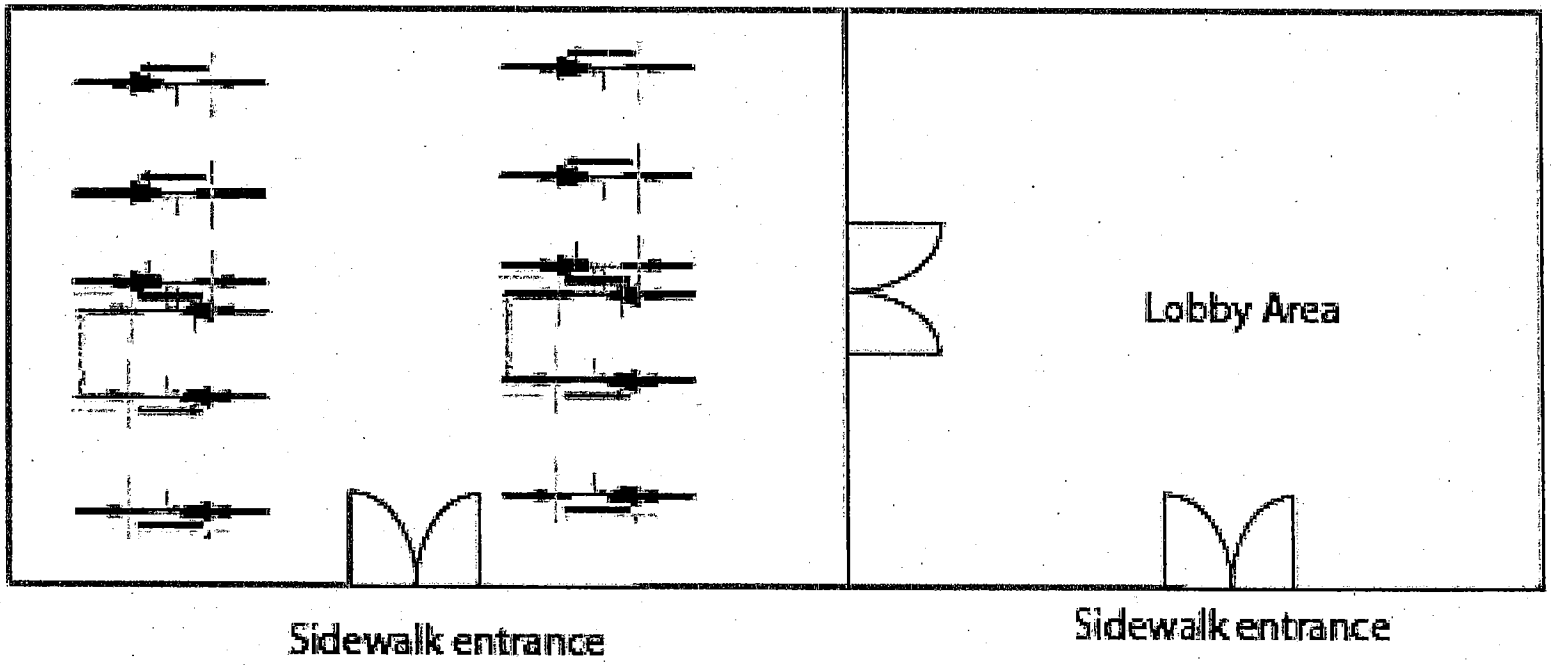
Proposed

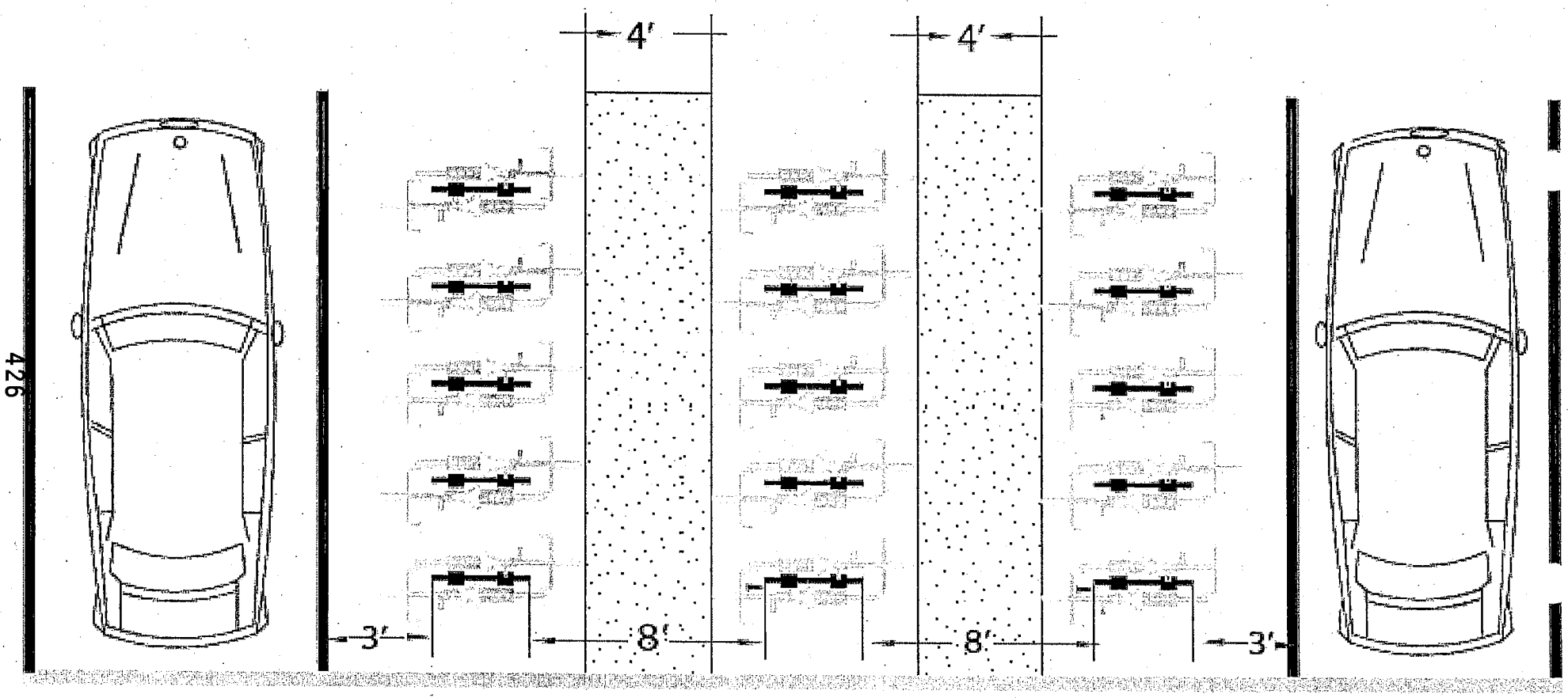
- Retail Sales
- Personal Services and Restaurants
- Office
- Retail devoted to bulky merchandise
- Light manufacturing
- Hospitals (In-patient)
- Medical Offices (Out-Patient)

Before and After Requirements

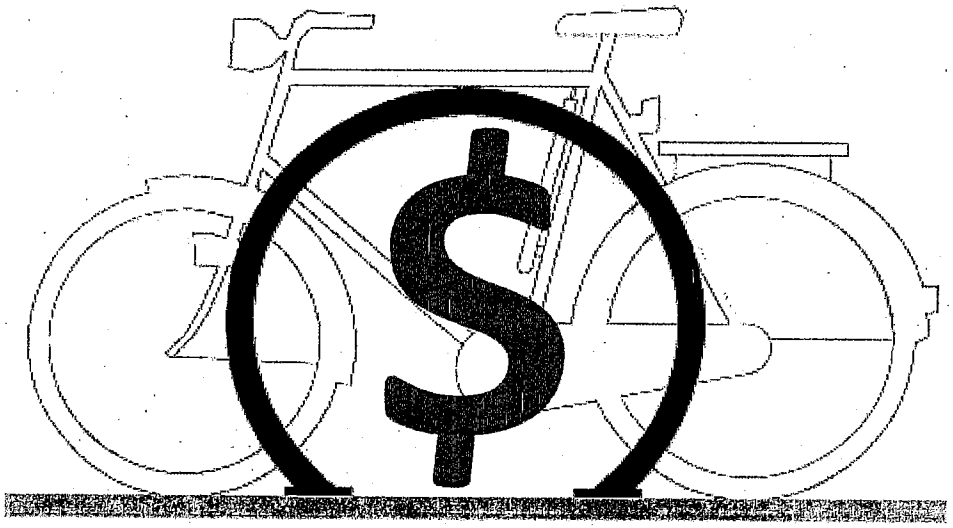
Use Example	Existing	Proposed
Grocery Store 30,000 sq. ft. (Ex. Whole Foods)	3 Class one or Class two spaces of any combination	4 Class One spaces and 12 Class Two spaces
Restaurant 25,00 sq. ft.	None	3 Class Two space
Medical Clinic (out patient) 10,000 sq. ft.	3 Class one or two spaces of any combination	2 Class One spaces and 4 Class Two
Office (100,000 Sq. ft.)	12 Class one or two spaces of any combination	20 Class one spaces and 2 Class Two spaces
Office (1,000,000 Sq. ft.)	12 Class one or two spaces of any combination	200 Class One Spaces and 22 Class Two Spaces

Location Preferences




4′
4′
42′
3′
8′
8′
3′

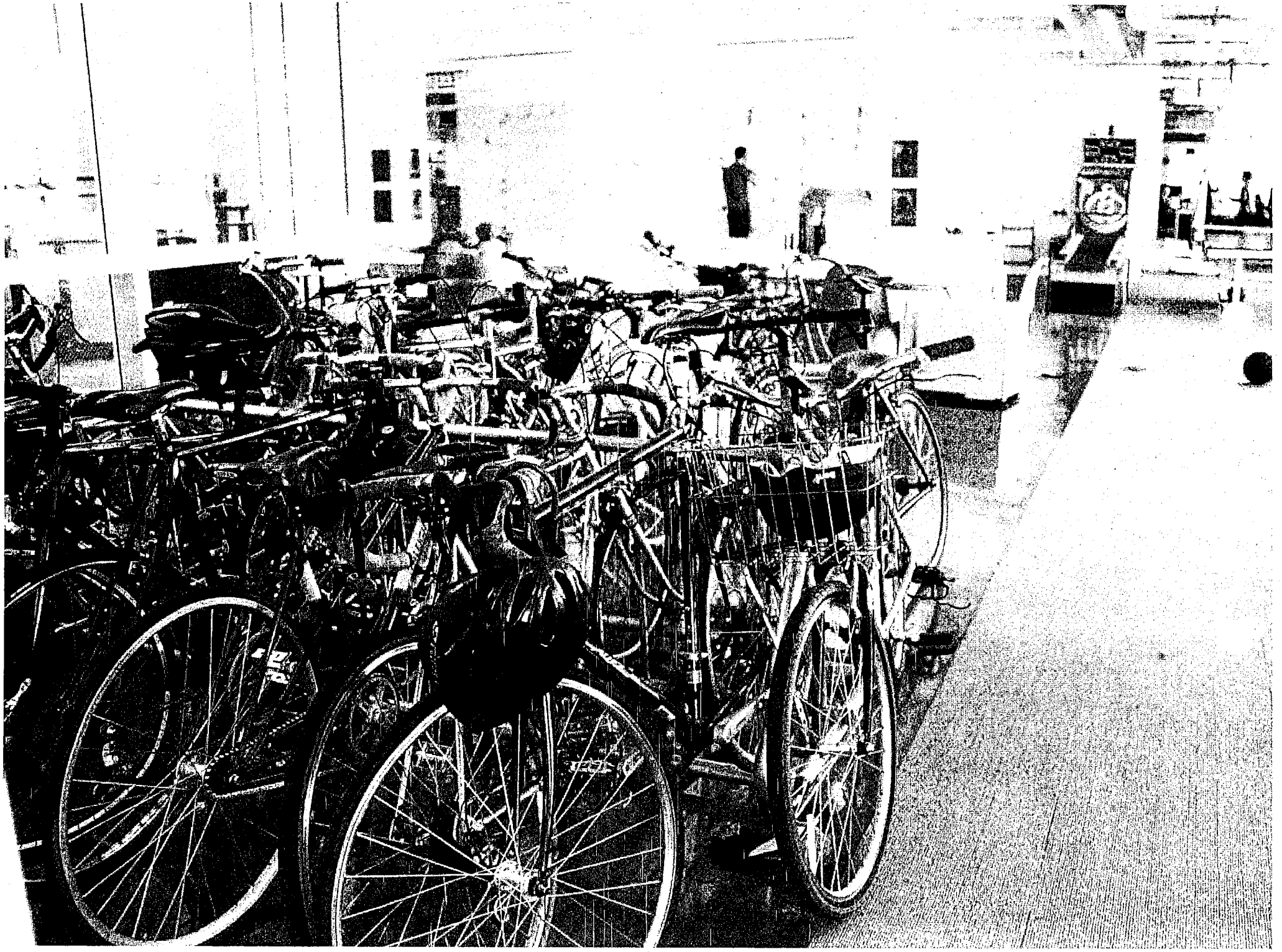
Bike Parking Fund



In lieu fee option for Class 2 spaces administered by SFMTA

Waivers and Variance

- Alternative locations for Class 1
- Temporary exemptions of City-owned and leased
- No variance for quantity of bicycle parking when car parking exists



mikesonn
@mikesonn

.@sfplanning Yes, we need MORE!
#bikesf @SFUrbanist

2:45pm - 13 May 13 - TweetDeck

Miller, Alisa

130527

From: Mary Miles [page364@earthlink.net]
Sent: Monday, July 15, 2013 10:56 AM
To: Miller, Alisa; Calvillo, Angela
Subject: Fw: PUBLIC COMMENT, File No. 130527, proposing adoption of Ordinance and modified CEQA findngs for the San Francisco Bicycle Plan Project

----- Original Message -----
From: Mary Miles
To: John Avalos ; London Breed ; David Campos ; David Chiu ; Malia Cohen ; Mark Farrell ; Jane Kim ; Eric L. Mar ; Katy Tang ; Scott Wiener ; Norman Yee
Sent: Monday, July 15, 2013 10:53 AM
Subject: PUBLIC COMMENT, File No. 130527, proposing adoption of Ordinance and modified CEQA findngs for the San Francisco Bicycle Plan Project

FROM:
Mary Miles (SB #230395)
Attorney at Law for Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310

TO:
San Francisco Board of Supervisors and its Land Use Committee
City Hall
#1 Dr. Carlton B. Goodlett Pl.
San Francisco, CA 94102

DATE: July 15, 2013

BY E-MAIL

RE: Land Use Committee of July 15, 2013, Item ___, BOS File No. 130527, Proposing adoption of Ordinance and modified CEQA Findings for the San Francisco Bicycle Plan Project and related actions

PUBLIC COMMENT AND OBJECTION

Please deliver a copy of this letter to all members of the San Francisco Board of Supervisors and place a copy in all applicable files before the July 15, 2013 Land Use Committee Meeting.

This is PUBLIC COMMENT AND OBJECTION on the above-described proposed Agenda Item, which proposes adopting "modified CEQA Findings" on the San Francisco Bicycle Plan Project, a General Plan amendment, and to re-adopt and implement the Project and parts of it. The Project also includes amendments to the Planning Code, the Transportation Code, and possibly other codes.

The above-described Item, apparently on the Land Use Committee Agenda of July 15, 2013, has not been properly noticed to the public. ***No* agenda for this hearing is available**, it is not on the Board's web site, nor has it been available at any time preceding July 15, 2013. This Item must therefore be continued until the public is given adequate notice of the Committee hearing on it.

The Board of Supervisors is without authority to adopt these proposed actions at this time. This Comment also applies to the proposed actions on any other part of the Project before this Board.

The Board's proposed action to adc "Modified CEQA Findings" is inapprc ıte and premature, because it does not comply with the Opinion of the rırst District Court of Appeal issued Januaıy 14, 2013 *(Coalition for Adequate Review et al. v. City and County of San Francisco* (SF Superior Ct. No. CPF-05-505509), and *Anderson v. City and County of San Francisco* (1st Dist.Ct. of Appeal No. A129910).

In its January 14, 2013 Opinion, the Court of Appeal reversed former legislation approving the Bicycle Plan, held that City has *not complied with CEQA*, and ordered the matter remanded to the San Francisco Superior Court for further proceedings on remand, including issuing a new or modified peremptory writ of mandate, which has not yet happened. Until the Court takes these and other actions, this Board cannot propose findings or take other actions, or purport to comply with a writ that has not yet been issued by the Court. The Board may not lawfully approve the Project until the City has filed a return to the new peremptory writ of mandate, and until City's return to the new writ is found legally adequate by the Court.

There is no evidence that this Board has even received the proposed "Findings" of the lead agency that are the subject of this Ordinance, and therefore has no basis for approving them.
The proposed "modified CEQA findings" released by the lead agency, City's Planning Department, in this matter are egregiously deficient, and they do not begin to address the concerns of the Court of Appeal, much less to achieve compliance with the California Environmental Quality Act. The same is true of the nearly identical "findings" created by the MTA Board, which, in any event, are not a substitute for the lead agency's findings.

Please note that your agency and every agency involved with this Project have also failed to notify and provide copies of the "modified CEQA Findings" and notice of their adoption to the parties in this case and to the public. As the attorney for Petitioners in this matter, I have asked at least 50 times for notice of all proceedings on this Project for the past seven years, and have received *no* notice of any administrative proceeding(s) on this Project, including the proceedings before this Board. The failure to provide adequate public notice is an abuse of discretion and a failure to proceed as required by law under CEQA and other statutes requiring such notice.

For the foregoing reasons, this Board and the Land Use Committee should table the proposed adoption of "modified findings" and proposed adoption of legislation amending City's General Plan, Planning Code, and Transportation Plan. Until it has received clear directions from the Court, the Board should not approve proposed "findings" or take any actions on the Project or any part of it.

Mary Miles
Attorney for Petitioners
Case No. A129910, CPF-05-505509

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO

LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold a public hearing to consider the following proposal and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: **Monday, July 15, 2013**

Time: **1:30 p.m.**

Location: **Committee Room 263, located at City Hall**
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subject: **File No. 130527.** Ordinance re-adopting the 2009 San Francisco Bicycle Transportation Plan; rescinding Ordinance No. 0109-05 in its entirety; amending the General Plan in connection with the San Francisco Bicycle Plan; adopting modified environmental findings, and findings that the General Plan amendment is consistent with the General Plan and the eight priority policies of Planning Code, Section 101.1; and authorizing official acts in connection thereto.

In accordance with San Francisco Administrative Code, Section 67.7-1, persons who are unable to attend the hearing on this matter may submit written comments to the City prior to the time the hearing begins. These comments will be made a part of the official public record in this matter, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, July 12, 2013.

Angela Calvillo, Clerk of the Board

DATED: June 28, 2013
MAILED/POSTED: July 3, 2013
PUBLISHED: July 5, 2013

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Alisa Miller
S.F. BD OF SUPERVISORS (OFFICIAL NOTICES)
1 DR CARLTON B GOODLETT PL #244
SAN FRANCISCO, CA 94102

EXM 2506021

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE

Ad Description 07.15.13 Land Use - 130527 GP & 130570 ZM

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO EXAMINER. Thank you for using our newspaper. Please read this notice carefully and call us with ny corrections. The Proof of Publication will be filed with the County Clerk, if required, and mailed to you after the last date below. Publication date(s) for this notice is (are):

07/05/2013

The charge(s) for this order is as follows. An invoice will be sent after the last date of publication. If you prepaid this order in full, you will not receive an invoice.

Publication	$335.78
NetTotal	$302.20

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NOTICE OF PUBLIC HEARING
BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO
LAND USE AND ECONOMIC DEVELOPMENT COMMITTEE
MONDAY, JULY 15, 2013 - 1:30 PM
COMMITTEE ROOM 263, CITY HALL
1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold public hearings to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard: **File No. 130527.** Ordinance re-adopting the 2009 San Francisco Bicycle Transportation Plan; rescinding Ordinance No. 0109-05 in its entirety; amending the General Plan in connection with the San Francisco Bicycle Plan; adopting modified environmental findings, and findings that the General Plan amendment is consistent with the General Plan and the eight priority policies of Planning Code, Section 101.1; and authorizing official acts in connection thereto; and **File No. 130570.** Ordinance amending the Planning Code and Zoning Map, by adding Section 249.71, to create the Yerba Buena Center Mixed-Use Special Use District (SUD) located at 706 Mission Street, Assessor's Block No. 3706, Lot No. 093 and portions of Lot No. 277, to facilitate the development of the 706 Mission Street, The Mexican Museum and Residential Tower Project, by modifying specific Planning Code regulations related to permitted uses, the provision of a cultural/museum use within the SUD, floor area ratio limitations, dwelling unit exposure, height of rooftop equipment, bulk limitations, and curb cut locations; amending the Zoning Map to add the SUD and increase the height of property in the SUD from 400 feet to 480 feet; and making environmental findings and findings of consistency with the General Plan.

In accordance with San Francisco Administrative Code, Section 67.7-1, persons who are unable to attend the hearings on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made a part of the official public record in these matters, and shall be brought to the attention of the members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, July 12, 2013.

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 544-5227

PROOF OF MAILING
(By E-Mail)

Legislative File No. 130527

Description of Items:

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

I, Alisa Miller, an employee of the City and County of San Francisco, e-mailed the above described hearing notice as follows:

Date: July 2, 2013

Time: 10:56 AM

Signature: Alisa Miller

Instructions: Upon completion, original must be filed in the above referenced file.