



# SAN FRANCISCO PLANNING DEPARTMENT

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## Addendum to Environmental Impact Report

*Addendum Date:* May 15, 2017  
*Case No.:* 2007.0347ENV-10  
*Project Title:* **Project-Level Review of Sharrows, Bicycle Racks on Sidewalks, and On-Street Bicycle Parking (Bicycle Corrals)**  
*EIR:* 2007.0347E, certified June 25, 2009  
*Project Sponsor:* Thalia Leng, San Francisco Municipal Transportation Agency  
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### REMARKS

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), proposes to implement three of the nine minor improvements identified in the 2009 San Francisco Bicycle Plan (2009 Bicycle Plan) under a set of refined standards, guidelines, and recommendations developed since certification of the San Francisco Bicycle Plan Final Environmental Impact Report (Bicycle Plan FEIR) and adoption of the 2009 Bicycle Plan. The standards and procedures for Minor Improvement 4.1-2: Bicycle Racks on Sidewalks, and Minor Improvement 4.1-3: On-Street Bicycle Parking (Bicycle Corrals) were informed by a six year history of implementation and consolidated into a single document – the *SFMTA Bicycle Parking: Standards, Guidelines, Recommendations (SFMTA Bicycle Parking Guide)*, which was created in November 2011 and last updated in December 2015. The standards and procedures for the implementation of Minor Improvement 4.1-1: Sharrows (Shared Roadway Bicycle Markings) follow the specifications in SFMTA's Sharrow Placement Standards (November 12, 2015), which are consistent with specifications in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

This Addendum to the Bicycle Plan FEIR provides an update to the descriptions of the three minor improvements described in the Bicycle Plan FEIR. This Addendum also provides a project-level analysis of the environmental impacts that may result from implementation of sharrows (both standard and green-backed), bicycle racks on sidewalks, and on-street bicycle parking (bicycle corrals), as revised, assuming implementation on any street in San Francisco where City design standards for implementation are met.

### *Background*

The Bicycle Plan FEIR, Case File Number 2007.0347E, was certified on June 25, 2009. The project analyzed in the Initial Study and the Bicycle Plan FEIR is the 2009 Bicycle Plan, in which the San Francisco Municipal Transportation Agency (SFMTA) identified near-term and long-term Bicycle Route Network improvements and other minor improvements to the City's roadway and sidewalk network and

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infrastructure to improve conditions for bicycle use within San Francisco. Minor improvements include pavement marking and signage changes such as the installation of colored pavement materials, sharrows, and bicycle boxes; minor changes to parking configurations; and minor changes to intersection traffic signal timing plans.<sup>1</sup> Implementation of the minor improvements requires minimal physical modification of the roadway.

The environmental review for the 2009 Bicycle Plan includes project-level review of specific near-term improvements to the Existing Bicycle Route Network, and program-level review of the San Francisco Bicycle Plan Policy Framework, San Francisco General Plan (General Plan) amendments, San Francisco Planning Code amendments, San Francisco Traffic Code amendments, potential long-term improvements, and minor improvements that may be made to further the goals of the 2009 Bicycle Plan. Nine minor improvements were analyzed at a program level in the Bicycle Plan FEIR. They are:

- Minor Improvement 4.1-1: Sharrows (Shared Roadway Bicycle Markings);
- Minor Improvement 4.1-2: Bicycle Racks on Sidewalks;
- Minor Improvement 4.1-3: On-Street Bicycle Parking;
- Minor Improvement 4.1-4: Bicycle Boxes;
- Minor Improvement 4.1-5: Minor Pavement Marking Changes;
- Minor Improvement 4.1-6: Colored Pavement Materials;
- Minor Improvement 4.1-7: Signage Changes;
- Minor Improvement 4.1-8: Traffic Signal Changes; and
- Minor Improvement 4.1-9: On-Street Vehicle Parking.

The San Francisco Planning Commission certified the Bicycle Plan FEIR on June 25, 2009. The motion to certify the FEIR was appealed to the Board of Supervisors. On August 4, 2009, the Board of Supervisors reaffirmed the Planning Commission's certification of the FEIR. Subsequently, the Board of Supervisors passed an ordinance adopting the 2009 Bicycle Plan, which also amended the General Plan and the San Francisco Planning Code in connection with the 2009 Bicycle Plan; adopted environmental findings and findings that the General Plan Amendments are consistent with the General Plan and eight priority policies of San Francisco Planning Code Section 101.1; and authorized acts in connection thereto. On January 14, 2013, the California Court of Appeal found that the Bicycle Plan FEIR complied with the California Environmental Quality Act (CEQA) but 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 Bicycle Plan FEIR and did not adequately discuss several significant environmental impacts that cannot be mitigated. On May 16, 2013, the Planning Commission re-adopted the previously adopted General Plan Amendments and Planning Code amendments as described above, with modified environmental findings.

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<sup>1</sup> SFMTA, San Francisco Bicycle Plan, April 30, 2009, p. 1-2. This document is available for review at the Planning Department in Case File No. 2007.0347E.

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At the time of certification of the Bicycle Plan FEIR, program-level review of the two minor improvements related to bicycle parking, either on the sidewalk (Minor Improvement 4.1-2) or on-street (Minor Improvement 4.1-3), assumed implementation within the public right-of-way (i.e., on streets) throughout San Francisco, regardless of whether or not the street was included as part of the Existing and Proposed Bicycle Route Network.<sup>2</sup> The other seven of the nine minor improvements evaluated at a program level were assumed to be primarily implemented along streets included in the Existing and Proposed Bicycle Route Network with some exceptions. In particular, sharrows were evaluated for placement only on the Existing and Proposed Bicycle Route Network.

Since the certification of the Bicycle Plan FEIR and adoption of the 2009 Bicycle Plan, the SFMTA's implementation of the nine minor improvements from the 2009 Bicycle Plan has undergone subsequent environmental review on a case-by-case basis for each location or set of locations. The individual reviews consist of a Bicycle Program Evaluation form and an Abbreviated CEQA Checklist pursuant to the Bicycle Plan FEIR. In addition, the SFMTA has revised and updated installation guidelines for sharrows (both standard and green-backed), bicycle racks on sidewalks, and on-street bicycle parking (in bicycle corrals).

***Modified Project (Revisions to Proposed Project Evaluated in Bicycle Plan FEIR)***

Minor improvements include treatments to the City's roadway and sidewalk network and infrastructure to improve conditions for bicycle use within San Francisco and were covered in the Bicycle Plan FEIR at a program level. The descriptions of sharrows (shared roadway bicycle markings), bicycle racks on sidewalks, and on-street bicycle parking (bicycle corrals), three of the nine minor improvements presented in Chapter V, Subsection V.A.4 of the Bicycle Plan FEIR, have been modified in this Addendum to reflect the SFMTA's standards and procedures for implementation developed since certification of the Bicycle Plan FEIR and adoption of the 2009 Bicycle Plan. These standards and procedures are based on more than six years of implementing these minor improvements throughout San Francisco and the lessons learned in the individual environmental reviews on sharrow (both standard and green-backed), bicycle rack, and bicycle corral installations using a Bicycle Program Evaluation form and an Abbreviated CEQA Checklist. In addition, the standards are consistent with evolving specifications included in the California Manual on Uniform Traffic Control Devices (CA MUTCD). The modified descriptions of the three minor improvements are provided below. These descriptions and their implementation comprise the Modified Project and provide the basis for the project-level analysis of potential environmental impacts presented in this Addendum.

**MINOR IMPROVEMENT 4.1-1: SHARROWS (SHARED ROADWAY BICYCLE MARKINGS)**

Sharrows are pavement markings within the travel lane that are intended to help bicyclists better position themselves in a shared travel lane for safety considerations and to alert drivers to the presence of bicyclists. The standard shared lane marking is the bike-and-chevron sharrow, which is consistent with

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<sup>2</sup> San Francisco Planning Department, San Francisco Bicycle Plan Final Environmental Impact Report (Bicycle Plan FEIR), August 4, 2009, pp. V.A.4-1 to V.A.4-10. This document is available for review at the Planning Department in Case File No. 2007.0347E.

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the specifications for sharrows included in the California MUTCD.<sup>3</sup> See Figure 1: Sharrows for images of sharrows (both standard and green-backed) and the specifications of the bike-and-chevron sharrow applied by the SFMTA on streets throughout San Francisco.

Sharrows are generally installed on roadways that are part of Class III bicycle routes, where bicycle lanes cannot be striped for various reasons; however, the California Vehicle Code allows bicycles on any city street, with or without sharrows. Sharrows are generally used to create space for bicycles where the street is too narrow to accommodate a bicycle lane, to strengthen connections in a bikeway network, or to clarify bicyclist movement and positioning in challenging environments. Sharrows increase the safety of cyclists by alerting other drivers that cyclists may be present as well as assisting cyclists with their positioning within the lane so as not to ride too close to parked cars (the door zone). When a cyclist rides within the door zone, the potential for a cyclist to be injured by someone opening a vehicle door into the path of an oncoming cyclist (also referred to as being 'doored') is increased. They are typically used on streets where bicyclists and motorists are traveling at similar speeds. Sharrows are typically applied on roadways at the far side of an intersection (approximately 20 feet from a crosswalk) and approximately 100 feet short (minimum of 40 feet short) of an intersection. The application of a sharrow at the near side of an intersection is intended to remind bicyclists and motorists that bicycles can turn left, turn right, or go straight through the intersection. In between intersections, the level of bicyclist/motorist conflict would determine the spacing between sharrows (i.e., 120 to 150 feet where conflicts exist and 170 to 230 feet where conflicts are low).

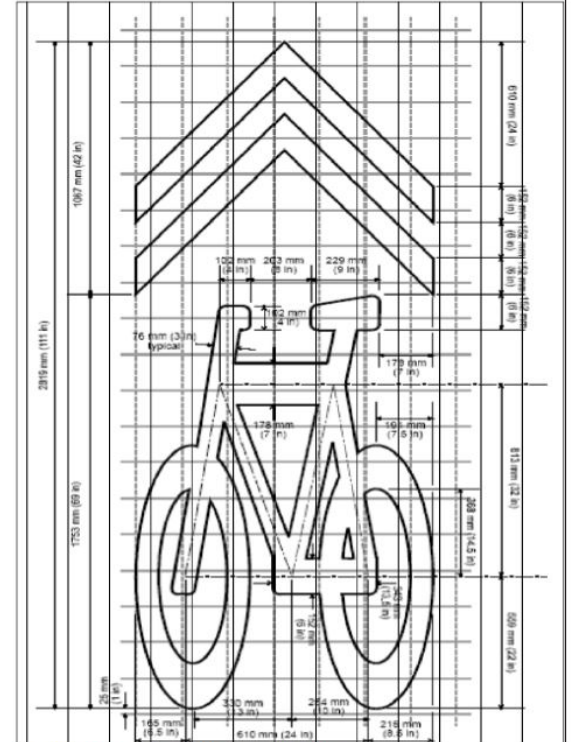
Consistent with National Association of City Transportation Officials (NACTO) guidance, the SFMTA does not recommend placing sharrows on a street with a designed speed of 25 miles per hour or greater due to the speed differences between bicyclists and motorists. In limited situations (e.g., on downhill segments where the uphill segments have a designated bicycle lane), sharrows could be placed on a street with a designed speed of 30 miles per hour.

The SFMTA's specifications for design and typical placement of sharrows are consistent with the California MUTCD and include the following:

- The number of markings on the street should correspond to the difficulty or hazards that bicyclists experience.
- When used to bridge discontinuous bicycle facilities or along busier streets, sharrows should be spaced more frequently.
- If on-street, parallel vehicle parking is present, sharrows should be placed to encourage riders to avoid the "door zone" of parked vehicles and to encourage safe passing behavior.
- If on-street, parallel vehicle parking is not present, sharrows should be placed far enough from the gutters, seams, and other roadway obstacles to enhance bicycle safety.
- The orientation of a sharrow may be adjusted to direct bicyclists along discontinuous routes, or between streets.

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<sup>3</sup> California Department of Transportation, California Manual on Uniform Traffic Control Devices 2014 Revision 1. Available online at <http://www.dot.ca.gov/trafficops/camutcd/docs/CAMUTCD2014-Chap9C.pdf>. Accessed September 12, 2016.



SOURCE: San Francisco Planning Department

## ADDENDUM TO THE BICYCLE PLAN FEIR

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Bicycle Plan FEIR Addendum  
Case No. 2007.0347ENV-10

**FIGURE 1: SHARROWS**

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- Sharrows may be placed in intersections to establish continuity between standard bicycle lanes, green-painted bicycle lanes, or shared roadways.
- Sharrows may be placed in areas where bicyclists and motorists making through movements must merge or weave, and in intersections with a complex geometry, where the path of travel for bicyclists and motorists may not be clear.
- Sharrows may be placed to clearly designate a bicycle path of travel through intersections to guide bicyclists and reduce conflicts with people walking in the crosswalk.
- Color may be used to enhance the visibility of the shared lane marking (e.g., green-backed sharrow).

**MINOR IMPROVEMENT 4.1-2: BICYCLE RACKS ON SIDEWALKS**

Bicycle parking within the public right-of-way includes bicycle racks installed on sidewalks to provide bicyclists with secure short-term parking spaces conveniently located near the cyclist's destination. The SFMTA developed *Bicycle Rack Placement Criteria* in 1993 and *Bicycle Parking Guidelines* in 2009 to encourage the use of bicycles for transportation by providing places to secure bicycles near major destinations, and to ensure that sidewalks are not unreasonably obstructed. These criteria and guidelines address the needs of all persons using the sidewalk. These guidelines were consolidated into the December 2015 update of the *SFMTA Bicycle Parking Guide*.

The SFMTA installs bicycle parking in the public right-of-way throughout San Francisco where there is demonstrated demand and where demand is expected to increase. Please see the discussion under Minor Improvement 4.1-3, below, for information regarding on-street bicycle parking, i.e., bicycle parking that results in the conversion of on-street motor vehicle parking spaces to bicycle parking spaces reducing the amount of vehicle parking along a street. Guiding principles for the installation of bicycle parking in the public right-of-way include the following:

- Bicycle racks should be plentiful in active commercial districts consistent with the demonstrated demand.
- Bicycle racks should be provided near major destinations such as schools, libraries, transit stops, major shopping and service destinations, and other locations with high pedestrian traffic.
- Where parking meters are removed and replaced with a centralized payment kiosk as part of the City's shift to a smart parking program (*SFpark*), bicycle racks should be provided to replace meter poles, or meter poles should be retrofitted with rings to allow bicycle parking.

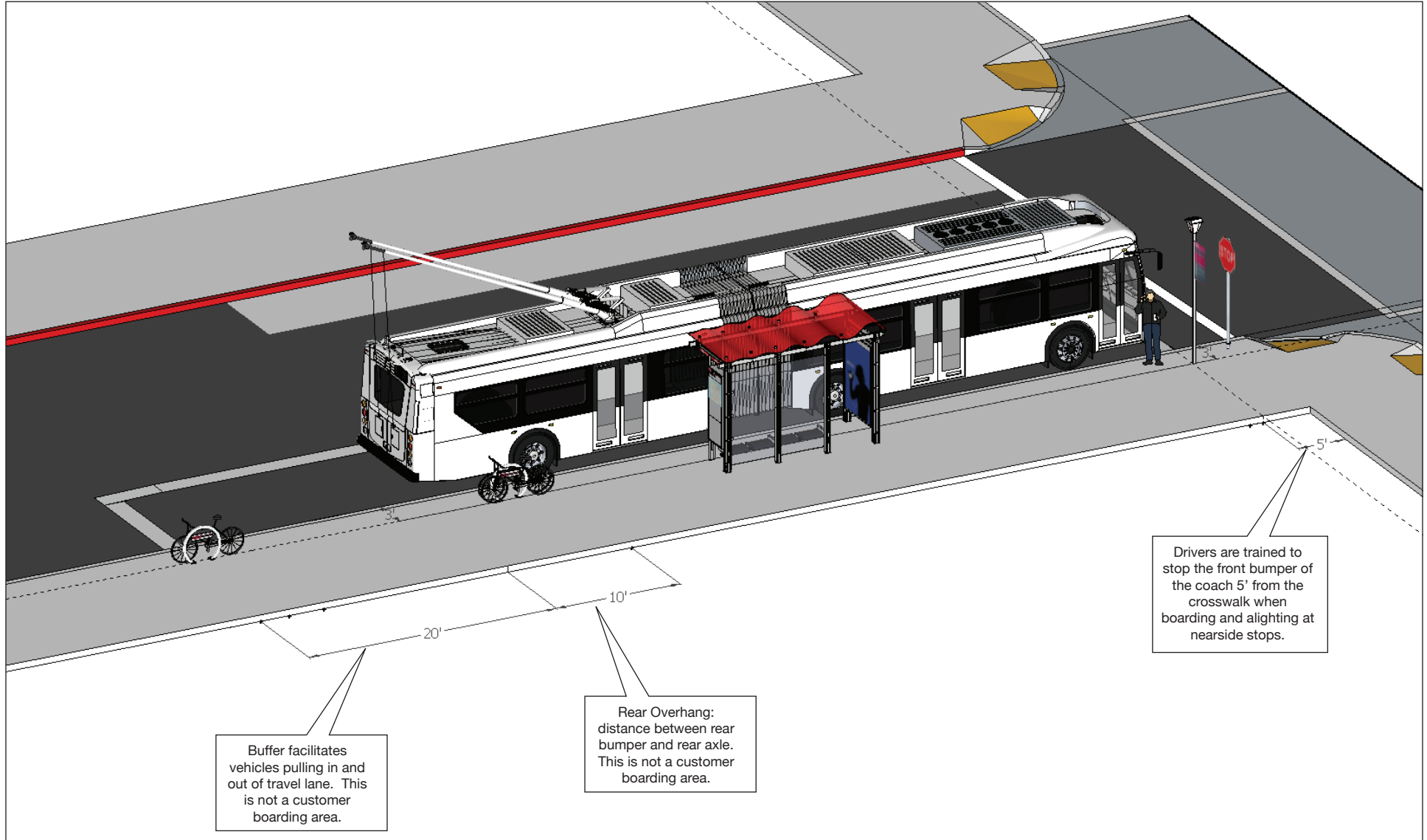
Key guidelines related to the placement of bicycle racks on sidewalks and at bus zones are illustrated on Figure 2: Sidewalk Bicycle Rack Placement Guidelines, Figure 3: Typical Nearside Bus Zone Bicycle Rack Placement Standard, and Figure 4: Typical Farside Bus Zone Bicycle Rack Placement Standard. The key guidelines include the following:

- Bicycle racks should be located in either the furnishing zone<sup>4</sup> or on curb extensions, where possible.

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<sup>4</sup> The furnishing zone is defined as the section of sidewalk between the curb and the pedestrian through zone in which street furniture and amenities such as lighting, benches, utility poles, tree wells, and bicycle parking are provided.



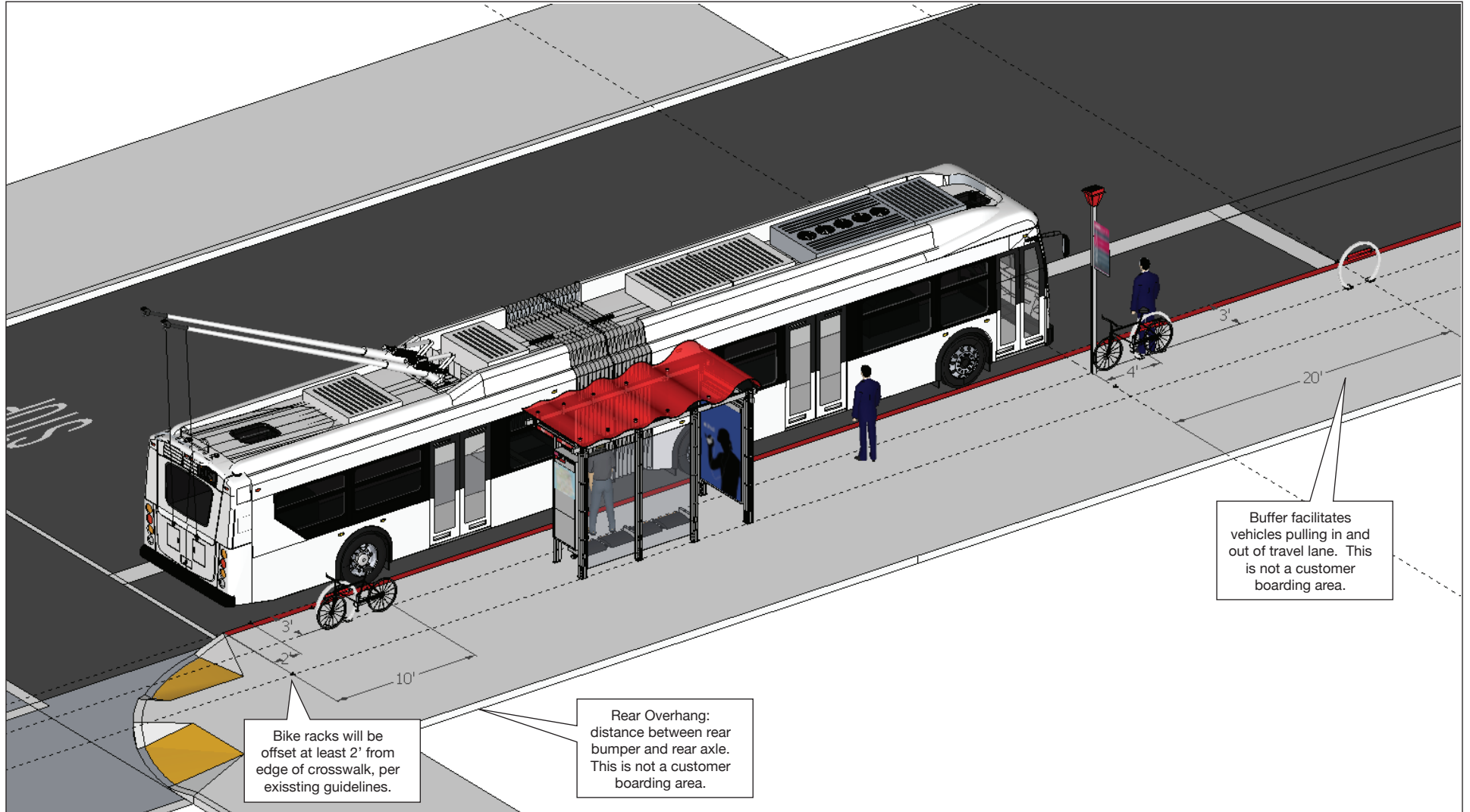


SOURCE: San Francisco Municipal Transportation Agency

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FIGURE 3: TYPICAL NEARSIDE BUS ZONE BICYCLE RACK PLACEMENT STANDARD



SOURCE: San Francisco Municipal Transportation Agency

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FIGURE 4: TYPICAL FARSIDE BUS ZONE BICYCLE RACK PLACEMENT STANDARD

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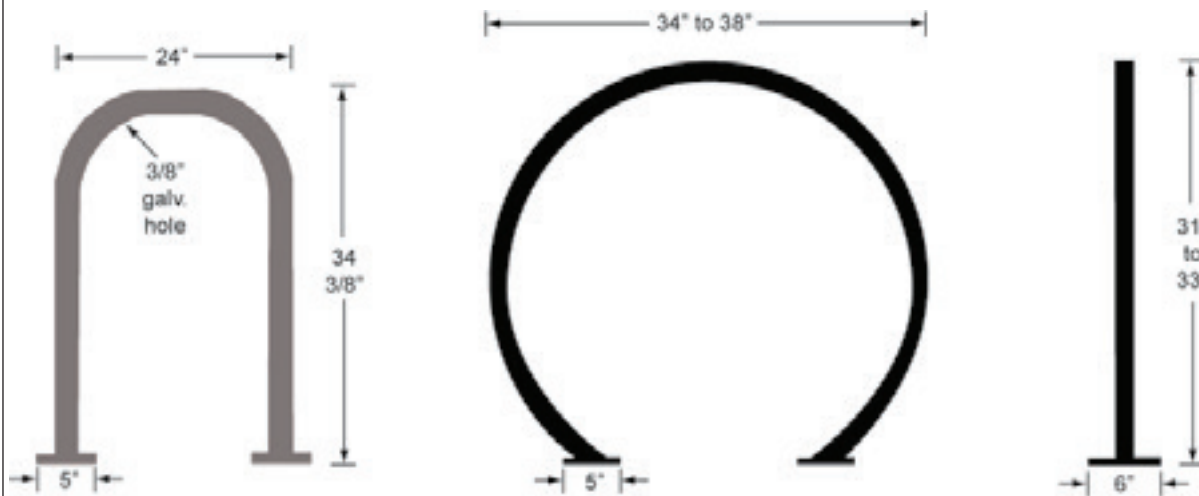
- Bicycle racks should be placed at the front or back ends of short-term parking (green curb zone) and passenger loading zones (white curb zone).
- Bicycle racks should not be placed at accessible parking or passenger loading zones, or on transit islands.
- At nearside transit stops, bicycle racks should generally be placed within the last 30 feet of the bus zone, i.e., near the back of the 20-foot buffer zone and near the back of the 10-foot rear overhang of the transit vehicle (between the rear-most axle and the rear bumper), and within the furnishing zone.
- At farside transit stops, bicycle racks should generally be placed within the 20-foot buffer zone at the front of the transit stop and within the last 10 feet of the bus zone near the back of the transit stop, and within the furnishing zone.
- Placement and spacing of bicycle racks should consider the dimensions when occupied by bicycles.
- Bicycle racks placed in the furnishing zone may be perpendicular to the curb where sidewalks are wide enough, as long as bikes parked at the racks do not project into the pedestrian through zone.<sup>5</sup> Where this space is not available, bicycle racks should be placed parallel to the curb.
- Bicycle racks perpendicular to the curb and located at either edge of a tree basin should be placed a minimum of two feet from the edge of the basin to allow a person to easily pull their bicycle in and out.
- A bicycle rack should be placed at least two feet from the curb, with three feet preferred if it is possible to place the rack there without encroaching on the pedestrian through zone.
- Bicycle racks should not generally be located directly in front of a store/building entrance or exit or in a driveway.
- There should be at least two feet of clearance between bicycles parked at racks and any other street furniture.
- Bicycle racks should be a minimum three feet apart when placed side-by-side, and a minimum of seven feet apart on center when placed end-to-end.
- Bicycles parked at a rack should have a minimum one-foot clearance from utility vaults.

In 2012, the SFMTA adopted a galvanized square-tubed steel rack with a circular profile as the standard bicycle rack. Prior to this change, and as analyzed in the Bicycle Plan FEIR, the standard bicycle rack was an inverted “U” rack. See Figure 5: Examples of Bicycle Parking Racks. In addition, since parking meter posts often serve as de-facto short-term bicycle parking in the absence of an alternative and *SFpark* is increasingly replacing individual meters with multi-space meters, the SFMTA has also installed a limited number of parking meter post rings at locations where parking meters have been removed. (The SFMTA installs a sleeve with a bicycle parking ring over the former parking meter post.) Key guidelines related to the design and selection of bicycle racks, including artistic bike racks or racks integrated with other streetscape elements (e.g., decorative tree guards), include the following:

- All elements of a bicycle rack should have a minimum two-inch-diameter square tube.
- Bicycle racks should offer a minimum of two points of support for bikes.
- A bicycle rack should be securely attached to the ground to prevent theft.

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<sup>5</sup> The pedestrian through zone is the primary, accessible pathway that runs parallel to the street.



SOURCE: San Francisco Municipal Transportation Agency

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**FIGURE 5: EXAMPLES OF ON-STREET BICYCLE PARKING RACKS**

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- To increase durability and reduce maintenance frequency, bicycle racks should be fabricated using galvanized or stainless steel and should not be powder-coated.
- Where there is a specialized streetscape palette with a particular design scheme, bicycle rack designs that match other street furnishings may be considered.

**MINOR IMPROVEMENT 4.1-3: ON-STREET BICYCLE PARKING (BICYCLE CORRALS)**

An on-street bicycle corral is a group of bicycle racks on the roadway within the area adjacent to the curb typically designated for motor vehicle parking. On-street bicycle corrals consist of a row of bicycle racks surrounded by a white thermoplastic border on the pavement, flexible delineators, parking tees<sup>6</sup> at the outside (near travel lane) corners if the adjacent parking spaces are metered, and wheel stops at either end of the corral. On-street bicycle corrals would be considered for areas where there is no space for sidewalk bicycle racks, or where short-term demand for bicycle parking (i.e., less than two hours) is higher than can be accommodated on the sidewalk. Except in special cases, the SFMTA only installs bicycle corrals where the fronting business completes an application and agrees to sweep and maintain the area in and around the corral, keeping it free from debris.<sup>7</sup>

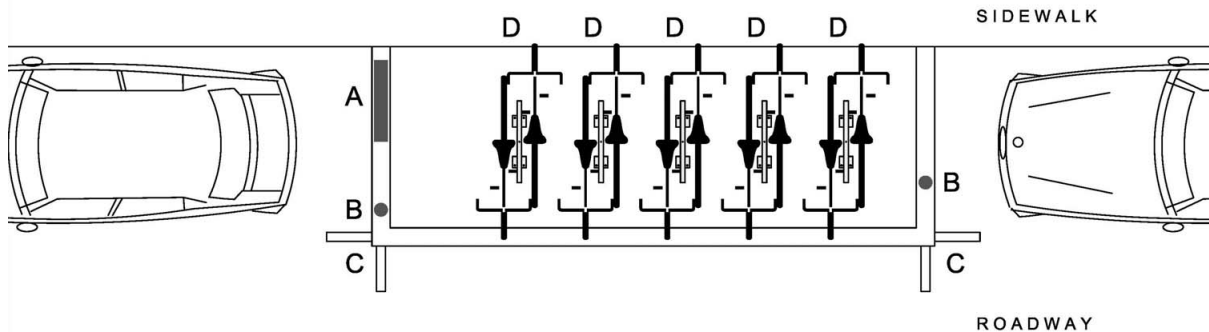
The *SFMTA Bicycle Parking Guide* include guidelines for placement of bicycle corrals within metered and marked as well as unmetered and unmarked parking spaces. See Figure 6a: Examples of Bicycle Corrals and Typical Layout/Dimensions (Metered and Marked Car Parking Space) and Figure 6b: Examples of Bicycle Corrals and Typical Layout/Dimensions (Unmetered and Unmarked Car Parking Space). On-street bicycle parking would typically require the conversion of one curbside vehicle parking space from vehicle parking to bicycle parking to accommodate five bicycle racks. If this space does not accommodate enough bicycle racks to meet the bicycle parking demand, then the SFMTA would repurpose up to four additional and adjacent vehicle parking spaces for the bicycle corral. Although implementation would typically require the conversion of on-street parking spaces, the equivalent space along any curb lane that is not used for on-street parking could also be converted to an on-street bicycle corral. If required, implementation of on-street bicycle corrals would include relocation of on-street commercial loading spaces or passenger loading/unloading zones within a reasonable distance of the uses that utilize these spaces. General guidelines for bicycle corrals include the following:

- Bicycle corrals should be considered where existing demand for bicycle parking is for five or more bicycles (i.e., three or more bicycle racks), and insufficient space exists to accommodate the racks on the sidewalk. Depending on anticipated demand, up to four vehicle parking spaces could be converted to a bicycle corral (or the equivalent space along a curb lane not used for on-street parking).

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<sup>6</sup> A parking tee is the white-striped "T" separator between motor vehicle parking spaces that extends approximately two feet from the edge of the parking lane into the adjacent travel lane. The parking tee helps the driver identify the limits of the parking space while parking.

<sup>7</sup> SFMTA, *SFMTA On-Street Bicycle Corrals: Purpose, Selection Criteria, and Application*. Available online at <https://www.sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals>.



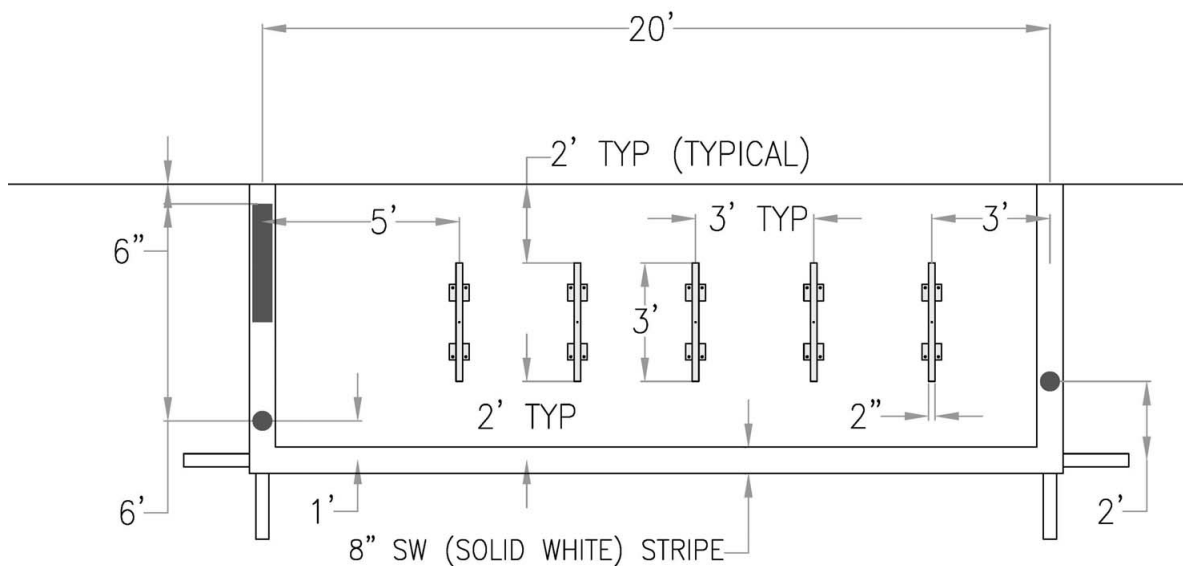
A (ONE WHEEL STOP)

B (TWO FLEXIBLE VERTICAL DELINEATORS)

C (TWO EXISTING PARKING TEES)

D (FIVE CIRCULAR BICYCLE RACKS/10 BICYCLE PARKING SPACES)

*TYPICAL LAYOUT (METERED AND MARKED CAR PARKING SPACE)*



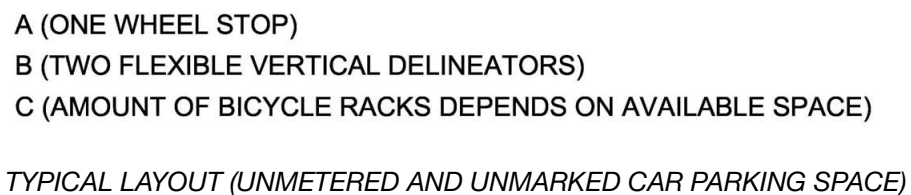
*TYPICAL DIMENSIONS (METERED AND MARKED CAR PARKING SPACE)*

SOURCE: San Francisco Municipal Transportation Agency

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**FIGURE 6a: EXAMPLES OF BICYCLE CORRALS AND TYPICAL LAYOUT/DIMENSIONS (METERED AND MARKED CAR PARKING SPACES)**



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- Bicycle corrals should be surrounded by a white thermoplastic border on the pavement, with flexible delineators and wheel stops on either end of the corral. Where a bicycle corral replaces metered parking spaces, the existing parking tees should be maintained at either end of the corral. See Figure 6a.
- Bicycle corrals should not be located within, or should not replace, an existing blue zone or bus zone, or be located within five feet of a hydrant or within a tow-away zone where the parking lane is temporarily used as a travel lane for a designated time and/or day during the week.

Proposed conversion of on-street parking or loading spaces to an on-street bicycle corral would be reviewed and approved by SFMTA's Transportation Advisory Staff Committee (TASC), taken to an SFMTA engineering public hearing, and implemented after the City Traffic Engineer issues a directive.

***Changes to Approach to Analysis***

This Addendum provides an analysis of transportation impacts in accordance with new guidance from the State Office of Planning and Research (OPR) adopted by the San Francisco Planning Commission in March 2016 (Planning Commission Resolution 19579). CEQA Section 21099(b)(1) requires that OPR develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that promote the "reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." CEQA Section 21099(b)(2) states that upon certification of the revised CEQA Guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA<sup>8</sup> (proposed transportation impact guidelines) recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. VMT measures the amount and distance that a project might cause people to drive, accounting for the number of passengers within a vehicle. OPR's proposed transportation impact guidelines provide substantial evidence that VMT is an appropriate standard to use in analyzing impacts to protect environmental quality and a better indicator of greenhouse gas, air quality, and energy impacts than automobile delay. Acknowledging this, San Francisco Planning Commission Resolution 19579,<sup>9</sup> adopted on March 3, 2016:

- Found that automobile delay, as described solely by LOS or similar measures of vehicular capacity or traffic congestion, shall no longer be considered a significant impact on the environment pursuant to CEQA, because it does not measure environmental impacts and therefore it does not protect environmental quality;
- Directed the Environmental Review Officer to remove automobile delay as a factor in determining significant impacts pursuant to CEQA for all guidelines, criteria, and lists of

<sup>8</sup> This document is available online at [https://www.opr.ca.gov/s\\_sb743.php](https://www.opr.ca.gov/s_sb743.php).

<sup>9</sup> San Francisco Planning Department, *Planning Commission Resolution No. 19579, Transportation Sustainability Program – Align Component, Case No. 2012.0726E*, March 3, 2016.

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exemptions, and to update the Transportation Impact Analysis Guidelines for Environmental Review and Categorical Exemptions from CEQA to reflect this change; and

- Directed the Environmental Planning Division and Environmental Review Officer to replace automobile delay with VMT criteria that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses; and that are consistent with proposed and forthcoming changes to the CEQA Guidelines by OPR.

Planning Commission Resolution 19579 became effective immediately for all projects that have not received a CEQA determination and all projects that have previously received CEQA determinations but require additional environmental analysis. Accordingly, this Addendum uses VMT as the metric for assessing the traffic effects of the Modified Project instead of LOS. All other transportation topics, e.g., impacts on pedestrians, bicyclists, and transit, are addressed in the transportation analysis of the Modified Project.

***Analysis of Potential Environmental Effects***

San Francisco Administrative Code Section 31.19(c)(1) states that a Modified Project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision not to require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

The Bicycle Plan FEIR specifically considered the implementation of a program of nine citywide minor improvements to support the use of bicycles for transportation in the City. The two minor improvements for bicycle parking are anticipated to be implemented on all City streets and rights-of-way. The implementation of sharrows is limited to streets and locations that are part of the Existing and Proposed Bicycle Route Network. While the remaining six minor improvements are intended to be implemented on streets and locations that are part of the Existing and Proposed Bicycle Route Network, these improvements could, in certain circumstances, be implemented on other City streets. These nine minor improvements, including the addition of sharrows to City streets (Minor Improvement 4.1-1: Sharrows [Shared Roadway Bicycle Markings]), the installation of bicycle parking in the public right-of-way (Minor Improvement 4.1-2: Bicycle Parking on Sidewalks), and the removal of on-street motor vehicle parking spaces (or curb lane space) for on-street bicycle parking in the form of bicycle corrals (Minor Improvement 4.1-3: On-Street Bicycle Parking), were analyzed in the Bicycle Plan FEIR at a program level, starting on p. V.A.4-1.

This Addendum provides a project-level analysis of the specific designs and other requirements related to the application of sharrows (both standard and green-backed) on City streets, the installation of bicycle

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parking on sidewalks in the public right-of-way, and the installation of on-street bicycle parking in the form of bicycle corrals, all of which are detailed above under “Modified Project (Revisions to Proposed Project Evaluated in Bicycle Plan FEIR).”

The Initial Study and Bicycle Plan FEIR prepared for the Proposed Project evaluated the potential impacts of the construction and operation of the near- and long-term Bicycle Route Network improvements and the group of nine minor improvements, and found that the Proposed Project would not have any significant adverse impacts related to land use and land use planning, aesthetics, population and housing, cultural and paleontological resources (historic architectural resources and paleontological resources only), noise, air quality (odors only), greenhouse gas emissions, wind and shadow, recreation, utilities and service systems, public services, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. With implementation of mitigation measures identified in the Initial Study, potential project impacts on cultural and paleontological resources (archeological resources), construction-related air quality, and biological resources would be reduced to less-than-significant levels. The Bicycle Plan FEIR found that Proposed Project would result in project-specific and cumulative significant and unavoidable operational impacts related to traffic delays and the worsening of intersection levels of service on some roadway segments and at some intersections, a potential slowing of transit movement in specific locations, and a potential reduction of passenger and commercial loading spaces in certain locations; however, none of the significant and unavoidable impacts were determined to be a result of the minor improvements. Furthermore, the Bicycle Plan FEIR found that there would be no project-specific and cumulative significant and unavoidable impacts related to noise, air quality, or greenhouse gas emissions.

Since certification of the Bicycle Plan FEIR, no substantial changes have occurred in the circumstances under which 2009 Bicycle Plan-related improvements would be implemented that would change the severity of the Proposed Project’s physical environmental impacts, and no new information has emerged that would materially change the analyses or conclusions set forth in the Bicycle Plan FEIR.

Further, the revisions to the 2009 Bicycle Plan implementation under the Modified Project, as demonstrated below, would not result in any new significant environmental impacts or substantial increases in the significance of previously identified impacts, or necessitate implementation of additional mitigation measures, beyond those identified in the Bicycle Plan FEIR. The impacts of the Modified Project would be substantially the same as those discussed in the Bicycle Plan FEIR for the application of sharrows on City streets, the installation of bicycle parking in the public right-of-way, and the conversion of motor vehicle parking spaces (or curb lane space) to on-street bicycle corrals. The following discussion provides the basis for this conclusion.

## TRANSPORTATION AND CIRCULATION

The transportation impact analysis of the Modified Project focuses on impacts on VMT, transit, pedestrians, bicyclists, loading, parking, traffic hazards, and emergency vehicle access, along with construction-related transportation impacts. The following project-level analysis incorporates the program-level analysis in the Bicycle Plan FEIR by reference, where appropriate.

### Significance Criteria

For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the Modified Project would result in a significant impact on transportation and circulation. The significance criteria listed below are organized by transportation mode or topic to facilitate the explanation of the transportation impact analysis; however, the transportation significance thresholds are similar to the ones in the environmental checklist (CEQA Guidelines Appendix G), except for criteria related to VMT and traffic hazards.<sup>10</sup>

#### *Vehicle Miles Traveled*

A project would have a significant effect on the environment if it would:

- Cause substantial additional VMT; or
- Substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.

#### *Transit*

A project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts on transit service levels could result. With the San Francisco Municipal Railway (Muni) and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the peak hour. For screenlines that already operate above the utilization standard during the peak hour, a project would have a significant effect on the transit provider if project-related transit trips were more than five percent of total transit trips during the peak hour.

#### *Pedestrians*

A project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

#### *Bicycles*

A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

#### *Loading*

A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site

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<sup>10</sup> San Francisco Planning Department, *Updated Transportation Impact Analysis (TIA) Significance Thresholds*, September 13, 2016.

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loading facilities or within convenient on-street loading zones, and if it would create potentially hazardous traffic conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

*Parking*

The project would have a significant effect on the environment if it would result in a substantial parking deficit that could create hazardous conditions affecting transit, bicycles, or pedestrians, or significant delays affecting transit, and where particular characteristics of the project or its site demonstrably render use of other modes infeasible.

*Traffic Hazards*

The project would have a significant adverse impact if it would cause major traffic hazards.

*Emergency Vehicle Access*

A project would have a significant effect on the environment if it would result in inadequate emergency access.

*Construction*

Construction of the project would have a significant effect on the environment if, in consideration of the project site location and other relevant project characteristics, the temporary construction activities' duration and magnitude would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas, thereby resulting in potentially hazardous conditions.

**Project-Level Impact Assessment***VTM Impacts*

**VTM Analysis.** Land use projects and plans may cause substantial additional VMT, and the Planning Department has established thresholds of significance and screening criteria used to determine if a land use project or plan would result in significant impacts under the VMT metric. Because the Modified Project's minor improvements are not a land use project or plan and would not generate any travel demand, these criteria are not applicable.

**Induced Automobile Travel Analysis.** Transportation projects may substantially induce additional automobile travel. The following discussion identifies thresholds of significance and screening criteria used to determine if transportation projects, such as the Modified Project, would result in significant impacts by inducing substantial additional automobile travel.

Pursuant to OPR's proposed transportation impact guidelines, a transportation project would substantially induce automobile travel if it would generate more than 2,075,220 VMT per year. This threshold is based on the fair share VMT allocated to transportation projects required to achieve California's long-term greenhouse gas emissions reduction goal of 40 percent below 1990 levels by 2030.

OPR's proposed transportation impact guidelines include a list of transportation project types that would not likely lead to a substantial or measureable increase in VMT. If a project fits within the general types

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of projects (including combinations of types) described below, then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required. Accordingly, the Modified Project would not result in a substantial increase in VMT because it would include the following components and features:

Active Transportation, Rightsizing (also known as Road Diet), and Transit Projects:

- Infrastructure projects, including safety and accessibility improvements, for people walking or bicycling

Other Minor Transportation Projects:

- Rehabilitation, maintenance, replacement, and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Removal of off- or on-street parking spaces
- Adoption, removal, or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)

The minor improvements in the Modified Project are transportation infrastructure projects that would not generate new vehicle trips. The Modified Project's minor improvements include sharrows (both standard and green-backed) within existing travel lanes, bicycle racks on sidewalks, and bicycle racks in bicycle corrals located within the public right-of-way. Implementation of on-street bicycle corrals would include the conversion of up to four adjacent on-street motor vehicle parking spaces in any one location and/or relocation of on-street commercial loading spaces or passenger loading/unloading zones within a reasonable distance of the uses that utilize these spaces. Although implementation would typically require the conversion of on-street parking spaces, the equivalent space along any curb lane that is not used for on-street parking could also be converted to an on-street bicycle corral. These minor improvements are within the general types of projects identified above by OPR that would not substantially induce automobile travel. Therefore, the overall impact of sharrows, bicycle racks on sidewalks, and on-street bicycle corrals on VMT would be less than significant.

### *Transit Impacts*

**Sharrows.** The California Vehicle Code<sup>11</sup> contains the state laws that specify where and how bicycles must operate. Generally, bicyclists have the same rights and responsibilities as motor vehicle drivers on any street in the city, with or without sharrows. Bicyclists must ride as close to the right side of the road as practicable, except for the following conditions: when passing, preparing for a left turn, avoiding hazards if the lane is too narrow to share, or if approaching a place where a right turn is authorized. The presence of sharrows within a travel lane alerts drivers, including transit operators, to the likely presence of bicycles in the mixed-flow travel lane and assists cyclists with safe lane positioning. Sharrows do not

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<sup>11</sup> California Vehicle Code, Division 11. Rules of the Road, Article 4. Operation of Bicyclists [21200-21213]. Available online at [http://leginfo.legislature.ca.gov/faces/codes\\_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=1.&article=4](http://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=VEH&division=11.&title=&part=&chapter=1.&article=4). Accessed February 16, 2017.

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substantially affect the capacity of the travel lane in which they are located, and therefore transit operations along a street where sharrows are implemented would not experience substantial increased travel times due to their presence. Wider vehicles, such as buses, may be more affected by sharrows than passenger vehicles would be, depending on factors such as the travel lane widths, the number of travel lanes, whether buses can change travel lanes, whether there is opposing traffic, and the volume and speed of vehicular and bicycle traffic. Buses traveling behind a bicyclist riding in the middle of a travel lane may experience somewhat slower speeds, as would buses waiting for an opportunity to pass bicyclists; however, these delays to buses would likely be less than a few seconds in duration and would not be considered substantial.

Bus stop access and egress on streets where sharrows are placed would not be substantially affected by the presence of sharrows. If a bicyclist is present in the travel lane, the bus driver would need to wait until the bicyclist has passed before re-entering the travel lane. The generally slower speed of bicyclists may delay the merging by a few seconds, which would not be considered a substantial increase in transit delay. For these reasons, the impact of sharrows on transit would be less than significant.

**Bicycle Racks on Sidewalks.** Because bicycle racks would be located on the sidewalk, implementation of bicycle racks would not affect transit operations within the adjacent travel lanes. Therefore, bicycle racks on sidewalks would have a less-than-significant impact on transit.

**Bicycle Corrals (On-Street Bicycle Parking).** Because bicycle corrals would be located on the street, within the public right-of-way and typically within the curb lane, implementation of bicycle corrals would not affect transit operations within the adjacent travel lane. Therefore, the impact of on-street bicycle corrals on transit would be less than significant.

### *Pedestrian Impacts*

**Sharrows.** Because sharrows are located within a travel lane, implementation of sharrows would not have an effect on pedestrian travel on sidewalks or within crosswalks. Sharrows would typically be applied on roadways at the farside of an intersection approximately 20 feet from a crosswalk, and approximately 100 feet upstream of an intersection/crosswalk. Pedestrians may benefit from the installation of sharrows, as some studies have found that sharrows reduce the incidence of sidewalk riding by bicyclists and thus reduce the conflicts between people bicycling and walking.<sup>12</sup> Therefore, the impact of sharrows on pedestrians would be less than significant.

**Bicycle Racks on Sidewalks.** As indicated in the *SFMTA Bicycle Parking Guide*, and depicted on Figure 2 on p. 6, bicycle racks on sidewalks would be required to meet minimum clearance requirements between a parked bicycle and building or café seating. Bicycle racks would typically be located in the furnishing zone or on curb extensions, where possible. In general, about four to six feet of a pedestrian through zone would be required to be maintained for a clear path of pedestrian travel, free of obstacles, including bicycles parked at the rack. The guidelines specify that there should be at least two feet of clearance

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<sup>12</sup> National Association of City Transportation Officials, *Urban Bikeway Design Guide*, 2014.

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between bicycles parked at racks and any other street furniture in order to maintain pedestrian access across the furnishing zone. The guidelines also identify conditions under which bicycle racks could be placed on the sidewalk along a bus zone without impeding bus stop operations, such as passengers waiting at the bus stop, or queuing to board the bus or alighting from the bus. Bicycle rack placement would be required to conform to the guidelines such that a bicycle rack must be placed in the last five feet of the bus zone near the back of the transit stop, farther from the shelter (if present). In addition, bicycle racks would not be permitted adjacent to Americans with Disabilities Act (ADA)-accessible parking spaces in order to ensure adequate clearance for pedestrian travel between the parked vehicle and the pedestrian through zone on the sidewalk. Thus, the guidelines ensure that placement of bicycle racks on sidewalks would not result in hazardous conditions and that pedestrian accessibility across the sidewalk and to adjacent curb uses, such as bus stops and parked vehicles, would be maintained.

Because bicycle racks would be placed within the furnishing zone and not within the through zone maintained for pedestrian travel, bicycle racks on sidewalks would not reduce the available area for pedestrians walking along a sidewalk, and would therefore not result in overcrowding. Therefore, bicycle racks on sidewalks would have a less-than-significant impact on pedestrians.

**Bicycle Corrals (On-Street Bicycle Parking).** Because on-street bicycle corrals would be located on the street within the public right-of-way and typically would be located within the curb lane, implementation of on-street bicycle corrals would generally not affect pedestrian walkway conditions on sidewalks or within crosswalks. Placement of bicycle racks within the on-street bicycle corrals could clear the sidewalk for additional space for pedestrian circulation or for other public realm uses. Therefore, the impact of on-street bicycle corrals on pedestrians would be less than significant.

*Bicycle Impacts*

**Sharrows.** Sharrows are installed on streets primarily to indicate a shared travel lane situation, to strengthen connections in a bikeway network, and to clarify bicycle movement and positioning in challenging environments. Sharrows could make conditions safer for bicyclists by increasing vehicle driver awareness of bicyclists while driving and parking, and showing bicyclists the pathway outside the parking lane's door zone, assisting in the prevention of injuries to bicyclists from vehicle doors being opened into their path of travel. Sharrows could also offer other directional or wayfinding guidance for bicyclists. Because the implementation of sharrows would have a beneficial effect by improving conditions for bicyclists, the impact of sharrows on bicyclists would be less than significant.

**Bicycle Racks on Sidewalks and Bicycle Corrals.** Bicyclists would benefit from the installation of bicycle racks on sidewalks or within on-street bicycle corrals. Bicycle racks on sidewalks and within on-street bicycle corrals would provide bicyclists with secure short-term parking spaces conveniently located throughout San Francisco. On-street bicycle corrals would be designed to safely accommodate bicyclists parking and retrieving their bicycles, and would not result in potentially hazardous conditions for bicyclists. Both bicycle racks on sidewalks and bicycle corrals would facilitate bicyclist accessibility to nearby uses. Therefore, bicycle racks on sidewalks and on-street bicycle corrals would have a less-than-significant impact on bicyclists.

**Project-Level Review of Sharrows, Bicycle Racks  
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**Sharrows.** Because sharrows are indicated within the travel lane, implementation of sharrows would not have an effect on commercial or passenger loading/unloading activities occurring at the curb. Therefore, the impact of sharrows on loading would be less than significant.

**Bicycle Racks on Sidewalks.** Because bicycle racks would be located on sidewalks in the public right-of-way and would follow the siting guidelines, implementation of bicycle racks would not affect commercial or passenger loading/unloading activities occurring within the curb parking lane. As shown on Figure 2 on p. 6, bicycle racks would be placed adjacent to the front of a commercial loading space, and within the front or back portion of a passenger loading/unloading zone. Bicycle racks would generally be located to provide access between parked vehicles and the sidewalk. In some instances, a bicycle locked at a rack could impede access between the curb parking lane and the sidewalk and may require deliveries being carted around a bicycle rack and/or bicycle. However, the condition of a locked bicycle impeding access from the curb would be temporary and would not result in a significant impact on loading operations. Therefore, the impact of bicycle racks on sidewalks in the public right-of-way on loading would be less than significant.

**Bicycle Corrals (On-Street Bicycle Parking).** Bicycle corrals would typically be located within the curb lane and would displace up to four vehicle parking spaces (or the equivalent curb lane space where curb lane is not wide enough to be used for parking). Pursuant to the *SFMTA Bicycle Parking Guide*, on-street bicycle corrals would not be permitted to remove existing commercial loading spaces and passenger loading/unloading zones if the spaces are well-utilized by neighboring uses; however, installation could result in the relocation of commercial or passenger loading zones on any particular block face. Thus, the introduction of on-street bicycle corrals would typically not displace these on-street loading facilities, although the location of the commercial loading spaces or passenger loading/unloading zones may be modified to accommodate both the on-street bicycle corrals and loading activities. Therefore, the impact of on-street bicycle corrals on loading would be less than significant.

**Parking Impacts**

**Sharrows.** Because sharrows are installed within a travel lane, they would not affect on-street motor vehicle parking at the curb. Sharrows may increase the driver's awareness that bicyclists may be on the road, and drivers parking may be more aware of the presence of bicyclists. Thus, the impacts of sharrows on parking would be less than significant.

**Bicycle Racks on Sidewalks.** Because bicycle racks would be located on sidewalks in the public right-of-way, implementation of bicycle racks would not affect the on-street parking supply or parking lane operations. Therefore, the impact of bicycle racks on parking would be less than significant.

**Bicycle Corrals (On-Street Bicycle Parking).** Bicycle corrals would typically be located within the curb lane, and depending on anticipated bicycle parking demand, up to four motor vehicle parking spaces would be removed to accommodate an on-street bicycle corral. The loss of vehicle parking spaces at any one particular location would not be a noticeable change in the on-street motor vehicle parking supply,

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nor would the removal result in hazardous conditions. Pursuant to the *SFMTA Bicycle Parking Guide*, bicycle corrals would not be permitted to replace an existing ADA-accessible parking space unless the ADA-accessible space could be relocated nearby. Therefore, the impact of on-street bicycle corrals on parking would be less than significant.

*Traffic Hazards Impacts*

A traffic hazard is generally defined as a structure, object, or vegetation that obstructs, hinders, or impairs reasonable and safe view by drivers of other vehicles, pedestrians, or bicyclists traveling on the same street, and restricts the ability of the driver to stop the motor vehicle without danger of an ensuing collision. As described above, the SFMTA has adopted guidelines for installation of bicycle parking (i.e., *SFMTA Bicycle Parking Guide*) to ensure that short-term bicycle parking demand is accommodated without affecting pedestrian, bicycle, or vehicular travel. In addition, the SFMTA's specifications for design and typical placement of sharrows are consistent with NACTO, California MUTCD, and Federal Highway Administration (FHWA) recommendations and standards, as appropriate. These engineering recommendations and standards have been developed over the years to ensure that streets are designed to enhance street safety and to provide safe facilities for walking, bicycling, transit operations, and the movement of motor vehicles. For these reasons, sharrows, bicycle racks on sidewalks, and on-street bicycle corrals would have a less-than-significant traffic hazards impact.

*Emergency Vehicle Access Impacts*

In general, implementation of sharrows, bicycle racks on sidewalks, and on-street bicycle corrals would not introduce unusual design features, nor would they hinder or preclude emergency vehicle access. The number of travel lanes on streets where sharrows would be implemented would remain the same as existing conditions, and bicycle racks on sidewalks and on-street bicycle corrals would not affect the adjacent travel lanes. The location and design of new sharrows and on-street bicycle corrals would be reviewed by the San Francisco Fire Department, as part of the SFMTA's TASC review, to ensure that they meet all applicable standards and that emergency vehicle access at specific locations is maintained. Thus, emergency vehicle access on streets where sharrows and on-street bicycle corrals would be located would be similar to existing conditions. Therefore, the impact of sharrows, bicycle racks on sidewalks, and on-street bicycle corrals on emergency vehicle access would be less than significant.

*Construction-Related Transportation Impacts*

Installation of sharrows, bicycle racks on sidewalks, and on-street bicycle corrals would result in minor construction activities with limited duration (i.e., a small area of the sidewalk or roadway, over a short time frame), and would occur on sidewalks and roadways throughout San Francisco. The construction contractor or SFMTA Sign Shop staff would be required to meet the City's *Parking and Traffic Regulations for Working in San Francisco Streets* (the "Blue Book"), including those regulations regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required.<sup>13</sup>

<sup>13</sup> SFMTA, *Parking and Traffic Regulations for Working in San Francisco Streets* (the "Blue Book"), 8<sup>th</sup> Edition. Available online at <http://www.sfmta.com/services/streets-sidewalks/construction-regulations>. Accessed December 1, 2016.

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In addition to the regulations in the Blue Book, the contractor or SFMTA Sign Shop staff would be responsible for complying with all city, state, and federal codes, rules, and regulations.

Implementation of sharrows would include striping and, if green-backed sharrows are being implemented, demarcation with solid green paint, and would require temporary travel lane closures. SFMTA guidelines specify that sharrows on roadways at the farside of an intersection should be placed approximately 20 feet from a crosswalk and between 40 and 100 feet short of an intersection, depending on conditions. There would typically be two to three sharrows per block per direction. In addition, sharrows could be placed within intersections to designate movement and positioning of bicyclists through an intersection. Repainting of sharrows would be required every two to five years, with longer intervals when the sharrows are placed outside of automobile tire tracks. Striping and painting of sharrows would typically be completed within one or two days, although work would not be continuous during the entire period, with about two to four construction workers and painting equipment at the site per day. In the case of sharrows being implemented along an entire corridor, implementation could take a total of four to five days of intermittent construction work, with a couple hours of work on each of those days. The implementation would include grinding out existing sharrows, placing the green thermoplastic paint, if necessary, and then placing new sharrow symbols on top of the green thermoplastic material. Sharrows are often striped on weekends or other non-peak times when traffic volumes are lower on the affected roadway. On streets with one travel lane per direction, alternate one-way traffic operations may be required. Temporary travel lane closures would result in additional vehicle delay, including to transit, and some drivers may shift to other potentially less convenient routes to reach their destination.

Installation of bicycle racks on the sidewalk in any one location would be accomplished by one or two construction workers in less than a day. Installation of all the elements of an on-street bicycle corral would typically be accomplished by about two to four construction workers over a one- to two-day period. Bolting of the bicycle racks to the sidewalk or roadway pavement, installation of flexible delineators and wheel stops, and striping of a white border on the pavement would not require travel lane closures.

Sidewalk and travel lane closures during construction would be required to be coordinated with the City in order to minimize the impacts on vehicles, transit, bicyclists, and pedestrians. In general, temporary sidewalk and travel lane closures, including temporary construction closures, are subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). ISCOTT is an interdepartmental committee that include representatives from Public Works, the SFMTA, the Police Department, the Fire Department, and the Planning Department. The ISCOTT review and approval process takes into consideration other construction projects in the vicinity.

Overall, construction activities associated with implementation of sharrows, bicycle racks on sidewalks, and on-street bicycle corrals would be of limited duration and would be conducted in conformance with the SFMTA's Blue Book, which establishes regulations for working in San Francisco streets to ensure the activities are conducted safely and with the least possible interference with pedestrians, bicyclists, transit, and vehicles. For these reasons, the construction-related transportation impacts associated with

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implementation of sharrows, bicycle racks on sidewalks, and on-street bicycle corrals would be less than significant.

**Cumulative Impact Assessment**

The Modified Project's minor improvements related to bicycle parking and sharrows would be implemented consistent with the SFMTA standards for design and location of these features and would be distributed over the city's public rights-of-way. As discussed above, the transportation and circulation impacts of the implementation of sharrows on any city street, bicycle racks on sidewalks throughout the city as needed, and on-street bicycle corrals throughout the city as needed would be less than significant. The implementation of these minor improvements between August 2009 and the present has not resulted in any significant cumulative environmental effect, and there is no evidence to suggest that continued implementation, subject to the aforementioned guidelines, would result in a significant cumulative transportation impact. The standards and guidelines for implementation would continue to minimize the potential for any single minor improvement, or combination of minor improvements, to contribute to cumulative transit, pedestrian, bicycle, loading, parking, traffic hazard, or emergency access impacts. Other cumulative transportation projects would be designed not to introduce unusual design features that could result in traffic hazards or impair emergency vehicle access because the projects would be designed to meet City, NACTO, and FHWA standards, as appropriate. Additionally, the SFMTA would make revisions to the minor improvements, as necessary, to accommodate changes in transportation conditions, e.g., changes in the number of bicyclists on a particular street segment, changes in bicycle circulation patterns, increases or decreases in bicycle parking demand, changes in generally accepted technology or operations protocols, or changes in street or circulation conditions. Thus, the Modified Project's contribution to cumulative transportation and circulation impacts when considered in the context of past, present and probable future projects would be less than significant.

**Summary Conclusion**

The project-level analysis of the Modified Project indicates that implementation of sharrows, bicycle racks on sidewalks, and on-street bicycle parking on San Francisco streets and rights-of-way in accordance with the refined siting and design guidelines developed by the SFMTA would result in a less-than-significant impact on transportation and circulation, consistent with the program-level analysis in the Bicycle Plan FEIR. Thus, the Modified Project would have a less-than-significant impact on transportation and circulation (VMT, transit, pedestrians, bicycles, loading, parking, traffic hazards, emergency vehicle access, and construction-related transportation impacts) at the individual and cumulative levels.

**NOISE**

The Initial Study found that the Proposed Project would result in less-than-significant impacts related to noise except as related to traffic noise and cumulative noise impacts (see pp. 62-63 of Appendix A of the Bicycle Plan FEIR). The Modified Project would not alter the Existing or Proposed Bicycle Route Network or the type of minor improvements that would be implemented on streets within the network or on other streets and street rights-of-way throughout San Francisco; it would only increase the number

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of sharrows (both standard and green-backed) on street rights-of-way, the number of bicycle racks on sidewalks, and the number of bicycle racks in on-street bicycle corrals (and the conversion of vehicle parking spaces to bicycle parking spaces resulting in a decrease in the supply of on-street motor vehicle parking). Under the refined siting and design guidelines of the Modified Project, these minor improvements would not substantially change the existing noise environment at locations where the improvements would be located. Application of sharrows (both standard and green-backed) and the installation of bicycle racks would not require operation of heavy construction equipment, which is typically the primary source of construction-related noise. More plentiful bicycle racks may increase bicycle trips; however, bicycles are typically not major noise sources because bicycles are not motorized and do not generate operational noise. Therefore, the Modified Project would result in essentially the same types of impacts as analyzed under the Proposed Project. Like the Proposed Project, the Modified Project would not expose sensitive noise receptors to construction-related or operational noise levels in excess of the Noise Ordinance limits (Article 29 of the San Francisco Police Code), would not expose persons to excessive construction-related or operational groundborne vibration or groundborne noise, and would not result in substantial temporary or permanent noise increases. Consequently, the Modified Project would not change the analysis and conclusions reached in the Initial Study for the Proposed Project and would have no or less-than-significant noise impacts at the individual and cumulative levels.

Traffic-related noise impacts and cumulative noise impacts are discussed in the Bicycle Plan FEIR on pp. V.C-1 to V.C-8. The Bicycle Plan FEIR determined that the Proposed Project would have a less-than-significant impact on traffic noise levels and that the Proposed Project's contribution to cumulative construction-related noise and vibration impacts would not be cumulatively considerable. Likewise, the Modified Project also would not result in any short- or long-term increases in traffic noise, and, given the limited extent of construction activity associated with application of sharrows (both standard and green-backed) and installation of bicycle racks, the Modified Project's contribution to any cumulative construction-related noise or vibration increases would not be cumulatively considerable. Consequently, the Modified Project would not change the analysis and conclusions reached in the Bicycle Plan FEIR for the Proposed Project and would have no or less-than-significant construction-related and operational noise impacts at the individual and cumulative levels.

**AIR QUALITY**

The Initial Study found that the Proposed Project would result in a less-than-significant impact related to air quality (odors) due to the temporary duration of construction-related activities (see pp. 64-66 of the Bicycle Plan FEIR). The work required for installation of sharrows, both standard and green-backed, on streets and bicycle racks on sidewalks and in on-street motor vehicle parking spaces would be brief (no more than one or two days at any one location) and would require limited use of diesel trucks and little or no use of diesel-powered equipment. Therefore, the Modified Project would not change the analysis and conclusions reached in the Initial Study for the Proposed Project and would have less-than-significant odor impacts at the individual and cumulative levels.

The Bicycle Plan FEIR (pp. V.B-14 to V.B-24) evaluated the Proposed Project's potential to conflict with or obstruct air quality planning efforts, violate air quality standards, contribute to cumulative increases in any criteria air pollutants for which the project region is considered to be in non-attainment, and expose

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on Sidewalks, and On-Street Bicycle Parking (Bicycle Corrals)**

sensitive receptors to substantial pollutant concentrations. The Bicycle Plan FEIR determined that the Proposed Project would promote bicycling as a viable alternative to the private automobile, resulting in a beneficial impact on air quality. The Bicycle Plan FEIR determined that Proposed Project implementation would result in less-than-significant adverse air quality impacts. The Modified Project would not alter the Existing or Proposed Bicycle Route Network or the type of minor improvements but would expand the possible locations of these improvements, further encouraging the use of bicycles. Since proposed application of both standard and green-backed sharrows on city streets and installation of bicycle racks on sidewalks or in on-street bicycle corrals would not require extended or extensive use of heavy construction equipment, the Modified Project is not expected to generate substantial increases in short-term, construction-related criteria air pollutant emissions and associated health risks. Therefore, the Modified Project would not change the analysis and conclusions reached in the Bicycle Plan FEIR for the Proposed Project and would have less-than-significant project-level air quality impacts.

With respect to cumulative air quality impacts, the Initial Study identified implementation of Mitigation Measure 2: Construction Air Quality as a measure to reduce project-related construction emissions and their contributions to cumulative air quality impacts (see p. 86 of Appendix A of the Bicycle Plan FEIR). However, the Bicycle Plan FEIR indicated that Mitigation Measure 2 was no longer applicable because of the adoption of the San Francisco Construction Dust Control Ordinance whereby all of the appropriate and feasible construction-related measures specified in Mitigation Measure 2 would be implemented. Likewise, implementation of the San Francisco Construction Dust Control Ordinance would also ensure that the Modified Project's contribution to cumulative construction-related air quality impacts would not be cumulatively considerable. Additionally, as with the Proposed Project, there would be no new automobile trips added to the roadway network under the Modified Project; therefore, the Modified Project would not contribute to a cumulative impact or change the analysis and conclusions reached in the Bicycle Plan FEIR.

**OTHER ENVIRONMENTAL TOPICS**

As previously described, the Modified Project would include changes to the Proposed Project analyzed in the Bicycle Plan FEIR. The proposed changes in the Modified Project would not substantially alter the Bicycle Plan FEIR analysis since the Modified Project's construction duration and activities, as well as the Modified Project's operations, would be similar to those of the Proposed Project. The Bicycle Plan FEIR determined that, for the following topics, any environmental effects associated with the Proposed Project would either be insignificant or would be reduced to a less-than-significant level by implementation of the mitigation measures included in the Bicycle Plan FEIR: land use and land use planning, aesthetics, population and housing, cultural resources, noise (discussed previously), air quality (discussed previously), wind and shadow, recreation, utilities and service systems, public services, biological resources,<sup>14</sup> geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural resources. The Modified Project consists of 1) detailed specifications and procedures for the application of sharrows, both standard and green-backed, on roadways throughout San Francisco and 2) detailed specifications and procedures for the installation of

<sup>14</sup> No vegetation removal is proposed as part of the Modified Project, therefore Mitigation Measure 3: Biological Resources from the Bicycle Plan Initial Study is not applicable to the Modified Project.


bicycle racks on sidewalks and in on-street bicycle corrals in City rights-of-way throughout San Francisco. These modifications would not cause substantial changes in the analysis or conclusions for the above-listed CEQA topics. The significance conclusions reached in the Bicycle Plan FEIR remain applicable to the Modified Project and mitigation measures and improvement measures from the Bicycle Plan FEIR and Initial Study would apply to the Modified Project as discussed above.

## CONCLUSION

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the Bicycle Plan FEIR certified on June 25, 2009 remain valid. The proposed revisions to the details of three of the nine minor improvements introduced in the 2009 Bicycle Plan—referred to here as the Modified Project—would not cause new significant impacts not identified in the Bicycle Plan FEIR and would not cause significant impacts previously identified in the Bicycle Plan FEIR to become substantially more severe. No new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the original 2009 Bicycle Plan that would result in significant environmental impacts to which the Modified Project would contribute considerably, and no new information has become available that shows that the Modified Project would result in significant environmental impacts. Therefore, no supplemental environmental review is required beyond this Addendum.

## DETERMINATION

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

  
\_\_\_\_\_  
Lisa M. Gibson  
Environmental Review Officer

5/15/17  
\_\_\_\_\_  
Date of Determination