



FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME 3

# **SAN FRANCISCO BICYCLE PLAN**

San Francisco Planning Department

City and County of San Francisco

**Case No. 2007.0347E**

**August 2009**

State Clearinghouse No. 2008032052

Draft EIR Publication Date: November 26, 2008

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*Indicates material that is new or has been revised since publication of the Draft EIR*



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## **B. AIR QUALITY**

This section provides an overview of the existing air quality within the City of San Francisco and surrounding region, the associated regulatory setting, and an analysis of potential impacts on air quality that would result from implementation of the San Francisco Bicycle Plan. Bicycling has no associated emissions and the promotion of bicycling can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. While these are reasonably foreseeable benefits of implementing the Proposed Project, this EIR conservatively considers the potential air quality impacts that may be associated with motor vehicle operations. In particular, proposed bikeways that reduce roadway capacity could cause localized motor vehicle congestion that could result in localized air quality impacts. These issues are addressed in the discussion of potential impacts associated with operations, and cumulative effects.

The Initial Study (see Appendix A) concluded that air quality could potentially be affected by the Proposed Project, and deferred to the EIR for additional air quality analysis to be completed, after information was available on the Proposed Project's anticipated impact on vehicle travel. The Proposed Project's potential vehicle-related operational and cumulative air quality impacts are discussed in this Section of the EIR as they relate to established air quality plans and standards. These impacts were found to have a less than significant impact on the physical environment. The Initial Study also concluded that air quality could potentially be affected during construction of the Proposed Project. A mitigation measure was included to reduce project-specific construction-related air quality effects of the Proposed Project, as well as the Proposed Project's potential air quality effects when considered cumulatively with other anticipated future projects in the project area. Construction-related air quality impacts are discussed in the cumulative impact subsection, below. The construction air quality mitigation measure, included in the mitigation measures subsection, would reduce both the Potential Project's individual air quality impacts and the Proposed Project's potential cumulatively considerable air quality impacts to a less than significant level.

## **SETTING A**

### **AIR QUALITY BACKGROUND**

The City and County of San Francisco is within the San Francisco Bay Area Air Basin, so named because the surrounding mountains tend to confine the movement of air and the pollutants it contains. This area includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San

Mateo, Santa Clara, the western half of Solano and the southern half of Sonoma counties. The regional climate within the Bay Area is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. A wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology primarily influence the air quality within the Bay Area.

Air pollutant emissions within the Bay Area are generated by stationary, area-wide, and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point source emissions occur at identified locations and are usually associated with manufacturing and industry. Examples of air emission point sources are boilers and combustion equipment that produce electricity or generate heat. Area-wide sources consist of many smaller point sources that are widely distributed. Examples of area-wide sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated naturally such as when fine dust particles are pulled off the ground and suspended in the air during high winds.

Both the federal and state governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The national and state ambient air quality standards have been set at levels where concentrations could be generally harmful to human health and welfare, and to protect the most sensitive persons from illness or discomfort with a margin of safety.

The air pollutants for which national and state standards have been promulgated and which are most relevant to air quality planning and regulation in the Bay Area include ozone, carbon monoxide (CO), respirable particulate matter (PM<sub>10</sub>), fine particulate matter (PM<sub>2.5</sub>), sulfur dioxide (SO<sub>2</sub>), and lead. In addition, toxic air contaminants (TACs) and greenhouse gases (GHGs) are of concern in the Bay Area. All of these pollutants are briefly described below.

### **Ozone**

Ozone is a gas that is formed when reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) – both byproducts of internal combustion engine exhaust – undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the

summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation.

### **Carbon Monoxide (CO)**

Carbon Monoxide (CO) is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest in the winter morning when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines – unlike ozone – and motor vehicles operating at slow speeds are the primary source of CO in the Bay Area, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

### **Respirable Particulate Matter (PM<sub>10</sub>) and Fine Particulate Matter (PM<sub>2.5</sub>)**

Respirable Particulate Matter (PM<sub>10</sub>) and Fine Particulate Matter (PM<sub>2.5</sub>) consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Most particulate matter in urban areas is produced by fuel combustion, motor vehicle travel, and construction activities.

### **Nitrogen Dioxide (NO<sub>2</sub>)**

Nitrogen Dioxide (NO<sub>2</sub>) is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract and is an essential ingredient in the formation of ozone. It is emitted as a by-product of fuel combustion.

### **Sulfur Dioxide (SO<sub>2</sub>)**

Sulfur Dioxide (SO<sub>2</sub>) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

### **Toxic Air Contaminants (TACs)**

Toxic Air Contaminants (TACs) is a general term for a diverse group of air pollutants that can adversely affect human health, but have not had ambient air quality standards established for them. They are not fundamentally different from the pollutants discussed above, but lack ambient air quality standards for a variety of reasons (e.g., insufficient data on toxicity, association with particular workplace exposures rather than general environmental exposure, etc.). The health effects of TACs can result from either acute or chronic exposure; many types of cancer are associated with chronic TAC exposures.

### **Greenhouse Gases (GHGs)**

Greenhouse Gases (GHGs) are gases that trap heat in the atmosphere because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction and operational phases. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. (Ozone – not directly emitted, but formed from other gases – in the troposphere, the lowest level of the earth's atmosphere, also contributes to the retention of heat.) While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Carbon dioxide is the “reference gas” for climate change, meaning that emissions of GHGs are typically reported in “carbon dioxide-equivalent” measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs, with much greater heat-absorption potential than carbon dioxide, include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes.

## **REGIONAL AIR QUALITY**

### **Climate**

The San Francisco Bay Area's regional meteorological conditions are cool and dry in the summers and mild and moderately wet in the winters. A daytime sea breeze provides fresh air to the Bay Area, but also tends to cause temperature inversions by positioning cool surface air underneath warmer upper-air. The inversions limit vertical motion of pollution and cause pollution potential to be the highest in the sheltered valleys throughout the region and in the subregions that are not directly affected by the marine air entering through the Golden Gate.<sup>1</sup>

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<sup>1</sup> BAAQMD, BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans, April 1996, Revised December 1999, Appendix D.

### Regional Air Quality

The nine-county San Francisco Bay Area Air Basin has a history of recorded violations of federal and state ambient air quality standards for ozone, carbon monoxide, and inhalable particulate matter. Since the early 1970s, the Bay Area has made progress toward controlling these pollutants. The area is now in attainment with all state and federal standards except those for ozone and PM<sub>10</sub>. The Bay Area is an ozone nonattainment area for state and federal purposes. Although the Bay Area does not meet the state standard for PM<sub>10</sub>, it does meet the federal standard. The criteria air pollutants for which national and state standards have been promulgated (and that are most relevant to air quality planning and regulation in the Bay Area) are ozone, fine suspended particulate matter, and carbon monoxide.

The emissions inventory for the entire Bay Area and San Francisco County is summarized in Table V.B-1, p. V.B-5. In the Bay Area, motor vehicles generate the majority of ROG, NO<sub>x</sub>, and CO; stationary sources generate the most SO<sub>x</sub>; and area-wide sources generate the most airborne particulates.

<b>TABLE V.B-1</b> <b>2006 ESTIMATED AVERAGE DAILY EMISSIONS</b> <b>IN SAN FRANCISCO COUNTY AND THE SAN FRANCISCO BAY AREA</b>						
Emissions Source	Emissions in Tons per Day					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
San Francisco Bay Area Air Basin	369	492	1,929	55	213	82
San Francisco County	34	52	171	7	17	7

*Source:* California Air Resources Board, Almanac Emission Projection Data, 2007.

Additionally, there is international scientific consensus that human-caused increases in GHGs have and would continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.<sup>2</sup> Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

<sup>2</sup> California Air Resources Board (ARB), 2006a. Climate Change website. Available at: <http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf>, accessed December 4, 2007.

The California Energy Commission (CEC) estimated that in 2004 California produced 500 million gross metric tons (about 550 million US tons) of carbon dioxide-equivalent GHG emissions.<sup>3</sup> The CEC found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.<sup>4</sup> In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area's GHG emissions, accounting for just over half of the Bay Area's 85 million tons of GHG emissions in 2002. Industrial and commercial sources were the second largest contributors of GHG emissions with about one-fourth of total emissions. Domestic sources (e.g., home water heaters, furnaces, etc.) account for about 11 percent of the Bay Area's GHG emissions, followed by power plants at 7 percent. Oil refining currently accounts for approximately 6 percent of the total Bay Area GHG emissions.<sup>5</sup>

### Local Air Quality

The Bay Area Air Quality Management District (BAAQMD) operates air quality monitoring stations in San Francisco at 10 Arkansas Street (at the foot of Potrero Hill) and at 939 Ellis Street (near the Civic Center). Both locations would be representative of conditions in the City; however, the Ellis Street station monitors only carbon monoxide. Peak carbon monoxide concentrations observed at the Ellis Street station tend to be higher than those observed at Arkansas Street. Table V.B-2, p. V.B-7 presents a three-year summary (2005-2007) of ozone, carbon monoxide, and particulate matter data at the Arkansas Street monitoring station. Data compiled from this monitoring station for the past three years (2005 through 2007) are used by the California Air Resources Board (CARB) to estimate annual air emission averages and number of days a region is above State or federal standards. During the period of 2005 through 2007 for this station, both the State 1 hour ozone standard and the federal 8 hour standards were not exceeded at this station. During the period of 2005 through 2007 at the Arkansas Street station, the measured State 24 hour PM<sub>10</sub> standard was exceeded five times while the federal 24 hour standard was not exceeded. The federal 24 hour standard for PM<sub>2.5</sub> standard was not exceeded between 2005 and 2007.

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<sup>3</sup> Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

<sup>4</sup> California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 – Final Staff Report*, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available at: <http://www.arb.ca.gov/cc/ccei/emsinv/emsinv.htm>.

<sup>5</sup> BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002*, November 2006. Available on the internet at: [http://www.baaqmd.gov/pln/ghg\\_emission\\_inventory.pdf](http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf).

**TABLE V.B-2  
SUMMARY OF LOCAL AMBIENT AIR QUALITY IN THE PROJECT VICINITY**

Air Pollutants <sup>a</sup>	Year		
	2005	2006	2007
<b>Ozone</b>			
Maximum 1-hour concentration measured <sup>b</sup>	0.06 ppm	0.05 ppm	0.06 ppm
Days exceeding State 0.09 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration measured <sup>c</sup>	0.05 ppm	0.05 ppm	0.05 ppm
Days exceeding national 0.08 ppm 8-hour standard	0	0	0
<b>Respirable Particulate Matter (PM<sub>10</sub>)</b>			
Maximum 24-hour concentration measured <sup>d</sup>	46.4 µg/m <sup>3</sup>	61.4 µg/m <sup>3</sup>	69.8 µg/m <sup>3</sup>
Days exceeding national 150 µg/m <sup>3</sup> 24-hour standard	0	0	0
Days exceeding State 50 µg/m <sup>3</sup> 24-hour standard	0	3	2
<b>Fine Particulate Matter (PM<sub>2.5</sub>)</b>			
Maximum 24-hour concentration measured	43.6 µg/m <sup>3</sup>	54.3 µg/m <sup>3</sup>	45.2 µg/m <sup>3</sup>
No. of days exceeding national 35 µg/m <sup>3</sup> 24-hour standard <sup>e</sup>	0	0	0
<b>Carbon Monoxide (CO)</b>			
Maximum 8-hour concentration measured	2.1 ppm	2.1 ppm	1.6 ppm
Number of days exceeding national and State 9.0 ppm 8-hour standard	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour concentration measured	0.06 ppm	0.07 ppm	0.06 ppm
Days exceeding State 0.25 ppm 1-hour standard	0	0	0

Source: California Air Resources Board, Ambient Air Quality Data Summaries, Air Pollution Summary, 2005 through 2007.

Notes:

- Data is taken from the San Francisco Arkansas Street monitoring station.
- ppm = parts by volume per million of air.
- The California 8-hour ozone standard was implemented on May 17, 2005.
- µg/m<sup>3</sup> = micrograms per cubic meter.
- On December 17, 2006, the US EPA implemented a more stringent national 24-hour PM<sub>2.5</sub> standard – revising it from 65 µg/m<sup>3</sup> to 35 µg/m<sup>3</sup>. PM<sub>2.5</sub> exceedance days for 2005 to 2007 reflect the new 35 µg/m<sup>3</sup> standard.

The regional and local air quality data show that the region has made considerable progress toward meeting the state and federal standards. At this time, the region does not meet ozone and PM<sub>10</sub> standards, and violations of the state and federal standards for ozone and PM<sub>10</sub> continue to persist.

Pollutants tend to be carried away from San Francisco into the more sheltered areas of the region and cause violations of the standards there, resulting in non-attainment of pollutants,

including ozone. Therefore, regional benefits would occur with efforts to control San Francisco's emissions.

## **REGULATORY SETTING**

Air quality within the Bay Area is addressed through the efforts of various federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Bay Area are discussed below.

## **FEDERAL REGULATIONS**

### **National Ambient Air Quality Standards**

The US Environmental Protection Agency (EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives.

As part of its enforcement responsibilities, the EPA requires each state with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the national standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

## **STATE REGULATIONS**

### **California Ambient Air Quality Standards**

The CARB, a part of the California EPA, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, CARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. CARB establishes emissions standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.



### TAC Emission Controls

Motor vehicles have been identified as the major source of TACs in urban areas, particularly diesel-powered vehicles, which include most buses and heavy-duty trucks. In 1998, the CARB identified particulate matter from diesel-powered engines (DPM) as a TAC<sup>6</sup>. The CARB estimates that DPM is responsible for about 70 percent of the State's health risk due to TAC exposure. The CARB adopted the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles* (September 2000). The Plan's goals are a 75 percent reduction in DPM by 2010 and an 85 percent reduction by 2020 from the 2000 baseline.

### Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, the Governor issued Executive Order S-3-05, which sets forth a series of target dates by which Statewide emissions of GHG would be progressively reduced. These target dates include reduction of GHG emissions to 2000 levels by 2010, reduction of GHG emissions to 1990 levels by 2020, and reduction of GHG emissions to 80 percent below 1990 levels by 2050.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff is preparing a scoping plan to meet the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce its greenhouse gases by 30 percent below projected 2020 business as usual emissions levels, or about 10 percent from today's levels (2008). In June 2008, CARB released its Draft Scoping Plan, which estimates a reduction of 169 million metric tons of CO<sub>2</sub>-eq (MMTCO<sub>2</sub>-eq). Approximately one-third of the emissions reductions strategies fall within the transportation sector and include the following: California Light-Duty Vehicle GHG standards, the Low Carbon Fuel Standard, Heavy-Duty Vehicle GHG emission reductions and energy efficiency, and medium and heavy-duty vehicle hybridization, high speed rail, and efficiency improvements in goods movement. These measures are expected to reduce GHG emissions by 60.2 MMTCO<sub>2</sub>-eq. Emissions from the electricity sector are expected to reduce another 49.7

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<sup>6</sup> Note that DPM is a particular form of PM<sub>10</sub> produced in diesel engines, and that the major fraction of this PM<sub>10</sub> would be the smaller diameter PM<sub>2.5</sub>.

MMTCO<sub>2</sub>-eq. Reductions from the electricity sector include building and appliance energy efficiency and conservation, increased combined heat and power, solar water heating (AB 1470), the renewable energy portfolio standard (33 percent renewable energy by 2020), and the existing million solar roofs program. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Local government actions and regional GHG targets are also expected to yield a reduction of 2 MMTCO<sub>2</sub>-eq.<sup>7</sup> Measures that could become effective during implementation pertain to construction-related equipment and building and appliance energy efficiency. Some proposed measures would require new legislation to implement, some would require subsidies, some have already been developed, and some would require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA). Applicable measures that are ultimately adopted would become effective during implementation of proposed project and the proposed project could be subject to these requirements, depending on the proposed project's timeline.

## LOCAL REGULATIONS

### Bay Area Air Quality Management District Clean Air Plans and Guidelines

The BAAQMD is the primary agency responsible for comprehensive air pollution control in the San Francisco Bay Area Air Basin, including Santa Clara County. To that end, the BAAQMD, a regional agency, works directly with the Association of Bay Area Governments, the Metropolitan Transportation Commission, and local governments and cooperates actively with all federal and State government agencies. The BAAQMD develops rules and regulations, establishes permitting requirements for stationary sources, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The BAAQMD is directly responsible for reducing emissions from stationary (area and point) sources and for assuring that State controls on mobile sources are effectively implemented. It has responded to this requirement by preparing a sequence of ozone plans to demonstrate compliance with the federal Clean Air Act and the California Clean Air Act. These plans accommodate future growth while assuring that the pollutant levels in the Bay Area will be reduced to meet federal and State ambient air quality standards (AAQS), with minimal adverse fiscal impact on the local economy. The most recent federal attainment plan, the *2001 Ozone Attainment Plan* demonstrates attainment of the federal ozone standard in the Bay Area by 2006.

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<sup>7</sup> Ibid.

The most recent State attainment plan, the *2005 Bay Area Ozone Strategy*, demonstrates how the Bay Area would comply with the State one-hour air quality standard for ozone as expeditiously as practicable. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the Bay Area.

In 2003, the California Legislature enacted Senate Bill 656 (SB 656) to reduce public exposure to PM<sub>10</sub> and PM<sub>2.5</sub>. SB 656 requires CARB, in consultation with local air districts, to develop and adopt, by January 1, 2005, a list of the most readily available, feasible, and cost-effective control measures that could be used by CARB and the air districts to reduce PM<sub>10</sub> and PM<sub>2.5</sub>. In November 2005, the BAAQMD adopted a *Particulate Matter Implementation Strategy* focusing on those measures most applicable and cost effective for the Bay Area.

Although the BAAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the Bay Area. Instead, the BAAQMD has used its expertise and prepared the *BAAQMD CEQA Guidelines* (dated 1999) to indirectly address these issues in accordance with the projections and programs of the Ozone Attainment Plan and Clean Air Plan. The purpose of the *BAAQMD CEQA Guidelines* is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Bay Area. Specifically, the *BAAQMD CEQA Guidelines* explain the procedures that the BAAQMD recommends be followed during environmental review processes required by CEQA. The *BAAQMD CEQA Guidelines* provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The BAAQMD intends that by providing this guidance, the air quality impacts of plans and development proposals would be analyzed accurately and consistently throughout the Bay Area, and adverse impacts would be minimized.

## **City of San Francisco**

### San Francisco General Plan

The *San Francisco General Plan (General Plan)* includes the 1997 Air Quality Element.<sup>8</sup> The objectives specified by the City include the following:

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<sup>8</sup> City and County of San Francisco, Planning Department, Air Quality - An Element of the General Plan of the City and County of San Francisco, July 1997, updated in 2000.

**Objective 1:** Adhere to State and federal air quality standards and regional programs.

**Objective 2:** Reduce mobile sources of air pollution through implementation of the Transportation Element of the *General Plan*.

**Objective 3:** Decrease the air quality impacts of development by coordination of land use and transportation decisions.

**Objective 5:** Minimize particulate matter emissions from road and construction sites.

**Objective 6:** Link the positive effects of energy conservation and waste management to emission reductions.

#### Transit First Policy

In 1973 San Francisco instituted the Transit First Policy which added Section 16.102 to the City Charter with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

#### San Francisco Sustainability Plan

In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

#### The Electricity Resource Plan (Revised December 2002)

San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

#### The Climate Action Plan for San Francisco

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas*

*Emissions.*<sup>9</sup> The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent greenhouse gas reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

#### San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan

The San Francisco Municipal Transportation Agency's (SFMTA) Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses would replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particle matter (PM, or soot) than the buses they replace, the produce 40 percent less oxides of nitrogen (NOx), and they reduce greenhouse gases by 30 percent.

#### Construction and Demolition Debris Recovery Ordinance

In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

#### Greenhouse Gas Reduction Ordinance

In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City greenhouse gas emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following greenhouse gas emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City greenhouse gas emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce greenhouse gas emissions by 25 percent below 1990 levels by 2017;

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<sup>9</sup> San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco*, Local Actions to Reduce Greenhouse Emissions, September 2004.

- Reduce greenhouse gas emissions by 40 percent below 1990 levels by 2025; and
- Reduce greenhouse gas emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department (Planning Department) is required to: (1) update and amend the City's applicable *General Plan* elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

## **IMPACTS**

### **SIGNIFICANCE CRITERIA**

The *BAAQMD CEQA Guidelines* identifies significance criteria to assist lead agencies in evaluating potential air quality impacts of projects. The City of San Francisco utilizes these criteria when evaluating proposed development projects and plans. As such, the Project may result in significant air quality impacts if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

The Governor's Office of Planning and Research (OPR) encourages public agencies to adopt thresholds of significance, but notes that public agencies are not required to do so. Until a

statewide threshold has been adopted, the Planning Department analyzes a proposed project's contribution to climate change against the following significance criteria:

1. Does the project conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California Global Warming Solutions Act of 2006), such that the project's GHG emissions would result in a substantial contribution to global climate change.
2. Does the proposed project conflict with San Francisco's Climate Action Plan such that it would impede implementation of the local greenhouse gas reduction goals established by San Francisco's Greenhouse Gas Reduction Ordinance.

## METHODOLOGY

Project-specific CO concentrations and mobile source air toxics (MSAT) emissions were estimated near selected intersections in the San Francisco Bicycle Plan Area.

The following intersections were selected from the traffic analysis Cluster areas for MSAT modeling:

- Cluster #1 – Van Ness Avenue at Broadway
- Cluster #2 – 4th Street at Harrison Street
- Cluster #3 – Masonic Avenue at Fell Street
- Cluster #4 – Illinois Street at Mariposa Street
- Cluster #5 – Mission Street at Cesar Chavez Street
- Cluster #6 – Woodside Avenue/O'Shaughnessy Boulevard at Portola Drive
- Cluster #7 – 7th Avenue at Kirkham Street
- Cluster #8 – None (no intersections from this Cluster were modeled in the project transportation study)

This selection was intended to provide an indication of project effects on MSAT emissions from roadways in each of the Cluster areas (with the exception of Cluster #8, where no traffic data is available). The intersections were selected because MSAT emission rates are known to be highest where traffic flow speeds are relatively low (as they are near congested intersections), because existing land uses in their vicinities are pollutant-sensitive (i.e., adjacent uses include residences, schools, hospitals, churches, etc., rather than mostly commercial or industrial), and because physical modifications to roads/intersections under the Plan could worsen congestion

and increase MSAT local emissions. The chosen intersections were selected specifically to represent worst-case air quality conditions for their Cluster areas, so that conclusions derived from model results at these intersections would reliably forecast the maximum adverse air quality impacts in the appropriate Cluster area.

CO levels were estimated using the CALINE4 dispersion model. An MSAT spreadsheet methodology<sup>10</sup>, developed by UC Davis under Caltrans contract, was used with San Francisco-specific MSAT emission rates generated by the California Air Resources Board's EMFAC2007 on-road emissions model, and with intersection-specific traffic activity data developed by the project transportation consultant. The MSAT analysis was focused on the six MSAT pollutants identified by the EPA as being the highest priority for motor vehicle sources (i.e., diesel particulate matter (DPM), acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene).

Many of the on-street bikeway improvements would only require additional signage and pavements marking and would not affect motor vehicle operations. These improvements would not result in significant adverse air quality impacts. Some of the proposed bikeway improvements would reduce the number of vehicle travel lanes or reduce or reconfigure turn lanes. The removal and reconfiguration of such lanes could result in localized traffic congestion that could result in localized, elevated levels of CO. A localized increase in TAC emissions could also result from modifications to roadway travel lanes and configurations. These potential impacts are discussed below.

## **IMPACTS FROM PLAN-INDUCED TRAFFIC FLOW MODIFICATIONS**

### **Carbon Monoxide Emissions**

Motor vehicles generate CO, which is not an ozone precursor, but is a pollutant responsible for adverse effects in areas close to where it is emitted. CO levels are highest at intersections where there is congestion and traffic speed is slow. The Proposed Project would make modifications to roadways and intersections to accommodate bicycle facilities. To the extent that the Proposed Project reduces the levels-of-service at busy intersections, those intersections could experience higher concentrations of CO with the Proposed Project than they would without it.

The CALINE4 dispersion model is the preferred method of estimating CO concentrations at sensitive receptors near congested roadways and intersections. CALINE4 uses roadway-specific peak-hour traffic volumes to calculate ambient CO air concentrations. For this analysis,

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<sup>10</sup> Bai, Dr. Song, et. al. Estimating Mobile Source Air Toxics Emissions: A Step-by-Step Analysis Methodology, University of California Davis Campus, December 28, 2006.



CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District (see Appendix C for the CALINE4 model output). This simplified procedure was used to model potential CO hotspots near benchmark intersections selected in each Cluster area. CO background levels characteristic of the project site's urban location were estimated as recommended in the BAAQMD's CEQA Guidelines. The modeled local and monitored background values were added to obtain the worst-case CO levels at the intersections, as shown in Table V.B-3, p. V.B-17. No violations of CO ambient air quality standards are predicted.

### Toxic Air Contaminants Emissions

The methodology for estimating project TAC emissions is focused on the six MSAT pollutants identified by the EPA as being the highest priority (US Environmental Protection Agency, 2001). The six pollutants are: diesel particulate matter (DPM), acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene. EMFAC 2007 provided emission factor information for DPM. Each of the remaining five MSATs, however, is a constituent of motor vehicle organic gas (TOG) emissions, and EMFAC 2007 provided emission factors for TOG, which together with CARB "speciation factors" were used to calculate the MSATs as a function of TOG emissions. MSAT emissions were calculated for seven street segments, each associated with a selected intersection in each Cluster area, as shown in Table V.B-4, p. V.B-18 (see Appendix C for the model output).

**TABLE V.B-3**  
**MOTOR VEHICLE EIGHT-HOUR AVERAGE CARBON MONOXIDE CONCENTRATIONS**  
**(PPM)**

<b>Intersection</b>	<b>Existing (2008)</b>	<b>Cumulative (2025)</b>	<b>Cumulative + Bicycle Plan (2025)</b>
Broadway/Van Ness	4.8	3.8	3.8
4 <sup>th</sup> /Harrison	4.3	3.7	3.8
Masonic/Fell	4.7	3.8	3.9
Illinois/Mariposa	3.6	3.6	3.6
Mission/Chavez	4.7	3.9	3.9
Portola/O'Shaughnessy	4.9	3.9	3.9
7 <sup>th</sup> /Kirkham	4.2	3.7	3.7

Source: PBS&J, 2008.

*Notes:*

CO concentrations were calculated near curbside using a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District, motor vehicle CO emissions rates calculated for San Francisco County with the CARB's EMFAC2007 model, and the worst-case eight-hour CO background level recommended in the BAAQMD's CEQA Guidelines.

The eight-hour CO standard is 9.0 ppm. No standard violations are predicted at any intersection under any scenario.

V. Environmental Setting, Impacts, and Mitigation Measures  
B. Air Quality

**TABLE V.B-4  
MOTOR VEHICLE TRAFFIC TAC EMISSIONS ON SELECTED STREETS IN THE PLAN AREA**

Street Segment	Scenario	Diesel PM (grams/day)	Benzene (grams/day)	1,3-Butadiene (grams/day)	Acetaldehyde (grams/day)	Acrolein (grams/day)	Formaldehyde (grams/day)
Broadway East of Van Ness Avenue	Existing	11.4	29.1	5.3	5.7	1.2	19.8
	Cumulative	6.9	8.6	1.3	1.8	0.3	5.9
	Cumulative+Project	6.9	8.6	1.3	1.8	0.3	5.9
4th Street North of Harrison Street	Existing	9.8	25.1	4.6	4.9	1.0	17.0
	Cumulative	6.4	8.0	1.2	1.7	0.3	5.5
	Cumulative+Project	<b>7.9</b>	<b>11.9</b>	<b>1.7</b>	<b>2.2</b>	<b>0.4</b>	<b>7.4</b>
Masonic Avenue North of Fell Street	Existing	14.7	37.6	6.9	7.4	1.6	25.5
	Cumulative	8.9	11.2	1.7	2.3	0.4	7.7
	Cumulative+Project	<b>11.0</b>	<b>16.7</b>	<b>2.3</b>	<b>3.1</b>	<b>0.5</b>	<b>10.5</b>
Illinois Street South of Mariposa Street	Existing	1.6	4.0	0.7	0.8	0.2	2.7
	Cumulative	2.8	3.5	0.5	0.7	0.1	2.4
	Cumulative+Project	2.8	3.5	0.5	0.7	0.1	2.4
Cesar Chavez Street East of Mission Street	Existing	15.1	38.6	7.1	7.6	1.6	26.2
	Cumulative	11.3	14.1	2.1	3.0	0.5	9.8
	Cumulative+Project	<b>14.0</b>	<b>21.2</b>	<b>3.0</b>	<b>4.0</b>	<b>0.7</b>	<b>13.2</b>
Portola Avenue West of O'Shaughnessy Street	Existing	17.0	43.3	7.9	8.5	1.8	29.4
	Cumulative	10.1	12.6	1.9	2.6	0.4	8.7
	Cumulative+Project	10.1	12.6	1.9	2.6	0.4	8.7
7th Street South of Kirkham Street	Existing	9.5	24.1	4.4	4.7	1.0	16.4
	Cumulative	7.4	9.2	1.4	1.9	0.3	6.4
	Cumulative+Project	7.4	9.2	1.4	1.9	0.3	6.4

Source: Estimating Mobile Source Air Toxics Emissions: A Step-by-Step Project Analysis Methodology; Caltrans, December 28 2006.

Note: Values in **bold** represent an increase from cumulative conditions.

In all cases, MSAT emissions were found to be considerably lower in the future (Year 2025) because of the increasingly stringent control measures that the CARB is expected to impose on the motor vehicle fleet (and other TAC sources) over the next 15 years. However, future MSAT emissions with the Proposed Project are expected to be higher in certain cases than they would be without the Proposed Project. Near the 4<sup>th</sup> Street/Harrison Street, Masonic Avenue/Fell Street, and Cesar Chavez Street/Mission Street intersections, traffic volumes are expected to increase by between 10 percent and 30 percent, with added traffic congestion caused by the bicycle lanes and/or other bicycle-related improvements related to Plan implementation. But even so, the TAC emissions from the street segments leading to these intersections would still decrease from their existing levels, just not as much as they would have had the additional Plan-induced congestion not occurred. Also, the increased MSAT emissions would only occur on the portions of the streets that are affected by the intersection's congested operation; at other portions far from the intersection, MSAT emissions would be much lower. Thus, bicyclists using the bicycle routes installed under the Plan would be exposed to these higher MSAT exposures only over short segments of their routes that pass through the few intersections with increased traffic congestion resulting from Plan implementation.

### **GHG Emissions**

Project operation would require electricity used to operate signs and signals with consequent indirect GHG emissions attributed to the plants providing that power. Some additional GHG emissions could be attributed to increased local traffic congestion resulting from Plan implementation. While some GHG benefits from the project (i.e., by making bicycle travel easier and safer, motor vehicle trips and their GHG emissions could be reduced) are expected, operational GHG emissions are expected to be minimal and quantification of these emissions is extremely difficult.

The majority of emissions would occur during construction of the Bicycle Plan. Some streets and intersections would require excavation and repaving to install the improved bicycle facilities called for under the Plan. But all would require some activities to re-stripe the roadways, install improved signage, etc. The URBEMIS model was used to estimate the CO<sub>2</sub> emissions associated with the equipment used for bicycle facility improvements under the Plan based on construction data provided by the San Francisco Municipal Transportation Agency. CO<sub>2</sub>-equivalent emissions were estimated from the URBEMIS model outputs to account for GHGs from N<sub>2</sub>O and CH<sub>4</sub>. GHG emissions associated with the production of concrete required for individual projects were also

calculated as part of the GHG analysis for the Bicycle Plan. Annual emissions of GHG are expected to be about 1,536 tons of CO<sub>2</sub>-equivalent/year over the five-year construction period.<sup>11</sup> Production of the cement to be used for this project would also result in approximately 4,449 tons of CO<sub>2</sub>-equivalent GHG emissions.<sup>12</sup>

### **Construction Dust Abatement**

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). The Initial Study for the Bicycle Plan Update was published on March 15, 2008 and included a Construction Air Quality mitigation measure (Mitigation Measure 2). However, this mitigation measure is no longer

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<sup>11</sup> Emissions were estimated from the URBEMIS model outputs to account for GHGs from N<sub>2</sub>O and CH<sub>4</sub>. GHG emissions associated with the production of concrete required for individual projects were calculated as part of the GHG analysis for the Bicycle Plan.

<sup>12</sup> Memorandum from PBS&J to Environmental Review Officer, MEA, November 12, 2008. This memorandum is available for review, by appointment, at the San Francisco Planning Department, at 1650 Mission Street, 4<sup>th</sup> Floor, San Francisco, California, 94103, under Case File No. 2007-0347E.

necessary as compliance with the Construction Dust Control Ordinance (Ordinance 176-08, July 2008) would reduce any potential construction air quality impacts to less-than-significant.

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

SFMTA and the contractor(s) responsible for construction activities at the project sites shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

Site-specific Dust Control Plans shall require SFMTA to: submit of a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct

inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

These regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

## **CONCLUSION**

Bicycle travel is an environmentally friendly means of transportation because there are no tailpipe emissions, no evaporative emissions, no emissions from gasoline pumping or oil refining, and zero carbon dioxide or other greenhouse gases that contribute to global warming. Implementation of the Proposed Project would promote bicycling as a viable alternative to the private automobiles. In particular, the use of bicycles for short trips reduces the number of short trips made by automobile. Short trips are high-polluting trips because of the car's cold start and the associated inefficient operation of the engine's catalytic converter immediately following a cold start. Eliminating motor vehicle trips has a beneficial impact on air quality.

Implementation of the Proposed Project would not result in any new traffic volumes being added to the roadway network; therefore, there would be no change in the intersection volume under project conditions. Hence, the intersection volumes stay constant between Existing and Existing plus Project Conditions. Similarly, there is no change in intersection volumes between 2025 Cumulative and 2025 Cumulative plus Project Conditions. However, the reduction of travel lanes at major intersections would increase traffic congestion at some intersections. As presented above, under Cumulative Plus Project conditions, CO levels would not exceed the ambient air quality standard and TAC emissions would be less than existing at all intersections. Therefore, implementation and operation of the Proposed Project would not result in significant adverse air quality impacts.

The Proposed Project would emit GHG during its construction phases and could contribute to a cumulative impact on climate change as described below.

## CUMULATIVE IMPACTS

The BAAQMD neither recommends quantified analyses of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. As discussed previously, the construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Likewise, construction employees would continue to drive from site to site over time. Because (1) construction activities would be temporary, (2) the contribution to the cumulative context is so small as to be virtually immeasurable, and (3) all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented under San Francisco Construction Dust Control Ordinance 176-08, effective July 2008. Therefore, the contribution of construction emissions associated with the Proposed Project would not be cumulatively considerable, the contribution of construction emissions associated with the Project would not be cumulatively considerable.

Bicycling has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. The Proposed Project could result in a net reduction in emissions and thus would have no impact and would not contribute to a cumulative impact. As discussed above, implementation of the Proposed Project does not result in any new auto mobile trips being added to the roadway network. Under cumulative conditions, with the Proposed Project included, CO and TAC emissions are predicted to decrease.

Implementation of the Proposed Project would likely result in a net decrease in GHG emissions because the Proposed Project is expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. However, the mode shift from cars to bicycles is not quantifiable, and therefore, the GHG analysis does not account for this potential decrease in GHG emissions.

The Proposed Project would temporarily emit GHGs during construction of individual projects and from the amount of concrete required for specific projects. However, these construction emissions will quickly dissipate at the completion of the temporary construction period and could be offset should the Bicycle Plan and its individual projects shift some modes of transportation from vehicles to bicycles. The Proposed Project would not impede actions to meet either the state GHG reduction goals or San Francisco's GHG reduction goals. In fact, the Proposed Project would be compatible with state and local GHG reduction goals by promoting zero emissions alternatives to vehicle travel.

Additionally, San Francisco has implemented programs to reduce greenhouse gas emissions specific to new construction and renovations of residential and commercial developments and San Francisco's sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels. Further, current and probable future state and local greenhouse gas reduction measures would continue to reduce GHGs on a statewide level. The Proposed Project would further the goals of reducing GHG by shifting transportation modes away from motor vehicles and, therefore, the Proposed Project would not be significant individually or contribute considerably to the cumulative effects of global climate change.



## C. NOISE

The Initial Study (see Appendix A) concluded that noise generated from construction and operational activities of the Proposed Project would not exceed established noise standards. It also concluded that the Proposed Project would have less-than-significant impacts with regards to temporary noise and vibration resulting from construction of the Proposed Project. The increase in noise during construction of the Proposed Project, and its various elements, would not be considered a significant impact under the City's Noise Ordinance,<sup>1</sup> because the construction noise would be temporary, intermittent, and restricted in occurrence and level. The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip and would not result in any airport-related noise impacts. The Proposed Project consists of transportation-related improvements which are not affected by existing noise levels. Therefore, there would be no significant adverse impacts on the Proposed Project related to existing noise levels. Because these topics have been discussed, and their potential impacts found insignificant or less-than-significant in the Initial Study, these topics are not discussed in this section.

The Initial Study concluded that any increase in ambient noise levels, associated with the Proposed Project, would result from an increase in operational noise directly related to changes in traffic volumes. It was estimated that an approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. Because traffic volumes and impacts were not studied in the Initial Study, the Initial Study deferred to the EIR traffic study to form the basis for analysis and conclusions on potential changes in traffic-related ambient noise levels. Traffic-related noise impacts are, therefore, discussed in this section.

The Initial Study also deferred the analysis of cumulative noise impacts to this EIR. Without the data and a determination of ambient noise impacts, the Initial Study could not present a full analysis of all cumulative noise impacts. The analysis of these cumulative noise impacts are all discussed in this section.

## SETTING

Sound is created when vibrating objects produce pressure variations that move rapidly outward into the surrounding air. The main characteristics of these air pressure waves are (a) amplitude,

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<sup>1</sup> Article 29, *San Francisco Police Code*.

which we experience as a sound's "loudness," and (b) frequency, which we experience as a sound's "pitch." The standard unit of sound amplitude is the decibel (dB); it is a measure of the physical magnitude of the pressure variations relative to the human threshold of perception. The human ear's sensitivity to sound amplitude is frequency-dependent; it is more sensitive to sound with a frequency at or near 1,000 cycles per second than to sound with much lower or higher frequencies.

Most "real world" sounds (e.g., a dog barking, a car passing) are complex mixtures of many different frequency components. When the average amplitude of such sounds is measured with a sound level meter, it is common for the instrument to apply different adjustment factors to each of the measured sound's frequency components. These factors account for the differences in perceived loudness of each of the sound's frequency components relative to those that the human ear is most sensitive to (i.e., those at or near 1000 cycles per second). This adjustment is called "A-weighting." The unit of A-weighted sound amplitude is also the decibel; however, in reporting measurements to which A-weighting has been applied, an "A" is appended to dB (i.e., dBA) to make this clear.<sup>2</sup>

Noise is the term generally given to the "unwanted" aspects of intrusive sound. Many factors influence how a sound is perceived and whether it is considered annoying to a listener. These factors include not only the physical characteristics of a sound (e.g., amplitude, frequency, duration), but also non-acoustic factors (e.g., the acuity of a listener's hearing ability, the activity of the listener during exposure) that can influence the degree of "unwantedness" for a listener, or receptor. Excessive noise can negatively affect the physiological or psychological well-being of individuals or communities.

All quantitative descriptors, used to measure environmental noise exposure, recognize the strong correlation between the high acoustical energy content of a sound (i.e., its loudness and duration) and the disruptive effect it is likely to have as noise. Because environmental noise fluctuates over time, most such descriptors average the sound level over the time of exposure,

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<sup>2</sup> A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

and some add “penalties” for sounds produced at times of day when intrusive sounds would be more disruptive to listeners. The most commonly used descriptors are:

- Equivalent Energy Noise Level ( $L_{eq}$ ) is the constant noise level that would deliver the same acoustic energy to the ear of a listener as the actual time-varying noise would deliver over the same exposure time. No “penalties,” or adjustments, are added to any noise levels during the exposure time; thus, there is no change in this noise metric if the noise were to occur during late night hours. The  $L_{eq}$  would be the same regardless of the time of day during which the noise occurs.
- Day-Night Average Noise Level ( $L_{dn}$ ) is a 24-hour average  $L_{eq}$  with a 10 dBA “penalty” added to noise levels registered during the hours of 10:00 p.m. to 7:00 a.m. to account for the increased sensitivity that people tend to have to nighttime noise. Because of this penalty, the  $L_{dn}$  is always higher than its corresponding 24-hour  $L_{eq}$  (e.g., a constant 60 dBA noise over 24 hours would have a 60 dBA  $L_{eq}$ , but a 66.4 dBA  $L_{dn}$ ).
- Community Noise Equivalent Level (CNEL) is an  $L_{dn}$  with an additional 5 dBA “penalty” for noise levels registered during the evening hours between 7:00 p.m. and 10:00 p.m. In most cases of environmental noise exposure,  $L_{dn}$  and CNEL levels are essentially equivalent.

## VIBRATION

Vibrating objects in contact with the ground radiate energy through that medium. If a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The ground motion caused by vibration is measured in vibration decibels (VdB). The vibration threshold of perception for humans is approximately 65 VdB. Vibrations become distinctly perceptible to many people at 75 VdB, and minor damage can occur in fragile buildings at 100 VdB.

### Existing Ambient Noise Levels

The major noise sources affecting the project area are traffic noise. Noise measurements were taken near noise-sensitive residential uses adjacent to seven roadways that would be impacted by the Proposed Project, and were modeled in accord with the Existing  $L_{dn}$  descriptor. The noise model calculates average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The noise modeling used for the Proposed Project is discussed in greater detail below under methodology. The existing traffic volumes used for the noise modeling were obtained from Wilbur Smith Associates. Current exposure levels of selected local noise-sensitive land uses, to estimated existing  $L_{dn}$  noise levels,

are presented in Table V.C-1 on p. V.C-4. The *San Francisco General Plan's (General Plan)* maximum exterior noise level, considered satisfactory for residential use, is 60 dBA. However, noise levels for all but one of the locations, namely, Illinois Street south of Mariposa Street, are currently above 60 dBA. Therefore, in general, the existing ambient noise in the project area is above the satisfactory threshold for residential uses. These noise levels represent only the traffic-related noise component and do not include noise from other sources.

**TABLE V.C-1  
TRAFFIC NOISE LEVELS AT SELECTED RESIDENTIAL RECEPTORS**

Receptors	Existing	Cumulative	Cumulative with Bicycle Plan	Cumulative Change
Residential on Broadway E of Van Ness	68.5	68.8	68.6	-0.2
Residential on 4 <sup>th</sup> ST N of Harrison	66.9	67.5	67.5	0
Residential on Masonic N of Fell	69.9	70.3	70.1	-0.2
Residential on Illinois S of Mariposa	56.9	61.8	61.7	-0.1
Residential on Cesar Chavez E of Mission	71.4	72.7	72.5	-0.2
Residential on Portola W of O'Shaughnessy	70.1	70.4	70.0	-0.4
Residential on 7th Ave S of Kirkham	68.6	70.1	69.9	-0.2
<i>Source:</i> PBS&J, 2008.				

The *General Plan* includes Land Use Compatibility Guidelines that suggest satisfactory noise levels for various land uses, and are based on compatibility guidelines from the California Department of Health, Office of Noise Control. The *General Plan* indicates that the maximum exterior noise level considered satisfactory for residential use is 60 dBA CNEL; 65 dBA CNEL for schools, libraries, churches, hospitals, day care centers, and nursing homes; and 70 dBA for office and commercial uses, and parks.

The *San Francisco Noise Ordinance (Noise Ordinance)* regulates both construction noise and fixed source noise within the City. While unnecessary, excessive, or offensive noise limits are imposed to protect all people in an area, nuisance noise is generally limited by the *Noise Ordinance* to within 5 dBA of ambient noise levels. Article 29 of the *San Francisco Police Code (Police Code)* regulates fixed and mobile noise sources; Sections 2907 and 2908 of the *Police Code* regulate noise from construction equipment to 80 dBA  $L_{eq}$  at a distance of 100 feet from such equipment during the hours from 7:00 a.m. to 8:00 p.m. Construction activities during the nighttime period from 8:00 p.m. to 7:00 a.m. may not exceed the ambient level by 5 dBA at the

nearest property line, unless a special permit is granted prior to such work. Section 2909, Fixed Source Levels, regulates mechanical equipment noise.

## **IMPACTS**

### **Significance Criteria**

For the purposes of this EIR, a noise impact would be considered significant if traffic-related noise resulting from operation of the Proposed Project would:

- Expose persons to, or generate, noise levels in excess of standards established in any applicable plan or noise ordinance, or applicable standards of other agencies;
- Expose persons to, or generate, excessive ground-borne vibration or ground-borne noise levels;
- Substantially and permanently increase ambient noise levels in the project vicinity above levels existing without the project;
- Substantially and temporarily, or periodically, increase ambient noise levels in the project above levels existing without the project.

## **METHODOLOGY**

The analysis of the existing and future traffic noise levels is based on noise level monitoring, noise prediction computer modeling, and empirical observations of receptor noise exposure characteristics. Existing noise levels were monitored at selected residential uses near seven intersections using a Larson-Davis Model 820 sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation related to traffic congestion.

The following intersections were selected from the project transportation study Cluster areas for traffic noise monitoring and modeling:

Cluster #1 – Van Ness Avenue at Broadway

Cluster #2 – 4th Street at Harrison Street

Cluster #3 – Masonic Avenue at Fell Street

Cluster #4 – Illinois Street at Mariposa Street

Cluster #5 – Mission Street at Cesar Chavez Street

Cluster #6 – Woodside Avenue/O'Shaughnessy Boulevard at Portola Drive

Cluster #7 – 7th Avenue at Kirkham Street

Cluster #8 – None (no intersections from this Cluster were modeled in the project transportation study)

This selection was intended to provide an indication of project noise effects related to congestion in each of the Cluster areas (with the exception of Cluster #8, where no significant impacts were identified). The intersections were selected because existing traffic noise levels in their vicinity are relatively high, existing land uses there are noise-sensitive (i.e., adjacent uses include residences, schools, hospitals, churches, etc., rather than mostly commercial or industrial), and project-related physical improvements to the intersection/local streets could move traffic flows closer to/further from adjacent noise-sensitive land uses, thereby worsening/improving their noise exposure. Traffic noise modeling procedures involved the calculation of existing and future vehicular noise levels using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM). The model calculates the noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (energy rates) utilized in TNM were based on the latest measurements of average vehicle noise rates for all vehicle classes. Traffic volumes used as data inputs, in the noise prediction model, were taken from the traffic analysis prepared for this EIR.

### **Construction Noise and Vibration**

The Initial Study determined that this project would not result in any significant construction noise or vibration impacts because the construction would comply with the *Noise Ordinance* (see Appendix A). In addition, the Proposed Project would only consist of street improvements within the public right-of-way; no buildings would be constructed. Construction activities for the Proposed Project would be temporary and intermittent and, therefore, the Proposed Project would make a less-than-significant contribution to construction noise and vibration.

### **Project-Induced Traffic Noise**

Table V.C-1 on p. V.C-4 identifies changes in future noise levels along project area roadways, resulting from the Proposed Project. As shown, the Proposed Project would cause a very slight reduction in local noise levels, ranging from a reduction of 0.1 dBA to 0.4 dBA. This reduction would occur when new bicycle lanes are introduced to a street, and traffic flows are thereby

relocated to portions of the street farther from the facing homes and other noise-sensitive receptors.

As discussed in Section V.A, Transportation, the implementation of the Proposed Project would not result in any new traffic volumes being added to the roadway network, so there would be no change in the intersection traffic volume under project conditions. Hence, the intersection traffic volumes would not change from Existing to Existing-plus-Project conditions. Because the Proposed Project would not alter existing traffic volumes, it would not lead to an increase in traffic-related noise. Therefore, the Proposed Project would have a less-than-significant noise impact.

### **CUMULATIVE EFFECTS**

The construction periods of other development projects may overlap with construction activities of the Proposed Project. This EIR conservatively assumes that construction of the Proposed Project and other foreseeable development would occur simultaneously.

Assuming concurrent construction, noise from nearby construction of other approved and foreseeable projects would be added to noise from construction of the Proposed Project. However, because construction activities for the Proposed Project would be temporary and intermittent, the contribution to the cumulative context would therefore not be significant. Furthermore, all construction projects would be required to comply with the City's Noise Ordinance. In addition, construction activities from projects are expected to occur during the hours permitted under the *San Francisco Municipal Code*. Consequently, concurrent construction activity of the Proposed Project would not have a cumulatively considerable noise impact.

Groundborne vibration associated with construction of the Proposed Project, alone, would not be significant, due to the type of construction involved. Due to the localized nature of vibration impacts, cumulative groundborne vibration impacts would arise, and be contributed to, from only those projects within the immediate vicinity of the project area. Groundborne vibration would be further isolated to close proximity of the individual pieces of vibration-producing construction equipment at each construction site within the vicinity of the Proposed Project. Because the Proposed Project would not contribute to the localized groundborne vibrations associated with construction of other projects within the Proposed Project area, the vibration impact of the Proposed Project would not be cumulatively considerable.

Noise from operation of the Proposed Project would also have the potential to add to cumulative noise conditions, in combination with other foreseeable developments in the City.

The implementation of the Proposed Project would not result in any new traffic volumes being added to the roadway network, so all City intersection traffic volumes stay constant between Existing and Existing-plus-Project conditions, and, therefore, noise levels resulting from intersection traffic would remain unchanged between Existing and Existing-plus-Project conditions. Similarly, there is no change in intersection volumes between 2025 Cumulative and 2025 Cumulative plus Project Conditions. Therefore, the Proposed Project would lead to no near-term or long-term increase in traffic-related noise, and the Proposed Project would not have a cumulatively considerable noise impact.



## VI. OTHER STATUTORY SECTIONS

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This section summarizes findings with respect to significant and unavoidable environmental impacts, growth-inducing impacts, and cumulative impacts of the San Francisco Bicycle Plan.

### A. SIGNIFICANT AND UNAVOIDABLE, AND CUMULATIVE ENVIRONMENTAL IMPACTS

#### SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

In accordance with Section 21083 of the California Environmental Quality Act (CEQA), and with Sections 15064 and 15065 of the State CEQA Guidelines, the purpose of this section is to identify impacts that could not be eliminated, or reduced to an insignificant level, by the mitigation measures included in Chapter V, Environmental Setting Impacts and Mitigation Measures.

Subsection V.A.3, p. V.A.3-1, discusses near-term improvement projects, and identifies significant and unavoidable impacts, namely, a potential reduction of traffic levels-of-service on some roadway segments and at some intersections, a potential slowing of transit movement in specific locations, and a potential reduction of truck loading spaces in certain locations within the project area. Subsection V.A.4, p. V.A.4-1, studies the impacts of implementation of minor improvement projects associated with the Bicycle Plan. No significant and unavoidable impacts would arise from any of these minor improvements. Subsection V.A.5, p. V.A.5-1, studies the impacts of implementation of long-term improvements under the Bicycle Plan. The following impacts and cumulative impacts were identified as being significant and unavoidable, namely, (a) a potential to increase traffic delays in some areas of the City; (b) a potential to cause a significant adverse impact to intersection levels-of-service; (c) a potential to slow transit vehicle movement in some locations; and (d) a potential to eliminate some curb space, currently used for passenger loading/unloading or commercial loading/unloading. Finally, Subsection V.A.2, p. V.A.2-1, analyzes the potential impacts of policy actions taken to support the Bicycle Plan Project, now and into the future. None of the policy goals, objectives, and actions would, in themselves, have a significant effect on the physical environment. However, the predictable indirect impact of implementing the policy goals, objectives, and actions would be the implementation of the proposed improvements which are presented in the Bicycle Plan. Therefore, the implementation of policy goals, objectives, and actions could indirectly lead to the same impacts as identified for the actual improvement projects discussed in Subsections

V.A.3, V.A.4, and V.A.5, p. V.A.3-1, p. V.A.4-1, and p. V.A.5-1, respectively. These potential significant and unavoidable impacts include all of the impacts identified in the transportation impact study and summarized in Section V of this EIR, for the near-term improvements, the minor improvements, and the long-term improvements. There would be no significant and unavoidable impacts for either Air Quality or Noise.

## **2025 CUMULATIVE PLUS PROJECT IMPACTS**

CEQA defines cumulative impacts as two or more individual impacts which, when considered together, are substantial or which compound or increase other environmental impacts. The cumulative analysis is intended to describe the “incremental impact of the project when added to other, closely related past, present or reasonably foreseeable future projects” that can result from “individually minor but collectively significant projects taking place over a period of time” (CEQA Guidelines Section 15355). The analysis of cumulative impacts is a two-phase process that first involves the determination of whether the project, together with reasonably foreseeable projects, would result in a significant impact. If there would be a significant cumulative impact from the combined effects of all such projects, the EIR must determine whether the project’s incremental effect is cumulatively considerable, in which case, the project itself is deemed to have a significant cumulative effect (CEQA Guidelines Section 15130).

2025 Cumulative plus Project impacts that could occur as a result of the Proposed Project are discussed in the appropriate sections of Chapter V of this report.

In combination, the proposed improvements and actions included within the Bicycle Plan Project would generate the following significant and unavoidable impacts on the physical environment: In some cases, the project would have a significant cumulative impact, to which the projects’ contribution would be cumulatively considerable and those are also noted.<sup>1</sup>

### **Traffic<sup>2</sup>**

- The long-term potential and cumulative potential to increase traffic delay in some areas of the City, through the reduction of roadway capacity and specifically the reduction in the number of lanes available for automotive vehicle use.

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<sup>1</sup> Please refer to the project-level analysis in Section V.A.3 (p. V.A.3-1) for additional impact details such as the existing LOS, the cumulative LOS, and LOS levels after project implementation.

<sup>2</sup> Unless otherwise noted, the significant and unavoidable traffic and transit impacts are for PM peak hour conditions.

- The long-term potential and the cumulative potential (which considers impacts of both the Bicycle Plan Project and other development anticipated to occur around the project area) to cause a significant adverse impact to some intersection levels of service.
- The near-term potential, and the cumulative potential (which considers impacts of both the Bicycle Plan and other development anticipated to occur around the project area), to cause a significant adverse impact to intersection levels-of-service at:

**Cluster 2**

- 2<sup>nd</sup> Street/Bryant Street, Project 2 -1 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Harrison Street, Project 2-1 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Folsom Street, Project 2-1 Options 1 and 2, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Howard Street, Project 2-1 Options 1 and 2, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Townsend Street, Combined Projects 2-1 and 2-16 Options 1 and 2, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Townsend Street, Project 2 -16 Options 1 and 2, 2025 Cumulative plus Project conditions
- 5<sup>th</sup> Street/Bryant Street, Project 2 -2 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- 5<sup>th</sup> Street/Howard Street, Project 2 -2 Option 2, 2025 Cumulative plus Project conditions
- 5<sup>th</sup> Street/Brannan Street, Project 2 -2 Option 2, 2025 Cumulative plus Project conditions
- Church Street/Market Street/14<sup>th</sup> Street, Combined Projects 2-3 and 2-11 Option 1, 2025 Cumulative plus Project conditions
- Church Street/Market Street/14<sup>th</sup> Street, Project 2-11 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

VI. Other Statutory Sections  
A. Significant and Unavoidable, and Cumulative  
Environmental Impacts

- 10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street, Combined Projects 2-4 and 2-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- 10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street, Project 2-6 Option 1, 2025 Cumulative plus Project conditions
- Potrero Avenue/16<sup>th</sup> Street, Project 2-4 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- 11<sup>th</sup> Street/Bryant Street/Division Street, Project 2-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Fremont Street/Howard Street, Projects 2-7 and 2-9, Existing plus Project and 2025 Cumulative plus Project conditions
- Fremont Street/Howard Street, Project 2-9, Existing plus Project and 2025 Cumulative plus Project conditions
- 7<sup>th</sup> Street/Townsend Street, Project 2-16 Options 1 and 2, 2025 Cumulative plus Project conditions

**Cluster 3**

- Masonic Avenue/Fell Street, Combined Projects 3-1 and 3-2 Option 1, 2025 Cumulative plus Project conditions
- Masonic Avenue/Fell Street, Project 3-2 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Masonic Avenue/Fell Street, Project 3-2 Option 2, 2025 Cumulative plus Project conditions
- Masonic Avenue/Turk Street, Project 3-2 Options 1 and 2, in the AM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Turk Street, Project 3-2 Option 1, in the PM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Fulton Street, Project 3-2 Options 1 and 2, in the AM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Geary Boulevard, Project 3-2 Option 1, 2025 Cumulative plus Project conditions

**Cluster 5**

- Bayshore Boulevard/Jerrold Avenue/U.S. 101 Off-ramp, Project 5-4 Options 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project conditions
- Evans Avenue/Cesar Chavez Street, Project 5-5 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Mission Street/Cesar Chavez Street, Project 5-6 Options 1 and 2, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project conditions
- Guerrero Street/Cesar Chavez Street, Project 5-6 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions
- South Van Ness Avenue/Cesar Chavez Street, Project 5-6 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions
- Bryant Street/Cesar Chavez Street, Project 5-6 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions

**Cluster 6**

- Burnett Avenue/Clipper Street/Portola Drive, Combined Projects 6-2 and 6-5 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Burnett Avenue/Clipper Street/Portola Drive, Project 6-5 Option 1, 2025 Cumulative plus Project conditions
- Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, Combined Projects 6-5 and 6-6 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project plus Project conditions
- Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, Project 6-5 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project plus Project conditions
- Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, Project 6-6 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project plus Project conditions

- Fowler Street/Portola Avenue, Project 6-6 Option 1, 2025 Cumulative plus Project conditions

### **Transit**

- The long-term potential to slow some transit movement in some locations.
- The near-term potential and cumulative potential to slow some transit movement in some locations:

#### **Cluster 2**

- Muni bus line 10, Combined Projects 2-1 and 2-16 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions
- Muni bus line 10, Project 2-1 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions
- Muni bus line 9, Combined Projects 2-4 and 2-6 Option 2, 2025 Cumulative plus Project conditions
- Muni bus line 9, Project 2-4 Option 2, 2025 Cumulative plus Project conditions
- Muni bus line 30, Project 2-16 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Streets
- Muni bus line 45, Project 2-16 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Street
- SamTrans bus line 292, Combined Projects 2-4 and 2-6 Option 2, 2025 Cumulative plus Project conditions
- SamTrans bus line 292, Project 2-4 Option 2, 2025 Cumulative plus Project conditions

#### **Cluster 3**

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

**Cluster 5**

- Muni bus line 12, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Muni bus line 27, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

**Cluster 6**

- Muni bus line 48, Projects 6-2, 6-5, and 6-6 Option 1, 2025 Cumulative plus Project conditions
- Muni bus line 52, Projects 6-2, 6-5, and 6-6 Option 1, 2025 Cumulative plus Project conditions

**Loading**

- The long-term potential to eliminate some curb space currently used for passenger loading/unloading or commercial freight loading/unloading in as yet undetermined locations.
- The near-term potential and cumulative potential to eliminate some curb space currently used for passenger loading/unloading or commercial freight loading/unloading.

**Cluster 1**

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

**Cluster 2**

- Along 2<sup>nd</sup> Street between Market and Bryant Streets, Project 2-1 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions for passenger loading/unloading
- Along 2<sup>nd</sup> Street between Market and Bryant Streets, Project 2-1 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions for commercial freight loading/unloading
- Along north side of Market Street near Noe Street, Project 2-11 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

**Cluster 5**

- Along Bayshore Boulevard between Cesar Chavez and Industrial Street, Project 5-4 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- Along the west side of San Bruno Avenue between Paul Avenue and Silver Avenue, Project 5-13 Options 1 and 2, Existing plus Project and 2025 Cumulative plus Project conditions

**B. GROWTH-INDUCING IMPACTS**

Implementation of the proposed project would not induce growth in San Francisco, nearby cities, or the San Francisco Bay Area region. In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development. The Proposed Project consists of the adoption and implementation of policies and improvements to the existing bicycle route network located within the public right-of-way and on some park land. These improvements would not substantially alter existing development patterns in San Francisco, or necessitate or induce the extension of municipal infrastructure.

The San Francisco Bicycle Plan is intended to make bicycling a part of daily life in San Francisco. It is possible that the existence of bicycle facilities may encourage cyclists from outside the area to come to San Francisco. It is not expected that the type or extent of facilities developed within the Proposed Project would introduce growth beyond what has been analyzed and planned for by the City of San Francisco.



## VII. ALTERNATIVES

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As stated in Section 15126.6 (a) of the *CEQA Guidelines*, “an Environmental Impact Report (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.”

This section identifies potentially feasible alternatives to the San Francisco Bicycle Plan Project (Proposed Project), and discusses potential environmental impacts associated with these alternatives. Project decision makers could approve an alternative instead of the Proposed Project, if that alternative would substantially reduce or eliminate significant impacts of the project and is determined feasible. The determination of feasibility would be made by project decision makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in the EIR and in comments received on the Draft EIR.

Unlike most EIRs, this EIR does not contain the traditional 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 conditions, assuming that none of the bicycle facility options is adopted), at an equal level of detail as EIR alternatives. These options, and the analysis of their potential environmental impacts, are presented throughout this document.

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, with a closing discussion on the program-level policy actions and their role in the selection of project alternatives. Information used in this analysis was taken from the discussion in the preceding Chapter V of this document. While this Alternatives Section reviews two Alternative scenarios, the Bicycle Plan Project and this EIR analysis allow for a multitude of 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 improvements options as well as different optional designs within the near-term improvements that offer multiple segment options. A variety of project options is associated with the Project-Level Impacts Alternatives as described below.

All of these alternatives are contrasted with a No Project alternative, which assumes that the Bicycle Plan would not be approved at this time and none of the near-term improvements, minor improvements or long-term improvements would be implemented. The No Project alternative was developed using data on existing conditions on the City's roadways, and on data from a model of cumulative Year 2025 conditions without the Bicycle Plan. This information is also provided in the analysis in Chapter V of this EIR. The analysis of alternatives is provided to compare the effects of the Proposed Project against other possible development scenarios. The alternatives analysis does not include an in depth discussion of the beneficial effects of the project or alternative scenarios that might be used to compare the effectiveness of these scenarios. Such factors will be considered as part of the City decision-makers action on the Proposed Project.

## A. METHOD OF ALTERNATIVES SELECTION

Additional alternatives were considered and rejected during development of the updated Bicycle Plan. The previous draft of the Bicycle Plan was divided into three documents, a "Policy Framework," a "Network Improvement Document," and implementation phasing for the proposed near-term bicycle route network improvements. These documents were completed in 2005. The previous draft policy document was adopted, but was subsequently invalidated by the San Francisco Superior Court on November 7, 2006. These three 2005 documents have been replaced by the current draft Bicycle Plan (2008).<sup>1</sup> Some ideas proposed in the 2005 previous draft Bicycle Plan and Network Improvement Document were ultimately rejected, and are not a part of the current Bicycle Plan Project. The 2005 Network Improvement Document (NID) no longer exists. Instead, the Bicycle Plan (2008) includes elements of the 2005 NID which have been further refined and are included as near-term and minor improvements in this current Bicycle Plan Project. Other proposals from the 2005 NID were retained as long-term improvements and also have been incorporated into the Bicycle Plan; part of the scope of the current Bicycle Plan Project includes the further definition and development of these long-term improvements.

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<sup>1</sup> These documents will remain in draft until this environmental review has been completed and the documents are approved by the San Francisco Municipal Transportation Agency Board of Directors.

## **NO PROJECT**

Should this Bicycle Plan Project not be implemented, transportation network conditions would remain as they currently are throughout the City. In this scenario, bicycle pathways would not be built, interconnected, or maintained beyond current levels; new bicycle safety programs would not be implemented above current levels; and other changes proposed in this Bicycle Plan would not be approved or implemented without further action on the part of the City. Lane striping, transit service levels, and parking would remain as is; lane striping would remain as-is unless changes are proposed as part of a separate project. Intersection delays and levels of service would also be unaffected. Furthermore, the City would not benefit from any potential

air quality benefits that could result from the Bicycle Plan's overall goal of making bicycling safer and an integral part of daily life in San Francisco by potentially allowing residents to commute and complete other travel by bicycle alone, or bicycle and other alternative modes of transportation, rather than by personal vehicle. In addition, the City would not benefit from a potential decrease in congestion-related air pollution as people shift to alternative modes of transportation from personal vehicles.

It is important to note that this No Project scenario would not guarantee the maintenance of roadway capacities and transit service at their current levels. Under this No Project scenario, vehicle use is expected to continue to develop in accord with the rate and patterns established in recent years. 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. If alternative commute modes are not enhanced to help serve the City's transportation needs, or a plan for such alternative mode 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. This No Project discussion is based on the assumption that the Bicycle Plan would not be adopted, and no other new modes of transportation would be introduced to change the mode split between personal vehicle drivers and other travelers. By the year 2025 for the No Project Alternative, city intersection levels-of-service (LOS) would worsen at 45 of the 61 intersections studied for this Bicycle Plan Project analysis, and only 27 of the total 61 intersections studied would remain at LOS D or better.

The program-level impacts would be eliminated under this No Project Alternative, except for the general impacts discussed above. If the Bicycle Plan Project were not implemented, there would be none of the significant and unavoidable impacts to loading, transit operations, or traffic intersection LOS associated with the Plan, aside from the indirect impact of increased traffic on San Francisco roadways, as discussed above.

## **PROJECT-LEVEL IMPACTS AND ALTERNATIVES**

As noted above, the two project-level alternatives, A and B, are equivalent to the Option 2 and Option 1 project scenarios, respectively. However, for some of the near-term improvements there is only one option which would be utilized in both alternatives. In some cases, one of the two options may improve bicycle network functioning and safety to a greater extent than the other option. Notwithstanding this fact, the Bicycle Plan Project goals would be accomplished under either of the project-level alternatives presented below. A combination of some Option 1

projects and some Option 2 projects (with different options selected for different clusters) could also be adopted by the decision-makers and would also accomplish the Bicycle Plan Project goals.

As described in Chapter V of this EIR, the two project options would have similar impacts, and would generally vary only by degree. Both Chapter V, Environmental Setting, Impacts and Mitigation Measures, and Chapter VI.A, Significant and Unavoidable Impacts, identify significant adverse impacts for the project options as well as those for which no feasible mitigation has been determined. The individual near-term projects would have both significant and unavoidable impacts, as well as significant impacts that could be mitigated to a less-than-significant level through the imposition of mitigation measures. The areas in which the greatest impacts would occur, under both alternatives, are the South of Market area (including the intersections of Bryant Street, Howard Street, and Townsend Street with both 2<sup>nd</sup> Street and 5<sup>th</sup> Street) and the Mission/Glen Park/Excelsior Area (including the intersection of Cesar Chavez Street with Evans Street, Mission Street, Guerrero Street, and South Van Ness Avenue). Some impacts would also occur in the Civic Center/Western Addition Area and the Twin Peaks Area. These are discussed below, for the two alternatives considered.

The Bicycle Plan Project's program-level impacts would be the same, whichever project-level options are selected. These program-level impacts are, therefore, discussed separately, immediately following the presentation of the Project-Level Impacts Alternative A and Project-Level Impacts Alternative B, below. These program-level impacts would apply to whichever Alternative the City may decide to select.

### **Project-Level Impacts Alternative A**

The Project-Level Impacts Alternative A would include adoption of the Bicycle Plan, but would assume that the Bicycle Plan options, considered within the text of this document, would be selected 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 document). In reviewing this alternative, the reader should note that the Bicycle Plan could be successfully adopted and implemented in accord with this alternative. 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 looks at near-term improvement projects Option 2 (or Option 1 if there is only one option) as these produce fewer identified significant environmental impacts. However, 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. Under this Project-Level Impact Alternative A, significant and unavoidable project impacts would occur in the following areas:

### **Traffic<sup>2</sup>**

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

#### **Cluster 2**

- 2<sup>nd</sup> Street/Harrison Street, Project 2 -1 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Folsom Street, Project 2-1 Option 2, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Howard Street, Project 2 -1 Option 2, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Townsend Street, Combined Projects 2-1 and 2 -16 Option 2, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Townsend Street, Project 2 -16 Option 2, 2025 Cumulative plus Project conditions
- 5<sup>th</sup> Street/Bryant Street, Project 2 -2 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- 5<sup>th</sup> Street/Howard Street, Project 2 -2 Option 2, 2025 Cumulative plus Project conditions
- 5<sup>th</sup> Street/Brannan Street, Project 2 -2 Option 2, 2025 Cumulative plus Project conditions
- Potrero Avenue/16<sup>th</sup> Street, Project 2 -4 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions

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<sup>2</sup> Unless otherwise noted, the significant and unavoidable traffic and transit impacts are for PM peak hour conditions.

- Fremont Street/Howard Street, Projects 2-7 and 2-9, Existing plus Project and 2025 Cumulative plus Project conditions
- Fremont Street/Howard Street, Project 2-9, Existing plus Project and 2025 Cumulative plus Project conditions
- 7<sup>th</sup> Street/Townsend Street, Project 2-16 Option 2, 2025 Cumulative plus Project conditions

### **Cluster 3**

- Masonic Avenue/Fell Street, Project 3-2 Option 2, 2025 Cumulative plus Project conditions
- Masonic Avenue/Turk Street, Project 3-2 Option 2, in the AM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Fulton Street, Project 3-2 Option 2, in the AM peak hour, 2025 Cumulative plus Project conditions

### **Cluster 5**

- Mission Street/Cesar Chavez Street, Project 5-6 Option 2, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project conditions
- Guerrero Street/Cesar Chavez Street, Project 5-6 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- South Van Ness Avenue/Cesar Chavez Street, Project 5-6 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- Bryant Street/Cesar Chavez Street, Project 5-6 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions

## **Transit**

- The near-term potential and cumulative potential to slow some transit movement in some locations:

### **Cluster 2**

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

- Muni bus line 9, Combined Projects 2-4 and 2-6 Option 2, 2025 Cumulative plus Project conditions
- Muni bus line 9, Project 2-4 Option 2, 2025 Cumulative plus Project conditions
- Muni bus line 30, Project 2-16 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Streets
- Muni bus line 45, Project 2-16 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Street
- SamTrans bus line 292, Combined Projects 2-4 and 2-6 Option 2, 2025 Cumulative plus Project conditions
- SamTrans bus line 292, Project 2-4 Option 2, 2025 Cumulative plus Project conditions

### **Loading**

- The near-term potential and cumulative potential to eliminate some curb space currently used for passenger loading/unloading or commercial freight loading/unloading.

#### **Cluster 1**

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

#### **Cluster 2**

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

#### **Cluster 5**

- Along Bayshore Boulevard between Cesar Chavez and Industrial Street, Project 5-4 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions
- Along the west side of San Bruno Avenue between Paul Avenue and Silver Avenue, Project 5-13 Option 2, Existing plus Project and 2025 Cumulative plus Project conditions



## Project-Level Impacts Alternative B

In choosing the near-term improvements in Alternative B, the Bicycle Plan could be adopted in such a way as to support improvements that may result in more transportation-related impacts on the physical environment than Alternative A. 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. The Alternative B would produce significant and unavoidable project-level impacts in the areas listed below:

### Traffic<sup>3</sup>

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

#### Cluster 2

- 2<sup>nd</sup> Street/Bryant Street, Project 2 -1 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Harrison Street, Project 2 -1 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Folsom Street, Project 2-1 Option 1, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Howard Street, Project 2 -1 Option 1, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Townsend Street, Combined Projects 2-1 and 2-16 Option 1, 2025 Cumulative plus Project conditions
- 2<sup>nd</sup> Street/Townsend Street, Project 2 -16 Option 1, 2025 Cumulative plus Project conditions
- Church Street/Market Street/14<sup>th</sup> Street, Combined Projects 2-3 and 2-11 Option 1, 2025 Cumulative plus Project conditions
- Church Street/Market Street/14<sup>th</sup> Street, Project 2-11 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

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<sup>3</sup> Unless otherwise noted, the significant and unavoidable traffic and transit impacts are for PM peak hour conditions.

- 10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street, Combined Projects 2-4 and 2-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- 10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street, Project 2-6 Option 1, 2025 Cumulative plus Project conditions
- 11<sup>th</sup> Street/Bryant Street/Division Street, Project 2-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Fremont Street/Howard Street, Projects 2-7 and 2-9, Existing plus Project and 2025 Cumulative plus Project conditions
- Fremont Street/Howard Street, Project 2-9, Existing plus Project and 2025 Cumulative plus Project conditions
- 7<sup>th</sup> Street/Townsend Street, Project 2-16 Option 1, 2025 Cumulative plus Project conditions

### **Cluster 3**

- Masonic Avenue/Fell Street, Combined Projects 3-1 and 3-2 Option 1, 2025 Cumulative plus Project conditions
- Masonic Avenue/Fell Street, Project 3-2 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Masonic Avenue/Turk Street, Project 3-2 Option 1, in the AM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Turk Street, Project 3-2 Option 1, in the PM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Fulton Street, Project 3-2 Option 1, in the AM peak hour, 2025 Cumulative plus Project conditions
- Masonic Avenue/Geary Boulevard, Project 3-2 Option 1, 2025 Cumulative plus Project conditions

### **Cluster 5**

- Bayshore Boulevard/Jerrold Avenue/U.S. 101 Off-ramp, Project 5-4 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project conditions
- Evans Avenue/Cesar Chavez Street, Project 5-5 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

- Mission Street/Cesar Chavez Street, Project 5-6 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project conditions
- Guerrero Street/Cesar Chavez Street, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- South Van Ness Avenue/Cesar Chavez Street, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Bryant Street/Cesar Chavez Street, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

#### **Cluster 6**

- Burnett Avenue/Clipper Street/Portola Drive, Combined Projects 6-2 and 6-5 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Burnett Avenue/Clipper Street/Portola Drive, Project 6-5 Option 1, 2025 Cumulative plus Project conditions
- Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, Combined Projects 6-5 and 6-6 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project plus Project conditions
- Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, Project 6-5 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project plus Project conditions
- Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, Project 6-6 Option 1, in the AM and PM peak hour, Existing plus Project and 2025 Cumulative plus Project plus Project conditions
- Fowler Street/Portola Avenue, Project 6-6 Option 1, 2025 Cumulative plus Project conditions

## Transit

- The near-term potential and cumulative potential to slow some transit movement in some locations:

### Cluster 2

- Muni bus line 10, Combined Projects 2-1 and 2-16 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Muni bus line 10, Project 2-1 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Muni bus line 30, Project 2-16 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Streets
- Muni bus line 45, Project 2-16 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions, near the intersection of 4<sup>th</sup> Street/Townsend Street

### Cluster 3

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

### Cluster 5

- Muni bus line 12, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions
- Muni bus line 27, Project 5-6 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

### Cluster 6

- Muni bus line 48, Projects 6-2, 6-5, and 6-6 Option 1, 2025 Cumulative plus Project conditions
- Muni bus line 52, Projects 6-2, 6-5, and 6-6 Option 1, 2025 Cumulative plus Project conditions

## Loading

- The near-term potential and cumulative potential to eliminate some curb space currently used for passenger loading/unloading or commercial freight loading/unloading.

### Cluster 1

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

### Cluster 2

- Along 2<sup>nd</sup> Street between Market and Bryant Streets, Project 2-1 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions for passenger loading/unloading
- Along 2<sup>nd</sup> Street between Market and Bryant Streets, Project 2-1 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions for commercial freight loading/unloading
- Along north side of Market Street near Noe Street, Project 2-11 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions

### Cluster 5

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

## PROGRAM-LEVEL IMPACTS AND ALTERNATIVES

### Program-Level Improvements Alternative A

The Bicycle Plan Project would be accomplished by adoption of Program-Level Improvement Alternative A, which represents the adoption of the full set of program-level actions, namely all minor improvement projects and all long-term improvement projects. The Bicycle Plan Project would be only partially accomplished by adoption of the Program-Level Alternative Improvement B (Sharrows), which would be limited to the installation of sharrows on street segments identified for long-term improvement, instead of other bicycle facilities. Under Program-Level Alternative B (Sharrows), some of the City's goals for improving bicycling safety and facilities, and supporting and improving bicycle circulation around the City would not be met.

The program-level impacts, for implementation of the complete minor improvements and long-term improvements of the Bicycle Plan, would include significant and unavoidable impacts to intersection LOS produced by the implementation of long-term improvements. Reduction in the number of travel lanes could subject vehicles, including transit using the affected roadways, to increased congestion and delays. Increased delays could result in drivers diverting to other potentially less convenient routes to access their destinations. The actual impact of a long-term improvement on roadway capacity and traffic operations would depend on the length of the affected roadway segment, the number of travel lanes that would be available for vehicular flow, whether intersections are signalized or STOP-sign controlled, and the available green time for each movement at signalized intersections. At some locations, implementation of improvements would result in significant cumulative impacts (i.e., cause LOS operating conditions to change from LOS D or better to LOS E or LOS F, or from LOS E to LOS F), while at other locations that would operate at LOS E or F without the improvements. The improvements may be determined to represent a significant contribution to the cumulative impacts. Implementation of mitigation measures could reduce the cumulative impacts of the long-term improvements to a less-than-significant level. However, in some instances where intersections remain at LOS E or F conditions even with mitigation, mitigation is incompatible with the proposed improvement, or roadway geometry precludes implementation of mitigation, impacts may not be reduced to a less-than-significant level. Therefore, the long-term improvements would result in significant cumulative impacts, and traffic impacts may be considered potentially significant and unavoidable.

Transit operations would also be substantially affected by the intersection operating conditions, under cumulative project conditions (i.e., those conditions that include this project as well as other projects in a given area). Due to background traffic volume increases, numerous intersections within San Francisco are projected to operate poorly under future year 2025 cumulative conditions. If the implementation of long-term improvements results in an increase in transit delay equal to or greater than six minutes, in both directions, this would constitute a significant operational impact on transit routes for which the headway is greater than six minutes. For transit routes where the headway is less than six minutes, a significant impact would occur if the transit delay would be greater than or equal to the headway. Implementation of mitigation measures could reduce the long-term improvement's impacts to a less-than-significant level. However, in some cases implementation of an effective mitigation measure would be incompatible with the roadway geometry in a given location; in other cases, the proposed mitigation would be incompatible with the proposed improvement that produced the impacts in the first place. In both these cases, transit delays may not be reduced to a less-

than-significant level through mitigation. Therefore, the long-term improvements would result in significant cumulative impacts on transit operations, and transit impacts would be considered potentially significant and unavoidable.

Finally, there could be significant and unavoidable impacts to loading. In light of the projected cumulative growth in commercial activities within San Francisco, there could be increased commercial vehicle loading/unloading activities between now and 2025. Implementation of the long-term improvements to accommodate bicycle lanes could result in the elimination of curb space currently dedicated to yellow commercial vehicle freight loading zones, or active passenger loading/unloading zones. The impact of a loss of available loading zones would depend on the number of spaces that would be eliminated, the location of the spaces, and the availability of alternate accommodations for loading/unloading activities. However, in situations where available loading zones are removed and the loading demand cannot be reasonably accommodated within existing adjacent locations, and roadway right-of-way is constrained, there may be significant cumulative impacts to loading. Although, implementation of mitigation measures could reduce the long-term improvement's impacts to a less-than-significant level, impacts may not be reduced to a less-than-significant level in some locations, including those with a high volume of loading demand, and at locations where mitigation is incompatible with the proposed improvement or where roadway geometry precludes implementation of mitigation. Therefore, the long-term improvements would result in significant cumulative impacts, and loading impacts would be considered to be significant and unavoidable.

### **Program-Level Improvements Alternative B (Sharrows)**

An alternative to the Full Program-Level Improvements Alternative A 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.

## **B. SUMMARY OF ALTERNATIVES**

This EIR identifies several significant and unavoidable project-level and program-level impacts relative to reductions in traffic intersection LOS, transit delays, and loading zone impacts. Specific program-level impacts have not been identified for the No Project Alternative, although substantial loading zone, transit, and LOS impacts would be expected to occur under the No Project Alternative, as a result of the anticipated increase in cars on City streets by the year 2025. In the No Project Alternative, these impacts would not be offset by any of the potential benefits

of the Bicycle Plan and a related replacement of personal vehicle use by bicycle and combined bicycle-transit travel modes. Implementation of Project-Level Impacts Alternative B would lead to all of the program-level impacts identified above, namely, loading, traffic LOS, and transit delay impacts, and would also result in delays to eight bus lines, interference with a loading zone in four areas, and a deterioration in intersection LOS at 23 intersections across the City. By comparison, implementation of the Project-Level Impacts Alternative A would lead to the aforementioned program-level impacts as well as causing delays to five bus lines, interference with loading zones in four areas, and a deterioration in intersection LOS at 17 intersections.

### **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

As required by *CEQA Guidelines* Section 15126.6(c)(2), the "Project-Level Impacts Alternative A" is identified as the Environmentally Superior Alternative, as far as project-level impacts are concerned. The "Program-Level Improvements Alternative B" is identified as the Environmentally Superior Alternative, as far as program-level impacts are concerned.



## VIII. COMMENTS AND RESPONSES

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### A. INTRODUCTION

#### PURPOSE OF THE COMMENTS AND RESPONSES DOCUMENT

This document contains the public comments received on the Draft Environmental Impact Report (Draft EIR) prepared for the proposed San Francisco Bicycle Plan Project (Proposed Project), and the City's responses to those comments. This document was prepared in accordance with the *California Environmental Quality Act* (CEQA, Public Resources Code Section 21091 et. seq.) and the *CEQA Guidelines*. It presents all comments received during the public review period for the Proposed Project, the City's responses to the comments, copies of the letters received, and a transcript of the public hearing. The Draft EIR, together with this document, will be considered by the Planning Commission in an advertised public meeting and will be certified as a Final EIR, if deemed adequate.

Generally, the purpose of this document is to give interested parties an opportunity to comment on the adequacy of the Draft EIR. Comments pertaining to the merits of the Proposed Project are summarized but not addressed. These comments may be considered by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors when determining whether or not to approve the Proposed Project.

#### ENVIRONMENTAL REVIEW PROCESS

A public scoping meeting for the Proposed Project was held on June 26, 2007. This meeting was properly noticed on June 5, 2007. The Notice of Preparation (NOP) of an EIR, published June 5, 2007, included a description of the Project features, including a list of specific near-term improvement projects for the bicycle route network. In addition, the Initial Study for the Proposed Project was published on March 15, 2008 with a public comment period extending through April 14, 2008. A Notice of Availability (NOA) for the Initial Study was mailed to more than 1,400 individuals and organizations. Notice of the Initial Study publication was also provided on the Planning Department website on March 15, 2008.

A NOA for the Draft EIR was distributed and the full text of the Draft EIR was made available for review on the Planning Department's website on November 26, 2008. Written comments on the EIR were accepted until January 13, 2009. During the public comment period, the document was reviewed by various state, regional, and local agencies, as well as by interested organizations and individuals. Forty-eight comment letters were received from six agencies,

three commissions, twenty-one organizations, and eighteen individuals. A public hearing before the City's Planning Commission was held on January 8, 2009 to obtain oral comments on the Draft EIR. During the public hearing, oral comments were offered by one individual and six Planning Commissioners. This Comments and Responses document, along with the Draft EIR, will be presented before the Planning Commission for Final EIR certification on June 25, 2009.

## DOCUMENT ORGANIZATION

Following this introduction, Section B presents a list of all persons and organizations that provided written comments, and the date of their communications, or oral testimony at the public hearing on the Draft EIR before the San Francisco Planning Commission held on January 8, 2009.

Section C contains summaries of substantive comments on the Draft EIR made orally during the public hearing and received in writing during the public comment period, from November 26, 2008 through January 13, 2009. Comments are grouped by environmental topic and generally correspond to the table of contents of the Draft EIR; where no comments addressed a particular topic, however, that topic appears under the General Comments section of this document. Therefore, the comments contained in individual comment letters have been sorted into the appropriate topic area. The name of the commentor is indicated following each comment summary. The original comment letters are included as an appendix and marked to indicate where each discrete comment is addressed in Section C.

Section D contains text changes to the Draft EIR made by the EIR preparers subsequent to publication of the Draft EIR to correct or clarify information presented in the Draft EIR, including changes to the Draft EIR text made in Response to Comments, and staff-initiated text changes. Staff-initiated text changes include minor revisions to the near-term improvements and a discussion of the environmental impacts of these revisions, whenever necessary.

Some of the responses to comments on the Draft EIR provide clarification regarding the Draft EIR; where applicable, changes have been made to the text of the Draft EIR, and are shown in double underline for additions and ~~striketrough~~ for deletions.

The comment letters received and the transcript of the public hearing on the Draft EIR before the San Francisco Planning Commission are reproduced in Appendices D and E, respectively.<sup>1</sup>

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<sup>1</sup> Appendix A of the EIR is the Initial Study. Appendix B of the EIR consists of the project drawings. Appendix C of the EIR is the MSAT Model Output.

## VIII. Comments and Responses

### A. Introduction

These comments and responses will be incorporated into the Final EIR as a new chapter. Text changes resulting from comments and responses will also be incorporated in the Final EIR, as indicated in the responses. In addition, the staff-initiated text changes presented in Section D also will be incorporated into the Final EIR. Project drawings for the near-term improvements that have been revised since the publication of the Draft EIR are presented in Appendix F.

## **B. LIST OF PERSONS COMMENTING**

### **FEDERAL, STATE, REGIONAL, AND LOCAL AGENCIES**

Association of Bay Area Governments - San Francisco Bay Trail Project (Maureen Gaffney, Bay Trail Planner, written comments, January 5, 2009, Letter 18)

California Department of Transportation (Caltrans) (Lisa Carboni, District Branch Chief, written comments, January 8, 2009, Letter 17)

San Francisco Recreation and Park Department (Daniel LaForte, Park Planner, written comments, January 13, 2009, Letter 31)

SamTrans (G. Ted Yurek, Senior Planner, written comments, January 13, 2009, Letter 34)

San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, written comments, January 13, 2009, Letter 26)

U.S. Department of the Interior, National Park Service, Golden Gate National Recreation Area (Brian O'Neill, General Superintendent, written comments, January 13, 2009, Letter 29)

### **BOARDS AND COMMISSIONS**

California Public Utilities Commission (Daniel Kevin, Regulatory Analyst, written comments, December 9, 2008, Letter 4)

San Francisco Bay Conservation and Development Commission (BCDC) (Tim Doherty, Coastal Program Analyst, written comments, January 13, 2009, Letter 23)

San Francisco Planning Commission:

Ron Miguel, President, public hearing comments, January 8, 2009; see Appendix E.

Christina R. Olague, Vice President, public hearing comments, January 8, 2009; see Appendix E.

Michael J. Antonini, Commissioner, public hearing comments, January 8, 2009; see Appendix E.

Gwyneth Borden, Commissioner, public hearing comments, January 8, 2009; see Appendix E.

William L. Lee, Commissioner, public hearing comments, January 8, 2009; see Appendix E.

Kathrin Moore, Commissioner, public hearing comments, January 8, 2009; see Appendix E.

Hisashi Sugaya, Commissioner, public hearing comments, January 8, 2009; see Appendix E.

### **ORGANIZATIONS**

CC Puede, Fran Taylor, Co-Chair, written comments enclosed with M. Zilversmit email, January 2, 2009, Letter 48

CC Puede, Fran Taylor, Co-Chair, written comments, January 12, 2009, Letter 33

Coalition for Adequate Review, Mary Miles, written comments, November 13, 2008, Letter 43

Coalition for Adequate Review, Mary Miles, written comments, January 7, 2009, Letter 16

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B. List of Persons Commenting

Coalition for Adequate Review, Mary Miles, written comments, January 13, 2009, Letter 22

Coalition for San Francisco Neighborhoods (CSFN), Gary Noguera, President, January 5, 2009, Letter 7

Coalition for San Francisco Neighborhoods (CSFN), Gary Noguera, President, written comments, January 7, 2009, Letter 36

Environmental Defense Fund, Kathryn Phillips and Ashley Rood, written comments, January 12, 2009, Letter 14

Fontana West Board of Directors, Claudio Micor, Treasurer, written comments, January 8, 2009, Letter 9

Fontana West Board of Directors, Claudio Micor, Treasurer, written comments, October 22, 2008, Letter 10

Lakeshore Acres Improvement Club, Bruce H. Selby, Co-President, written comments, January 13, 2009, Letter 30

Miraloma Park Improvement Club, Dan Liberthson, written comments, January 19, 2009, Letter 45

Planning Association for the Richmond (PAR), Eugene A. Brodsky, written comments, January 13, 2009, Letter 32

Richmond Community Association, Hiroshi Fukuda, written comments, January 13, 2009, Letter 37

Red Rock One Home Owners Association, Scott Hrudicka, President, written comments, January 11, 2009, Letter 21

Red Rock One Home Owners Association, Scott Hrudicka, President, written comments, January 13, 2009, Letter 20

San Francisco Bicycle Coalition, Leah Shahum, et al., oral comments January 8, 2009 at the Planning Commission Draft EIR hearing; see Appendix E.

San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., written comments, January 12, 2009, Letter 25

Sunnyside Neighborhood Association, Nicole Nantista, Neysa Fligor, Richard Goldman, Monica Ramirez, and Chris Coghlan, written comments, January 7, 2009, Letter 24

Westwood Highlands Association, David Bisho, President, written comments, December 3, 2008, Letter 40

**INDIVIDUALS**

Joseph J. Acosta, written comments, January 11, 2009, Letter 12

John Paul Bruno, written comments, January 13, 2009, Letter 46

VIII. Comments and Responses  
B. List of Persons Commenting

Robert Clutton, written comments, December 22, 2008, Letter 6  
John Daniel, written comments, December 5, 2008, Letter 1  
Carolyn Deniz, written comments, January 13, 2009, Letter 19  
Sue Harless, written comments, November 26, 2008, Letter 44  
Ted Loewenberg, written comments, January 13, 2009, Letter 28  
J.A. Marshall, written comments, December 12, 2008, Letter 3  
Josephine Mazzucco, written comments, January 7, 2009, Letter 8  
Rafael Montes, written comments, January 14, 2009, Letter 35  
Gary Noguera, written comments, November 30, 2008, Letter 41  
Betty Parshall, written comments, December 9, 2008, Letter 2  
Holly Sheffer, written comments, January 12, 2009, Letter 13  
Jane Stavrapoulos, written comments, December 22, 2008, Letter 5  
Joseph A. Story, written comments, January 11, 2009, Letter 11  
Richard A. Worner, written comments, December 4, 2008, Letter 42  
YinLan Zhang, written comments, January 8, 2009, Letter 15  
Marc J. Zilversmit, written comments, November 30, 2008, Letter 38  
Marc J. Zilversmit, written comments, December 3, 2008, Letter 39  
Marc J. Zilversmit, written comments, January 5, 2009, Letter 47  
Marc J. Zilversmit, written comments, January 13, 2009, Letter 27

## C. COMMENTS AND RESPONSES

### MASTER RESPONSES

This section contains Master Responses to address similar comments that were raised in more than one letter and to provide information in a comprehensive, easily-located discussion that clarifies and elaborates upon the analyses in the Draft EIR. The Master Responses address the following topics:

- Master Response 1: Impacts Associated with Removal of Parking Spaces
- Master Response 2: Impacts Associated with Removal of Traffic Lanes
- Master Response 3: Withdrawal of Project 6-2 Segment II Option 1

#### **Master Response 1: Impacts Associated with Removal of Parking Spaces**

Master Response 1 addresses Comments 1.4, 1.9, 4.18, 4.19, 5.38, 5.60, and 5.61.

A number of commentors expressed concern about the parking spaces that would be removed to accommodate near-term bicycle route network improvement projects (near-term improvements) with implementation of the Proposed Project. This Master Response explains the methodology used in the Draft EIR for assessing the significance of parking removal and summarizes the findings of the Draft EIR with respect to this issue. In addition, since the publication of the Draft EIR, the project designs for the 60 near-term improvements have been further refined by SFMTA with input from City agencies and the public. For most of the near-term improvements SFMTA has decided upon a preferred project design. This section also provides a discussion regarding how the development of preferred project designs affects the issue of parking removal.

SFMTA has conducted an internal as well as a public review process to determine a preferred project design for most of the near-term improvements. In a majority of instances, the preferred project design is the same as one of the options presented and analyzed in the Draft EIR. In other cases, the preferred project design is a modification of one of the options presented and analyzed in the Draft EIR. These project modifications represent project options encompassed by the range of project alternatives anticipated for the Proposed Project. Descriptions of these preferred project designs and any necessary supplemental analysis of environmental impacts are provided in the Staff-initiated Text Changes section of this document, Section D, and in

supporting materials in the administrative record. Project drawings for the modified project options are provided in Appendix F of this document.

As discussed on p. V.A.3-11 of the Draft EIR, the analysis of parking impacts was conducted for certain identified parking study corridors. The selection of parking study corridors was based on a review of the 60 proposed near-term improvements. Near-term improvements that included design options that would remove substantial amounts of on-street parking or loading space were selected for further review. Additionally, near-term improvements located on streets with known frequent loading activities were selected for further review. For those near-term improvements selected for further review, existing parking supply and occupancy in the area were analyzed. Those near-term improvements with the greatest potential to impact parking occupancy in the vicinity of the Proposed Project were selected as parking study corridors. The results of the parking study corridors analyses are discussed throughout Section V.A.3 of the Draft EIR in the parking and loading subsections.

On p. V.A.3-189 of the Draft EIR an explanation of the threshold of significance used by the City to address parking impacts is provided:

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that would be triggered by a social impact (*CEQA Guidelines* Section 15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking, shift to other modes of travel, or change their overall travel habits. Any such



resulting shifts to transit service, walking, and bicycling would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically off-set by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the Proposed Project would be minor and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably address potential secondary effects.

Therefore, the Draft EIR does not consider removal of parking to be a significant impact except where it would result in secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion.

The near-term improvements proposed under the Proposed Project include a range of design options. Some design options would include the removal of some number of on-street parking spaces, and some design options would not remove any parking spaces.

Not all parking spaces that would be removed are fully occupied. For example, of the 160 parking spaces that would be removed by Option 1 of Project 4-2 on Cargo Way, very few are currently occupied (see p. V.A.3-409 of the Draft EIR). The 161 parking spaces removed on John F. Kennedy Drive are already unavailable to drivers on Sundays when this roadway is closed to traffic, but these spaces have been replaced by an underground garage in Golden Gate Park (see Project 7-4 on p. V.A.3-609 of the Draft EIR). Some of the parking removals proposed in the projects such as Project 6-4, the Laguna Honda Boulevard Bicycle Lanes (p. V.A.3-553), are proposed to improve bus operations in consultation with Muni staff in conjunction with the bicycle route network proposals.

The Draft EIR did not identify any significant direct, indirect or cumulative parking impacts at either the program level or project level of analysis for the Proposed Project. However, one improvement measure related to parking, Improvement Measure I-P5-7a, is suggested for

Existing plus Project conditions and 2025 Cumulative plus Project conditions for Project 5-7a. Improvement measures are recommended techniques that would provide additional benefit or improvement to a topical area of analysis in an EIR, but are not necessary to mitigate or reduce an impact to a level of insignificance. Decision-makers, in their discretion, may elect to impose one or more improvement measures as project conditions.

In addition, changes in the amount of parking removal that would result from the project modifications included in the preferred design options are described in the Staff-initiated text changes section of this document, Section D. Overall, the preferred projects would result in less parking removal than the more impactful design options analyzed in the Draft EIR. Therefore, there would be no direct, indirect or cumulative significant impact with respect to parking as a result of the preferred project. The changes have not resulted in significant new information with respect to the Proposed Project, including any new significant environmental impacts or new mitigation measures with respect to parking. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines* Section 15088.5 is not required.

#### **Master Response 2: Impacts Associated with Removal of Traffic Lanes**

Master Response 2 addresses Comments 4.18, 5.2, 5.4, 5.15, and 5.20.

A number of commentors expressed concern about the traffic lanes that would be removed to accommodate near-term bicycle route network improvements (near-term improvements). This Master Response explains the methodology used in the Draft EIR for assessing the significance of traffic lane removal and summarizes the findings of the Draft EIR with respect to this issue. In addition, since the publication of the Draft EIR, the project designs for the 60 near-term improvements have been further refined by SFMTA with input from City agencies and the public. For most of the near-term improvements SFMTA has decided upon a preferred project design. This section also provides a discussion regarding how the development of preferred project designs affects the impacts associated with the removal of traffic lanes for the Proposed Project.

SFMTA has conducted an internal as well as a public review process to determine a preferred project design for most of the near-term improvements. In a majority of instances, the preferred project design is the same as one of the options presented and analyzed in the Draft EIR. In other cases, the preferred project design is a modification of one of the options presented and analyzed in the Draft EIR. These project modifications represent project options encompassed by the range of project alternatives anticipated for the Proposed Project. Descriptions of these preferred project designs and any necessary supplemental analysis of environmental impacts

are provided in the Staff-initiated Text Changes section of this document, Section D. Project drawings for the modified project options are provided in Appendix F of this document.

The transportation impacts of the Proposed Project were analyzed in a project-specific traffic impact analysis, the *San Francisco Bicycle Plan Update Transportation Impact Study* (TIS),<sup>2</sup> which was summarized in the Draft EIR. The traffic, transit, and transportation-related air quality impacts resulting from travel lane removals are indicated in the Draft EIR by intersection level of service (LOS) operating conditions. LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. Intersection LOS ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays.

Removal of traffic lanes could result a decrease in LOS at certain City intersections. Based on the removal of traffic lanes, a combined weighted average delay and LOS is presented in the tables throughout Section V.A.3 of the Draft EIR for each of the signalized study intersections analyzed as part of the transportation study. A total of 61 intersections are studied in the Draft EIR, and the analysis provided demonstrates whether or not there would be a significant LOS impact due to the removal of traffic lanes. In addition, as part of the further refinement of the near-term improvements to develop preferred project designs, the intersection analysis for the near-term improvements was supplemented with LOS analysis at three additional intersections. The results are presented in Section D of this document.

The Draft EIR identified some intersections as experiencing significant project-related traffic impacts. The supplemental traffic analysis completed for the preferred project, including modifications to project options analyzed in the Draft EIR, did not result in any new significant impacts. For the significant traffic impacts that would result from the proposed project, mitigation measures have been identified to reduce the impact. However, at some intersections, feasible mitigation measures are not available, resulting in an unavoidable significant impact. The intersections where there would be an unavoidable significant impact include the following:

2<sup>nd</sup> Street/Bryant Street

2<sup>nd</sup> Street/Harrison Street

2<sup>nd</sup> Street/Folsom Street

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<sup>2</sup> Wilbur Smith Associates, October 2008. *San Francisco Bicycle Plan Update Transportation Impact Study*. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2007.0347E.

2<sup>nd</sup> Street/Howard Street  
2<sup>nd</sup> Street/Townsend Street  
5<sup>th</sup> Street/Bryant Street  
5<sup>th</sup> Street/Howard Street  
5<sup>th</sup> Street/Brannan Street  
7<sup>th</sup> Street/Townsend Street  
10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street  
11<sup>th</sup> Street/Bryant Street/Division Street  
Potrero Avenue/16<sup>th</sup> Street  
Fremont Street/Howard Street  
Church Street/Market Street/14<sup>th</sup> Street  
Masonic Avenue/Fell Street  
Masonic Avenue/Fulton Street  
Masonic Avenue/Turk Street  
Masonic Avenue/Geary Boulevard  
Bayshore Boulevard/Jerrol Boulevard/US 101  
Bryant Street/Cesar Chavez Street  
Cesar Chavez Street/South Van Ness Avenue  
Evans Avenue/Cesar Chavez Street  
Mission Street/Cesar Chavez Street  
Guerrero Street/Cesar Chavez Street  
Burnett Avenue/Clipper Street/Portola Drive  
Fowler Street/Portola Drive  
Woodside /O'Shaughnessy Boulevard/Portola Drive

Due to the deterioration of LOS and an associated increase in delay at intersections resulting from the removal of traffic lanes, transit could be impacted as well. Transit travel delay represents the additional time experienced by a transit vehicle as it travels between stops across one or more intersections in the corridor. The removal of traffic lanes could also result in transit reentry delay, which represents the wait for a sufficient gap in traffic flow to allow a bus to pull back into the travel lane, and transit/bicycle delay, which represents the added time caused by the interaction between bicycles and transit vehicles as buses pull in or out of the bus stops. If a

significant impact to transit would result, mitigation measures have been identified to reduce the impact. However, for some bus lines, feasible mitigation measures are not available, resulting in an unavoidable significant impact. Affected bus lines include the following:

Muni Line 9

Muni Line 10

Muni Line 12

Muni Line 27

Muni Line 30

Muni Line 43

Muni Line 45

Muni Line 48

Muni Line 52

SamTrans Line 292

In addition, potential traffic and transit impacts that may result from the project modifications included in the preferred design options are described in the Staff-initiated Text Changes section of this document, Section D. As previously stated, the preferred project designs are modifications to options analyzed in the Draft EIR, and are encompassed by the range of project alternatives represented by the original options analyzed. While a few of the project refinements would result in fewer approach lanes in some specific locations, in no case would these changes result in additional significant impacts either at a project-specific level or cumulatively. Overall, the preferred projects would result in the same or fewer traffic and transit impacts than were analyzed in the Draft EIR. These changes have not resulted in significant new information with respect to the Proposed Project including any new significant environmental impacts or new mitigation measures with respect to traffic and transit. Therefore, recirculation of the Draft EIR pursuant to *CEQA Guidelines Section 15088.5* is not required.

In addition, proposed bicycle facilities that reduce roadway capacity could cause localized motor vehicle congestion, which could result in localized air quality impacts. In conjunction with the intersection operating conditions, air quality analysis was conducted to assess the transportation-related and 2025 cumulative air quality impacts of the specific near-term improvements to the bicycle route network. The result of this analysis is provided in the Draft EIR in Section V.B, Air Quality. As concluded in the Draft EIR, implementation and operation of the Proposed Project would not result in significant adverse air quality impacts because

carbon monoxide levels would not exceed the ambient air quality standards. Additionally, TAC emissions (measured as MSATs) would be less than existing at all intersections in the 2025 future year because of the increasingly stringent control measures that the California Air Resources Board (CARB) is expected to impose on the motor vehicle fleet over the next 15 years. Although future MSAT emissions are expected to be higher with the Proposed Project than without at certain intersections, TAC emissions would still decrease from existing conditions. There would be no significant adverse air quality impacts with respect to carbon monoxide levels or TACs. In addition, green house gas (GHG) analysis for the construction of the Proposed Project was calculated and reported on p. V.B-19. However, operational GHG emissions for the Proposed Project are difficult to calculate, but are expected to be minimal. Implementation of the Proposed Project would likely result in a net reduction in GHG emissions due to the shift of some portion of motor vehicle trips to bicycle trips. This mode shift is not quantifiable, and therefore, the GHG analysis completed for the project does not include this factor.

The results of the air quality analysis would not change as a result of the selection of preferred project options for the near-term improvements as the supplemental traffic analysis has not identified any locations where air quality effects would be more adverse than what was analyzed in the Draft EIR.

### **Master Response 3: Withdrawal of Project 6-2 Segment II Option 1**

Master Response 3 addresses Comments 5.42, 5.43, 5.44, 5.45, 5.46, 5.47, 5.48, 5.49, 5.50, 5.51, 5.52, 5.53, 5.54, and 5.55.

As stated on pp. V.A.3-145 to V.A.3-146 of the Draft EIR, Project 6-2 has two Segments: Segment I is on Clipper Street between Douglass Street and Diamond Heights Boulevard. Segment II is on Diamond Heights Boulevard from its intersection with Clipper Street to just east of Portola Drive. See Figure C&R-1. More detailed project drawings for existing conditions and the project options were provided on pp. B-190 to B-194. The Draft EIR included one option for Segment I and two options for Segment II:



**Figure C&R-1. Project 6-2, Segment I and Segment II**

- Segment I: The only option for this segment would remove one traffic lane in each direction and provide Class II bicycle facilities in each direction and provide a two-way left turn lane on Clipper Street between Douglass Street and Diamond Heights Boulevard.
- Segment II Option 1: This option would remove one of the two left turn lanes on westbound Diamond Heights Boulevard from its intersection with Clipper Street to the approach to Portola Drive and replace it with a left-turn bicycle lane. It would also install a westbound Class II bicycle lane along the north curb of Diamond Heights Boulevard from the intersection with Clipper Street continuing west to Portola Drive and would add sharrows to the existing Class III bicycle route in the eastbound direction for that same segment.
- Segment II Option 2: Under this option, sharrows would be added in both directions of Diamond Heights Boulevard from the intersection with Clipper Street to just east of Portola Drive.

For Project 6-2 Segment I, the option described in the Draft EIR is the preferred option. For Project 6-2 Segment II, Option 2 is the preferred option. SFMTA is no longer pursuing the implementation of Project 6-2 Segment II Option 1, the removal of a left-turn traffic lane and installation of a bicycle lane on Segment II. Consequently, this option is rejected and eliminated from further consideration. References to Project 6-2 Segment II Option 1 will be struck from the Final EIR, which will reference Project 6-2 Segment II Option or simply Project 6-2. Segment II Option 2 would not eliminate any traffic lanes, but would provide sharrows in both directions on Diamond Heights Boulevard between Portola and Clipper Street as described on p. V.A.3-146 of the Draft EIR. This would connect to the sharrows proposed for Segment I along Clipper

Street between Diamond Heights Boulevard and Douglass Street. Because Option 2 would not remove any traffic lanes, it would not have a significant impact on the Burnett Avenue/Diamond Heights Boulevard/Portola Drive intersection, as discussed in the Draft EIR on p. V.A.3-542. The potential environmental impacts of Project 6-2 Segment II Option 2 are analyzed and presented on pp. V.A.3-539 to V.A.3-547 of the Draft EIR. A summary of changes associated with removal of Project 6-2 Segment II Option 1 is provided in Section D beginning on p. C&R-241.

## 1. GENERAL COMMENTS

### ***Opposition to Project<sup>3</sup>***

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#### **Comment 1.1 – Failure to Provide More Class I Bicycle Facilities**

I am disappointed that the Bicycle Plan does not “seize the moment” to provide separate Class 1 bicycle facilities, enabling a safer and more desirable experience for residents and inspiring new bicyclists. Bicycle routes in other Bay Area counties and bicycle systems in European countries such as Denmark and the Netherlands are increasingly geared to separating bicycles from traffic, rather than merely aligning bicycle lanes on streets next to vehicles placed in narrow lanes. Bicycle lanes provide dangerous situations to bicyclists, including risks from people opening doors from their parked cars, or people driving into the bicycle lane from the narrowed traffic lane. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

#### ***Response 1.1 – Failure to Provide More Class I Bicycle Facilities***

The commentors express concern regarding the safety of bicycle lanes and are disappointed that the Proposed Project does not include more Class I bicycle facilities as are provided in some European countries. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

Class I bicycle facilities require complete separation of the bicycle facility from traffic lanes. Bicycle paths or Class I bicycle facilities are generally routes dedicated to bicycle

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<sup>3</sup> Note to reader: Additional comments that express opposition or support for specific elements of the San Francisco Bicycle Plan are found throughout this document. Only general comments are provided here.



traffic within a right-of-way separated from vehicular traffic. Due to the constraints of the existing San Francisco street right-of-way, the Proposed Project includes limited Class I Bicycle path facilities for the entire segment or portions of Projects 2-13, 4-2, 4-4, 5-7, 7-1, and 8-1.

Pursuant to the *California Vehicle Code*, bicycles are permitted to share the local street system with vehicles. The bicycle route network identifies a series of interconnected streets and pathways on which bicycling is encouraged. The design options for the 60 near-term improvements analyzed in the Draft EIR were developed with the overall goal of the Bicycle Plan in mind, namely to increase safe bicycle use within the City. At the same time these design options are sensitive to the constraints of the existing right-of-way and the need to balance the use of the right-of-way by other transportation modes. Class II bicycle facilities (bicycle lanes) provide a dedicated space within the right-of-way for cyclists and increase drivers' awareness of cyclists. The decision to install this type of facility has been made pursuant to well-established design standards to achieve the goals of the Bicycle Plan.

### ***Support for Project***

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#### **Comment 1.2 – General Support for the Proposed Project**

I'm an avid recreational biker and I also bike to work once or twice a week. While I'd like to bike to work more often, I feel that given the current roadway infrastructure, traffic patterns, and general attitudes of drivers, the odds are not really in my favor. Improving the safety of bikers through these proposed plan changes would go a long way in encouraging more people to get out of their cars and onto their bikes. A more bike friendly City would not only contribute to our climate change goals but would also generate tremendous public health benefits. I am excited by these proposed improvements and hope they get implemented soon after the City certifies the EIR and approves the plan. (*YinLan Zhang, January 8, 2009, Letter 15*)

NPS commented on the SF Bicycle Plan Update in July 2007 and submitted scoping comments to the City for preparation of the Draft EIR in April 2008. We support the proposed improvements to routes that connect to Golden Gate National Recreation Area (GGNRA) lands. NPS applauds the progress that the City has made with the Bicycle Plan to date, and awaits the Plan's adoption and implementation.

Improvements to Bicycle Routes that Connect to GGNRA

NPS supports the components of the Bicycle Plan that provide street improvements to enhance bicycle access and safety in corridors that connect with GGNRA lands. Project 1-3, North Point Street Bicycle Lanes would enhance bicycling between Pier 33 which supports Alcatraz Cruises, and Fort Mason, the GGNRA Park Headquarters. Project 7-3, Great Highway and Point Lobos Avenue Bicycle Lanes would enhance bicycle travel and safety within the Lands End, Cliff House, and northern Great Highway area. Project 7-5, Kirkham Street from 9<sup>th</sup> Avenue to the Great Highway, would provide new bicycle lanes connecting Ocean Beach with the Sunset District. Project 8-5, Sloat Boulevard, Great Highway to Skyline, would improve bicycle safety in the southern Ocean Beach corridor. Project 8-4, John Muir Drive, Lake Merced Blvd to Skyline Blvd. will facilitate bicycle access at Fort Funston.

In short, NPS recognizes that the continued development and implementation of the San Francisco Bicycle Plan, with its near-term and long-term improvements will facilitate and enhance bicycle access to GGNRA lands from all neighborhoods of the City, into the future. We look forward to continued coordination with the City as the design details that affect GGNRA, including signage, are developed and implemented. (*U. S. Department of the Interior, National Park Service, Brian O'Neill, January 13, 2009, Letter 29*)

Transportation accounts for almost 50% of San Francisco's greenhouse gas emissions. Implementing the policies and projects of the Bike Plan will help reduce those emissions and vehicle-generated health-threatening criteria pollutants. (*Environmental Defense Fund, Kathryn Phillips and Ashley Rood, January 12, 2009, Letter 14*)

The policies and projects enumerated in the Bike Plan, once adopted and implemented, will significantly help San Francisco realize many of its policy commitments for a greener, more sustainable city, including the Transit First policy long enshrined in the City Charter and the Climate Action Plan adopted by the City in 2002. (*San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, Co-Chair, January 12, 2009, Letter 33*)

We understand that approximately half of the Bay Area region's greenhouse gas emissions are produced by motor vehicle operations. Therefore, the climate protection benefits realized by increased mode share for bicycle transportation in San Francisco make adopting and implementing the policies and projects of the Bike Plan not merely desirable but essential. (*San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, January 12, 2009, Letter 33*)

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the San Francisco Bicycle Plan. The Recreation and Park Department is excited about the Plan's goals of improving and enhancing the San Francisco Bicycle Network. The

Department has reviewed the document and has the following comments on the DEIR: (*San Francisco Recreation and Park Department, Daniel LaForte, Park Planner, January 13, 2009, Letter 31*)

Fontana West as a member of Aquatic Park Neighbors, want the plan to be a success by dampening down the type of traffic conflicts on North Point, i.e. Tour Buses, Golden Gate Transit, Trucks, etc. in favor of pedestrians, bicycles, and smaller passenger vehicles. (*Fontana West Board of Directors, Claudio Micor, Treasurer, January 8, 2009, Letter 9*)

**Response 1.2 – General Support for the Proposed Project**

The commentors express support for the Proposed Project and wish to see the Proposed Project move forward. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 1.3 – Support of the San Francisco Bicycle Plan Goals**

We appreciate the policy endorsement of promoting bicycle access to Caltrain stations in San Francisco. (*SamTrans, G. Ted Yurek, Senior Planner January 13, 2009, Letter 34*)

**Bicycle Safety**

NPS applauds the City's Education Goal to promote bicycle safety. The widespread availability of bicycle safety workshops and classes, and outreach campaigns would also greatly enhance public safety within GGNRA. Likewise, the City would set a great example by developing bicycle safety training for transit and other large fleet-vehicle operators. Indeed, with elevated bicycle awareness with Muni operators and others that serve the Presidio, Lands End, Ocean Beach, and the Marin Headlands, would enhance safety within the park. (*US Department of the Interior – National Park Service, Brian O'Neill, January 13, 2009, Letter 29*)

**Response 1.3 – Support of the San Francisco Bicycle Plan Goals**

The commentors express support for the Bicycle Plan Goals to promote bicycle safety and bicycle access to Caltrain stations in San Francisco. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

### ***Adequacy of Draft EIR***

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#### **Comment 1.4 – Adequacy of Draft EIR, Concerns**

The Bicycle Plan Project is important and controversial. It proposes to eliminate traffic lanes and thousands of parking spaces on major thoroughfares and neighborhood streets in San Francisco. These proposals will certainly have significant impacts on traffic, transit, parking, air quality, sidewalks, and land use. (*Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16*)

I believe the City is expediting this focused EIR at the behest of the Mayor and the Bicycle Coalition and did not adequately evaluate impacts to parking, land use, or public transit. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

#### **Response 1.4 – Adequacy of Draft EIR, Concerns**

The commentors express general concerns regarding the adequacy of the Draft EIR; stating that the Draft EIR does not fully address the Proposed Project's land use, air quality, traffic, parking, public transit, or pedestrian impacts.

The Proposed Project's impacts were considered in an Initial Study, published on March 15, 2008. The Initial Study determined that impacts associated with sixteen environmental topics (land use, aesthetics, population and housing, cultural and paleontological resources, noise, air quality, wind and shadow, recreation, utilities and services, public services, biological resources, geology and soils, hydrology and water quality, hazards, mineral and energy resources, and agricultural resources) could be mitigated to a less-than-significant level without the need for additional analysis; therefore, these topics were "scoped out" from further consideration in the Draft EIR. Please see Response 1.8, p. C&R-34, for further detail about issues that were scoped out in the Initial Study.

The Initial Study determined that the only potentially significant impacts would be in the areas of transportation, and transportation-related air quality and noise, which are analyzed in the Draft EIR. Consequently, the Draft EIR is characterized as a focused EIR in that it focused on the specific analytical areas identified in the initial study for further analysis.

*Analysis of Potential Land Use Impacts.* As noted above, land use is one of the environmental topics that were scoped out in the Initial Study. The Initial Study determined that land use changes associated with the Proposed Project would be less-than-significant, without the need for further analysis. A discussion of the Proposed Project's land use impacts is provided on p. 52 of the Initial Study, which was provided as Appendix A of the Draft EIR. Please refer to this document for further detail regarding the Proposed Project's land use impacts.

*Analysis of Potential Parking Impacts.* Parking impacts were discussed in the Draft EIR for each of the near-term improvements under the Proposed Project. The results of the parking study corridors analyses are discussed throughout Section V.A.3 of the Draft EIR in the transportation impacts analysis parking and loading subsections. In addition, potential parking impacts as a result of the minor improvements, long-term improvements, and the Bicycle Plan were addressed at the program level in the Draft EIR in the parking and loading subsections of Sections V.A.4 and V.A.5 as well as in Section V.A.2 of the Draft EIR. Please refer to Master Response 1, p. C&R-7, for a summary of the Draft EIR analysis methodology and findings pertaining to parking impacts.

*Analysis of Potential Transit Impacts.* Transit impacts were discussed in the Draft EIR for each of the near-term improvements under the Proposed Project. The Draft EIR used an established methodology and significance criteria approved by the Planning Department's Major Environmental Analysis (MEA) Division in consultation with the SFMTA to analyze the impacts to transit. In addition, as stated on p. V.A.3-8 in the Draft EIR, twelve transit study corridors and ten transit spot study locations were evaluated to identify the projects' potential to impact transit including identification of potential conflicts between transit vehicles and bicyclists. These corridors and spot study locations are shown in Table V.0-3 and Table V.0-4 on p. V.A.3-9 of the Draft EIR.

As discussed on p. V.A.3-10 of the Draft EIR, transit study corridors and stops spot study locations were selected based on a review of the 60 proposed near-term bicycle route network improvements projects that overlapped with existing transit services. Near-term improvements that included design options that would remove travel lanes along transit routes or would otherwise potentially cause delay to transit were selected for further review. Additionally, near-term improvements located on streets with known high volumes of bicycles and high frequency of transit service were selected for further review of potential conflicts between bicycle and transit movements. Near-term improvements selected for further review were examined for their potential to impact transit operations. Near-term improvements with the greatest potential to impact transit operations along several blocks were selected as transit study corridors. Near-term improvements with the greatest potential to impact transit operations in localized areas were selected as transit spot study locations. The results of the transit corridors and stops analyses are presented throughout Section V.A.3 of the Draft EIR in the transit impacts subsections. In addition, potential transit impacts as a result of the minor improvements, long-term improvements, and the Bicycle Plan were addressed at the program level in the Draft EIR in the transit subsections of Sections V.A.4 and V.A.5 as well as in Section V.A.2 of the Draft EIR.

*Analysis of Potential Air Quality Impacts.* Air quality impacts were discussed on pp. 64-66 of the Initial Study. Potential impacts to air quality as a result of the proposed project were scoped out of the Draft EIR except for transportation-related air quality and cumulative air quality impacts. These were addressed in Draft EIR on pp. V.B-1 to 24. Specifically, on p. V.B.15 of the Draft EIR, project-specific CO concentrations and mobile source air toxics (MSAT)<sup>4</sup> emissions were estimated near eight intersections in the San Francisco Bicycle Plan Area. These intersections were chosen based on the results of the

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<sup>4</sup> The six pollutants are diesel particulate matter (DPM), acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene.

transportation impacts study conducted for the Proposed Project because they were determined to have the highest modeled congestion impacts.

For the air quality analysis, CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District (BAAQMD)<sup>5</sup> and the results are shown in Table V.B-3 of the Draft EIR, p. V.B-17. No violations of CO ambient air quality standards would be predicted. MSAT emissions were calculated for seven street segments which were chosen based upon the results of the transportation impacts analysis, each associated with a selected intersection in each cluster area, as shown in Table V.B-4 on p. V.B-18 of the Draft EIR. For the greenhouse gases (GHG) analysis, the URBEMIS model was used to estimate the carbon dioxide (CO<sub>2</sub>) emissions associated with the equipment used for proposed bicycle facility improvements and was based on construction data provided by the SFMTA. Carbon dioxide-equivalent emissions were estimated from the URBEMIS model outputs to account for GHGs from nitrous oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>). Greenhouse gas emissions associated with the production of concrete required for individual projects were also calculated as part of the GHG analysis for the Draft EIR.

In conclusion, the Draft EIR provides a discussion on all the aspects required in an EIR and the public review process met or exceeded CEQA requirements since the inception of the environmental review process on June 5, 2007 with the issuance of the Notice of Preparation of an EIR (NOP) for this project. Without more detailed comments regarding how the Draft EIR is unclear or deficient with respect to the potential environmental effects of the Proposed Project, it is not possible to provide further details for clarification of the adequacy of analysis provided in the document.

One of the commentors also states that the City is expediting the Draft EIR at the behest of the Mayor and the San Francisco Bicycle Coalition. The Notice of Preparation of an

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<sup>5</sup> Appendix C of the Draft EIR for the CALINE4 194 Bai, Dr. Song, et. al. Estimating Mobile Source Air Toxics Emissions: A Step-by-Step Analysis Methodology, University of California Davis Campus, December 28, 2006. model output.

EIR for this project was published June 5, 2007. A Public Scoping meeting regarding the San Francisco Bicycle Plan Project EIR was held June 26, 2007. An Initial Study was published for the Proposed Project on March 15, 2008, followed by publication of the focused Draft EIR on November 26, 2008. If the EIR for the Proposed Project is certified in June 2009, the environmental review process will have taken over two years to complete. All public review periods for this Proposed Project conform to the standards specified under CEQA (Public Resources Code Section 21091 et. seq.), as discussed in Response 2.1, p. C&R-47.

**Comment 1.5 – Adequacy of Draft EIR, Baseline**

The DEIR Does Not Use a Valid Baseline for Identifying and Analyzing Impacts. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

***Response 1.5 – Adequacy of Draft EIR, Baseline***

The commentor expresses concern that the Draft EIR does not use a valid baseline for analyzing impacts, but has not indicated what baseline analysis is allegedly invalid and what basis forms this claim. To respond to this comment, the City has provided a general summary of the rationale used to determine the environmental baseline for each of the environmental topics discussed in the Draft EIR.

CEQA provides guidance on the approach to documenting the environmental setting, or baseline conditions, as follows:

An EIR must include a description of the *physical environmental conditions* [emphasis added] in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This *environmental setting will normally constitute the baseline physical conditions* by which a lead agency determines whether an impact is significant [emphasis added]. The description of the environmental setting shall be no



longer than is necessary to an understanding of the significant effects of the Proposed Project and its alternatives. (*CEQA Guidelines* Section 15125(a)).

The *CEQA Guidelines* define “environment” to be:

The *physical conditions* [emphasis added] which exist within the area which will be affected by a Proposed Project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance (*CEQA Guidelines* Section 15360).

Impacts are assessed by evaluating the project’s incremental change to the physical setting, and “effects analyzed under CEQA must be related to a physical change” (*CEQA Guidelines* Section 15358).

The Draft EIR discusses three environmental topical areas, transportation, transportation-related air quality, and transportation-related noise. Sixteen topics (land use, aesthetics, population and housing, cultural and paleontological resources, noise, air quality, wind and shadow, recreation, utilities and services, public services, biological resources, geology and soils, hydrology and water quality, hazards, mineral and energy resources, and agricultural resources) were discussed at a lesser level of detail in the Initial Study, published March 15, 2008.

*Transportation Baseline.* The transportation analyses conducted as part of the environmental review of this Project are based upon the Planning Department’s *Transportation Impact Analysis Guidelines for Environment Review*<sup>6</sup> (San Francisco Guidelines) for collecting, analyzing and reporting impacts. As such, the transportation analyses include an evaluation of existing conditions, existing-plus-project conditions, and future 2025 cumulative conditions with and without the project. As such, the

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<sup>6</sup> San Francisco Planning Department. 2002. *Transportation Impact Analysis Guidelines for Environment Review*. Online at [http://www.sfgov.org/site/uploadedfiles/planning/Transportation\\_Impact\\_Analysis\\_Guidelines.pdf](http://www.sfgov.org/site/uploadedfiles/planning/Transportation_Impact_Analysis_Guidelines.pdf)

baseline used in the transportation analyses includes existing conditions plus future planned projects in the region.

*Air Quality Baseline.* Multiple methodologies were used to analyze impacts to air pollution. Motor vehicles generate carbon monoxide (CO), which is a pollutant responsible for adverse effects in areas close to where it is emitted. The CALINE4 dispersion model is the preferred method of estimating CO concentrations at sensitive receptors near congested roadways and intersections. CALINE4 uses roadway specific peak-hour traffic volumes to calculate ambient CO air concentrations. For the air quality analysis CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District (BAAQMD)<sup>7</sup> and the results are shown in Table V.B-3 of the Draft EIR, p. V.B-17. No violations of CO ambient air quality standards are predicted.

The methodology for estimating projects' toxic air contaminants (TAC) emissions is focused on the six MSAT pollutants<sup>8</sup> identified by the US Environmental Protection Agency (USEPA) as being the highest priority for control.<sup>9</sup> MSAT emissions were calculated for seven street segments which were chosen based upon the results of the transportation impacts analysis, each associated with a selected intersection in each cluster area, as shown in Table V.B-4 on p. V.B-18 of the Draft EIR.

For the GHG analysis, the URBEMIS model was used to estimate the CO<sub>2</sub> emissions associated with the equipment used for proposed bicycle facility improvements and was based on construction data provided by the SFMTA. Carbon dioxide-equivalent emissions were estimated from the URBEMIS model outputs to account for GHGs from nitrous oxide (N<sub>2</sub>O) and methane (CH<sub>4</sub>). Greenhouse gas emissions associated with the

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<sup>7</sup> Appendix C of the Draft EIR for the CALINE4 194 Bai, Dr. Song, et. al. Estimating Mobile Source Air Toxics Emissions: A Step-by-Step Analysis Methodology, University of California Davis Campus, December 28, 2006. model output.

<sup>8</sup> The six pollutants are diesel particulate matter (DPM), acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene.

<sup>9</sup> US Environmental Protection Agency, 2001.

production of concrete required for individual projects were also calculated as part of the GHG analysis for the Draft EIR.

In conclusion, the methodologies used to analyze air quality impacts are standard methodologies that incorporate the latest technologies and have been established as the preferred methodologies by numerous agencies including EPA, the California Air Resources Board (CARB), and the BAAQMD.

*Noise Baseline.* The analysis of the existing and future traffic noise levels is based on noise level monitoring, noise prediction computer modeling, and empirical observations of receptor noise exposure characteristics. Existing noise levels were monitored at selected residential uses near seven intersections using a Larson-Davis Model 820 sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation related to traffic congestion. Noise levels were modeled at these intersections because existing traffic noise levels in the vicinity are relatively high, nearby land uses are noise-sensitive (i.e., adjacent uses include residences, schools, hospitals, churches, etc., rather than mostly commercial or industrial), and project-related physical improvements to the intersection/local streets could move traffic flows closer to/further from adjacent noise-sensitive land uses, thereby worsening/improving their noise exposure. Traffic volumes used as data inputs in the noise prediction model were taken from the TIS prepared for the Draft EIR.

#### **Comment 1.6 – Adequacy of Draft EIR, Support**

Thank you for the opportunity to comment on the Bike Plan Draft EIR. I am writing in strong support of the DEIR. The Planning Department has produced a more than adequate CEQA document. (*YinLan Zhang, January 8, 2009, Letter 15*)

Attached is a letter expressing support for the finalizing and certification of the Draft Environmental Impact Report for the San Francisco Bicycle Plan (DEIR), published on November 26, 2008.

The letter has been endorsed by the following organizations:

**San Francisco Bicycle Coalition**, Leah Shahum, Executive Director

**Livable City**, Tom Radulovich, Executive Director

**Sierra Club San Francisco Group**, Howard Strassner, Chair, Transportation Committee

**Greenaction for Health and Environmental Justice**, Bradley Angel, Executive Director

**Urban Habitat**, Bob Allen, Transportation Director

**League of Conservation Voters**, San Francisco Chapter, Amandeep Jawa, Board Member

**San Francisco Tomorrow**, Jennifer Clary, President

**San Jose/Guerrero Coalition to Save Our Streets**, Gillian Gillett, Co-Chair

**TransForm**, Stuart Cohen, Executive Director

**WalkSF**, Manish Champ see, President of the Board

*(San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, January 12, 2009, Letter 33)*

We believe this EIR is adequate. *(Leah Shahum et. al., oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

We are writing now to support finalizing the Draft Environmental Impact Report for the San Francisco Bicycle Plan (DEIR), published on November 26, 2008. We believe that it is time for adoption of a Final EIR and implementation of the Bicycle Plan to make bicycling a more viable transportation alternative in San Francisco. *(Environmental Defense Fund, Kathryn Phillips and Ashley Rood, January 12, 2009, Letter 14)*

We, the undersigned groups and organizations, have reviewed and submit this comment in favor of finalizing the Draft Environmental Impact Report for the San Francisco Bicycle Plan (Draft EIR), published on November 26, 2008. We appreciate the Planning Department's preparation of a complete and accurate environmental analysis of the San Francisco Bicycle Plan Update (Bike Plan) and the specific projects from the Bike Plan evaluated by the Draft EIR. We believe that the Draft EIR fully complies with and likely exceeds the requirements of a Draft EIR prepared for compliance with the California Environmental Quality Act (CEQA), and therefore the undersigned fully support expeditious adoption of a Final EIR. *(San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, January 12, 2009, Letter 33)*

The DEIR is thorough and fair in its description and estimation of the improvements to bicycle transportation, and of the considerable environmental benefits accruing from those improvements, which the Bike Plan will bring to San Francisco and the larger Bay Area region.

*(San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, January 12, 2009, Letter 33)*

With these comments, the undersigned groups fully support expeditious adoption of the FEIR. These comments are submitted solely in support of the DEIR and do not necessitate any response. Thank you for your efforts to prepare this thorough and complete Draft EIR and this opportunity to comment. *(San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, January 12, 2009, Letter 33)*

I too agree, it seems to be very thorough and complete. *(Michael J. Antonini, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

I think it's a great, adequate document, and I look forward to seeing us be able to certify it and move forward. *(Gwyneth Borden, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

#### **Response 1.6 – Adequacy of Draft EIR, Support**

The commentors state that the Draft EIR is adequate and should be certified. This comment is acknowledged and requires no further response.

#### **Scope of EIR**

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##### **Comment 1.7 – Document Length and Complexity**

The DEIR document is extraordinarily long and complex, even for those who may be experienced in reading CEQA documents. It is 1,457 pages long, with nearly-incomprehensible cross-references to other cross-references, at times with more than six cross-references on a single aspect of the Project. This difficult format requires an immense amount of time to navigate, and again, defeats a principal purpose of CEQA, to inform decision makers and the public of the impacts of the Project. *(Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16)*

CEQA requires a full analysis, mitigation, and a full range of alternatives to each of the direct, indirect, and cumulative impacts on traffic transit, parking, air quality, sidewalks, and land use, of the proposals in the Project and of the Project as a whole. The size of the DEIR does not alone fulfill these requirements. *(Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16)*

1.) The DEIR is 1457 pages long, probably the longest DEIR in City history, and is extraordinarily complex-with at least eight cross-references for proposed changes to each street,

and other physical changes to city streets and sidewalks. (*Coalition for San Francisco Neighborhoods, Gary Noguera, President, January 7, 2009, Letter 36; Coalition for San Francisco Neighborhoods, Gary Noguera, January 5, 2009, Letter 7*)

The inclusion of 60 projects as a “project” in this document is inappropriate, as each project should be should be carefully designed with community participation through a detailed process and documented separately. A document this large is not only awkward, but also does not allow for adequate discussion of bicycle safety. For example, a current controversy at Octavia Boulevard and Market Street is an example of how unsafe and messy results can occur when bicycle projects are rushed without careful design.

Several of the proposals in this report significantly disrupt local traffic and buses, greatly increase greenhouse gas emissions due to delayed and rerouted vehicles, and have not been studied in sufficient depth to justify the proposed designs; others are simple, logical projects. There are many intersections not studied (especially in the AM peak hour) which should be studied as these project will significantly affect the neighborhoods where the new delay will be created. Each project should be designed and evaluated carefully. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

One alternative may be to remove the “projects” from this document, and present those as separate studies. This would allow for more adequate studies to be made on the proposed projects and for better designs to evolve (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

To address the myriad of impacts and issues with the projects in the Bicycle Plan should not be studied and environmentally cleared at a citywide level. The plans should be implemented in coordination with Neighborhood Circulation Plans, or detailed design discussion studies for each of the project “clusters”. The appropriate design and implementation of the projects in this EIR should be as a neighborhood or cluster document, rather than a single citywide EIR for the 30 proposed projects. Finally, the public deserves to be informed of the real costs or benefits of lane reductions for every project - to not only vehicles, but to transit and to greenhouse gas emissions. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

### ***Response 1.7 – Document Length and Complexity***

The commentors state that the Draft EIR is too large and complex, resulting in an inadequate discussion of bicycle safety, traffic impacts, and air quality emissions, and making it difficult for the public to discern the environmental impacts and alternatives of the Proposed Project. In addition, the commentors feel that the Proposed Project

should not be studied and environmentally cleared at a citywide level. Instead, the commentors assert that bicycle improvements should be planned at a neighborhood level.

SFMTA, the sponsoring City Department, elected to define the Project for purposes of environmental review as the update to the San Francisco Bicycle Plan as well as improvements for the bicycle route network including 60 near-term improvements, minor improvements, and long-term improvements. In addition, the Proposed Project includes amendments to the *San Francisco General Plan* and *Planning Code* to reflect the Bicycle Plan, and may include amendments to the *Transportation Code*. The Draft EIR appropriately addresses and analyzes the Proposed Project in accordance with CEQA requirements.

The length of the document is the result of the analysis of the Proposed Project as a whole throughout the City of San Francisco. The City felt it would be a public benefit and important to examine the system-wide network as one operating entity, and not to break it up into different sections within the City with separate analysis, as suggested by the commentors. Further, the Draft EIR provides a program-level review to determine the impacts of the entire Proposed Project city-wide. Under CEQA, program-level environmental review is used in environmental analyses for a series of actions that can be characterized as one large project because they are logically related. The series of actions can be related geographically or can be logical parts in a chain of contemplated actions (*CEQA Guidelines*, Section 15168 (a)(1)(2)). Chapter V.A.2, pp. V.A.2-1 through V.A.2-70 of the Draft EIR, includes an analysis of the Bicycle Plan program-level transportation impacts, a range of specific mitigation measures, and alternatives.

In addition, the Draft EIR divided the City into neighborhoods (which are referred to as “clusters” in the document) and identified the Proposed Project impacts within each of these clusters. For the purpose of analysis, the city was divided into eight geographic clusters so that the combined impacts of near-term improvements to be implemented in

close proximity to one another would be identified and understood. Under CEQA, a project-level environmental analysis examines the impacts of a distinct project, and examines phases of the project including construction and operation. Chapter V.A.3, pp. V.A.3-1 through V.A.3-633 of the Draft EIR, includes an analysis of the Proposed Project-level transportation impacts, specific mitigation measures to address the identified significant impacts, and a range of alternatives.

The commentors express concern that the Draft EIR does not adequately address impacts, mitigation measures, and alternatives associated with the Proposed Project. As described on p. V.A.1-3 of the Draft EIR, the document is organized to provide the project-level and program-level review of transportation and transportation-related impacts in four primary subsections (the Bicycle Plan, near-term improvements, minor improvements, and long-term improvements). Each subsection indicates the potential for that project or action to create a significant impact of the physical environment. The analysis identifies potential impacts with respect to traffic, parking, transit, pedestrian, bicycles, and loading facilities. In addition, Sections V.B and V.C provide analyses of potential transportation-related air quality and noise impacts, respectively. As such, the impact discussions in the Draft EIR are consistent with the *CEQA Guidelines* Section 15126.2.

All impacts that are identified as “significant” in the Draft EIR offer mitigation measures directly following the impact discussion, except where no feasible mitigation measures are available. In some cases, the mitigation measures provided would reduce the impact to a less-than-significant level; however, in other cases, the impact would remain significant even with the implementation of mitigation measures. The proposed mitigation measures are consistent with current interpretations of CEQA as well as state guidelines implementing CEQA Sections 15126.4. Accordingly, the assessment in the Draft EIR of the direct and indirect impacts of the Proposed Project is adequate, as is the identification of mitigation measures.



As described in Chapter VII.A, p. VII-1, unlike most EIRs, the Draft EIR does not contain a chapter analyzing alternatives to the Proposed Project because it does not analyze a specific project to which alternatives would be contrasted. Instead, for many of the near-term improvements, the Draft EIR evaluates two options as well as a future no project scenario at an equal level of detail. These options, and the analysis of their potential environmental impacts, are presented throughout the document, consistent with the *CEQA Guidelines* Section 15126.6. As such, no further discussion of the alternatives is necessary.

The Draft EIR analyzes the program-level and project-level impacts, mitigation measures, and options of the Proposed Project. By examining the Proposed Project as a whole, including policy actions, minor improvements and anticipated long-term improvements (the program-level review), as well as for the specific near-term improvements (the project-level review), the Bicycle Plan has received full environmental coverage consistent with the *CEQA Guidelines*.

Subsequent to the publication of the Draft EIR, SFMTA has worked with City departments and stakeholders to refine project designs. And in many cases has developed preferred project designs for certain near-term improvements. Analyses for the preferred projects are provided in Section D of this document.

**Comment 1.8 – Issues “Scoped Out” in Initial Study (Land Use, Aesthetics, Recreation, Utilities and Service Systems)**

The Bike Plan is being reviewed in a focused EIR that only covers significant impacts to Cultural Resources, Transportation and Circulation, Noise, Air Quality, and Biological Resources. I am concerned that there are likely significant adverse impacts to Land Use, Aesthetics, Recreation, Utilities and Service Systems and Public Services that cannot be mitigated. As a layperson, I have not had time to adequately comment on said impacts, yet I am concerned they have not been properly evaluated under CEQA. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

***Response 1.8 – Issues “Scoped Out” in Initial Study (Land Use, Aesthetics, Recreation, Utilities and Service Systems)***

The commentor expresses concern that significant and immitigable impacts could potentially result from implementation of the Proposed Project with respect to land use, aesthetics, recreation, utilities and service systems, and public services, and that these impacts were not properly evaluated in the Draft EIR.

In accordance with the requirements of CEQA, an initial study document may be prepared to examine the entire range of potential environmental impacts associated with a proposed project. An initial study may eliminate some potential areas of impact from further review if the initial study’s analysis concludes that there is no possible potential for significant impacts under any of these “scoped out” environmental topics. These scoped out topics are thus eliminated from further review in the CEQA process. Those topics that are not scoped out must be analyzed further in an EIR.

In the case of the Proposed Project, following an investigation of potential project-generated environmental impacts with respect to these sixteen topic areas: land use, aesthetics, population and housing, cultural and paleontological resources, noise, air quality, wind and shadow, recreation, utilities and services, public services, biological resources, geology and soils, hydrology and water quality, hazards, mineral and energy resources, and agricultural resources, the Initial Study, published on March 15, 2008, determined that the Proposed Project would not have any immitigable significant impacts with respect to those sixteen topics. The Initial Study determined that the Proposed Project’s only potentially significant impacts would be in the areas of transportation, and transportation-related air quality and noise. These topics were analyzed in the Draft EIR. Consequently, the Draft EIR for this Project is characterized as a focused EIR in that it focuses on the specific analytical topics identified in the Initial Study for further analysis.

Pursuant to the requirements of CEQA, the availability and publication of the Initial Study were properly noticed, and the Initial Study was made available for public review. The public review period for the Initial Study was from March 15, 2008 to April 14, 2008. The City did not receive any comments that indicated that the Proposed Project would have potentially significant environmental impacts beyond the impacts considered in the Draft EIR. The commentor has not offered any facts to support the basis for their claim that there may be significant impacts as a result of the Proposed Project with respect to the topics addressed in the Initial Study. The analysis in the Initial Study has been available for public consideration and comment for more than a year.

#### **Comment 1.9 – Direct, Indirect, and Cumulative Impacts**

The Project will surely have significant direct, indirect, and cumulative impacts on traffic, public transit, parking, sidewalks, pedestrian safety, community safety, and land use, among others that the DEIR fails to identify and mitigate. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

4. The DEIR Does Not Identify and Analyze the Direct, Indirect, and Cumulative Impacts of the Project on Traffic, Public Transportation, Parking, Sidewalks, Land Use, and Other Impacts. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

5.) The Project will have direct, indirect and cumulative impacts on traffic, transit and parking on major thoroughfares throughout San Francisco, by eliminating traffic lanes and hundreds of parking spaces, and changing street configurations affecting travel throughout the entire city. (*Coalition for San Francisco Neighborhoods, Gary Noguera, January 5, 2009, Letter 7; Coalition for San Francisco Neighborhoods, Gary Noguera, President, January 7, 2009, Letter 36*)

#### **Response 1.9 – Direct, Indirect, and Cumulative Impacts**

The commentors express general dissatisfaction with the Draft EIR's analysis of the Proposed Project's direct, indirect, and cumulative impacts on traffic, public transportation, parking, sidewalks, land use, and other impacts.

The analysis of the Proposed Project's direct impacts on the above mentioned transportation categories was based on established methodology and evaluated using the City's significance criteria. As described on p. V.A.1-3 of the Draft EIR, the

document is organized to provide project-level and program-level review of transportation and transportation-related impacts in four primary subsections. Each subsection indicates the potential for that project or action to create a significant impact on the physical environment. The analyses provided discuss direct environmental impacts with respect to traffic, parking, transit, pedestrian, bicycles, and loading facilities. In addition, Chapters V.B and V.C provide analyses of the transportation-related air quality and noise impacts, respectively. As such, the impact discussions presented in the Draft EIR are consistent with the *CEQA Guidelines* Section 15126.2.

Predictable indirect impacts from implementation of the Proposed Project would include indirect impacts resulting from the adoption of the Bicycle Plan and the implementation of Action items to further its goals and objectives. This would include construction of the 60 near-term improvements identified in the Draft EIR as well as the implementation of minor improvements and the future planning, design, and implementation of the long-term improvements to the bicycle route network. The impacts of constructing the near-term improvements are analyzed at a project level in Subsection V.A.3 of the Draft EIR with respect to traffic, transit, parking, pedestrians/sidewalks, bicycles, and loading, and at a program level in Subsections V.A.2 (Bicycle Plan Action items), V.A.4 (minor improvements), and V.A.5 (long-term improvements). As stated on p. V.A.3-12, the Draft EIR presents an analysis of the Proposed Project's cumulative impact in the year 2025. This analysis is compared to the cumulative impacts without the project. Sections V.A.2, V.A.3, V.A.4, V.A.5, V.A.6, V.B, and V.C include analysis of the Proposed Project's cumulative impacts.

The topic of land use was scoped out in the Initial Study, and therefore, was not discussed in the Draft EIR. Please refer to Response 1.8, p. C&R-34, for a discussion of topics that were scoped out in the Initial Study. Also, see Master Response 1 for a discussion of potential parking impacts and Master Response 2 for a discussion of potential impacts resulting from lane removal, as a result of the Proposed Project.

Therefore, the Draft EIR has provided sufficient analysis of the direct, indirect and cumulative environmental impacts resulting from the Proposed Project.

**Comment 1.10 – Costs of Driving and Producing Motor Vehicles**

Further, the actual costs of producing as well as driving motor vehicles should be taken into account. (*John Daniel, December 5, 2008, Letter 1*)

By the way, to make a vehicle such as either of the above consumes as much oil and energy as the vehicles will use during their lifetimes, and these costs should be figured into the Environmental Impact Report as well as the 40,000 or so deaths per year from automobile carnage, which is especially deadly against pedestrians and bicycles who are not surrounded by 2 to 3 tons of superfluous metal plastic and glass. (*John Daniel, December 5, 2008, Letter 1*)

In the Netherlands, the per capita consumption of gasoline is one fifth what it is in the U.S. based on 2003 figures that can be verified through Google search (click on World Resources Institute's Earth Trends). This means that conservation alone would make it feasible for the U.S. to not import any oil and would render unnecessary our current propensity to become involved in Middle Eastern oil wars of our own making, since we import 75% of our oil which is less than would be saved if only we were as prudent and thrifty as the Dutch people, almost all of whom are ready and able to get around by bicycle even though their weather there is much more cold and inclement than here. (*John Daniel, December 5, 2008, Letter 1*)

**Response 1.10 – Costs of Driving and Producing Motor Vehicles**

The commentor states that the costs of producing as well as driving motor vehicles should be taken into account in the analysis. The commentor also requests an analysis of vehicular energy consumption and a disclosure of annual casualties associated with automobiles.

The commentor has not offered evidence regarding how the costs of producing automobiles, including the amount of oil and energy consumed in the process, would provide information relevant to adverse physical changes that may result from the Proposed Project. As discussed in the Draft EIR, bicycling does not require consumption of fuels, and the Proposed Project would not result in new automobile trips being added to the roadway network. The Proposed Project may reduce energy consumption citywide by shifting a portion of motor vehicle trips to bicycle trips as is considered in the Draft EIR.

The commentor has not indicated how statistics pertaining to vehicular casualties relate to the physical changes associated with the Proposed Project. Implementation of the Proposed Project would not be expected to result in increased automobile usage, and could potentially result in a mode share shift from vehicle transport to bicycling. Bicycle safety issues are discussed throughout the Draft EIR. As discussed in Response 4.1 on p. C&R-73 of this document, all bicycle facility improvements have been designed according to state standards, and would not be expected to expose users to substantial hazards associated with vehicular traffic.

The commentor also states that per capita consumption of gasoline in the Netherlands is much lower than in the United States due in part to higher bicycle use in the Netherlands. The overall goal of the Bicycle Plan, as stated on p. V.A.2-2, to “Increase safe bicycle use” is consistent with the commentor’s desire to decrease per capita gasoline consumption in San Francisco.

The comment implies that there are benefits associated with a mode shift from driving to cycling. The purpose of the Draft EIR is to disclose the project’s potentially adverse environmental impacts rather than its potential benefits, and comments pertaining to the merits of the Project are not relevant to the adequacy of the Draft EIR. However, the comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

#### **Comment 1.11 – Introductory, Closing, or General Information Comments**

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The Commission has jurisdiction over both railroad and rail transit crossings. The CPUC Rail Transit and Crossing Branch regularly works with the City of San Francisco Municipal Transportation Authority and Port of San Francisco to address railroad and rail transit safety throughout the City. (*California Public Utilities Commission, Daniel Kevin, December 11, 2008, Letter 4*)

We at Fontana West are by no means traffic engineers, nor have we conducted formal studies regarding these topics, but only offer anecdotal observations that there is a continuing trend of negative impacts on our residential community with perceived conflicts and contradictions within San Francisco urban planning and transit objectives for the area. This letter is an attempt, via the associated cc's on its distribution (our apologies if they are misdirected or for others who may have been omitted), with some guidance from your office, on how best to work constructively and in partnership with the City of San Francisco and the National Park Service to better understand and address these concerns. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

Attached you should find EDF's support letter for the Draft Environmental Impact Report for the San Francisco Bicycle Plan (DEIR). Please let me know if you have any problems downloading the attachment. (*Environmental Defense Fund, Kathryn Phillips and Ashley Rood, January 12, 2009, Letter 14*)

Environmental Defense Fund is a national environmental organization with a California home base in San Francisco. We have long been active in advocating for clean air and transportation systems that move people effectively while minimizing air pollution. (*Environmental Defense Fund, Kathryn Phillips and Ashley Rood, January 12, 2009, Letter 14*)

This letter is on behalf of the 28 condominium units that comprise the Red Rock One Home Owners Association in Diamond Heights. Our building begins at 5000 Diamond Heights Boulevard, very close to the corner of Portola and in-between Portola and the top of Clipper Street. (*Red Rock One Home Owners Association, Scott Hrudicka, January 13, 2009, Letter 20*)

Good evening, Commissioners. My name is Leah Shahum. I'm the executive director of the San Francisco Bicycle Coalition. We're a 10,000 member non-profit promoting bicycle transportation. Very briefly, about myself and some folks who are here who are not going to take the time to speak today in order to save your time. We have folks representing the San Francisco League of Conservation Voters, Walk San Francisco, the San Francisco Green Party, and other individual bicyclists representing themselves. (*Leah Shahum et. al., San Francisco Planning Commission Draft EIR Hearing, January 8, 2009, Appendix E - Public Hearing Transcript*)

Please find attached a scanned copy of the Authority's comments on the Bicycle Plan EIR. Contact me if you have any questions. (*San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26*)

Your attention is directed to the attached Public Comment on the above-described DEIR. I will send the original signed hard copy of the Comment by U.S. Mail. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

Sewer repairs, environmental impact reports, planning designs . . . 2009 looks like a happening year along Cesar Chavez Street. CC Puede will continue to work with City agencies and the community to help steer the process of changing our local traffic sewer into a livable good neighbor.

Many different aspects of this effort are likely to converge in the upcoming year. Here are some highlights and details: (*CC Puede, Frances Taylor, January 2, 2009, Letter 48*)

#### WHAT ARE WE UP TO?

The CC Puede steering committee is meeting this Monday, January 5, to talk about the next steps. Expect to hear more soon about the Planning Department workshop mentioned above, a possible walking tour of the street, plans for St. Luke's Hospital, and other developments in the coming year. Remember, 2009 is the Year of the Ox, and we'll be putting our shoulders to the plough, poking the proper people with our horns, and generally churning things up. (*CC Puede, Frances Taylor, January 2, 2009, Letter 48*)

PS. In the interest of economy, it is not necessary to send me a copy of the final EIR. I will share the Draft with others in the community. (*Betty Parshall, December 9, 2008, Letter 2*)

since we are unable to attend the hearing today, and by this email we also wish to record our comments as part of the EIR input due by 01/13/09, we submit the following:

Attached is our prior communication with our District 2 Supervisor, Michela Alioto-Pier dated October 22, 2008, where we outlined our concerns regarding traffic and bicycle co-existence on North Point. Key points are in bold and most relevant to this item. (*Fontana West Board of Directors, Claudio Micor, Treasurer, January 8, 2009, Letter 9*)

First of all the owners and residents of Fontana West thank you for your continuing support and your office's assistance in navigating the myriad of governmental agencies, departments, and committees to have our issues and concerns heard and addressed. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

This letter contains my responses to the release of the San Francisco Bicycle Plan update and associated EIR. This letter is prepared and sent before the closing of the comment period of January 13, 2008. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12*)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the San Francisco Bicycle Plan. The following comments are based on the DEIR. As lead agency, the City and County of San Francisco is



responsible for all project mitigation, including any needed improvements to State highways. *(Caltrans, Lisa Carboni, January 8, 2009, Letter 17)*

The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes and advocates for the implementation of a continuous 500-mile bicycling and hiking path around San Francisco Bay. When complete, the trail will pass through 47 cities, all nine Bay Area counties, and cross seven toll bridges. To date, slightly more than half the length of the Bay Trail alignment has been developed. In San Francisco, 9 of 24 miles of Bay Trail are complete.

Thank you for the opportunity to comment on the Draft EIR for this project. If you have questions about the San Francisco Bay Trail Project, please do not hesitate to contact me at (510) 464-7909, or by e-mail at [maureeng@abag.ca.gov](mailto:maureeng@abag.ca.gov). *(ABAG – Bay Trail Project, Maureen Gaffney, January 5, 2009, Letter 18)*

Thank you for the opportunity to comment on the Draft Environmental Impact Report (EIR) for the San Francisco Bicycle Plan Project (Plan), dated November 2008, and received in our office on December 1, 2008. These are staff comments based on the Bay Conservation and Development Commission (BCDC) laws and regulations, the McAteer-Petris Act, and the provisions of the *San Francisco Bay Plan* (Bay Plan), *San Francisco Waterfront Special Area Plan* and the staff's review of the Draft EIR. *(San Francisco Bay Conservation and Development Commission, Tim Doherty, January 13, 2009, Letter 23)*

Please find attached a scanned copy of the Authority's comments on the Bicycle Plan EIR. Contact me if you have any questions.

Thank you, *(San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26)*

The National Park Service (NPS) has reviewed the Draft Environmental Impact Report (Draft EIR) for the San Francisco Bicycle Plan dated November, 26, 2008. The City of San Francisco (The City) is seeking certification under the California Environmental Quality Act (CEQA). The Draft EIR evaluated impacts of the Plan's near and long term improvement to six factors: traffic, transit, parking, pedestrian, bicycle, and loading.

NPS appreciates the planning coordination and support we have enjoyed in the past, and look forward to continued collaboration with the City in the implementation of the SF Bicycle Plan. Thank you for the opportunity to provide comments. Please contact Liz Varnhagen, Planning Division 415-561-2888, [Liz.Varnhagen@nps.gov](mailto:Liz.Varnhagen@nps.gov), if you have questions or if we can provide information. *(U.S. Department of the Interior, National Park Service, Brian O'Neill, January 13, 2009, Letter 29)*

On behalf of the San Mateo County Transit District (SamTrans) and as managing agency for Caltrain, I am writing to thank you for the opportunity to comment on the Draft Environmental

Impact Report for the San Francisco Bicycle Plan Project (*SamTrans, G. Ted Yurek, Senior Planner January 13, 2009, Letter 34*)

As a cyclist and a member of the San Francisco Bicycle Coalition, I hope my comments only help the City fulfill its promise of making it a truly bicycle accessible metropolis in the West Coast and perhaps world-wide. (*Rafael Montes, January 14, 2009, Letter 35*)

Thank you for the opportunity to review the subject document. Please find our comments on the Draft Environmental Impact Report (EIR) detailed below: Please feel free to contact either one of us if you have any follow-up questions. We can be reached at 415.522.4800 or via email at [tilly.chang@sfcta.org](mailto:tilly.chang@sfcta.org) or [maria.lombardo@sfcta.org](mailto:maria.lombardo@sfcta.org) with any questions you may have. We look forward to working with you on the implementation of the San Francisco Bicycle Plan once the EIR is finalized. (*San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26*)

**Response 1.11 – Introductory, Closing, or General Information Comments**

These comments consist of introductory, closing, or general information comments that do not pertain to physical environmental issues or the content or adequacy of the Draft EIR. The introductory, closing, or general information comments are acknowledged. No further response is required.

**2. CEQA PROCESS**

***Public Review Period***

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**Comment 2.1 – Extension of Public Review Period and Postponement of Draft EIR Hearing, Support**

At the advice of Mr. Wycko and Ms. Avery, we previously requested that the Commission place on its agenda our Request for a 30-day extension of the public comment period on the Draft EIR on the San Francisco Bicycle Plan Project, #2007.0347E. We received no acknowledgement or reply to our request. We reiterate and reaffirm that request now, and ask that the Commission extend the public comment period for 30 days, until February 13, 2009, to allow adequate time for public comment on this important document and Project.

When we previously wrote to you, the City had not released the plan to the public in a format that was printable or readable. In fact the City did not make the DEIR publicly available in any readable form or hard copy until December 1, 2008. Although the City claims it posted the document on the Planning Department's web site, it was not posted during business hours, and the document is so huge that it was effectively unavailable to anyone without advanced technical and reproduction capabilities. CEQA requires a minimum of 45 days for public comment on a DEIR of this magnitude. The present deadline for comment falls short of that

minimum. Additionally, the release of this important DEIR during the holidays made review difficult or impossible for many people, and cut short the time for public participation.

CEQA's mandates require public participation in the DEIR review process, and that mandate is defeated if the public is not given adequate time to review and comment on the DEIR. The City cannot be heard to allege that the public has not exhausted administrative remedies if it does not give the public adequate opportunity to do so. (*Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16*)

Petitioners and the public have the right to assert that the lack of adequate time for public comment on the DEIR has prejudiced their rights in pending and future litigation.

Therefore, we again ask that the Commission give the public a time extension for public comment on the Bicycle Plan DEIR for at least 30 days, until February 13, 2009. (*Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16*)

This is submitted as public comment on the DEIR on the San Francisco Bicycle Plan Project, Case No. 2007.0334E "the Project"). Coalition for Adequate Review is a public interest organization dedicated to assuring adequate review of major projects affecting the environment. Coalition for Adequate Review sued the City and County of San Francisco because, among other reasons, the City refused to conduct proper environmental review of this large Project and to give the public the opportunity to participate in the Project, in violation of the California Environmental Quality Act ("CEQA"), Pub.Res.Code §§21000 et seq. You now repeat the same offenses that led to the litigation, the injunction, the Judgment against the City, and the Peremptory Writ of Mandate.

The DEIR and your discouraging and precluding public participation in it violate CEQA. Due to your time manipulations, the huge size of the DEIR, and the complexity of its formatting, you have precluded meaningful public comment on the Project. We cannot include detailed or complete comment on the DEIR, and therefore do not with this document claim to do so. Instead, we will submit additional comment on the DEIR at a later date.

Your failure to allow an adequate comment period is an abuse of discretion and a failure to proceed in manner required by law. You may not therefore deny this commentor or others future rights under CEQA. Nor may you claim that we or the public have not exhausted administrative remedies. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

1. Public comment has been precluded in violation of CEQA.

Public participation and comment have been compromised and defeated by the timing of the release of the DEIR, your violation of CEQA's requirement of a minimum of 45 days for public comment, and the huge size of the DEIR, which was not made publicly available until after December 1, 2008.

Contrary to your continuing misstatements, your agency did not release the DEIR on November 26, 2006, the day before Thanksgiving. Your agency instead distributed copies by mail that day to only selected recipients. Your agency then published a web version after business hours on November 26, 2008. Incredibly, you continue to tell the population of San Francisco otherwise. I have asked for notices on this Project approximately 40 (forty) times since 2005. You did not make the DEIR available until December 1, 2008, at the earliest, scheduling a hearing on January 8, 2009 (38 days counting holidays), and a deadline for submitting public comment of January 13, 2009 (43 days counting holidays). The holidays and the unavailability of both your staff and the documents effectively cut even that period short to less than 20 days.

CEQA requires a minimum of 45 days for public comment on a Project of this magnitude, which is of state and regional significance, affecting transportation throughout the area. (E.g., Pub.Res.Code §§21091) The time period provided falls short of that legal minimum, but even if it didn't, the release of the huge documents (1,457 pages) was transparently timed during the holidays to make public comment difficult or impossible and to cut short the comment period. By doing so you have violated CEQA.

You and other staff were unavailable throughout the entire comment period time. You refused to reply and made yourself unavailable when I contacted you to request a time extension for public comment, instead incorrectly claiming I had to appear before the Planning Commission. When, after you and Ms. Avery advised me to place my request on the Commission agenda, it was not, with Ms. Avery also on vacation during the entire period from Thanksgiving to January, 2009. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

On January 7, 2009 we again asked both you and the Planning Commission to extend the time for public comment. You refused, repeating your false statements about the release date of the DEIR, incredibly claiming your staff believes a time extension is not warranted "for what is primarily a single-issue DEIR." The document is 1,457 pages long, containing compounded, multiple cross-references for each item, and is one of the most complicated EIR documents I have ever seen. The Planning Commission also refused to extend the public comment period on January 8, 2009. Again, these agency actions are an abuse of discretion and violate CEQA's mandate of public participation and informed decision making. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

7. The Unwieldy and Voluminous Format of the DEIR Defeat the Purposes of CEQA, to Inform Decisionmakers and the Public of the Impacts of the Project and to Give the Public the Opportunity to Participate and Have Input in the EIR and Decisionmaking Processes. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

As you may recall, just before leaving for your vacation in November, you advised me to submit a letter requesting that the Commission place my Request for Time Extension for public comment on the above-described Project on the Commission Agenda stating you would do so. On that advice I sent a letter to you before your vacation, which you said would extend

throughout December. The item was not calendared, and we received no acknowledgment of our letter.

Instead, you have placed the DEIR on the Agenda as an action item for January 8, 2009.

I am attaching our Second Request to you with this e-mail, and will have the signed hard copies delivered to you today. Please confirm by return e-mail that the attached letter will be distributed to each and every Planning Commissioner in advance of the meeting tomorrow. If you will not distribute the attached letter, please advise me in writing, giving me the e-mail address of each Planning Commissioner.

As you know, CEQA allows submission, and requires consideration, of e-mailed public comments. (*Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16*)

Thank you for advising me of your plans to release the DEIR on the Bicycle Plan Project on November 26, 2008, the day before the Thanksgiving holiday. Unfortunately for the public, that date cuts off at least 5 days of public comment due to the holiday. Additionally, many other days will be cut off by the scheduling of the comment period during the December holiday season. We object to that scheduling, particularly in view of the importance of public participation in the CEQA process on this Project.

Therefore, we suggest that you extend the comment period by 30 days, until February 13, 2009 to allow the public adequate time and the opportunity to participate in the CEQA process. (*Coalition for Adequate Review, Mary Miles, November 13, 2008, Letter 43*)

I understand that the bicycle plan EIR is finally ready and that it is extraordinarily lengthy. I am trying to get a copy of it. I understand that the DEIR hearing is on January 8 and the time for public comment is up until January 13. Given the extraordinary breadth of the subjects covered and the complex and lengthy documents involved, I would ask that these deadlines be postponed or extended for 30 days. Also, I think it is unfair to expect people to review the documents while also attending to family holiday obligations. (*Marc J. Zilversmit, November 30, 2008, Letter 38*)

I would request that you postpone the hearing as well as extend the comment period. (*Marc J. Zilversmit, December 3, 2008, Letter 39*)

I renew my request to extend the comment period for the DEIR. I am very interested in what I perceive to be imprudent changes planned for Cesar Chavez Street. Per the attached email, Dustin White circulated the sections of the DEIR which are relevant to Cesar Chavez.

Almost every intersection will have an "unacceptable" Level of Service ("LOS") if the Cesar Chavez plans are implemented. However, according to Ms. Taylor, Andres Power, states that the SFMTA is considering other changes to Cesar Chavez that were not reviewed in the DEIR, and that he purports will address some of the problems. This review, according to the email I

received, will not be ready until the end of January. This merits an extension of the comment period. (*Marc J. Zilversmit, January 5, 2009, Letter 47*)

The Coalition for San Francisco Neighborhoods (CSFN) urges the Planning Commission to continue the public comment period on the Bicycle Plan DEIR to at least February 13, 2009 (30 days). (*Coalition for San Francisco Neighborhoods, Gary Noguera, January 5, 2009, Letter 7; Coalition for San Francisco Neighborhoods, Gary Noguera, President, January 7, 2009, Letter 36*)

2.) The DEIR was not released to the public in readable hard copy until December 1, 2008, which does not meet the 45-day requirement of CEQA.

3.) Because the DEIR was released during the holiday period, it did not allow the public adequate time to review it. (*Coalition for San Francisco Neighborhoods, Gary Noguera, January 5, 2009, Letter 7; Coalition for San Francisco Neighborhoods, Gary Noguera, President, January 7, 2009, Letter 36*)

6.) CEQA requires public participation in the EIR process. (*Coalition for San Francisco Neighborhoods, Gary Noguera, January 5, 2009, Letter 7; Coalition for San Francisco Neighborhoods, Gary Noguera, President, January 7, 2009, Letter 36*)

I request a 30 day extension of the public comment period on the SF Bicycle Plan.

Many organizations due not meet during the holiday season, thus not afforded the ability to comment. (*Gary Noguera, November 30, 2008, Letter 41*)

Many people, including Attorney Mary Miles and Commissioner Sugaya, have requested an extension of the comment period on the Bike Plan DEIR which covered the holiday period between Thanksgiving, Christmas and New Year. Commissioner Sugaya is absolutely correct in pointing out that the Bike Plan has been out several years but the Bike DEIR has only been out since November 26, 2008. The short time period for review and comments for a document of this magnitude, considering the holidays makes a mockery of the CEQA mandate for adequate review. I believe the comment period is being expedited for political reasons contrary to CEQA and is a clear abuse of discretion. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

I would have liked to have written an exhaustive comment on the DEIR, and will continue to evaluate it after the comment period has closed. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

The Westwood Highlands Association, a homeowners association since 1924 on the west side of Mt. Davidson requests at least a 30 day extension to the comment period. At first glance this citywide plan seems like it could have very significant impacts on parking and traffic in our area and the city in general. We need time to look at it. (*Westwood Highlands Association, David Bisho, December 3, 2008, Letter 40*)

This will seem kind of strange since I'm always the process person wanting to move forward, and I'll be the only one that wouldn't want to support the motion - - there isn't a motion. I would support an extension.

Effectively, the release date of this is December 1<sup>st</sup>. I mean, nobody is going to pick this up the day after Thanksgiving. Let's get real. Then you have at least a week or two for Christmas. And I know, you know, people are supposed to be interested. They're supposed to spend their Christmas vacation reading this thing, but, you know, I don't think that's the way the world works. So, you have lost at least a couple of days up front, a week or so in between, and so therefore I think an extension at least to the end of the month is in order. (*Hisashi Sugaya, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

This will seem kind of strange since I'm always the process person wanting to move forward, and I'll be the only one that wouldn't want to support the motion—there isn't a motion. I would support an extension.

Effectively, the release date of this is December 1<sup>st</sup>. I mean, nobody is going to pick this up the day after Thanksgiving. Let's get real. Then you have at least a week or so in between, and so therefore I think an extension at least to the end of the month is in order.

From my own view, maybe the bicycle plan in its original form and all of that people are familiar with, but, you know, this is the EIR on the bicycle plan. It's not the bicycle plan. So, this is an entirely new evaluation that was forced on the city because of a lawsuit, and that is, for me, a huge difference between what people are saying, oh, people already know about it, you know, they're familiar with it.

I would have to disagree and say that since this document is a document separate and apart from the plan itself, and provides a level of valuation that wasn't previously done, that it is a different document that warrants additional time. (*Hisashi Sugaya, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

***Response 2.1 – Extension of Public Review Period and Postponement of Draft EIR Hearing, Support***

The City received multiple comments requesting that the public comment period be extended beyond January 13, 2009 and one request to postpone the hearing before the Planning Commission on the Draft EIR. The reasons that were given as to why the public comment period should be extended include the following: the Draft EIR is over 1,000 pages long and the review period was not long enough for the public to adequately review the document; the review period was shorter than the 45 day period

required by CEQA; CEQA requires public participation in the EIR process; that individual requests for copies of the Draft EIR were not honored; and that the Draft EIR was released during the holidays, which made it more difficult for the public to review.

The San Francisco Bicycle Plan Draft EIR was published and made available online on November 26<sup>th</sup>, 2008 prior to the close of business (by 3:30 pm). The public review period started on November 28<sup>th</sup> and ended on January 13<sup>th</sup>, 2009. Therefore, the public review period was 47 days, two days more than what is legally required under CEQA (Public Resources Code Section 21091).

The Planning Commission has discretion to grant an extension of time for the public review and comment period for the Draft EIR. The Planning Commission considered this issue for the Draft EIR on January 8, 2009 as part of the public hearing on the Draft EIR. However, the Planning Commission decided that the extension was not warranted based on a review period already spanning an excess of 45 days for a Draft EIR focused on improving bicycle routes and facilities and its associated impacts related to transportation, and transportation-related air quality and noise. See the Draft EIR public hearing transcript (Appendix E of this document) for more information.

Contrary to the commentors' statements, the Draft EIR was readily available on the Planning Department's website within normal business hours on its day of publication, November 26, 2008, not on December 1<sup>st</sup> as claimed in some comment letters. In addition, a hard copy and CD were mailed to those commentors who requested them on the same day and can be expected to have been received shortly thereafter.

In addition, during the Director's Report at the Planning Commission on December 4, 2008, Planning Director Rahaim acknowledged and addressed that a number of requests had been made to the Planning Department for an extension of the public comment period for the Draft EIR from the commentors and others. Thus, the commentors' request was explicitly addressed to the Planning Commission on December 4, 2008.



Additionally, at the Planning Commission's public hearing on the Draft EIR on January 8, 2009 (Agenda item #11), Bill Wycko, Environmental Review Officer for the San Francisco Planning Department, brought the commentor's requests for an extension of the comment period to the Planning Commissioners' attention. The Planning Commission discussed the requests and decided not to extend the comment period. For more information please see the Draft EIR public hearing transcript (Appendix E of this document).

In addition to requesting an extension of the public review and comment period, one person requested that the Planning Commission's public hearing on the Draft EIR be postponed from January 8, 2009 until a later date. The Planning Department did not postpone the hearing. The Planning Commission had discretion to continue the Draft EIR hearing to a later date and did not do so.

It should also be noted that two late comments have been received between the close of the public comment period on January 13, 2009 and January 19, 2009. Even though these comments were received late, this document responds to them at an equal level of detail as to those submitted in a timely manner, thereby affording the public additional days to raise their concerns and receive written responses from the City

#### **Comment 2.2 – Extension of Public Review Period, Opposition**

We believe we have waited far long enough for this process to get moving, and we hope that you will move along today and not certify or grant any sort of extension. We have been waiting for more than two years now to get bike improvements back on the street. We think it is an important step to move forward. (*Leah Shahum et. al., oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

Yes, I agree with Leah Shahum. I think that all of the interested parties have been thoroughly involved in this process for far too long. (*Ron Miguel, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

I know that there will be comments coming in, as there has been from many organizations, neighborhood groups and interested parties, and that will be taken care of in your comments that we will see later on. So, I see, personally, no reason whatsoever to delay this any further.

*(Ron Miguel, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E - Public Hearing Transcript)*

I just also wanted to support, you know, keeping moving forward with this EIR. I think that there is no need for an extension of the comment period. I think that everybody involved is very intimately aware of the projects that have been of debate for quite sometime and can probably even go very quickly through the EIR and find those projects of particular concern. *(Gwyneth Borden, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

Actually, Commissioner Antonini summarized what I was going to say. I believe that given the fact that this has been delayed for so long, one should not take exception if the holidays are not a time where one cannot leisurely read stuff and comment if one needs to. *(Kathrin Moore, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

Yeah. I'm very comfortable with the timing. I mean, look, this has been going on for how many years now? And there's been adequate notice, there's been adequate ability for people to input. *(William L. Lee, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

I would just like to remind us that not too long ago we all were giving Director Rahaim a hard time to move this thing within the department as quickly as possible, that we could count on 10 fingers when the publication of this thing would fall, and everybody else knew that. So, in support of that, and the fact that you are delivering, I believe we should move with the schedule as established and just stick to our own guns. *(Kathrin Moore, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E)*

### **Response 2.2 – Extension of Public Review Period, Opposition**

The commentors express opposition to the extension of the public review period. As discussed in Response 2.1, p. C&R-47, the Planning Commission decided not to officially extend the public review period during a January 8, 2009 public hearing on the Draft EIR. However, comments received up to the date of publication of this Final EIR were accepted, affording the public 148 additional days to raise their concerns and receive written responses from the City.

### **Comment 2.3 – Process for Requesting an Extension of the Public Comment Period**

Does this mean we need to go to the planning commission for an extension? *(Richard A. Worner, Commercial Mortgage Capital, December 4, 2008, Letter 42)*

**Response 2.3 – Process for Requesting an Extension of the Public Comment Period**

The commentor asked if he should address his request for an extension of the public comment period for the Draft EIR to the Planning Commission. The Planning Department responded on December 4, 2008 that requests for an extension of the public comment period should be pursued through the Planning Commission.<sup>10</sup> However, the Planning Commission decided at its January 8, 2009 public hearing on the Draft EIR that the extension was not warranted based on a review period already spanning an excess of 45 days for a Draft EIR focused solely on three topics: transportation, and transportation-related air quality and noise impacts. The Planning Commission decided that the comment period met all CEQA requirements. For more information please see the Draft EIR public hearing transcript (Appendix E of this document).

**Comment 2.4 – Availability of Technical Reports and Background Documents for Public Review**

4.) Supporting and background studies have not been made available, files and documents were not publicly available during the public comment period. (*Coalition for San Francisco Neighborhoods, Gary Noguera, January 5, 2009, Letter 7; Coalition for San Francisco Neighborhoods, Gary Noguera, President, January 7, 2009, Letter 36*)

The scope of the Bicycle Plan DEIR is broad and requires a comparison with Project documents that are not included in the DEIR, including the 2004 Bicycle Plan and revisions. Studies and background materials referred to in the DEIR were not publicly available sufficiently in advance of this hearing to provide opportunity for meaningful public review and comment in violation of CEQA, which requires their availability at all times during business hours. We requested some of these materials in December, but due to staff vacations they were not produced in time to be studied and reviewed for comment. (*Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16*)

Contrary to your statements, you and your staff were not available for any reason or to provide the background studies and other materials used for the DEIR, which you are required to have available during normal business hours every day upon release of any DEIR. Viewing those documents should not require additional requests, appointments or other time-consuming

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<sup>10</sup> San Francisco Planning Department. December 4, 2008. Email response from Debra Dwyer to Richard Worner. This communication is available for review by appointment at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as part of Case File No. 2007.0347E.

rigmarole. After first invoking a 14-day time extension for providing the documents, your agency did not respond to my request for some documents until January 6, 2009, too late to be of use before the expedited January 8, 2009 hearing and the January 13, 2009 deadline for public comment. Contrary to its false statements, the response letter contained no requested documents, and I have not had time since January 6, 2009 to view the documents purportedly available. Your staff's response further claimed only that some documents "may be available" at the SFMTA. That response does not satisfy CEQA, the Public Records Act, or the Sunshine Ordinance, and I have yet to receive a complete or coherent response or to receive any requested document. The public is not required to find the documents referred to and used in the DEIR. Taking days to respond to my request for some documents referred to in the DEIR, while refusing to extend the public comment period reveals both the hypocrisy and true motive in denying the public adequate time to comment on the DEIR. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

***Response 2.4 – Availability of Technical Reports and Background Documents for Public Review***

The commentors state that the technical reports and background documents were not made available to the public with sufficient time to review the documents. In addition, one commentor states that technical reports and background documents were requested in December 2008 and were not produced in time for review because City staff were on vacation.

An environmental review case file (docket) is available for review for all environmental review documents published by the City. The docket is available by appointment at any time during the environmental review process. Any and all of these materials could have been made available to the commentor or other interested parties based on a timely request anytime after publication of the Draft EIR on November 26, 2008, and, in many instances, prior to that date. Standard practice for the Planning Department is to make any file or documents (no matter what the volume) available for review at its office. The reviewer determines what documents or material to copy and whether or not to make his or her own copies or to engage a business service to do so. Regardless of the method chosen, a fee of \$.10/page is charged.

On December 30, 2008, after the close of business hours, one of the commentors sent an email to the San Francisco Planning Department requesting numerous background and

supporting documents of the Draft EIR. The commentor stated that the information was required to be made available to the public under an Immediate Disclosure Request pursuant to the *San Francisco Administrative Code* Sections 67 et. seq., 67.28, 67.25; the *Public Records Act* (Gov. Code Sections 6250 et. seq.); and CEQA (Pub. Res. Code Sections 21000 et. seq.). The commentor's letters and the Planning Department's responses are incorporated by reference.

On December 31, 2008 the Planning Department sent an email to the commentor advising that they were invoking an extension of an additional 14 calendar days from December 30, 2008, to respond to the commentor's request. Under the California Public Records Act, the deadline can be extended for an additional 14 days due to "the voluminous nature of the information request," "the need to search for and collect the requested records from field facilities or other establishments that are separate from the office processing the request" and "the need to search for, collect, and appropriately examine a voluminous amount of separate and distinct records that are demanded in a single request" (*California Government Code* Section 6253(c)(1) and (2); *San Francisco Administrative Code* Section 67.25(b)). The Planning Department invoked the extension on these grounds because staff had to determine if they had responsive documents to the requests. Nevertheless, all materials requested were made available to the commentor within three business days. A certified letter and email informing the commentor where to find the requested documents was sent to the commentor on January 6, 2009, prior to the 14-day extension deadline of January 13, 2009. Delivery of the certified letter was refused by the commentor. The documents were available to photocopy in the Planning Department's reception area as of 1:00 pm, January 6, 2009. The commentor did not come in to review the documents until February 12, 2009.

Certain background materials used in preparation of the Draft EIR were also available for review online. Where applicable, the footnotes of the Draft EIR specified Web addresses for these resources for the convenience of readers.

Therefore, all required steps were taken to present the requested material to the commentor. The voluminous and far-reaching character of the request made it impossible to respond within one business day, as the commentor was timely informed.

**Comment 2.5 – Request for a Hard Copy and CD of Draft EIR and Other Materials Released**

Also, please confirm that, per my several requests, I will promptly receive a full hard copy and CD of the DEIR on this Project and any other materials the Department may release on the Bicycle Plan Project. (*Coalition for Adequate Review, Mary Miles, November 13, 2008, Letter 43*)

**Response 2.5 – Request for a Hard Copy and CD of Draft EIR and Other Materials Released**

The commentor requests a hard copy and CD of the Draft EIR. A hard copy and CD of the Draft EIR were mailed to the commentor on November 26, 2008 and can be expected to have been received shortly thereafter.

Additional materials pertaining to the Draft EIR were available to the commentor or other interested parties based on a timely request anytime after publication of the Draft EIR on November 28, 2008, and, in many instances, prior to that date. While the Draft EIR's background reports and supporting materials are public documents and are available for public inspection and duplication upon request, the Planning Department does not "release" or issue these documents in the manner of releasing an Initial Study, Draft EIR, or Comments & Responses document. A request for specific materials must be provided according to the protocol stated in the Notice of Preparation, and interested parties must make an appointment to view the materials at the office of the Planning Department. Please see Response 2.4, p. C&R-52, for further description of the document review process and requests for background and supporting materials.

**Comment 2.6 – Notice of Availability**

I have no idea what this is and I wonder why you sent it to me? (*Sue Harless, November 26, 2008, Letter 44*)

If this is why I was sent this message I also what to say that I hope you don't think this gobbledegook would be meaningful to anyone reading it, so you should not make any sort of claim that residents of Portola Drive have been informed about the plan. If this message has nothing to do with a bicycle lane on Portola and you have no ulterior motive for sending it to me, then I apologize for assuming the worse, but I still wonder why you sent it to me. (*Sue Harless, November 26, 2008, Letter 44*)

#### **Response 2.6 – Notice of Availability**

The commentor asks what the Notice of Availability (NOA) is and why it was sent to her. According to Section 15087(a) of the *CEQA Guidelines*, the NOA “shall be mailed to the last known name and address of all organizations and individuals who have previously requested such notice in writing.” Since the commentor formerly expressed an interest in being informed about the Proposed Project (whether specifically regarding a bicycle lane on Portola or other components of the Proposed Project), she was given notification that a Draft EIR for the San Francisco Bicycle Plan was available for review and public comment by receipt of the NOA by email.

In general, a NOA shall include the following information: a brief project description; dates of the public review period; dates and location of public meetings or hearings; a list of significant environmental impact associated with the Project; how to obtain a copy of the Draft EIR; and whether the Project is located on a hazardous waste site (*CEQA Guidelines* Section 15087(c)). The NOA for the Proposed Project containing all of the necessary information was mailed or emailed to interested parties on November 26, 2008.

#### **Comment 2.7 – Notification of Affected Property Owners**

All affected property owners should be notified of projects directly in front of their homes, which appears to be a Sunshine Ordinance Violation and Planning Department procedures. I did not receive notice of how my street would change. My neighbors would have not known had I not actually studied the plan in detail. Planning Department EIRs require notification of all affected persons within a certain distance. This qualifies as a project, and is thus subject to these requirements. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

***Response 2.7 – Notification of Affected Property Owners***

The comment states that property owners should be notified of the Proposed Project improvements that are proposed to be implemented in front of their homes and that failure to do so is a violation of the Sunshine Ordinance and Planning Department procedures.

An extensive public outreach campaign was conducted to inform the citizens of San Francisco about the publication of the Draft EIR for the Proposed Project. An advertisement regarding the publication and availability of the Draft EIR as well as Notice of the Public Hearing on the Draft EIR before the Planning Commission was posted in the *San Francisco Chronicle* on November 26, 2008. The NOA for the Draft EIR was mailed to public agencies, 350 neighborhood organizations, and individuals who had expressed interest via mail or email. The NOA for the Draft EIR as well as the full Draft EIR document was posted on November 26, 2008 on the Planning Department's website and the SFMTA's website. In addition, the Bicycle Coalition's website provides a link to the Planning Department's General CEQA documents Web page where the Bicycle Plan Draft EIR may be viewed and downloaded. Many individuals were informed of the publication of the Draft EIR via email. The actual Draft EIR document was delivered to the San Francisco Board of Supervisors, the Planning Commission, and the SFMTA Board of Directors. The Draft EIR document was also mailed to individuals and agencies who had requested it and to those who had previously commented on the Notice of Preparation and/or the Initial Study. The list of the individuals and the agencies that have received the NOA, as well as the Draft EIR, is available for public review by appointment at the Major Environmental Analysis Division of the Planning Department.

Section 15807 of the *CEQA Guidelines* describes the public notice process for the Draft EIR. According to these guidelines, notification of individual property owners who may be affected by the Proposed Project is not required.



Chapter 31 of *San Francisco Administrative Code* provides procedural direction on the implementation of CEQA by the City and adapts CEQA for use by the City. The emphasis of this Chapter is upon implementing procedures, which are expressly left for the determination by local agencies, consistent with CEQA (*Public Resources Code* Section 31.14(a)), notes that:

Notice shall be sent to public agencies with jurisdiction by law, and persons with special expertise as follows: after filing a notice of completion as required by CEQA, the Environmental Review Officer shall send a copy of the draft EIR to any public agencies as required by CEQA, and may send copies to and consult with persons who have special expertise with respect to any environmental impact involved.

The Bicycle Plan Project was developed through a community planning process which began in 2003. Community meetings and public outreach were conducted as part of that process and resulted in a 2005 draft Bicycle Plan Policy Framework document and Network Improvement document. In addition to public notice of meetings relating to that planning process, a citizen advisory group, the Bicycle Advisory Committee (BAC), meets regularly to address and inform activities of the SFMTA's Bicycle Program. The information regarding the Bicycle Program is available at the SFMTA Web site at [www.sfmta.com/bicycle.htm](http://www.sfmta.com/bicycle.htm).

A public scoping meeting for the Proposed Project was held on June 26, 2007. This meeting was properly noticed on June 5, 2007. The Notice of Preparation (NOP) of an EIR, was initially available June 5, 2007 and included a description of the project features, including a list of specific near-term improvement projects for the bicycle route network. In addition, the Initial Study for this Project and NOP was circulated on March 15, 2008 with a public comment period through April 14, 2008. A NOA for the Initial Study was mailed to more than 1,400 individuals and organizations. Notice of the Initial Study publication was also provided on the Planning Department website on March 15,

2008. The Initial Study provided more detailed written descriptions of the 60 near-term improvement projects as well as project drawings indicating existing conditions and Proposed Project conditions for Option 1 and Option 2, if proposed.

Between July and November 2008, both the Planning Department and the SFMTA provided monthly updates to their respective Commission and Board of Directors regarding the status of environmental review and the anticipated publication of Draft EIR for the Proposed Project.

Separate from the environmental process, SFMTA held community meetings to further inform the public regarding the update to the Bicycle Plan, the 60 specific near-term improvements, and the status of the environmental review process for the Proposed Project. A public meeting was held in the evening of March 26, 2008. At this meeting attendees were informed about how to receive future notice regarding this Project including actions related to the CEQA process. Other community meetings regarding the changes proposed by the Bicycle Plan specific to groups of projects by geographic sector of the City were held May 21, May 22, June 3 and June 4, 2008.

The public outreach procedures listed above were followed by MEA and SFMTA. Additionally, SFMTA has developed an outreach program to notify affected property owners of the timing of physical project improvements. The SFMTA will provide additional details regarding site-specific improvements to these property owners prior to the taking of any approval action of the specific bicycle projects analyzed in the Draft EIR and further identified in the Bicycle Plan.

#### **Comment 2.8 – Request to Include Correspondence in the Public Comments**

Please include and incorporate into this Public Comment the following documents: Letters from Mary Miles to Planning Commission dated November 26, 2008 and January 7, 2009; E-mail from Mary Miles to Bill Wycko dated January 7, 2009; E-mail from Bill Wycko to Mary Miles, January 7, 2009, 3:35 p.m., which will be attached to the hard copy of this Comment.

We will submit additional public comment on the DEIR as soon as possible. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

Please add this letter to the Case Record. Thank you for your attention. (*Miraloma Park Improvement Club, Dan Liberthson, January 19, 2009, Letter 45*)

**Response 2.8 – Request to Include Correspondence in the Public Comments**

The commentor requested that a number of emails and comment letters be included in the public comments. The requested emails and comment letters are included in this document as Letters 16, 22, 43 and 45 with the exception of a letter from Mary Miles to the Planning Commission dated November 26, 2008. No such letter has been located.

**Comment 2.9 – Recirculation of the Draft EIR**

To comply with the requirements of the EIR comments and responses, I am addressing specific technical concerns and mistakes that I have identified in the EIR. Addressing these will likely require major changes to the EIR document, and I suspect that a recirculation will be likely. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 2*)

**Response 2.9 – Recirculation of the Draft EIR**

The commentors indicate that substantive comments regarding technical concerns and errors may require recirculation of the Draft EIR. *CEQA Guidelines* Section 15088.5 requires that a lead agency recirculate an EIR when significant new information is added to the EIR after public notice for public review of the Draft EIR is published, but prior to certification. “Information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment upon a substantial adverse environmental effect of the Project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the Project proponents have declined to implement.

In particular, “significant new information” requiring recirculation include a disclosure showing that: 1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented; 2) A substantial increase in the severity of an environmental impact would result unless mitigation

measures are adopted that reduce the impact to a level of insignificance; 3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; and 4) The Draft EIR was so fundamentally or basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

None of the above circumstances have occurred in the environmental review for this project. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The SFMTA has further refined the 60 near-term improvements and has identified a preferred project design for 55 projects with input from SFMTA staff, stakeholders, and other City agencies. These preferred projects are identified and described in Section D of this document. For 31 of the near-term improvements, the preferred project design is one of the project options presented and analyzed in the Draft EIR. For 24 of the near-term improvements, the preferred project is a modification to a project option analyzed in the Draft EIR. These options are within the range of project alternatives anticipated by SFMTA in development of the project options for analysis. Supplemental analysis and discussion is provided to describe the potential impacts that may result from these changes. No new significant impacts or mitigation measures have been identified for these project modifications. In addition, there would be no increase in severity of any previously identified significant impact as a result of these project refinements. Therefore, recirculation of the Draft EIR is not required.

Responses to specific requests for recirculation are addressed in the appropriate responses to specific comments on environmental topics which commentors assert merit recirculation.

### ***Project Approvals***

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#### **Comment 2.10 – Metropolitan Transportation Commission Certification and Caltrans Approval**

Chapter IV, Section D - Intended Uses of the EIR: This section outlines the approvals that will be needed to fully implement the Bicycle Plan. The Authority wants to emphasize the critical step of having the Metropolitan Transportation Commission (MTC) certify and Caltrans approve the Bicycle Plan so that it meets all statutory requirements such that projects within the plan are eligible for state funding sources, particularly the Bicycle Transportation Account. (*San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26*)

#### **Response 2.10 – Metropolitan Transportation Commission Certification and Caltrans Approval**

The commentor emphasizes the importance of having the Metropolitan Transportation Commission (MTC) certify and Caltrans approve the Bicycle Plan to meet all of the statutory requirements for eligibility for state funding sources. This comment is acknowledged. As stated in Chapter IV.B on p. IV.B-57 of the Draft EIR, several approvals would be required for the Proposed Project. Included in this section is the certification by MTC that the Bicycle Plan complies with state requirements and approval by Caltrans that would qualify San Francisco to receive state Bicycle Transportation Account Funds.

#### **Comment 2.11 – Caltrans Encroachment Permits**

An encroachment permit is required when the project involves work in the State's right of way (ROW). The Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process. (*Caltrans, Lisa Carboni, January 8, 2009, Letter 17*)

##### **Encroachment Permit**

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/perrmits/>.

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condie, Mail Stop #5E. (*Caltrans, Lisa Carboni, January 8, 2009, Letter 17*)

**Response 2.11 – Caltrans Encroachment Permits**

The commentor states that the City must obtain an encroachment permit for the locations where the Proposed Project involves work in the State's right of way. The City is aware of, and will adhere to Caltrans' procedures for seeking an encroachment permit. The City will obtain the necessary permits from the State prior to construction.

**Comment 2.12 – Bay Conservation and Development Commission Permits**

Public Access. The Commission can only approve a project within its jurisdiction, if it provides maximum feasible public access, consistent with the project. The McAteer-Petris Act authorizes the placement of fill in the Bay only for water-oriented uses or minor fill for improving shoreline appearance or public access. If any projects identified in the Bike Plan require Bay fill or new shoreline development within BCDC's jurisdiction, then the Final EIR should consider that BCDC policies on public access state, in part, "maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline..." Regarding bicycle transportation and recreational opportunities, the Bay Plan Public Access policies state in part, "...local jurisdictions, special districts, and the Commission should cooperate to provide appropriately sited, designed and managed public access, especially to link the entire series of shoreline parks, regional trail systems (such as the San Francisco Bay Trail) and existing public access areas to the extent feasible without additional Bay filling and without significant adverse effects on Bay natural resources."

The Final EIR should clearly describe how the Plan will achieve implementation of the long-term improvements to the San Francisco Bay Trail in the vicinity of Fisherman's Wharf and Hunter's Point. Improvements to these shoreline areas should aim to increase public access and enjoyment of the Bay and the waterfront. One of the stated purposes of the San Francisco Waterfront Special Area Plan is to complete a "system of integrated public parks, plazas, pier public access and promenades" which could be realized through future improvements to the Bay Trail network. (*San Francisco Bay Conservation and Development Commission, Tim Doherty, January 13, 2009, Letter 23*)

**Response 2.12 – Bay Conservation and Development Commission Permits**

The commentor requests that for any projects that require bay fill or involve new shoreline development within BCDC's jurisdiction, BCDC public access policies should

be considered. In addition, the commentor requests that the EIR should describe how the Bicycle Plan will achieve implementation of the long-term improvements to the Bay Trail in the vicinity of Fisherman's Wharf and Hunters Point. None of the proposed near-term improvements would require bay fill or shoreline development within BCDC's jurisdiction.

The Bay Trail Project is administered by the Association of Bay Area Governments (ABAG). The Bicycle Program coordinated with the Bay Trail Project which participated in the Technical Advisory Committee in the development of the Proposed Project, and therefore, it is consistent with the Bay Trail plans. All future Proposed Project planning and design efforts including those for the Proposed Project's Long-Term Improvements L-2 and L-3, would be coordinated with BCDC and ABAG – the Bay Trail Project when the jurisdictions overlap. Long-Term Improvement L-2 is the Bay Trail Improvements in the Vicinity of Fisherman's Wharf and Long-Term Improvement L-3 is the Bay Trail Improvements in the Vicinity of Hunters Point. See also Responses 2.14 (p. C&R-64), 4.4 (p. C&R-77) and 4.5 (C&R-78) for further issues related to the Bay Trail.

#### **Comment 2.13 – Occupancy Permits**

Any required roadway improvements should be completed prior to issuance of project occupancy permits. (*Caltrans, Lisa Carboni, January 8, 2009, Letter 17*)

#### ***Response 2.13 – Occupancy Permits***

The comment states that roadway improvements should be completed prior to the issuance of occupancy permits. The Proposed Project does not anticipate the need for such permits; however, should such permits be required the Project sponsor will comply with Caltrans requirements.

#### ***Coordination with Other Public Agencies***

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#### **Comment 2.14 – Coordination with the San Francisco Bay Trail Project**

Page V.A.5-5 of the DEIR states that “The Bay Trail runs as an unimproved on-street trail north/south on Ingalls Street and east/west on Yosemite Avenue... The Bay Trail runs for a

three-block (0.15 mile) segment of Ingalls Street between Ingalls Street and 3<sup>rd</sup> Street”. The Bay Trail alignment in this area, from north to south, is on Illinois Street, Phelps, Palou, Keith, Carroll, A. Walker, Gilman, and Hunters Point Boulevard as shown on the attached map. If changes to the alignment are required as a result of this or any other plan, the Bay Trail Project will be happy to coordinate necessary changes with the City of San Francisco. (*ABAG – Bay Trail Project, Maureen Gaffney, January 5, 2009, Letter 18*)

**Response 2.14 – Coordination with the San Francisco Bay Trail Project**

The commentor lists a number of Bay Trail alignments that could be affected by the Proposed Project and requests that if changes to the Bay Trail alignments are required, that the City coordinate with the Bay Trail Project. The comment is noted, and the City will coordinate with the Bay Trail Project in the event that a project would affect the realignment of the Bay Trail. See also Responses 2.12 (p. C&R-62), 4.4 (p. C&R-77) and 4.5 (p. C&R-78).

**Comment 2.15 – Coordination with the Golden Gate National Recreation Area (GGNRA)/ National Park Service (NPS)**

**Policy Goals and Objectives**

GGNRA planning policies share common objectives with the Transportation Element of the City’s General Plan, especially Objective 1, which prioritizes support for transit uses and safe pedestrian and bicycle circulation. We welcome the City’s continued coordination and cooperation in achieving Objective 8, clear identification of pedestrian and bicycle networks; that intersect with the Coast, Bay and Ridge Trails. (*U.S. Department of the Interior, National Park Service, Brian O’Neill, January 13, 2009, Letter 29*)

**Bicycle Parking**

NPS [the National Park Service] looks forward to working cooperatively with the City to enhance bicycle parking facilities (installing bicycle racks, for example) at Ocean Beach and other shared popular destinations. (*U.S. Department of the Interior, National Park Service, Brian O’Neill, January 13, 2009, Letter 29*)

Further, employees at GGNRA (NPS and our park partners), would be open to and interested in participating in the development and implementation of a public bicycle sharing program within the City. We hope to explore this concept under the City’s leadership. (*U.S. Department of the Interior, National Park Service, Brian O’Neill, January 13, 2009, Letter 29*)



***Response 2.15 – Coordination with the Golden Gate National Recreation Area (GGNRA)/ National Park Service (NPS)***

The commentor notes that the Bicycle Plan is consistent with GGNRA planning policies and suggests several opportunities for coordination between the NPS and the City including enhancement of bicycle parking facilities at Ocean Beach and other destinations and the development of a public bicycle sharing program within the City. The comments are acknowledged. These comments do not address issues pertinent to the environmental review of the Bicycle Plan. No further response is necessary.

***Comment 2.16 – San Francisco Bay Conservation and Development Commission (BCDC) Jurisdiction***

Jurisdiction. Based on Figure 1, “Project Location and Site Plan,” it appears that there may be a number of proposed project locations within BCDC’s jurisdiction. BCDC’s jurisdiction includes Bay waters up to the shoreline, and the land area between the shoreline and the line 100 feet upland and parallel to the shoreline, which is defined as the Commission’s 100-foot “shoreline band” jurisdiction. The shoreline is located at the mean high tide line, except in marsh areas, where the shoreline is located at five feet above mean sea level. An essential part of BCDC’s regulatory framework is the Commission’s Bay Plan. The Bay Plan includes findings and policies that direct the Commission’s review of proposed projects, including those in priority land use areas, which are designated in the Bay Plan Maps. In San Francisco County, certain lands, such as Hunter’s Point, China Basin, Yerba Buena Island, Fort Mason the Presidio, and portions of the Hyde Street Pier are designated in the Bay Plan for port and waterfront park and beach priority use. Any development in priority use areas must be consistent with those designations and the Bay Plan policies that delimit what constitutes allowable uses. (*San Francisco Bay Conservation and Development Commission, Tim Doherty, January 13, 2009, Letter 23*)

***Response 2.16 – San Francisco Bay Conservation and Development Commission (BCDC) Jurisdiction***

As noted by the commentor, a number of the proposed bicycle facility improvements fall within the jurisdiction of San Francisco Bay Conservation and Development Commission (BCDC). All of the proposed near-term improvements with developed designs are within the existing public street or public right of way (ROW). These improvements do not require any encroachment into the surrounding area. They also do not include new developments or the addition of new uses.

Because there would be no proposed land use changes for the near-term improvements for any part of the area under the jurisdiction of BCDC under the proposed near-term improvements, the Proposed Project is consistent with the Bay Plan objectives and policies. The Proposed Project would not impact the Bay. The Proposed Project is consistent with the usage of the Bay's shoreline to its highest potential and does not propose any bay filling. The Proposed Project would not impact the wildlife, water quality, water surface area or volume, tidal marshes, tidal flats, fresh water inflow or sub-tidal areas of the Bay.

For long-term improvements to the bicycle route network such as Hunters Point, North Point Street, or the Pier 70, design options have not been developed at this time. SFMTA will coordinate detailed design development with BCDC prior to analysis and approval of these projects.

#### **Comment 2.17 – San Francisco Recreation and Park Department Natural Areas**

The Recreation and Park Department's Natural Areas Program aims to provide restore and enhance remnant natural areas in San Francisco, as well as a venue for passive recreation activities such as hiking. Many of the existing and proposed bicycle network segments come in to contact with these natural areas. The DEIR should include analysis of potential direct or indirect deterioration of natural areas resulting from proposed bike routes, short cuts, or improvements to existing routes. If the analysis finds that the project would have a significant deterioration of natural resources Areas, as defined in the Recreation and Park Department Significant Natural Resource Areas Management Plan, then the project should included mitigations to reduce or avoid this effect on the natural areas.

Bicycle routes that go through, pass near, or create the potential for shortcuts through natural areas are as follows:

O'Shaughnessy Boulevard minor improvements (Glen Canyon Park, O'Shaughnessy Hollow)  
Geneva Avenue minor improvements (John McLaren Park) Mansell Street long-term improvements and existing network (John McLaren Park) Wawona Street between 20<sup>th</sup> and 21<sup>st</sup> Avenues through Sigmund Stern Grove - minor improvements and existing network Project 8-4 John Muir Drive Bicycle Lanes, Lake Merced Boulevard to Skyline Boulevard (Lake Merced) Project 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes (Balboa Natural Area) Harney Way minor improvements (Bay View Park) Project 6-6 Portola Drive Bicycle Lanes (Mt. Davidson and Twin Peaks) Project 7-4 John F. Kennedy Drive Bicycle Lanes (Golden Gate Park) Arguello Street to Conservatory Drive minor improvements and existing network (Golden Gate

Park) Martin Luther King Jr. Drive and Kezar Drive minor improvements (Golden Gate Park). (*San Francisco Recreation and Park Department, Daniel LaForte, Park Planner, January 13, 2009, Letter 31*)

**Response 2.17 – San Francisco Recreation and Park Department Natural Areas**

The commentor states the concerns of the Recreation and Park Department (RPD) about the Proposed Project's potential impact to the biological resources in identified natural areas. All of the near-term improvements to the existing bicycle route network that overlap with properties under RPD jurisdiction are within the existing public street or pathway right of way. The near-term improvements and minor improvements to the existing network would not encroach into the natural areas as stated by the commentor. There is a potential, however, for bicyclists to use the trails that intersect with bicycle facilities as a shortcut. In these instances, SFMTA would coordinate with RPD to ensure that this is considered in the development of bicycle route network improvements.

**Comment 2.18 – Coordination with SamTrans**

SamTrans does have concerns about intersection LOS deterioration to levels E and F that create significant impacts in the form of delays to our transit operations, however, we understand that while some projects will have unavoidable impacts to certain aspects of the transportation system, they may contribute to some greater good and improved mobility overall. In regards to Projects 2-4 17<sup>th</sup> Street Bicycle Lanes (part on Potrero), 2-6 Division Street Bicycle Lanes and 5-4 Bayshore Boulevard Bicycle Lanes, the document properly and specifically identifies SamTrans Route 292 as experiencing significant delays with no feasible mitigation measures identified, for certain project options. SamTrans requests that we be consulted and that you coordinate with our agency prior to implementation of these projects. (*SamTrans, G. Ted Yurek, Senior Planner January 13, 2009, Letter 34*)

We ask that you involve SamTrans at the earliest possible time when the identified projects advance toward implementation. Thank you for opportunity to provide input, and feel free to contact me with any further questions. (*SamTrans, G. Ted Yurek, Senior Planner January 13, 2009, Letter 34*)

**Response 2.18 – Coordination with SamTrans**

The commentor states that the Draft EIR correctly reports significant intersection LOS delays along SamTrans bus line 292. The Draft EIR determined that some of the options under Projects 2-4, 2-6, and 5-4 would result in the following significant impacts:

- Projects 2-4 and 2-6 Option 1 would result in significant LOS deterioration at the 10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street intersection for Existing plus Project (LOS E) and 2025 Cumulative plus Project (LOS F) conditions. No feasible mitigation measures have been identified for this intersection; therefore, a significant and unavoidable impact would occur.
- Project 2-4 Option 2 would result in significant LOS deterioration at the Potrero Avenue/16<sup>th</sup> Street intersection for Existing plus Project (LOS E) and 2025 Cumulative plus Project (LOS F) conditions. No feasible mitigation measures have been identified for this intersection; therefore, a significant and unavoidable impact would occur.
- SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for combined Projects 2-4 and 2-6 Option 2. No feasible mitigation measures have been identified for delay on bus line 292; therefore, a significant and unavoidable impact would occur.
- SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for individual Project 2-4 Option 2. No feasible mitigation measures have been identified for delay on bus line 292; therefore, a significant and unavoidable impact would occur.
- Project 5-4 Option 1 would result in significant LOS deterioration at the Bayshore Boulevard/Jerrold Avenue/US 101 Off-Ramp intersection for the Existing plus Project and 2025 Cumulative plus Project conditions. No feasible mitigation measures have been identified for this intersection; therefore, a significant and unavoidable impact would occur.
- Project 5-4 Option 1 would result in significant LOS deterioration at the Bayshore Boulevard/Oakdale Avenue intersection under 2025 Cumulative plus Project conditions (LOS E). No feasible mitigation measures have been identified for the Bayshore Boulevard/Jerrold Boulevard/US 101 Off-Ramp intersection under 2025 Cumulative plus Project conditions for Option 1. Hence, a significant impact would occur at the Bayshore Boulevard/Jerrold Boulevard/US 101 Off-Ramp intersection with the implementation of Project 5-4 Option 1.
- SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for Projects 5-2 and 5-4 combined Option 1. It is proposed under Mitigation Measure M-TR-P5-4e that five seconds of green

time be added to the northbound Bayshore Boulevard approach and five seconds of green time be reduced from the westbound Oakdale Avenue approach. This would reduce transit delay to approximately 70 seconds of delay northbound and 13 seconds of delay southbound. Therefore, impacts would be reduced to a less-than-significant level.

- SamTrans bus line 292 would experience significant delays under 2025 Cumulative plus Project conditions for Project 5-4 only with Option 1. With implementation of Mitigation Measure M-TR-P5-4e, transit delay would be reduced, resulting in a less-than-significant impact.

The commentor also requests that SFMTA coordinate with SamTrans prior to the construction of the Proposed Project. As noted by the commentor, the environmental impacts of the proposed bicycle facility improvements have been analyzed on all transit lines, including SamTrans bus lines. During project implementation, SFMTA will coordinate with SamTrans and other transit agencies when the Proposed Project overlaps with other transit jurisdictions.

### ***Implementation of the San Francisco Bicycle Plan***

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#### **Comment 2.19 – Implementation and Administration of San Francisco Bicycle Plan**

Overall Comments: This document would have benefitted from inclusion of an outline of next steps that included cost estimates, the project selection process, a full funding plan, and prioritization of the projects. (*San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26*)

#### ***Response 2.19 – Implementation and Administration of San Francisco Bicycle Plan***

The commentor states that the Draft EIR would have benefited from inclusion of an outline of next steps, including cost estimates, the project selection process, a full funding program and prioritization of the projects. This comment considers the implementation of Proposed Projects and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged. The SFMTA Board may consider this information as part of its decision to approve, disapprove, or modify the Project.

The SFMTA Board and its staff intend to work closely with the San Francisco County Transportation Authority on all aspects of funding bicycle facilities. SFMTA will develop an implementation plan for the near-term projects upon certification of the Draft EIR so that the projects can be implemented efficiently, if approved, soon after the injunction has been lifted. The implementation plan will include cost estimates and project prioritization.

#### **Comment 2.20 – Implementation Schedule**

Chapter IV, Section C - Project Schedule: This section formally states that the timeline for implementation of the 60 near-term projects from the Bicycle Plan will be “within five years following the approval of the San Francisco Bicycle Plan and project-specific approvals, which cannot occur until completion of the environmental review process and the lifting of the Superior Court’s injunction”. Although the exact trigger dates for implementation to begin are still unclear, the Authority encourages SFMTA to develop a comprehensive critical path schedule based on the current best guess as to when the injunction will be lifted. At a minimum, this path should include a prioritized order for the projects.

The schedule should be populated with critical trigger points to help avoid missing deadlines, to enable pro-active preparations, and to allow for clear and streamlined updates to the schedule when dates shift (e.g. the date for lifting of the injunction moves up or is delayed). This type of schedule would also have the added benefit of transparency so that interested parties (e.g., MTA grants procurement staff, elected officials, bicycle advocates, and the general public) can clearly see timelines and the interdependencies of certain activities. (*San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26*)

#### **Response 2.20 – Implementation Schedule**

The commentor suggests that SFMTA develop an implementation schedule for the 60 near-term improvements in the Proposed Project.

This comment considers the merits of the Proposed Project and does not address issues pertinent to the environmental review in the Draft EIR. The comment may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project. SFMTA intends to work closely with the San Francisco County Transportation Authority to address the steps leading to implementation of the Bicycle Plan and associated bicycle route network improvements.

### 3. PROJECT DESCRIPTION

#### ***Accuracy***

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#### **Comment 3.1 – Accuracy of Project Description**

The DEIR Does Not Contain an Accurate Project Description. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

#### ***Response 3.1 – Accuracy of Project Description***

The commentor states that the Draft EIR does not contain an accurate project description. The project description is presented in Chapter IV of the Draft EIR, IV.B-1 through IV.B-68 and presents information regarding all project characteristics. Each Option of each of the near-term projects is described on pp. IV.B-8 through IV.B-50. Policy actions, long-term improvements and minor improvements are discussed on pp. IV.B-50 through IV.B-55. In addition, the policy actions are more completely described on p. V.A.2.1-49. Detailed project drawings were also provided in Appendix B of the Draft EIR.

Since the publication of the Draft EIR, the project designs for the 60 near-term improvements have been further refined by SFMTA with input from City agencies and the public. SFMTA has conducted an internal as well as a public review process to determine a preferred project design for most of the near-term improvements. In a majority of instances, the preferred project design is the same as one of the options presented and analyzed in the Draft EIR. In other cases, the preferred project design is a modification of one of the options presented and analyzed in the Draft EIR. These project modifications represent project options encompassed by the range of project alternatives anticipated for the Proposed Project. Descriptions of these preferred project designs and any necessary supplemental analysis of environmental impacts are provided in the Staff-initiated Text Changes section of this document, Section D, and in supporting materials in the administrative record. Project drawings for the modified project options are provided in Appendix F of this document.

Without more specific comments about how the Project Description is allegedly inaccurate, it is not possible to provide additional information.

### **Comment 3.2 – Design and Presentation of Proposed Bicycle Routes**

There are examples where the “projects” are not fully diagrammed in the report, but are only described as cross-sections (such as on Cesar Chavez Street between US Highway 101 and Valencia Street). This does not represent an adequate project description and thus should be not considered for acceptance within the EIR. (*Joseph A. Story, January 11, 2009, Letter 11; Red Rock One Home Owners Association, Joseph J. Acosta, January 11, 2009, Letter 12*)

There are examples where the “projects” are not fully diagrammed in the report, but are only described as cross-sections (such as Project 5-6 on Cesar Chavez Street between US Highway 101 and Valencia Street). This does not represent an adequate project description and thus should be not considered for acceptance within the EIR. (*Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

### **Response 3.2 – Presentation of Bicycle Route Designs**

The commentors state that some of the projects described in the Draft EIR are not fully diagrammed, but are only described as cross-sections. The commentors do not consider this an adequate project description. The bicycle route designs are portrayed in different formats based how the information could most effectively be depicted for each individual project. Some of the proposed improvements are shown as diagrams and some are shown as cross-sections. Regardless of the way a project was shown, they depict the Proposed Project design information for particular roadway segments and are adequate for analytical purposes in this document. As shown on p. B-153 of the Draft EIR Appendices, the existing and proposed Options for the portion of Cesar Chavez Street between Hampshire Street (near US 101) and Sanchez Street are depicted using cross sections. SFMTA staff held a series of public meetings in 2008 and in 2009 to discuss the proposed near-term improvement proposals where the public asked questions about individual proposals. Attachments to this document and the Staff-initiated Text Changes (Section D of this document) describe additional refinement details for the near-term improvements.



#### 4. TRANSPORTATION – PROGRAM-LEVEL REVIEW

##### ***Relevant Transportation Plans and Policies***

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##### **Comment 4.1 – Transit Effectiveness Project**

Chapter IV, Section E- Plans and Policies: This section outlines the plans and policies that have policy and regulatory control over the environment within which the Bicycle Plan will be implemented. The Authority is glad to see the inclusion of the Better Streets Plan as one of those controlling documents. However, this section would benefit from a brief description of the Transit Effectiveness Project and how its goals will affect the implementation of the Bicycle Plan. This would help in the recognition that conflicts between transit and bicycles, like the existing conditions on Market Street, represents some of the biggest engineering and policy challenges to improving the safety and access of the San Francisco's streets to all modes of travel. (*San Francisco County Transportation Authority, Ben Stupka, Senior Transportation Planner, January 13, 2009, Letter 26*)

##### ***Response 4.1 – Transit Effectiveness Project***

The commentor suggests that the Draft EIR include a description of the Transit Effectiveness Project (TEP) and discuss how its goals will affect the implementation of the Bicycle Plan. As noted on p. V.A.1-16 of the Draft EIR and on SFMTA's website<sup>11</sup>:

The TEP is a partnership between the SFMTA and the Controller's Office, to increase the effectiveness of the City's public transit system. The TEP was launched in May 2006 and is the first comprehensive effort in over 25 years to review Muni and recommend ways to transform it into a faster, more reliable and more efficient public transit system for San Francisco. Challenges which Muni hopes to address through the TEP include changing travel patterns, increasing costs, and operational and physical constraints that affect ~~time~~ performance. These challenges highlight the need ~~for~~ <sup>for</sup> system improvements. The collection of ridership data, and proposals from the public, city staff, and many community organizations, inform the TEP staff in this process.

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<sup>11</sup> San Francisco Municipal Transportation Agency. 2008. The Transit Effectiveness Project. Online at <http://www.sfmta.com/cms/mtep/tepovert.htm> [Accessed April 17, 2009].

The Proposed Project would have localized effects on existing transit facilities, such as removing lanes and bus stops to accommodate new bicycle lanes; however, these changes would not be expected to interfere with the effectiveness of the TEP on a citywide level. The physical improvements proposed under the TEP that were reasonably foreseeable were taken into account in this analysis.

#### **Comment 4.2 – Transit Effectiveness Project, Modification to Transit Lines**

As a rider of all of these lines, I am distressed to find out that the North Point leg of the #47 is being discontinued, that the stops for all buses on North Point and Larkin are being eliminated. I use #'s 19 & 47 to get to/from work the 30 to go downtown after work to shop. I get off the 47 at North Point & Larkin or the 19 at Beach & Larkin. Pick up the 30 at North Point & Larkin. As do many Ghirardelli Square workers. By eliminating this stop for the #91 Owl, you will cause late night workers to walk all the way to Van Ness at midnight or later!

As a Ghirardelli Square worker, I use the North Point and Larkin stops to direct tourists to the Exploratorium, Golden Gate Bridge, Chinatown, North Beach and downtown. You will be making my job more complicated and the tourists more confused. I use the #'s 47 & 10 to get tourists to Pier 39 and to North Point shopping center. You have isolated the Safeway & Walgreen from the west end of North Point. Looking at the new plan there does not seem to be a connection any longer from Ghirardelli Square to Pier 39. This will be a hardship for tourists with mobility issues. No, the 'F' won't work if there mobility issues.

In addition by moving the southern end of the #47 to Townsend, you have taken away the best access to Bed Bath & Beyond, Nordstrom Rack, and Trader Joe's. Bad move. Have those shops complained? YES!

You are planning to add the #11 causing transfers and delays for wharf workers. Fisherman's Wharf is a major tourist destination, you need to pay attention to those of us who work here. If I may be so presumptuous (as a 16 year Muni rider) to make a few suggestions.

1. The #19 should stop on the southeast corner of Polk and North Point - on Polk Street not on North Point. That stop should be eliminated for all other buses. Otherwise the Polk Street bus is fine except when it gets bogged down in the Tenderloin. And why do none of the Polk Street bus stops have electronic readers? NONE!
2. The articulated #30 buses could be an express from Columbus to Van Ness. It confuses everyone to have to get off at Van Ness if they want to continue to the Marina.
3. The #47 should be left alone with the exception of eliminating the Polk and North Point stops.

4. The #10 bus is exceptionally slow and does not need to run all way to Van Ness. It should be a connector from downtown to the wharf only and make a turnaround some where around where the 47 does.

5. Lastly, if you want to fix a really bad route, you need to work on the #27 - it has to be one of the worst in the system. It is way too long. It is packed until you hit Bush Street incoming then empty to Van Ness. Going outbound it is rarely full. Why??? It is also rarely on time. If the times are going to run backwards on any of the electronic readers at the bus stops, it is this one! It is one of the few routes where I have pity on the drivers. Nightmare. *(Carolyn Deniz, January 13, 2009, Letter 19)*

**Response 4.2 – Transit Effectiveness Project – Modification to Transit Lines**

The comment pertains to proposed changes to various Muni routes as part of the TEP. The above mentioned route changes are not planned under the Proposed Project and are not evaluated in the Draft EIR. The SFMTA Board has endorsed TEP recommendations for the purpose of initiating any required environmental assessment. The comments were forwarded to Helen Kwan of the TEP staff at SFMTA on April 15, 2009.

**Comment 4.3 – Buses and Bikes Both Important Elements of City's Transit First Policy**

In a transit first city, buses and bikes should both maintain independent preferential movement status, and not one giving way to the other. So, I would like to just see that we really thoroughly stay on top of that issue. It's not one or the other. It is both And if that affects cars, so be it. *(Kathrin Moore, San Francisco Planning Commission Draft EIR Hearing, January 8, 2009, Appendix E - Public Hearing Transcript)*

**Response 4.3 – Buses and Bikes Both Important Elements of City's Transit First Policy**

The commentor states that in this City, buses and bicycles should both maintain independent preferential movement and status. The purpose of the San Francisco Bicycle Plan is to promote the use of bicycles as a means of transportation within San Francisco. In addition, the Draft EIR analyzes the Proposed Project's impacts on the City's transit system in order to make sure that no significant impacts occur to the City's transit system or that if they do, they are mitigated to a less-than-significant level if feasible. Some of the individual projects of the Proposed Project would have significant unavoidable impacts on the City's transit system. It will be the SFMTA Board's responsibility to evaluate the costs and benefits of each project and decide whether or

not to approve, disapprove, or modify them. Therefore, the Draft EIR analyzed the Proposed Project's impact on bicycles and transit to make sure that one mode of transportation was not being improved by severely impacting another mode of transportation.

### ***Bay Trail Connectivity / Shoreline Accessibility***

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#### **Comment 4.4 – Improve Transportation and Connectivity to the Shoreline**

Transportation. Because of the continuing vulnerability of the Bay to filling for transportation projects, the policies of the Bay Plan recognize that the Commission should continue to take an active role in Bay Area regional transportation and land use planning. The transportation findings of the Bay Plan state, in part, "Pressure to fill the Bay for surface transportation projects can be reduced by improving the efficiency and increasing the capacity of existing transportation facilities and services, increasing access to public transit, providing safe and convenient public pathways for non-motorized forms of travel (e.g. bicycles, pedestrian)..." and, "A continuous network of paths and trails linking shoreline communities and crossing the Bay's bridges is a vital component in a regional transportation system and provides travel alternates to the automobile." Bay Plan policies regarding bicycle transportation state, "Transportation projects on the Bay shoreline and bridges over the Bay or certain waterways should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails. Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline."

The Final EIR should continue to address the potential for the Bicycle Plan to provide safe bicycle use, expand bicycle access to transit and bridges and to improve bicycle connections to the shoreline.

Recreation. San Francisco has numerous Bayside bicycle transportation routes and recreational cycling opportunities that are enjoyed by both residents and tourists. These areas include Fisherman's Wharf, the Embarcadero and the San Francisco Bay Trail. Bay Plan findings on the Bay Trail state, in part, that "completing the San Francisco Bay trail and the Bay Area Ridge Trail and linking these regional trail systems will provide the public with better access to the Bay and to parks along the Bay shoreline. The goal of the San Francisco Bay Trail Project is to create a continuous, multiple-use trail around San Francisco Bay which can be used for hiking, jogging, bicycling and other non-motorized uses and which connects shoreline parks. Bay Plan policies on recreation in waterfront parks state, "... (2) To capitalize on the attractiveness of their bayfront location, parks should emphasize hiking, bicycling, riding trails, picnic facilities, swimming, environmental, historical and cultural education and interpretation, viewpoints, beaches, and fishing facilities..."

The Bicycle Plan Project and EIR should continue to address the numerous opportunities to connect existing Bayside bicycle recreational and transportation routes with the City-wide bike network. (*San Francisco Bay Conservation and Development Commission, Tim Doherty, January 13, 2009, Letter 23*)

**Response 4.4 – Improve Transportation and Connectivity to the Shoreline**

The commentor states that the Final EIR should continue to address the potential for the Bicycle Plan to provide safe bicycle use, expand bicycle access to transit and bridges, and to improve bicycle connections to the shoreline. In addition, the Proposed Project should continue to address opportunities to connect existing bayside bicycle recreational and transportation routes with the citywide bicycle route network.

This comment is acknowledged. The comment considers the merits of the Proposed Project and does not address issues pertinent to the environmental review. The comments may be considered by the SFMTA Board of Directors as part of its decision to approve, disapprove, or modify the Project.

The issues raised by the commentor are discussed in the Proposed Project and the impacts of the proposals have been analyzed in the Draft EIR as noted below:

Page 1-1 of the Draft Bicycle Plan, Goal 1, proposes to “Refine and Expand the Bicycle Route Network” through 17 specific Action Items. Analysis of the impacts of Goal 1 and the 17 Action Items related to it is presented on pp. V.A.2-3 to V.A.2-15 of the Draft EIR.

Page 3 of the Draft Bicycle Plan, Goal 3, proposes to “Expand Bicycle Access to Transit Vehicles Whenever Feasible” through 10 specific Action Items. Analysis of the impacts of Goal 3 and the related Action Items is presented on pp. V.A.2-25 to V.A.2-31 of the Draft EIR.

Page 5-1 of the Draft Bicycle Plan Goal 5 proposes to “Improve Bicycle Safety through Targeted Enforcement” through 13 specific Action Items. The environmental impacts of this Goal and related Action Items are presented on pp. V.A.2-36 to V.A.2-40 of the Draft EIR.

See also Responses 2.12 (p. C&R-62), 2.14 (p. C&R-64), and 4.5 (p. C&R-78) for further detail about issues related to improvements of bicycle access to the shoreline.

#### **Comment 4.5 – Revisions to Bay Trail Map Requested**

The Bay Trail is part of the City of San Francisco's Bicycle Plan, and minor modifications to the Trail alignment were made by the Bay Trail Board of Directors in 2006 when the City prepared their Bicycle Plan update. These modifications were made in order for the Bay Trail alignment in San Francisco to be consistent with the City's Bicycle Plan. Our July 5, 2007 comment letter regarding the NOP for the DEIR included a map reflecting these changes; however, the alignment shown in the DEIR did not incorporate these comments. The attached map shows the current Bay Trail alignment in San Francisco. (*ABAG – Bay Trail Project, Maureen Gaffney, January 5, 2009, Letter 18*)

#### **Response 4.5 – Revisions to Bay Trail Map Requested**

The commentor states that the description of the Bay Trail alignment in the southeast portion of San Francisco is not accurate, as the Bay Trail route was revised in 2006 in order to make it consistent with the Bicycle Plan.

The description of the Bay Trail Long-Term Improvement L-3 Bay Trail Improvements in the Vicinity of Hunters Point on pp. V.A.5-4 and V.A.5-5 of the Draft EIR is incorrect. This description is revised to read:

~~This long-term improvement would involve improvements to the San Francisco Bay Trail within the southeast portion of San Francisco. The Bay Trail alignment through the Bayview Hunters Point area differs from bicycle route network in this area. The Bay Trail runs as an unimproved on-street trail north/south on Ingalls Street and Yosemite Avenue, and connects with the existing Bicycle Route 5 on 3rd Street, existing Bicycle Route 7 on Keith Street, and existing Bicycle Route 805 on Carroll Avenue. Ingalls Street and Yosemite Avenue are not part of the bicycle network. The Bay Trail runs for a three block (0.15 mile) segment of Ingalls Street between Ingalls Street and 3rd Street. Both Ingalls Street and Yosemite Avenue have one travel lane in each direction and parking on both sides of the street. Keith Street between Carroll and Palou Avenues, east-west on Palou Avenue between Keith and Phelps Streets and north-south on Phelps Street between Palou Avenue and Third Street, which is the same alignment as~~

Bicycle Route 7. Improvements could involve new bicycle facilities along these routes.

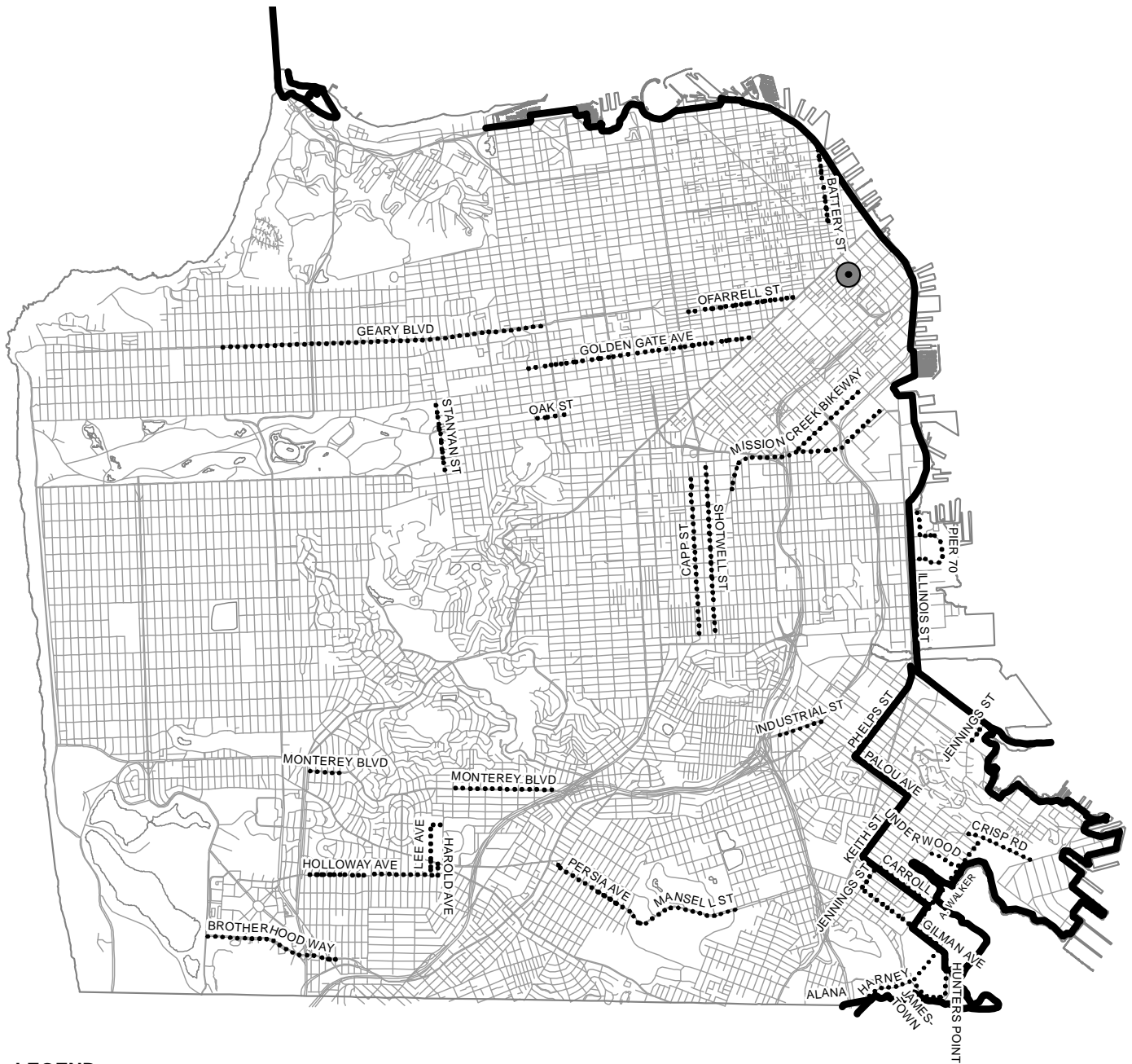
Figure V.A.5-1 on p. V.A.5-2 of the Draft EIR is revised to show this Bay Trail alignment in addition to the Bay Trail alignment that is shown along the shoreline of Candlestick Park, Hunters Point Shipyard and along Cargo Way. (See Revised Figure V.A.5-1 on p. C&R-80.) See also Responses 2.12 (p. C&R-62), 2.14 (p. C&R-64), and 4.4 (p. C&R-77) for further detail about issues related to the Bay Trail.

#### **Comment 4.6 – Alcatraz Tour Boats**

Of more concern, but difficult to find specific planning documents, is the rumored relocation option of the Alcatraz Tour boats to the Alcatraz Pier (the small pier adjacent to the foot of the Muni Pier), once the lease is up with Horn Blower tours now located at Pier 3. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter10*)

#### **Response 4.6 – Alcatraz Tour Boats**

The commentor expresses concern that Alcatraz tour boats may relocate from their current location at Pier 3 to the Muni Pier at the north end of Van Ness Avenue, thereby increasing traffic demand on Van Ness Avenue north of North Point Street. Such relocation would require a separate environmental review and approvals from a variety of public agencies. The Proposed Project does not include the relocation of Alcatraz tour boats, and the Draft EIR does not analyze the impacts of such relocation.



#### LEGEND

- ..... Long-Term Bicycle Improvement Projects - Program-Level Review
- Bay Trail
- Long-Term Transbay Transit Center Connection - Program-Level Review



SOURCE: Wilbur Smith Associates, 2008.



## ***Safety Issues***

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### **Comment 4.7 – General Comments, Pedestrian Safety**

The Planning Association For The Richmond ("PAR") has received and reviewed the DEIR of the San Francisco Bicycle Plan, including that portion of the Project Objectives which relate to pedestrian safety. In that regard, PAR is surprised that the Environmental Setting and Impacts "have no foreseeable direct or indirect significant impact on the physical environment in terms of pedestrian access, safety, circulation [and therefore] no mitigation measures are required!" PAR takes issue with that statement and finds that the Draft Environmental Impact Report, with regard to Richmond District pedestrian safety, requires further review and analysis by the Planning Department. (*Planning Association for Richmond, Eugene A. Brodsky, January 13, 2009, Letter 32*)

### **Response 4.7 – General Comments, Pedestrian Safety**

The commentors express general dissatisfaction with the Draft EIR's analysis of the Proposed Project's direct and indirect impacts on pedestrian safety. Predictable indirect impacts from implementation of the Proposed Project would include construction of the individual projects identified in the Draft EIR. The impacts of constructing these projects are analyzed at a project level in Subsection V.A.3 of the Draft EIR with respect to pedestrians and sidewalks for the near-term improvements, and at a program level in Subsection V.A.4. The analysis of the Proposed Project's impacts on pedestrians and sidewalks was based on established methodology and evaluated using the City's significance criteria. The significance criteria are listed in Chapter 3 of the Wilbur Smith Associates, TIS, October 28, 2008.<sup>12</sup> The Proposed Project would have a significant effect on the pedestrians and sidewalks if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility. Pedestrian volumes observed on sidewalks were compared to the 2000 Highway Capacity Manual<sup>13</sup>

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<sup>12</sup> Wilbur Smith Associates, October 2008. San Francisco Bicycle Plan Update Transportation Impact Study. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

<sup>13</sup> For details, refer to *Pedestrian Walkway LOS* (Exhibit 11-8), Chapter 11 – Pedestrian and Bicycle Concepts, 2000 Highway Capacity Manual.

estimates for pedestrian counts to determine level of pedestrian activity. As such, the pedestrian impact discussions in the Draft EIR are consistent with Section 15126.2, *Consideration and Discussion of Significant Environmental Impacts*, of the CEQA Guidelines.

#### **Comment 4.8 – General Comments, Bicycle Safety**

Typical of San Francisco planning, the summary of the Draft EIR misses the forest for the trees. As a result, fewer people will be riding bicycles than could be realized if the city basically “got its head out its ass” so to speak on the issue of bicycle safety. (*John Daniel, December 5, 2008, Letter 1*)

While goal 5 has a safety related goal of “improve bicycle safety through targeted enforcement”, really the City government could do so much more by taking lessons already learned from cities that have already implemented strategies and infrastructure to make the bicycle routes *safe* as opposed to simply trying to enforce safety on existing car-oriented streets

As a bike rider who has been twice struck and injured in the bike lane by inattentive car drivers who drifted over the symbolic line delineating the bike lane, as well as seen cars frequently using bike lanes as a parking spot and motorcycles and other vehicles actually driving in bike lanes, I can tell you from personal experience that bike lanes for 25 pound vehicles plus their riders are not appropriate to put next to lanes of traffic with 2 to 3 ton cars, trucks, vans, and SUVs going much faster than the bicycles. Mixing up such diverse modes of transportation on a city street is simply asking for carnage, which understandably has as its root the word “car”.

Recently I was literally run off the road by a trio of souped up Japanese cars racing down Howard Street at night, trying to get around me at nearly twice the posted speed limit with an inch to spare, almost hitting me. This is inexcusable in a city of San Francisco’s (misplaced) reputation as an alleged “forward thinking” city. (*John Daniel, December 5, 2008, Letter 1*)

Shouldn’t those who find a way to transport themselves without costing the environment and the City of San Francisco money, carnage, and degradation be granted safe transport by the City? It’s not impossible to do so, and there’s so much more to be done than the rudimentary stone-age ideas of simply striping the pavements with imaginary boundaries to create bike lanes. (*John Daniel, December 5, 2008, Letter 1*)

There, that’s half a dozen of things that can be done and should be done immediately to make it much easier to get along by bicycle in this City. True, it’s more than the “nip and tuck around the edges” that San Francisco seems so much more capable of than truly insightful planning, but we should be building something for the next century not something that might have been more appropriate had it been built in the 1960’s.

Rather than bringing up the rear, let’s get out in front on this one and really make SAFETY for bicycles and pedestrians our NUMBER 1 PRIORITY, and that means more than simply some

“targeted enforcement” in other words a little “nip and tuck” here and there with City leaders patting themselves on the back with self-congratulatory affirmations of “Oh how great we are” when we’re really about a C minus when it comes to having truly insightful planning.

Thanks for the opportunity to comment, which I have done as both a bicycle rider and car owner who is currently afraid to be out there in the bike lanes due to having been twice hit by cars in the bike lanes.

Maybe if you really do it right, then the 3 dozen folks who have told me they’d ride a bicycle to get around really would. Oh and a funicular up Market Street to get the bicycles up the hill would be quite appreciated by those who choose to live at higher altitudes.

To close, as in the Field of Dreams, “BUILD IT AND THEY WILL COME!” (*John Daniel, December 5, 2008, Letter 1*)

**Response 4.8 – General Comments, Bicycle Safety**

The commentor states that the Draft EIR’s coverage of bicycle safety is deficient. According to the thresholds of significance presented on p. V.A.3-191 of the Project Impacts and Mitigation subsection of the Draft EIR, “[t]he 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.” Moreover, “[t]he 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.” Each project proposed under the Bicycle Plan is assessed according to these general safety thresholds. As presented in the Executive Summary, Chapter II, no projects were found to pose significant safety hazards to pedestrians or bicyclists. The commentor has not provided specific evidence refuting the evidence or methodologies used in the Draft EIR to assess these issues; therefore, no further response can be provided in response to this claim.

The commentor disapproves of the City’s proposal to install Class II bicycle facilities (marked bicycle lanes) within existing road right-of-ways, stating that adjacent traffic is hazardous to cyclists. The commentor relays personal cycling experiences as the basis for this claim. However, in the experience of City transportation planners, Class II bicycle route network facilities are preferable to unmarked lanes and are often the best

available design strategy in locations where Class I (dedicated bicycle paths closed to vehicular traffic) are not feasible because of road network constraints. The proposal to install Class II facilities was made pursuant to well-established transportation design standards, the *California Vehicle Code*, and in full consideration of the safety goals of the Bicycle Plan. At the same time, proposed design options are sensitive to the constraints of the existing right-of-way and the need to balance the use of the right-of-way by other transportation modes. The proposed improvements reflect the input of numerous community members and organizations, as well as professional planners and engineers.

The commentor feels that bicycle safety could be improved by studying lessons learned from cities that have already implemented strategies to improve bicycle safety. As noted on p. V.A.2-12 of the Draft EIR, one of the actions of the Bicycle Plan is “Review international best practices and implement innovative design treatments along the bicycle route network with an appropriate level of analysis and study.” Design treatments included in the Proposed Project include striped bicycle lanes, signal timing improvements, travel lane removals, parking space realignments, installation of sharrows, bicycle boxes, bicycle route signage and others.

The commentor also offers general criticism of the Proposed Project planning process and expresses general dissatisfaction with the Proposed Project. The commentor reiterates that the suggested bicycle facility improvements made in Comments 4.12 through 4.17 would enhance bicycle conditions in San Francisco and suggests that a funicular on Market Street to get bicycles up the hill would be appreciated by those who live at higher elevations. These comments consider the merits of the planning process and the Project itself, but do not address issues pertinent to the adequacy of the Draft EIR. The comments are acknowledged and may be considered by the SFMTA Board of Directors as part of its decision to approve, disapprove, or modify the Project. As noted on p. V.A.2-3 of the Draft EIR, an objective of the Proposed Project is to “[u]tilize innovative designs, where appropriate, to improve bicycle usage and safety.”

#### **Comment 4.9 – Light Rail Tracks**

Action 1.17 of the DEIR states: “Create an inventory of locations along the bicycle route network that intersect or run parallel to railroad tracks, and identify appropriate measures to mitigate the impacts of the track crossings to bicyclists.”

There are numerous bicycle routes in San Francisco that parallel or cross light-rail-transit tracks. Action 1.17 should be amended to include not only railroad tracks, but also light-rail-transit track. Safety impacts should be considered when changes are made near the light-rail-transit tracks. Such changes may impact the safety not only of bicyclists, but also potentially increase the hazard of train-vehicle or train-pedestrian collisions. We request that the inventory to be compiled under Action 1.17 be provided to CPUC. The Commission can provide a listing of all light-rail-transit crossings in the City. (*California Public Utilities Commission, Daniel Kevin, December 11, 2008, Letter 4*)

#### **Response 4.9 – Light-Rail Tracks**

The commentor requests that light-rail tracks be added to Action 1.17 in the Bicycle Plan, as described above. Light-rail transit tracks are encompassed by the term railroad tracks in Action 1.17. Action 1.17 was analyzed in the Draft EIR on p. V.A.2-15. No direct or indirect significant impacts would result from the implementation of Action 1.17, development of the above described inventory. This comment does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged.

SFMTA will provide the CPUC with the inventory to be compiled pursuant to Action 1.17 once it has been completed as requested by the commentor.

#### **Comment 4.10 – Pavement Improvements**

I shall keep my comments on the EIR for the Bicycle Plan simple:

1. The environment, and the environment for using bicycles in San Francisco will not benefit from the proposed bicycle plan unless every street where a bike lane exists or to be created will be re-paved with smooth, predictable surfaces and smooth transitions between segments of paving.

The primary deterrent to using a bicycle on the streets of San Francisco is their terrible condition. The roads are rough, irregular, bumpy and full of potholes. Any and all of these obstacles present an eminent danger to both cyclists and automobiles. By not re-paving the

streets, the plan will not promote more cyclists to take to the roads. All the alleged benefits of cleaner air, healthy people, etc., will simply be fiction, because the roads will simply remain too dangerous. *(Ted Loewenberg, January 13, 2009, Letter 28)*

**Response 4.10 – Pavement Improvements**

The commentor states that San Francisco would not benefit from implementation of the Proposed Project unless the streets are re-paved. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

Under Action 1.15 of the Bicycle Plan, SFMTA would work with the Department of Public Works (DPW) to prioritize streets that are part of the bicycle route network within DPW's street resurfacing program. This Action Item was addressed on p. V.A.2-14 of the Draft EIR. Implementation of this action would improve street conditions for cyclists and address the commentor's concerns.

**Comment 4.11 – Bicycle Detection at Traffic Signals**

**Bicycle Detection**

Please include a section on bicycle detection at traffic signals. Motorcycle and bicycle detection is required by State law. This section should include and discuss existing and future treatments or loop detection at traffic signals. *(Caltrans, Lisa Carboni, January 8, 2009, Letter 17)*

**Response 4.11 – Bicycle Detection at Traffic Signals**

The commentor requests that a discussion of bicycle detection at traffic signals be included in the Final EIR. Some of the near-term projects of the Proposed Project include installation of bicycle detection for the existing actuated signalized intersections. Projects 1-2 and 7-1 propose installation of bicycle detection at the intersections in conjunction with other improvements proposed for these particular routes.

In addition, p. V.A.2-15 of the Draft EIR, under the heading Additional Action, provides a general discussion of installation of bicycle detectors to facilitate bicycle traffic through actuated signalized intersection.

It is anticipated that in the near future, after the Caltrans has established uniform standards, specifications, and guidelines for the detection of bicycles and motorcycles, by traffic-actuated signals and related signal timing, all new actuated signalized intersections would be required to install bicycle detection.

#### **Comment 4.12 – Bicycle Safety Barriers**

Imagine Howard Street instead of in its current configuration as a street with bicycle lanes going both directions and a physical barrier like a pedestrian island physically separating the bike lanes from the street lane, and perhaps with only one lane of car traffic taking up one side of Howard with a bi-directional bike lanes on the other side of Howard. The cars could park along the pedestrian island sidewalk, which could be door width to avoid bicyclists being “doored”, and use the pedestrian island as a refuge till traffic passes then cross to the main sidewalk when traffic is clear to conduct whatever business. Or reimagine Howard Street as a bicycle thoroughfare with only access to Howard being for delivery trucks. Or imagine Mission Street out to the San Jose split (30<sup>th</sup> Street) being similarly set up with bus and bicycle transport in addition to delivery trucks. That shows you what the gold standard in street design should be, not the crummy, car-oriented, 40,000 deaths per year type of streets that our dependence on being carried about on our asses around town like ancient royalty in cars and SUVs that weigh in at 1.5 tons for a Honda Accord and 3 tons for a Ford Expedition or Hummer.! (*John Daniel, December 5, 2008, Letter 1*)

It means at the minimum putting up barriers to keep the cars out of the bicycle lanes, barriers that could be “greened” with planted trees and the cars parked outside the bike lane area so that bicycles can move about without doors and other impositions blocking the lanes, as in Amsterdam. (*John Daniel, December 5, 2008*)

2. Bicycle routes around town in a network of protected bicycle pathways that cannot be obstructed by virtue of their design as discussed above, greened bicycle arteries that would be inviting for the public especially those presently too scared such as the 3 dozen or so folks who have told me they would use bicycles to get around if only the cars and their sometimes completely inattentive and sometimes malicious drivers weren’t right next to them regardless of the bicycle lane and it’s illusion of protection. (*John Daniel, December 5, 2008, Letter 1*)

#### **Response 4.12 – Bicycle Safety Barriers**

The commentor feels that bicycle safety could be improved by providing a physical separation between bicycle and vehicular traffic, such as placing bicycle lanes along the north curb of Howard Street with a pedestrian island and vehicle parking located between the curb bicycle lane and the traffic lane or by prohibiting all vehicles except

delivery trucks on Howard and Mission Streets and San Jose Avenue. The commentor also suggests that greened barriers could be erected to keep cars out of bicycle lanes, with cars parked outside the bicycle lane area, as in Amsterdam. In addition, the commentor supports a network of protected bicycle pathways or greened bicycle arteries

Bicycle lanes that are separated from traffic by a protective barrier are referred to as Class I facilities, while designated bicycle lanes adjacent to a lane of traffic, separated by striping only, are referred to as Class II facilities. Although the SFMTA has incorporated Class I facilities in the Bicycle Plan to the extent feasible given the existing roadway network, Class II facilities are also proposed

California regulations currently do not permit bicycle lanes to be placed between the parking area and curbs. Also, the placement of bicycle lanes between the parking area and the curb would increase the conflict between bicyclists and opening car doors and reduce visibility at intersections. They also prevent bicyclists from leaving the bicycle lane to turn left and cannot be effectively maintained.

Therefore, the revision to the Bicycle Plan suggested by the commentor would require changes to State regulations. This concept is not included in the Proposed Project and, therefore, is not evaluated in the Draft EIR. In addition, barriers, including greened barriers, are not included in the Proposed Project, and therefore not evaluated in the Draft EIR. These comments consider the merits of the Project and do not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

#### **Comment 4.13 – Speed Limits**

I. 25 mph maximum speed limit city wide with 15 mph on bicycle routes and camera enforcement of speeding (a Washington D.C. suburban city - I forget which one, either Alexandria or Richmond Virginia or perhaps Arlington or Bethesda - tried the speed limit



enforcement of speed laws with automatic ticketing of violators and not only paid for the equipment and its installation, but also made the city \$2 million in the first year of operation as well as made traffic calmer and safer immediately). (*John Daniel, December 5, 2008, Letter 1*)

**Response 4.13 – Speed Limits**

The commentor suggests that speed limits be lowered to 15 mile per hour (mph) on bicycle routes and that enforcement of speeding laws be automated.

*California Vehicle Code* Section 22352 only allows local jurisdictions to enact 15 mph speed limits at railroad crossings, on the last 100 feet of an approach to an intersection with an obstructed view and on alleys, which are defined in Section 110 of the *California Vehicle Code* as streets not exceeding 25 feet in width. None of the streets in the Proposed Project are 25 feet wide or less. Therefore, 15 mph speed limits on the bicycle route network likely would require a change to State law.

This concept is not included in the Proposed Project and, therefore, is not evaluated in the Draft EIR. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 4.14 – Signs**

3. Announce these measures with prominent signs on all major highways and bridges coming into the city so that everyone is forewarned. (*John Daniel, December 5, 2008, Letter 1*)

**Response 4.14– Signs**

The commentor suggests that bicycle lanes separated from vehicular traffic by barriers and 15 mph speed limits on the bicycle route network should be announced with prominent signs at entrances to San Francisco. These concepts are not proposed in the Proposed Project and, therefore, are not evaluated in the Draft EIR. These measures would require changes to *California Vehicle Code* and/or Caltrans regulations.

The comment suggests modifications to the Proposed Project and does not relate to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove or modify the Project.

**Comment 4.15 – Red Lights and Stop Signs**

4. Fix up intersections so that bicycles can yield on red lights and proceed if no vehicles are coming, and be able to roll through stop signs and not have to make a complete stop followed by a knee-hurting start again. (*John Daniel, December 5, 2008, Letter 1*)

**Response 4.15 – Red Lights and Stop Signs**

The commentor suggests that bicycles be permitted to go through red lights if no vehicles are coming and be able to roll through stop signs. These concepts are not proposed in the Proposed Project and, therefore, are not evaluated in the Draft EIR. These measures would require changes to *California Vehicle Code* Sections 22450 and 21453, as no such exceptions are currently granted to bicyclists.

The comment suggests modifications to the Proposed Project and does not relate to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 4.16 – Contra Flow Bicycle Operation on One Way Streets**

5. Really concentrate on making it as easy to get around by bike as possible and allow contra flow bicycle operation on certain 1 lane One Way streets in which it is much more reasonable to go that way than to go thru gnarly traffic streets such as taking Precita instead of being legally forced to navigate the Mission/Cesar Chavez intersection. (*John Daniel, December 5, 2008, Letter 1*)

**Response 4.16 – Contra Flow Bicycle Operation on One Way Streets**

The commentor suggests that contra-flow bicycle lanes be provided on one-lane, one-way streets such as Precita Avenue. As noted on p. IV.B-25 of the Draft EIR, a contra-flow lane is proposed as part of Project 3-4 on Polk Street. As noted on p. IV.B-35, a

contra-flow lane is proposed as part of Project 5-7 Option 2 on Lyell Street in the Glen Park area. Precita Avenue is not on the bicycle route network, and contra-flow lanes are not proposed on this street as part of the Proposed Project. The comment pertains to the merits of the Proposed Project and does not relate to the environmental review in the Draft EIR. The comment is acknowledged, and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Proposed Project.

### ***Removal of Existing Parking Spaces and Traffic Lanes***

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#### **Comment 4.17 – Parking and Traffic Lane Removal**

2. Parking spaces and traffic lanes to be removed by implementation of the plan should not be out of proportion to the percentage of cyclists in San Francisco, currently estimated to be about 10,000.

Removing more than the proportional percentage of parking spaces and traffic lanes will in fact create more pollution, and not less. More time will be spent by persons in cars as a result of a lack of on-street parking (already at a critical lack of capacity) searching for an available parking spot, or stuck in traffic jams due to removal of car traffic lanes. I submit that the most efficient and environmentally friendly way for cars and bikes to co-exist on our streets is that, per the law, bicycles consider themselves vehicles and flow with traffic, traffic directions and honor traffic controls (lights, signs, etc.). For those times when a cyclist is present, cars will then move around the riders. When the road is free of cyclists, cars can proceed unimpeded. The air quality of the City will be better for it. *(Ted Loewenberg, January 13, 2009, Letter 28)*

#### ***Response 4.17– Parking and Traffic Lane Removal***

The commentor states that the proportion of cyclists to parking spaces and traffic lanes removed should be consistent with estimates of the number of existing cyclists in San Francisco.

According to the 2000 Census, approximately two percent of San Franciscans use bicycles to get to work. It is more difficult to provide a proportional comparison of vehicle to cyclists that use traffic lanes because the relationship of traffic lanes to travelers varies depending on localized traffic conditions. In other words, every mile of road experiences different levels of congestion and serves different numbers of travelers.

Regardless, the City's thresholds of significance do not require removal of parking spaces or traffic lanes to be proportionate to existing or projected future cyclists. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board of Directors as part of its decision to approve, disapprove, or modify the Project.

In addition, the commentor states that traffic laws pertaining to bicycles would help to improve air quality, if adhered to. This is an enforcement issue that is not pertinent to the environmental review of the Proposed Project. The comment is acknowledged.

#### **Comment 4.18 – Potential Violations of State Vehicle Code**

The Project proposes to remove traffic lanes on major streets in San Francisco, impeding travel and access to those and surrounding streets, and to and from freeways by vehicles and public transit. The Project proposes to eliminate thousands of parking spaces throughout the City. The Project also proposes illegal measures, including sharrows where there is no parking, riding bicycles in the opposite direction of traffic, and other regulations that are both illegal and preempted by the Vehicle Code and other State laws. Those and other Project proposals will clearly have significant direct, indirect, and cumulative impacts on traffic, transit, parking, air quality, land use, and others. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

#### **Response 4.18 – Potential Violations of Vehicle Code**

The commentor expresses concern regarding the removal of traffic lanes and parking throughout the City. Please refer to Master Response 1, p. C&R-7, for a discussion of parking impacts and Master Response 2, p. C&R-10, for a discussion of traffic lane removal impacts. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board of Directors as part of its decision to approve, disapprove, or modify the Project.

The commentor also states that the Proposed Project includes illegal measures, including sharrows where there is no parking, contra-flow bike lanes (lanes that allow bicycles to

ride in the opposite direction of vehicular traffic), and other regulations that are prohibited by the *Vehicle Code* and State law. The Draft EIR analyzes the physical environmental effects of these proposed actions in Section V, pp. V.A.1-1 to V.C.-8. If the bicycle improvements proposed in the Bike Plan are implemented, they would be required to comply with state laws and *Manual on Uniform Control Devices* (MUTCD) standards.

Finally, the commentor makes a general statement that the Proposed Project will have significant direct, indirect, and cumulative impacts on traffic, transit, parking, air quality, land use, and others. As discussed in Response 1.8, p C&R-34, land use impacts were covered in the Initial Study and were determined to be less than significant. The other topic areas specifically raised by the commentor are addressed in the Draft EIR. Please refer to the Executive Summary in Chapter II of the Draft EIR for a full disclosure of the Proposed Project's impacts.

#### **Comment 4.19 – Mitigation of Parking Impacts**

If entire lanes of parking are to be eliminated specially in commercial districts the City should mitigate the loss by planning for parking garages and improved public transit services for those who can no longer use their cars due to diminished parking capacity. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

#### **Response 4.19 – Mitigation of Parking Impacts**

The commentor notes that the Proposed Project would result in the loss of parking in commercial areas, and states that the City should mitigate the loss of parking by planning for parking garages and improved public transit.

Parking impacts were discussed in the Draft EIR for each of the projects proposed under the Proposed Project. The results of the parking study corridors analyses are discussed throughout Section V.A.3 of the Draft EIR in the parking and loading subsections of the TIS. No significant environmental effects to parking were identified. Therefore, no mitigation measures are required for this project. Please refer to Master Response 1,

p. C&R-7, for a summary of the Draft EIR analysis methodology and findings pertaining to parking impacts

Reduced parking availability could be offset if the Bicycle Plan and its individual projects resulted in a transportation mode shift from vehicles to bicycles due to improved bicycle facilities.

The City is currently planning for improved transit services. The TEP has reviewed Muni services and recommended ways to transform it into a faster, more reliable and more efficient public transit system for San Francisco. Some of the individual projects of the Proposed Project would have significant unavoidable impacts on the City's transit system. It will be the SFMTA Board's responsibility to evaluate the costs and benefits of each project and decide whether or not to approve, disapprove, or modify them.

A number of the individual projects of the Proposed Project would have a significant impact on transit lines. These include the following projects:

- Project 2-1
- Project 2-1 and 2-16 combined
- Project 2-4 and 2-6 combined
- Project 2-4
- Project 2-16
- Project 3-1 and 3-2 combined
- Project 3-2
- Project 5-2 and Project 5-4 combined
- Project 5-4
- Project 5-6
- Project 6-2, Project 6-5, and Project 6-6 combined

Of these impacts, three could be mitigated to less than significant, individual Project 2-1 Option 1, Project 5-2 and Project 5-4 combined, and Project 5-4. Other projects have mitigation measures that would reduce the project's impact but not below a significant level. Typical mitigation measures involve adjusting the green time of lights at congested intersections. It will be up to the SFMTA Board whether or not to approve, disapprove, or modify each project. In addition, Projects 2-9, 2-16, 4-2, and 4-3 lie entirely or partially within San Francisco Port (the Port) jurisdiction, and therefore, any parking and traffic changes for those projects must also be approved by the Port Commission before those projects can be implemented. Also, Projects 2-10 and 2-11 propose sidewalk width changes, which fall under the jurisdiction of the Department of Public Works (DPW), and therefore, those sidewalk changes must be legislated by DPW and approved by the Board of Supervisors before those projects can be implemented. Please see Master Response 1 for more information about parking removal under the Proposed Project and its impact on transit.

The City is also planning for improved parking conditions. The SFpark Smart Parking Management Program uses best-practice parking management approaches and technology to manage the City's parking supply to help achieve overall goals for the transportation system.

## **5. TRANSPORTATION – PROJECT-LEVEL ANALYSIS**

### ***Analysis Methodology***

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#### **Comment 5.1 – Traffic Impact Analysis, Opposition to Use of LOS Methodology**

We understand the reason that the only significant environmental impacts identified in the DEIR relate almost entirely to intersection “level of service for motor vehicles” (LOS). The LOS analysis is an outdated method of analysis that has not been substantively revisited in decades. We are also aware there is broad consensus to update the LOS method for environmental review to reflect San Francisco and the Planning Department's current thinking, and that an analysis that did not include LOS will be in compliance with CEQA. Legislative and planning organizations (e.g., San Francisco Board of Supervisors, San Francisco County Transportation Authority) and planning professionals as well as public opinion, understand that LOS is a flawed measure of environmental significance; in fact, project modifications and mitigations for

anticipated LOS impacts can lead to degradation of those non-automobile transport modes which the City's policies expressly encourage and prioritize. We are aware that San Francisco is moving to modify its transportation impact analysis under CEQA and note that under a more authentic and meaningful metric (such as Automobile Trip Generation) this DEIR would have found few, if any, significant impacts. (*San Francisco Bicycle Coalition, Livable City, Sierra Club San Francisco Group, Green Action for Health and Environmental Justice, Urban Habitat, League of Conservation Voters, San Francisco Tomorrow, San Jose/Guerrero Coalition to Save Our Streets, TransForm, WalkSF, Leah Shahum, et al., January 12, 2009, Letter 25; CC Puede, Fran Taylor, Co-Chair, January 12, 2009, Letter 33*)

#### **Response 5.1 – Traffic Impact Analysis, Opposition to Use of LOS Methodology**

The commentors express concern that the methodology used to assess environmental impacts related to transportation is based almost entirely on intersection LOS for motor vehicles. In the commentor's opinion, this is a flawed measure to evaluate environmental impact significance.

As noted under the heading "Intersection LOS Analysis" on p. V.A.3-14 of the Draft EIR, "[t]he operating characteristics of signalized and unsignalized intersections are described by the concept of level of service (LOS)." The TIS<sup>14</sup> associated with the Draft EIR as well as the supplemental traffic analysis provided in Section D of this document follows the Planning Department's current requirements to assess and evaluate potentially significant transportation impacts as described in the San Francisco Guidelines.<sup>15</sup> In following the San Francisco Guidelines and CEQA requirements, the TIS provides an evaluation of not only intersection LOS for motor vehicles but also the potential for environmental impacts to transit, parking, pedestrian, bicycle and loading facilities. While the current approach for assessing environmental impacts in San Francisco may be subject to future review and could potentially change, it is not known

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<sup>14</sup> Wilbur Smith Associates, October 2008. *San Francisco Bicycle Plan Update Transportation Impact Study*. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

<sup>15</sup> San Francisco Planning Department. 2002. *Transportation Impact Analysis Guidelines for Environment Review*. Online at [http://www.sfgov.org/site/uploadedfiles/planning/Transportation\\_Impact\\_Analysis\\_Guidelines.pdf](http://www.sfgov.org/site/uploadedfiles/planning/Transportation_Impact_Analysis_Guidelines.pdf)



when an alternate analytical tool will be incorporated into the City's analysis requirements.

#### **Comment 5.2 – Reporting of Level of Service (LOS) Impacts**

The Bike Plan is not just a simple bicycle plan. It is a radical restructuring of the City's entire transportation system that will affect nearly every major thoroughfare and will negatively impact the "Level of Service" at most intersections longstanding method of evaluating traffic impacts that has been conveniently avoided. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

#### **Response 5.2 – Reporting of Level of Service (LOS) Impacts**

The commentor states that the Proposed Project will have traffic impacts throughout San Francisco and questions why the longstanding LOS method of evaluating these impacts has been avoided.

In fact, LOS was the methodology used to evaluate the study intersections for the Draft EIR. As stated on p. V.A.3-3 of the Draft EIR, the 61 study intersections were identified by the Planning Department and SFMTA as the intersections most likely to be affected by the Proposed Project. The transportation analysis conducted for the proposed project evaluated the Proposed Project's impact on LOS for 61 intersections. The 61 study intersections evaluated in the Draft EIR using the LOS methodology are shown on Tables V.0.-1 and V.0-2 on pp. V.A.3-5 through V.A.3-7 of the Draft EIR. In addition, as discussed in Master Response 2 on p. C&R-10 of this document, SFMTA has developed a preferred project design for 55 of the near-term improvements. Descriptions of the preferred project designs and any necessary supplemental analysis of environmental impacts are provided in the Staff-initiated Text Changes section of this document, Section D. Project drawings for the modified project options are provided in Appendix F.

The supplemental traffic analysis prepared in response to comments included LOS analysis for the intersection of Clipper Street/Diamond Heights Boulevard. A summary of the results is provided in Response 5.45, p. C&R-171 of this document. In addition,

the preferred project design for Project 2-1 included LOS analysis for two additional intersections, the intersection of Howard Street/New Montgomery Street and the intersection of Folsom Street/Hawthorne Street. Summaries of the analyses for these two intersections are provided beginning on p. C&R-283 of this document, Section D.

The supplemental LOS analysis completed showed no additional significant traffic impacts would result as a result of the preferred project designs for the near-term improvements.

### **Comment 5.3 – Transit Level of Service Analysis**

The impacts of this project to the Transit Level of Service, required in the Planning Department *Transportation Impact Analysis Guidelines for Environmental Review*, are not discussed. As noted in the general comments above, additional delay has an effect on transit capacity, and this effect is not presented for this project. The Transit Level of Service calculations should be presented in order to fulfill the requirements of these guidelines. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

### **Response 5.3 – Transit Level of Service Analysis**

The commentor raised concerns that the San Francisco Guidelines pertaining to transit impacts analysis were not followed in the Draft EIR transit impact analysis, particularly where related to transit capacity. The San Francisco Guidelines for determining transit impacts apply to development proposals that normally generate additional transit trips as a result of the Proposed Project. Implementation of the near-term improvements would not be expected to measurably increase ridership demand on transit. Consequently, the transit impact analysis for the Bicycle Plan Project focused on assessing potential transit impacts with respect to the effects on transit operating delay. Total transit vehicle delay was assumed to be comprised of Transit Travel Delay, Transit Reentry Delay, and Transit/Bicycle Delay. This methodology is appropriate for analyzing the impacts of the Bicycle Plan proposals on transit operations. The methodology for the transit corridor analysis can also be found in the Draft EIR on pp. V.A.3-15 to V.A.3-19.

**Comment 5.4 – Transportation Impact Analysis Guidelines for Environmental Review - Volume to Capacity Ratio**

Reports of delay at Level of Service F at “>80” seconds for traffic inadequately describes the actual delay being induced by the project. This is also inconsistent with the transit analysis methodology in the EIR, which discusses use of intersection delays of up to 100 seconds in those calculations. The *Transportation Impact Analysis Guidelines for Environmental Review* requires disclosure of all volume-capacity ratios at Levels of Service E or F; these are not provided and should be to bring the document into compliance. The use of “>80” inaccurately portrays the impacts of the lane reductions on traffic. The EIR should be recirculated to show the actual estimated intersection delay, and not merely the anticipated delays as “>80” seconds. I also request that the comment and response specifically disclose the amount of anticipated delay to the nearest second so that the decision-makers and citizens in San Francisco have full knowledge of the actual delay that they will soon experience. The Highway Capacity Manual and accompanying available software analysis packages report actual anticipated delay significantly over 80 seconds. The City *Transportation Impact Analysis Guidelines for Environmental Review* posted by the Planning Department require the reporting of volume-to-capacity ratios at Level of Service E or F; these are not reported, recognizing that high delays should be further illustrated - while this EIR introduces LESS technical descriptions of the effect of congestion. The EIR further discloses on pp. V.A.3-15 through V.A.3-17 (transit impacts discussion) that intersection delays of 100 seconds are discussed as central to the analysis; more detailed delay information is available and is used in other parts of the EIR. Further, Figure V.A.3-3 (referencing the relationship between volume/capacity ratio and taken from the 2000 Highway Capacity Manual, suggest that the analysis should be able to report delay of up to over 700 seconds (over 11 minutes), so that the vehicular traffic results are not consistent with the methodologies presented in other seconds when they are presented as only “>80”.

The Planning Department Guidelines require that any “project” that affects any intersection over Level of Service D must have a published report that fulfills the requirements of these guidelines (p. 1) of the Transportation Impact Analysis Guidelines for Environmental Review at: [http://www.sfgov.org/site/uploadedfiles/planning/project5\\_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf](http://www.sfgov.org/site/uploadedfiles/planning/project5_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf). These guidelines also require that the volume-capacity ratios be reported for every intersection that operates at Levels of Service E or F. There are many intersections in this report that indicate that this objective is met. The quantitative effect of the reduced capacity on to the intersection Level of Service must be more extensively documented, as set forth in the published City Guidelines for traffic studies and EIRs.

The impacts should be recirculated to the public with the actual intersection delays reported for the wider public. These delays must be reported at least 100 seconds to be consistent with the transit impacts, and should be reported to be at least at delays greater than two signal cycle lengths of the approaching intersections (which suggest that delays of up to 180 seconds should be reported if the intersection has a 90 second cycle). Otherwise, the analysis reported in this

Draft EIR are inadequate, inconsistent with the City's own Transportation Impact Analysis Guidelines for Environmental Review, and do not accurately disclose the true environmental impact of the Bicycle Plan. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.4 – Transportation Impact Analysis Guidelines for Environmental Review-Volume to Capacity Ratio**

The commentors raise concerns regarding the use of “>80” seconds of delay when describing intersection delay, a need for disclosure of volume-to-capacity (V/C) ratios at intersections operating at LOS E or F, and inconsistencies in reporting delay between the intersection analysis and transit analysis methodologies. The commentors suggest that the Draft EIR be recirculated with a clearer depiction of intersection delays up to 100 seconds.

It is standard practice for traffic impact studies conducted in San Francisco to not summarize in table form the intersection delays above 80 seconds per vehicle (LOS F) since they represent the upper accurate limits of the methodology (Highway Capacity Manual 2000). Nonetheless, the TIS for the Draft EIR provided the detailed results of the intersection capacity and LOS analysis. The TIS shows detailed outputs such as vehicle delay, LOS, and V/C ratios for all the study intersections, as well as detailed outputs for the transit delay study corridors. In addition, please see Table C&R-1.

The methodology followed to evaluate transit impacts is different than the methodology used to evaluate LOS impacts at individual intersections. The commentor is directed to the discussion of delay in the Draft EIR on pp. V.A.3-14 to V.A.3-19 which elaborates on the analysis methodologies for transit and intersection analysis with explanation of how delay is used and factored for the different analyses. Total transit vehicle delay was assumed to be comprised of Transit Travel Delay, Transit Reentry Delay, and Transit/Bicycle Delay.

The criteria used for selecting which intersections to analyze are listed on pp. V.A.3-7 and V.A.3-8 of the Draft EIR. Table V.0-2, p. V.A.3-6, lists the 61 study intersections that

were identified for analysis based on the described selection criteria. In addition, as discussed in Master Response 2 on p. C&R-10 of this document, SFMTA has developed a preferred project design for 55 of the near-term improvements. Descriptions of the preferred project designs and any necessary supplemental analysis of environmental impacts are provided in the Staff-initiated text changes section of this document, Section D. Project drawings for the modified project options are provided in Appendix F. The supplemental traffic analysis for the preferred project designs resulted in the addition of three study intersections and additional analysis for one intersection previously analyzed. A summary of the analysis is provided beginning on p. C&R-284 of this document.

Recirculation of the Draft EIR is not necessary because the Draft EIR was prepared using appropriate methodologies and data. The V/C information provided in tabular form here was available for public review as part of the TIS for this project and was appropriately referenced in the Draft EIR. The commentors have not provided new and substantive information that could affect the significance conclusions of the Draft EIR. Please refer to Response 2.9 on p. C&R-59 of this document for further discussion of the requirements for recirculation under CEQA.

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
1	2nd St/ Bryant St	Project 2-1, Option 1	PM	E	60.3	1.238	F	>80	1.379	F	>80	1.451	F	>80	1.611
1	2nd St/ Bryant St	Project 2-1, Modified Option 1	PM	E	60.3	1.238	E	62.1	1.238	F	>80	1.451	F	>80	1.451
1	2nd St/ Bryant St	Project 2-1, Option 2	PM	E	60.3	1.238	D	51.4	1.137	F	>80	1.451	F	>80	1.308
2	2nd St/ Harrison St	Project 2-1, Option 1	PM	E	64.9	1.128	F	>80	1.171	F	>80	1.428	F	>80	1.505
2	2nd St/ Harrison St	Project 2-1, Modified Option 1	PM	E	64.9	1.128	E	79.2	1.169	F	>80	1.428	F	>80	1.358
2	2nd St/ Harrison St	Project 2-1, Option 2	PM	E	64.9	1.128	F	>80	1.171	F	>80	1.428	F	>80	1.505
3	2nd St/ Folsom St	Project 2-1, Option 1	PM	D	44.7	1.029	E	76.5	1.063	F	>80	1.558	F	>80	1.489
3	2nd St/ Folsom St	Project 2-1, Modified Option 1	PM	D	44.7	1.029	D	35.8	0.994	F	>80	1.558	F	>80	1.388
3	2nd St/ Folsom St	Project 2-1, Option 2	PM	D	44.7	1.029	E	76.5	1.063	F	>80	1.558	F	>80	1.489
4	2nd St/ Howard St	Project 2-1, Option 1	PM	C	20.1	0.818	C	24.0	0.912	F	>80	1.224	F	>80	1.450
4	2nd St/ Howard St	Project 2-1, Modified Option 1	PM	C	20.1	0.818	C	34.9	1.001	F	>80	1.224	F	>80	1.373
4	2nd St/ Howard St	Project 2-1, Option 2	PM	C	20.1	0.818	C	22.4	0.893	F	>80	1.224	F	>80	1.450
5	2nd St/ Brannan St	Project 2-1, Option 1	PM	B	14.1	0.514	B	15.0	0.571	B	16.1	0.661	B	19.2	0.732
5	2nd St/ Brannan St	Project 2-1, Modified Option 1	PM	B	14.1	0.514	B	16.5	0.661	B	16.1	0.661	C	31.7	0.854

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
5	2nd St/ Brannan St	Project 2-1, Option 2	PM	B	14.1	0.514	B	17.9	0.697	B	16.1	0.661	D	52.4	0.932
6	2nd St/ Townsend St	Project 2-1, Option 1	PM	B	13.8	0.454	B	13.8	0.454	B	15.8	0.569	B	15.8	0.569
6	2nd St/ Townsend St	Project 2-1, Option 2	PM	B	13.8	0.454	B	13.8	0.454	B	15.8	0.569	B	15.8	0.569
6	2nd St/ Townsend St	Project 2-16, Option 1	PM	B	13.8	0.454	C	20.0	0.619	B	15.8	0.569	E	55.1	0.849
6	2nd St/ Townsend St	Project 2-16, Option 2	PM	B	13.8	0.454	C	20.0	0.619	B	15.8	0.569	E	55.1	0.849
6	2nd St/ Townsend St	Combined Projects 2-1 and 2-16, Option 1	PM	B	13.8	0.454	C	20.0	0.619	B	15.8	0.569	E	55.1	0.849
6	2nd St/ Townsend St	Combined Projects 2-1 and 2-16, Modified Option 1	PM	B	13.8	0.454	B	15.0	0.547	B	15.8	0.569	B	17.5	0.664
6	2nd St/ Townsend St	Combined Projects 2-1 and 2-16, Option 2	PM	B	13.8	0.454	C	20.0	0.619	B	15.8	0.569	E	55.1	0.849
7	5th St/ Bryant St	Project 2-2, Option 1	PM	E	75.8	0.958	F	>80	1.023	F	>80	1.054	F	>80	1.179
7	5th St/ Bryant St	Project 2-2, Modified Option 2	PM	E	75.8	0.958	F	>80	1.286	F	>80	1.054	F	>80	1.381
8	5th St/ Harrison St	Project 2-2, Option 1	PM	D	52.5	0.891	D	40.3	0.768	E	72.7	0.982	E	60.4	0.862
8	5th St/ Harrison St	Project 2-2, Option 2	PM	D	52.5	0.891	D	52.5	0.888	E	72.7	0.982	E	72.7	0.982
9	5th St/ Brannan St	Project 2-2, Option 1	PM	E	55.3	1.109	D	42.7	1.038	F	>80	1.165	F	>80	1.096
9	5th St/ Brannan St	Project 2-2, Option 2	PM	E	55.3	1.109	D	48.0	1.038	F	>80	1.165	F	>80	1.678

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	PM or AM Peak	Existing Conditions			Existing + Project			Cumulative		Cumulative + Project			
				LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
9	5th St/ Brannan St	Project 2-2, Modified Option 2	PM	E	55.3	1.109	D	47.3	1.038	F	>80	1.165	F	>80	1.096
10	5th St/ Mission St	Project 2-2, Option 1	PM	D	47.7	0.904	D	47.7	0.904	F	>80	1.046	F	>80	1.046
10	5th St/ Mission St	Project 2-2, Option 2	PM	D	47.7	0.904	D	47.7	0.904	F	>80	1.046	F	>80	1.046
11	5th St/ Market St	Project 2-2, Option 1	PM	B	15.4	0.604	B	15.4	0.604	D	50.0	1.177	D	50.0	1.177
11	5th St/ Market St	Project 2-2, Option 2	PM	B	15.4	0.604	B	15.4	0.604	D	50.0	1.177	D	50.0	1.177
12	5th St/ Howard St	Project 2-2, Option 1	PM	C	24.3	0.886	C	21.5	0.869	E	77.1	1.179	D	50.7	1.093
12	5th St/ Howard St	Project 2-2, Option 2	PM	C	24.3	0.886	C	29.0	0.913	E	77.1	1.179	F	>80	1.358
13	5th St/ Folsom St	Project 2-2, Option 1	PM	B	16.8	0.721	B	19.7	0.828	C	32.2	0.851	D	37.0	0.981
13	5th St/ Folsom St	Project 2-2, Option 2	PM	B	16.8	0.721	B	17.5	0.756	C	32.2	0.851	C	32.8	0.871
14	7th St/ Townsend St	Project 2-16, Option 1	PM	C	25.4	0.782	F	>80	1.550	F	>80	1.242	F	>80	5.516
14	7th St/ Townsend St	Project 2-16, Option 2	PM	C	25.4	0.782	F	>80	1.550	F	>80	1.242	F	>80	5.516
15	4th St/ Townsend St	Project 2-16, Option 1	PM	C	21.0	0.469	C	20.8	0.444	E	57.8	1.184	E	73.9	1.252
15	4th St/ Townsend St	Project 2-16, Option 2	PM	C	21.0	0.469	C	22.7	0.627	E	57.8	1.184	E	63.7	0.938
16	3rd St/ Townsend St	Project 2-16, Option 1	PM	D	38.8	0.514	D	40.1	0.661	F	>80	1.020	F	>80	1.020



**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
16	3rd St/ Townsend St	Project 2-16, Option 2	PM	D	38.8	0.514	D	38.8	0.514	F	>80	1.020	F	>80	1.020
17	6th St/ Brannan St	Project 2-16, Option 1	PM	F	>80	1.263	F	>80	1.263	F	>80	1.418	F	>80	1.418
17	6th St/ Brannan St	Project 2-16, Option 2	PM	F	>80	1.263	F	>80	1.263	F	>80	1.418	F	>80	1.418
18	4th St/ Harrison St	Project 2-1, Option 1	PM	E	63.2	1.087	E	63.2	1.087	E	67.4	1.037	E	67.4	1.037
18	4th St/ Harrison St	Project 2-1, Option 2	PM	E	63.2	1.087	E	63.2	1.087	E	67.4	1.037	E	67.4	1.037
19	23rd St/ Potrero Ave	Project 5-1, Option 1	PM	C	24.7	0.716	C	24.7	0.716	C	26.9	0.739	C	26.9	0.739
20	17th St/ Potrero Ave	Project 2-4, Option 1	PM	C	22.8	0.907	C	22.8	0.907	D	40.3	1.494	D	40.3	1.494
20	17th St/ Potrero Ave	Project 2-4, Option 2	PM	C	22.8	0.907	C	22.8	0.907	D	40.3	1.494	D	40.3	1.494
21	10th St/ Brannan St/ Potrero Ave/ Division St	Project 2-4, Option 1	PM	E	72.0	0.968	E	73.3	0.968	F	>80	1.247	F	>80	1.25
21	10th St/ Brannan St/ Potrero Ave/ Division St	Project 2-4, Option 2	PM	E	72.0	0.968	E	73.3	0.968	F	>80	1.247	F	>80	1.25
21	10th St/ Brannan St/ Potrero Ave/ Division St	Combined Projects 2-4 and 2-6, Option 1	PM	E	72.0	0.968	E	78.7	0.97	F	>80	1.25	F	>80	1.45

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
21	10th St/ Brannan St/ Potrero Ave/ Division St	Combined Projects 2-4 and 2-6, Option 2	PM	E	72.0	0.968	E	73.7	0.97	F	>80	1.25	F	>80	1.25
22	16th St/ Potrero Ave	Project 2-4, Option 1	PM	B	19.5	0.592	C	20.2	0.651	F	>80	1.722	F	>80	1.589
22	16th St/ Potrero Ave	Project 2-4, Option 2	PM	B	19.5	0.592	E	69.9	0.924	F	>80	1.722	F	>80	18.623
23	Bayshore Blvd/ Jerrold Ave	Project 5-4, Option 1	AM	E	76.8	0.777	F	>80	0.854	F	>80	0.910	F	>80	0.975
23	Bayshore Blvd/ Jerrold Ave	Project 5-4, Option 2	AM	E	76.8	0.777	E	76.8	0.777	F	>80	0.910	F	>80	0.910
23	Bayshore Blvd/ Jerrold Ave	Project 5-4, Option 1	PM	E	58.9	0.751	F	>80	0.833	F	>80	0.878	F	>80	0.982
23	Bayshore Blvd/ Jerrold Ave	Project 5-4, Option 2	PM	E	58.9	0.751	E	58.9	0.751	F	>80	0.878	F	>80	0.878
24	Bayshore Blvd/ Oakdale Ave	Project 5-4, Option 1	PM	C	29.6	0.413	D	37.8	0.413	C	34.6	0.539	E	63.1	0.908
24	Bayshore Blvd/ Oakdale Ave	Project 5-4, Option 2	PM	C	29.6	0.413	C	29.6	0.413	C	34.6	0.539	C	34.6	0.539
25	Bayshore Blvd/ Cortland Ave	Project 5-4, Option 1	PM	C	21.2	0.477	C	22.9	0.570	C	28.3	0.731	C	33.2	0.864
25	Bayshore Blvd/ Cortland Ave	Project 5-4, Option 2	PM	C	21.2	0.477	C	21.2	0.477	C	28.3	0.731	C	28.3	0.731
26	Bayshore Blvd/ Alemany/ Industrial	Combined Projects 5-4 and 5-2, Option 1	PM	D	51.2	0.699	D	52.3	0.699	F	>80	1.150	F	>80	1.150

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
26	Bayshore Blvd/ Alemany/ Industrial	Combined Projects 5-4 and 5-2, Option 2	PM	D	51.2	0.699	D	51.7	0.699	F	>80	1.150	F	>80	1.150
27	Cesar Chavez/ Guerrero St	Project 5-6, Option 1	PM	D	52.5	0.879	F	>80	1.230	F	>80	1.302	F	>80	1.756
27	Cesar Chavez/ Guerrero St	Project 5-6, Option 2	PM	D	52.5	0.879	F	>80	1.147	F	>80	1.302	F	>80	1.682
28	Cesar Chavez/ Mission St	Project 5-6, Option 1	AM	C	27.7	0.556	D	36.7	0.946	E	60.6	0.897	F	>80	1.705
28	Cesar Chavez/ Mission St	Project 5-6, Option 2	AM	C	27.7	0.556	C	33.0	0.672	E	60.6	0.897	E	73.5	1.168
28	Cesar Chavez/ Mission St	Project 5-6, Option 1	PM	D	37.5	0.859	F	>80	1.391	E	64.9	1.121	F	>80	2.109
28	Cesar Chavez/ Mission St	Project 5-6, Option 2	PM	D	37.5	0.859	E	55.7	1.076	E	64.9	1.121	F	>80	1.358
29	Cesar Chavez/ South Van Ness Ave	Project 5-6, Option 1	PM	C	32.4	0.953	F	>80	1.379	F	>80	1.485	F	>80	1.912
29	Cesar Chavez/ South Van Ness Ave	Project 5-6, Option 2	PM	C	32.4	0.953	E	78.5	1.166	F	>80	1.485	F	>80	1.533
30	Cesar Chavez/ Bryant St	Project 5-6, Option 1	PM	D	51.4	0.952	F	>80	1.337	F	>80	1.474	F	>80	2.044
30	Cesar Chavez/ Bryant St	Project 5-6, Option 2	PM	D	51.4	0.952	E	66.4	1.027	F	>80	1.474	F	>80	1.493
31	Cesar Chavez/ Evans Ave	Project 5-5, Option 1	PM	D	47.4	0.826	F	>80	1.179	F	>80	1.365	F	>80	1.832

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
31	Cesar Chavez/ Evans Ave	Project 5-5, Option 2	PM	D	47.4	0.826	D	47.4	0.826	F	>80	1.365	F	>80	1.365
32	Cesar Chavez/ Pennsylvania Ave	Project 5-5, Option 1	PM	C	31.9	0.693	C	33.6	0.870	E	73.3	1.336	E	69.7	1.382
32	Cesar Chavez/ Pennsylvania Ave	Project 5-5, Option 2	PM	C	31.9	0.693	C	31.9	0.693	E	73.3	1.336	E	73.3	1.336
33	Putnam St/ I-280 offramp/ Alemany Blvd	Project 5-2, Option 1	PM	C	25.5	0.672	C	25.5	0.672	D	39.4	0.884	D	39.4	0.884
34	Alemany Blvd/ Ocean Ave	Combined Project 5-3 and 5-9, Option 1	PM	B	16.1	0.492	B	17.3	0.568	B	17.6	0.630	C	20.4	0.737
34	Alemany Blvd/ Ocean Ave	Combined Project 5-3 and 5-9, Option 2	PM	B	16.1	0.492	B	16.1	0.492	B	17.6	0.630	B	17.6	0.630
35	Alemany Blvd/ Sickles Ave	Project 5-3, Option 1	PM	D	41.2	0.869	D	42.1	0.878	F	>80	1.437	F	>80	1.448
36	Justin Dr/ Congdon St/ Alemany Blvd	Project 5-2, Option 1	PM	C	20.0	0.617	C	20.8	0.713	D	53.5	0.956	C	30.0	0.914
37	Woodside Ave/ O'Shaughnessy Blvd/ Portola Dr	Project 6-5, Option 1	AM	E	60.1	0.977	E	69.8	0.989	F	>80	1.706	F	>80	1.706
37	Woodside Ave/ O'Shaughnessy Blvd/ Portola Dr	Project 6-5, Option 1	PM	F	>80	1.092	F	>80	1.092	F	>80	1.245	F	>80	1.245

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

			Existing Conditions				Existing + Project			Cumulative			Cumulative + Project		
Intersection Number	Intersection Name	Project, Option	PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Project 6-6, Option 1	AM	E	60.1	0.977	F	>80	1.078	F	>80	1.706	F	>80	1.706
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Project 6-6, Option 2	AM	E	60.1	0.977	E	60.1	0.977	F	>80	1.706	F	>80	1.706
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Project 6-6, Option 1	PM	F	>80	1.092	F	>80	1.092	F	>80	1.245	F	>80	1.245
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Project 6-6, Option 2	PM	F	>80	1.092	F	>80	1.092	F	>80	1.245	F	>80	1.245
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Combined Projects 6-5 and 6-6, Option 1	AM	E	60.1	0.977	F	>80	1.163	F	>80	1.706	F	>80	1.706
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Combined Projects 6-5 and 6-6, Option 2	AM	E	60.1	0.977	E	60.1	0.977	F	>80	1.706	F	>80	1.706
37	Woodside Ave/O'Shaughnessy Blvd/Portola Dr	Combined Projects 6-5 and 6-6, Option 1	PM	F	>80	1.092	F	>80	1.092	F	>80	1.245	F	>80	1.245

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
37	Woodside Ave/ O'Shaughnessy Blvd/ Portola Dr	Combined Projects 6-5 and 6-6, Option 2	PM	F	>80	1.092	F	>80	1.092	F	>80	1.245	F	>80	1.245
38	Burnett Ave/ Diamond Heights Blvd/ Portola Dr	Project 6-2, Option 1	PM	D	49.6	0.960	F	>80	1.196	E	70.1	1.084	F	>80	1.332
38	Burnett Ave/ Diamond Heights Blvd/ Portola Dr	Project 6-2, Option 2	PM	D	49.6	0.960	D	49.6	0.960	E	70.1	1.084	E	70.1	1.084
38	Burnett Ave/ Diamond Heights Blvd/ Portola Dr	Project 6-5, Option 1	PM	D	49.6	0.960	D	50.5	0.960	E	70.1	1.084	E	71.4	1.084
38	Burnett Ave/ Diamond Heights Blvd/ Portola Dr	Project 6-5, Option 2	PM	D	49.6	0.960	D	49.6	0.960	E	70.1	1.084	E	70.1	1.084
38	Burnett Ave/ Diamond Heights Blvd/ Portola Dr	Combined Projects 6-5 and 6-2, Option 1	PM	D	49.6	0.960	F	>80	1.196	E	70.1	1.084	F	>80	1.332
38	Burnett Ave/ Diamond Heights Blvd/ Portola Dr	Combined Projects 6-5 and 6-2, Option 2	PM	D	49.6	0.960	D	49.6	0.960	E	70.1	1.084	E	70.1	1.084

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
39	Laguna Honda Blvd/ Dewey Blvd/ Woodside Ave	Project 6-3, Option 1	PM	B	18.7	0.609	C	28.8	0.905	B	19.4	0.652	D	35.5	0.969
39	Laguna Honda Blvd/ Dewey Blvd/ Woodside Ave	Project 6-3, Option 2	PM	B	18.7	0.609	B	18.9	0.608	B	19.4	0.652	D	37.2	0.977
40	Octavia Blvd/ Market St	Project 2-11, Option 1	AM	F	>80	1.175	F	>80	1.175	F	>80	1.582	F	>80	1.582
40	Octavia Blvd/ Market St	Project 2-11, Option 2	AM	F	>80	1.175	F	>80	1.175	F	>80	1.582	F	>80	1.582
40	Octavia Blvd/ Market St	Project 2-11, Option 1	PM	D	41.9	0.861	D	41.9	0.861	F	>80	1.273	F	>80	1.273
40	Octavia Blvd/ Market St	Project 2-11, Option 2	PM	D	41.9	0.861	D	41.9	0.861	F	>80	1.273	F	>80	1.273
41	Phelan Ave/Geneva Ave/Ocean Ave	Project 5-10, Option 1 Phelan Loop	PM	B	26.9	0.92	C	27.4	0.66	D	39.0	0.92	D	43.5	0.92
41	Phelan Ave/Geneva Ave/Ocean Ave	Project 5-10, Option 1 Phelan Loop	PM	B	26.9	0.92	C	27.4	0.68	D	39.0	0.92	D	39.0	0.92
41	Phelan Ave/Geneva Ave/Ocean Ave	Project 5-10, Option 1 Phelan Loop	PM	B	26.9	0.62	B	27.3	0.66	D	38.6	0.92	D	43.1	0.91
41	Phelan Ave/Geneva Ave/Ocean Ave	Project 5-10, Option 2 Phelan Loop	PM	B	26.7	0.62	B	26.7	0.62	D	38.6	0.92	D	38.6	0.92

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
42	San Jose Ave/ Ocean Ave	Project 5-9, Option 1	PM	C	25.2	0.707	C	25.2	0.707	F	>80	1.274	F	>80	1.274
42	San Jose Ave/ Ocean Ave	Project 5-9, Option 2	PM	C	25.2	0.707	C	25.2	0.707	F	>80	1.274	F	>80	1.274
43	Masonic Ave/ Fell St	Project 3-1, Option 1	PM	C	24.6	0.796	C	20.7	0.719	C	27.7	0.894	C	22.6	0.802
43	Masonic Ave/ Fell St	Project 3-2, Option 1	PM	C	24.6	0.796	E	70.1	1.095	C	27.7	0.894	F	>80	1.209
43	Masonic Ave/ Fell St	Project 3-2, Option 2	PM	C	24.6	0.796	E	55.4	1.095	C	27.7	0.894	E	64.2	1.209
43	Masonic Ave/ Fell St	Combined Projects 3-1 and 3-2, Option 1	PM	C	24.6	0.796	E	68.7	1.044	C	27.7	0.894	E	78.3	1.150
43	Masonic Ave/ Fell St	Combined Projects 3-1 and 3-2, Option 2	PM	C	24.6	0.796	D	54.0	1.044	C	27.7	0.894	E	59.9	1.150
44	Masonic Ave/ Geary St	Project 3-2, Option 1	PM	D	38.2	0.447	D	48.4	0.679	D	41.8	0.463	E	68.7	0.736
44	Masonic Ave/ Geary St	Project 3-2, Option 2	PM	D	38.2	0.447	D	38.2	0.447	D	41.8	0.463	D	41.8	0.463
45	Van Ness Ave/ North Point St	Project 1-3, Option 1	PM	B	14.4	0.585	D	28.4	0.923	C	17.6	0.694	F	57.6	1.095
45	Van Ness Ave/ North Point St	Project 1-3, Option 1	Weekend Peak	C	18.7	0.71	E	42.2	1.03	D	26.3	0.85	F	75.9	1.21
46	Columbus Ave/ North Point St	Project 1-3, Option 1	PM	B	14.7	0.415	B	15.6	0.415	B	15.4	0.472	B	16.5	0.472
47	The Embarcadero/ North Point St	Project 1-3, Option 1	PM	C	26.0	0.456	C	27.1	0.569	C	30.1	0.543	C	32.4	0.682



**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
48	Fremont St/Howard St	Combined Projects 2-7 and 2-9, Option 1	PM	D	36.5	0.966	E	73.9	1.092	F	>80	1.358	F	>80	1.523
49	Illinois St/Cesar Chavez	Project 4-3, Option 1	PM	A	8.7	0.209	A	8.7	0.209	B	11.9	0.463	B	11.8	0.450
50	Illinois St/Mariposa St/Terry Francois Blvd	Project 4-3, Option 1	PM	B	17.7	0.164	B	17.7	0.164	D	54.0	0.560	D	54.0	0.560
51	Polk St/North Point St	Project 1-3, Option 1	PM	B	16.2	0.371	B	17.6	0.510	D	35.7	0.582	D	37.0	0.730
52	Church St/Market St/14th St	Project 2-3, Option 1	AM	F	>80	1.1	F	>80	1.09	F	>80	1.743	F	>80	1.71
52	Church St/Market St/14th St	Project 2-3, Option 2	AM	F	>80	1.1	F	>80	1.1	F	>80	1.743	F	>80	1.743
52	Church St/Market St/14th St	Project 2-3, Option 1	PM	D	52.2	0.858	D	52.2	0.89	F	>80	1.08	F	>80	1.08
52	Church St/Market St/14th St	Project 2-3, Option 2	PM	D	52.2	0.858	D	45.1	0.82	F	>80	1.08	F	>80	1.04
52	Church St/Market St/14th St	Combined Projects 2-4 and 2-11, Option 1	AM	F	>80	1.1	F	>80	1.091	F	>80	1.743	F	>80	1.708
52	Church St/Market St/14th St	Combined Projects 2-4 and 2-11, Option 2	AM	F	>80	1.1	F	>80	1.1	F	>80	1.743	F	>80	1.743

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
52	Church St/ Market St/ 14th St	Combined Projects 2-4 and 2-11, Option 1	PM	D	52.2	0.89	F	>80	1.06	F	>80	1.42	F	>80	1.29
52	Church St/ Market St/ 14th St	Combined Projects 2-4 and 2-11, Option 2	PM	D	52.2	0.89	D	52.2	0.89	F	>80	1.42	F	>80	1.08
53	Van Ness Ave/ Broadway	Project 1-2, Option 1	PM	D	42.8	0.918	D	43.3	0.916	D	45.9	0.950	D	46.4	0.948
54	11th St/ Bryant St/ Division St	Project 2-6, Option 1	PM	C	32.4	1.333	F	>80	1.614	E	75.3	1.461	F	>80	1.847
54	11th St/ Bryant St/ Division St	Project 2-6, Option 2	PM	C	32.4	1.333	C	32.4	1.333	E	75.3	1.461	E	75.3	1.461
55	7th Ave/ Kirkham St	Project 7-2, Option 1	PM	C	22.3	0.849	C	26.8	0.853	F	>80	1.644	F	>80	1.514
56	48th Ave/ Point Lobos Ave	Project 7-3, Option 1	PM	B	10.7	0.273	B	11.5	0.350	B	11.4	0.364	B	13.0	0.495
57	Evelyn St/ Portola Dr	Project 6-6, Option 1	PM	C	29.3	0.478	C	29.3	0.478	D	51.8	0.579	D	51.8	0.579
57	Evelyn St/ Portola Dr	Project 6-6, Option 2	PM	C	29.3	0.478	C	29.3	0.478	D	51.8	0.579	D	51.8	0.579
58	Fowler St/ Portola Dr	Project 6-6, Option 1	PM	C	20.0	0.366	C	23.6	0.559	F	>80	0.488	F	>80	0.704
58	Fowler St/ Portola Dr	Project 6-6, Option 2	PM	C	20.0	0.366	C	20.0	0.366	F	>80	0.488	F	>80	0.488
59	Masonic Ave/ Turk St	Project 3-2, Option 1	AM	B	19.8	0.745	C	28.1	0.927	F	>80	1.318	F	>80	1.923

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
59	Masonic Ave/ Turk St	Project 3-2, Option 2	AM	B	19.8	0.745	C	22.8	0.888	F	>80	1.318	F	>80	1.376
59	Masonic Ave/ Turk St	Project 3-2, Option 1	PM	B	19.5	0.690	D	47.6	1.025	C	26.8	0.837	F	>80	1.376
59	Masonic Ave/ Turk St	Project 3-2, Option 2	PM	B	19.5	0.690	C	20.8	0.805	C	26.8	0.837	C	31.0	0.978
60	Masonic Ave/ Fulton St	Project 3-2, Option 1	AM	B	16.1	0.635	C	22.0	0.805	D	58.3	1.011	F	>80	1.575
60	Masonic Ave/ Fulton St	Project 3-2, Option 2	AM	B	16.1	0.635	B	18.6	0.784	D	58.3	1.011	F	>80	1.214
60	Masonic Ave/ Fulton St	Project 3-2, Option 1	PM	B	15.8	0.633	C	28.0	0.827	C	23.1	0.777	D	47.0	1.037
60	Masonic Ave/ Fulton St	Project 3-2, Option 2	PM	B	15.8	0.633	B	18.6	0.772	C	23.1	0.777	C	26.6	0.924
61	7th Ave/ Lincoln Way	Combined Projects 7-1 and 7-2, Option 1	PM	B	12.5	0.876	C	21.2	0.877	B	15.3	1.059	C	26.5	1.060
62	Clipper St/ Diamond Heights Blvd	Project 6-2, Option 1	PM	F	>50	1.24	F	>50	1.20						
62	Clipper St/ Diamond Heights Blvd	Project 6-2, Option 2	PM	F	>50	1.24	F	>50	1.24						
62	Clipper St/ Diamond Heights Blvd	Project 6-2, Segment II, former Option 1	AM	E	36.1	.88	E	36.1	.88						
62	Clipper St/ Diamond Heights Blvd	Project 6-2, Segment II, Option 2 (new Option 1)	AM	E	36.1	.88	E	36.1	.88						

**Table C&R-1**  
**Volume-to-Capacity Ratios for Intersections Analyzed, including LOS E and F Intersections**

Intersection Number	Intersection Name	Project, Option	Existing Conditions				Existing + Project				Cumulative		Cumulative + Project		
			PM or AM Peak	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
63	Howard St/ New Montgomery St	Project 2-1, Modified Option 1	PM	B	14.8	0.660	B	16.5	0.729	C	24.7	0.943	C	31.7	0.854
64	Folsom St/ Hawthorne St	Project 2-1, Modified Option 1	PM	C	24.2	0.766	B	16.3	0.648	D	43.2	0.975	C	23.3	0.869

**Comment 5.5 – Transportation Impact Analysis Guidelines for Environmental Review – Transit Delay Threshold**

The transit delay threshold of six minutes is too high, arbitrary and inadequately reports the impacts of additional traffic on Muni routes. Further, this is inconsistent with the analysis methodology in the *Transportation Impact Analysis Guidelines for Environmental Review* published by the City Planning Department, which requires the reporting of effects on the overall system capacity, and defined Transit Levels of Service. The EIR should be modified and recirculated to report the additional delay impacts on system capacity and Transit Levels of Service, and should use Transit Level of Service based-threshold (which would be substantially less than 6 minutes). There is a direct relationship between transit speed and capacity. If a bus route is forecast to experience additional delays and the number of buses assigned to a route is fixed, then the additional travel time will effectively reduce the capacity of the bus system. For example, a 60-minute round trip route with a 10-minute headway would normally have 6 buses assigned to that route during that peak hour. If delay was only an additional 5 minutes for that hour (50 seconds per bus), this would represent the need to add “a half of bus” to the route or to reduce the headways of the current buses. This represents 19 percent DECREASE in the carrying capacity of that Muni route. The Planning Department Guidelines require that any “project” that affects any intersection over LOS D must have a published report that fulfills the requirements of these guidelines (p. 1 of the *Transportation Impact Analysis Guidelines for Environmental Review* at: [http://www.sfgov.org/site/uploadedfiles/planning/projects\\_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf](http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf)). There are many intersections in this report that indicate that this objective is met. The effect of the reduced capacity on the Transit Level of Service must be documented, as set forth in the published City Guidelines for traffic studies and EIRs. (Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21)

**Response 5.5 – Transportation Impact Analysis Guidelines for Environmental Review – Transit Delay Threshold**

The commentors state that the transit delay threshold of six minutes, which was used in the Draft EIR to determine the significance of transit impacts, is too high and is inconsistent with the San Francisco Guidelines<sup>16</sup> published by the Planning Department, which requires the reporting of project effects on the overall transit system capacity and

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<sup>16</sup> San Francisco Planning Department, 2002. *San Francisco Transportation Impact Analysis Guidelines for Environmental Review*. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco.

defined Transit Levels of Service. The commentors state that revision of the analysis may require recirculation of the Draft EIR.

As discussed in Response 5.3, p. C&R-98, the San Francisco Guidelines for determining transit impacts apply to development proposals that normally generate additional transit trips as a result of the proposed project. Implementation of the near-term improvements would not be expected to measurably increase ridership demand on transit. Consequently, the transit impact analysis for the Bicycle Plan Project focused on assessing potential transit impacts with respect to the effects on transit operating delay. Total transit vehicle delay was assumed to be comprised of Transit Travel Delay, Transit Reentry Delay, and Transit/Bicycle Delay. The memorandum “The Transit Delay Threshold Criteria for the San Francisco Bicycle Plan,” dated October 8, 2008,<sup>17</sup> was developed in conjunction with the TIS.

The six minutes transit threshold criteria were developed based on the following assumptions:

- The average headway for all Muni lines without taking into consideration the number of runs per line is about 12 minutes.
- Assuming on average of one transfer per transit trip, each transit trip would involve two buses. The average headway of 12 minutes was assumed to be the total headway for the two transit lines. Therefore, for each transit line, the average headway is assumed to be half of 12 minutes, which equals 6 minutes.

Based on the above-mentioned assumptions, SFMTA believes that the six-minute threshold is adequate for the purpose of the Draft EIR analysis. Recirculation of the Draft EIR is not necessary because the Draft EIR was prepared using appropriate methodologies and data. The commentors have not provided new and substantive information that could affect the significance conclusions of the Draft EIR. Please refer

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<sup>17</sup> Memorandum “The Transit Delay Threshold Criteria for the San Francisco Bicycle Plan,” dated October 8, 2008. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

to Response 2.9, p. C&R-59, for further discussion of the requirements for recirculation under CEQA.

#### **Comment 5.6 – Consideration of Queue Lengths**

Queue lengths are a required consideration in the design of any street project. This EIR does not report these lengths, and is thus an inadequate Project Level report for discussion and decision-making purposes. Disclosure of traffic queue lengths of approaches with lane reductions should be reported, especially where the reductions are significant and lead to Level of Service F operations. Adjacent property owners (including myself) have the right to know whether or not the bicycle plan will result in queued traffic being introduced past the front of my property. The public cannot determine any additional queue lengths that would result from the reduction of lanes. The public cannot determine whether or not the additional queues will disrupt adjacent intersections. (*Joseph J. Acosta, January 11, 2009, Letter 11; Joseph A. Story, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

#### **Response 5.6 – Consideration of Queue Lengths**

The commentors raise concerns that queue length was not reported to describe impacts of the projects. The 2000 Highway Capacity Manual methodology (HCM 2000) methodology was followed to perform intersection capacity and LOS analysis for this project, which is a standard practice as reported in the San Francisco Guidelines. The HCM 2000 evaluates each intersection independently and provides different measures of effectiveness, such as vehicle delay, V/C ratio and queuing. The TIS conducted as part of the environmental review for this project provides detailed output from the intersection capacity and LOS analysis including an estimate of the queue lengths (in number of vehicles) by approach at each study intersection.

#### **Comment 5.7 – Consideration of the Americans with Disabilities Act**

This is also an Americans with Disabilities Act (ADA) issue. (*Richmond Community Association, Hiroshi Fukuda, January 13, 2009, Letter 37*)

#### **Response 5.7 – Consideration of the Americans with Disabilities Act**

This comment pertains to the loss of parking spaces designated for the disabled. SFMTA policy prevents elimination of disabled parking spaces, whenever possible. It is SFMTA's practice to relocate those spaces when elimination is necessary. The Proposed

Project would relocate any disabled parking spaces that would be eliminated as a result of the near-term improvements, if possible. However, without having a preferred alternative for all of these projects, it is not clear if, in some instances, site conditions may preclude relocation of such spaces.

### ***Cluster 1***

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#### **Comment 5.8 – Project 1-3, Connection to Long-term Transportation Improvement of Fisherman’s Wharf**

At the City Operations and Neighborhood Services Committee that was held Monday, January 22, 2007, you asked the MTA to “think outside the box” regarding pedestrian safety, bus traffic, rest stop locations, and general traffic congestion at the intersection of Van Ness and North Point adjacent to Fontana West. The redesign and repaving of Van Ness north of North Point earlier this year with its associated pedestrian island was a major improvement, but safety and traffic challenges remain at the intersection. To this date we have not heard from any City Department commenting on the situation at the intersection or if any formal studies were undertaken. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

#### ***Response 5.8 – Project 1-3, Connection to Long-term Transportation Improvement of Fisherman’s Wharf***

The commentor states that safety and traffic challenges still remain at the intersection of Van Ness Avenue and North Point Street and asks if any formal studies were undertaken at that intersection. Pages V.A.3-200 to V.A.3-207 of the Draft EIR provide a discussion of the Proposed Project’s impacts, including safety, on the intersection of North Point and Van Ness with respect to traffic, pedestrians, transit, and bicyclists.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces rather than a loss of one parking space as was discussed in the Draft EIR. The complete text



changes to the Draft EIR for the preferred project option are described in Section D of this document on p. C&R-228.

As noted on pp. V.A.3-200 and V.A.3-201 of the Draft EIR, the average intersection delay at the Van Ness Avenue/North Point Street intersection would increase from 14.4 seconds in the existing condition LOS B to 28.4 seconds LOS D under Existing plus Project conditions. On p. V.A.3-209, the Draft EIR proposes that the intersection be signalized in order to mitigate year 2025 Cumulative plus Project conditions. With signalization, the intersection would operate at LOS B in 2025 with the proposed bicycle lanes on North Point Street and cumulative traffic growth. Therefore, with mitigation, the intersection would perform adequately with the Proposed Project and cumulative traffic growth. The 2025 cumulative traffic growth accounts for traffic increases on North Point Street resulting from other land use changes in the vicinity. This traffic analysis would not change as a result of the preferred project (Modified Project 1-3) because there would be no change to the configuration of traffic lanes from what was analyzed in the Draft EIR as a result of this modification. For more information see pp. V.A.3-28 through V.A.3-30, V.A.3-199 through V.A.3-203 and V.A.3-209 through V.A.3-210.

In addition, using established methodology and the City's significance criteria, the Draft EIR concluded that the Proposed Project would not have a significant impact on pedestrians, transit, or bicyclists. The preferred project differs from the option analyzed in the Draft EIR only in that two bus zones would not be eliminated, and therefore, no parking spaces would be gained from their elimination. The analysis in the Draft EIR with respect to pedestrians, transit, and bicycles would not change.

**Comment 5.9 – Project 1-3, Van Ness Avenue/North Point Street Intersection as a Gateway Opportunity**

The San Francisco Planning Department's City Design Group Fisherman's Wharf Public Realm Plan shows their definition of North Point, with a clear indication of the importance of the Van Ness and North Point intersection by labeling it a "Gateway Opportunity". (Reference

attachments Base-Street Types & Base Map – Open Space). (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

**Response 5.9 – Project 1-3, Van Ness Avenue/North Point Street Intersection as a Gateway Opportunity**

The commentor states that the San Francisco Planning Department has indicated the importance of the Van Ness Avenue and North Point Street intersection as a “Gateway Opportunity”. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 5.10 – Project 1-3, North Point Street, Increased Traffic Volumes**

As I noted in my letter of October 10, 2008 to Judson True of the MTA on which you were copied, in 2008 Fontana West started to participate in the Aquatic Park Neighbors Association and the Fisherman’s Wharf Community Benefit District (both of which span District 2 and District 3), through which many converging impacts regarding Van Ness and North Point have come to light. To us it seems that a disturbing trend is developing to load more traffic onto North Point, using outdated or non-existent traffic volume studies to justify each constituency’s initiatives. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

**Response 5.10 – Project 1-3, North Point Street, Increased Traffic Volumes**

The commentor believes that there is a trend developing to load more traffic onto North Point Street using outdated or non-existent traffic volume studies to justify constituency initiatives.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces rather than a loss of one parking space as discussed in the Draft EIR. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document beginning on p. C&R-228. The changes resulting from implementation of

the preferred project would not change the traffic analysis completed for the project option analyzed in the Draft EIR because there would be no change to the configuration of traffic lanes as a result of this modification.

The Van Ness Avenue/North Point Street intersection is one of the intersections studied in the Draft EIR, as listed on p. V.A.3-29. The analysis of this intersection is summarized on pp. V.A.3-28 through V.A.3-30, V.A.3-199 through V.A.3-203, and V.A.3-209 through V.A.3-210 of the Draft EIR. The data used to determine current LOS conditions for this intersection was collected from field surveys conducted between August 2007 and December 2007. The intersection currently operates at LOS B and would operate at LOS C with implementation of the near-term improvements. The intersection would operate at LOS B under 2025 Cumulative conditions and would operate at LOS E under 2025 Cumulative plus Project conditions. The Draft EIR proposes that the intersection be signalized to mitigate year 2025 Cumulative plus Project conditions. Signalizing the intersection would result in LOS B under 2025 Cumulative plus Project conditions. See also Response 5.11, p. C&R-124, regarding analysis of this intersection.

#### **Comment 5.11 – Project 1-3, North Point Street, Traffic Volume Capacity**

We attended the Fisherman's Wharf Community Benefit District's Urban Planning Committee Meeting that was held on October 2, 2008. Jeremy Nelson from Nelson/Nygaard (a world renowned traffic planning company hired by the CBD) discussed average daily traffic patterns in the area. Unfortunately he was using data from a four year old MTA study. As input we suggested that though the major flow of traffic arrives at Fisherman's Wharf via the Embarcadero near Pier 39, another major flow comes from Lombard/Van Ness via North Point. Fontana West is very concerned that the planners feel that North Point has capacity to carry more traffic. I asked Nelson/Nygaard to contact the MTA to ascertain if any traffic flow study was conducted at Van Ness and North Point as part of the 2007 redesign and repaving project to bolster their position. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

***Response 5.11 – Project 1-3, North Point Street, Traffic Volume Capacity***

The commentor states that the Van Ness Avenue/North Point Street intersection carries major flows of traffic destined for Fisherman's Wharf and questions whether North Point Street has capacity to carry more traffic.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces rather than a loss of one parking space as discussed in the Draft EIR. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document beginning on p. C&R-228. The changes resulting from implementation of the preferred project would not alter the traffic analysis completed for the project option as analyzed in the Draft EIR because the project modification does not relate to the configuration of traffic lanes.

The data used to determine current LOS conditions for this intersection was collected from field surveys conducted between August 2007 and December 2007. As noted on p. V.A.3-200 and V.A.3-201 of the Draft EIR, the average intersection delay at the Van Ness Avenue/North Point Street intersection would increase from 14.4 seconds in the existing condition LOS B to 28.4 seconds LOS C under Existing plus Project conditions. On p. V.A.3-209, the Draft EIR proposes that the intersection be signalized in order to mitigate year 2025 Cumulative plus Project conditions. With signalization, the intersection would operate at LOS B in 2025 with the proposed bicycle lanes on North Point Street and cumulative traffic growth. Therefore, with mitigation, the intersection would perform adequately with the Proposed Project and cumulative traffic growth. The 2025 cumulative traffic growth accounts for traffic increases on North Point Street

resulting from other land use changes in the vicinity. For more information see pp. V.A.3-28 through V.A.3-30, V.A.3-199 through V.A.3-203, and V.A.3-209 through V.A.3-210 of the Draft EIR and Response 5.10, p. C&R-122.

**Comment 5.12 – Project 1-3, Traffic Patterns during Commute Hours and Weekends**

The current traffic patterns on the streets need to be conducted during commute hours between 3-5 PM and on the weekends. (*Josephine Mazzucco, January 7, 2009, Letter 8*)

**Response 5.12 – Project 1-3, Traffic Patterns during Commute Hours and Weekends**

The commentor expresses concern that analysis of current traffic patterns for Project 1-3 was not conducted during weekday PM commute hours from 3 to 5 p.m. or on the weekends.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces. The project option described in the Draft EIR would result in a loss of one parking space. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document on p. C&R-228. The changes resulting from implementation of the preferred project would not alter the traffic analysis completed for the project option as analyzed in the Draft EIR because the project modification does not relate to the configuration of traffic lanes.

Analysis for the weekday commute hour is typically studied between 4 to 6 p.m. To address the commentor's concern, weekday traffic counts were taken from 3 to 7 p.m. to verify the peak period at the four study intersections along North Point Street.<sup>18</sup> The

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<sup>18</sup> Traffic counts conducted by Wilbur Smith Associates on Thursday, February 12, 2009 from 3 p.m. to 7 p.m.

findings of this analysis show that the peak hour occurred between 4:45 to 5:45 p.m., which is consistent with the traffic analysis prepared for and presented on pp. V.A.3-199 to V.A.3-203 in the Draft EIR.

In response to the comment, weekend traffic analysis was conducted for Project 1-3 at the four study intersections on North Point Street.<sup>19</sup> The findings of this analysis are presented in Table C&R-2, on p. C&R-127.

As shown, the study intersections would operate satisfactorily under 2025 Cumulative plus Project conditions with the implementation of Project 1-3, with the exception of Intersection 45 – Van Ness Avenue/North Point Street. This unsignalized intersection would also operate unsatisfactorily during the weekday PM peak hour, as shown in the Draft EIR, p. V.A.3-201. The Draft EIR, p. V.A.3-209, includes mitigation for this impact through signalization of the intersection. With application of this same mitigation measure to weekend peak hour conditions, the impacts of Project 1-3 on the Van Ness Avenue/North Point Street intersection under 2025 Cumulative plus Project conditions would be reduced to a less-than-significant level. The findings of this analysis are presented in Table C&R-3, on p. C&R-127.

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<sup>19</sup> Traffic counts conducted by Wilbur Smith Associates on Saturday, February 14, 2009 from 1:30 p.m. to 5 p.m.

Table C&R-2  
Project 1-3  
Intersection LOS and Average Delay - Weekend Peak Hour

INTERSECTION	EXISTING			EXISTING PLUS PROJECT			2025 CUMULATIVE			2025 CUMULATIVE PLUS PROJECT		
	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C
#45 – VAN NESS AVENUE/ NORTH POINT STREET <sup>A</sup>	C	18.7	0.71	E	42.2	1.03	D	26.3	0.85	F	75.9	1.21
#46 – COLUMBUS AVENUE/ NORTH POINT STREET	B	16.6	0.50	B	17.6	0.51	B	17.3	0.56	B	18.7	0.58
#47 – THE EMBARCADERO/ NORTH POINT STREET	C	24.3	0.45	C	25.3	0.57	C	25.1	0.51	C	26.9	0.65
#51 – POLK STREET/ NORTH POINT STREET	B	13.6	0.53	B	15.2	0.53	B	15.4	0.64	B	17.2	0.64

A. INTERSECTION 45 IS AN UNSIGNALIZED INTERSECTION. THE LOS DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS DIFFER FROM THOSE FOR SIGNALIZED INTERSECTIONS.

SOURCE: WILBUR SMITH ASSOCIATES, FEBRUARY, 2009.

Table C&R-3  
Project 1-3  
Intersection LOS and Average Delay Comparison 2025 Cumulative Plus Project Conditions with Mitigation Measures- Weekend Peak Hour

INTERSECTION	2025 CUMULATIVE			2025 CUMULATIVE PLUS PROJECT			2025 CUMULATIVE PLUS PROJECT WITH MITIGATION		
	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C
#45 – VAN NESS AVENUE/ NORTH POINT STREET <sup>A</sup>	D	26.3	0.85	F	75.9	1.21	C	29.0	0.84

A. INTERSECTION 45 IS AN UNSIGNALIZED INTERSECTION. THE LOS DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS DIFFER FROM THOSE FOR SIGNALIZED INTERSECTIONS.

SOURCE: WILBUR SMITH ASSOCIATES, FEBRUARY, 2009.

**Comment 5.13 – Project 1-3, Need for Removal of Traffic Lane**

Does this truly warrant a specific bike lane designation and removal of one lane of traffic?  
(Josephine Mazzucco, January 7, 2009, Letter 8)

**Response 5.13 – Project 1-3, Need for Removal of Traffic Lane**

The commentor asks whether the existing volume of bicycle traffic on North Point Street warrants a bicycle lane and removal of a traffic lane. The comment considers the merits of the Proposed Project and does not address issues pertinent to the environmental review. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Proposed Project.

The need for physical bicycle facility improvements that is identified in the Bicycle Plan is not based on existing bicycle traffic volumes, but on a need to improve safety and enhance future bicycle ridership options throughout the City. As stated on p. IV.B-7 of the Draft EIR:

In addition to the overall goal of increasing safe bicycle use, the Bicycle Plan identifies eight major goals: (1) refine and expand the existing bicycle route network; (2) ensure plentiful, high-quality bicycle parking; (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.

On several San Francisco streets where bicycle lanes have been provided, such as Valencia Street, Polk Street, and Howard Street, bicycle volumes have increased substantially after the bicycle lanes were installed. The Fisherman's Wharf area currently lacks east-west bicycle lanes; therefore, it is difficult to judge present and future ridership volumes since the area is not easily accessible to bicycles under existing conditions.



**Comment 5.14 – Project 1-3, Muni Bus Yard and Van Ness Avenue Bus Rapid Transit Feasibility Study**

Besides other modes of transport, MUNI vehicles themselves contribute major congestion in the area. An obvious question is why the MTA reversed its intent to sell or lease the property on which the Kirkland Bus Yard sits, and not relocate the operation to Cesar Chavez and I-280? Also per the Van Ness Avenue Bus Rapid Transit (BRT) Feasibility Study (Reference attachment BRTsection1\_2006me) more frequent movement of more MUNI vehicles is planned for. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*).

**Response 5.14 – Project 1-3, Muni Bus Yard and Van Ness Avenue Bus Rapid Transit Feasibility Study**

The commentor states that Muni buses contribute to congestion in Cluster 1 and questions why the SFMTA will not relocate the Kirkland Bus Yard to Cesar Chavez Street near I-280. The commentor also states that the Van Ness Avenue Bus Rapid Transit Feasibility Study projects that increased movement of Muni vehicles are planned if that Project is implemented.

The Proposed Project would not relocate Kirkland Yard from its current location on the north side of North Point Street between Stockton and Powell Streets. Therefore, the Draft EIR does not analyze the impacts of such relocation. The Kirkland Yard is currently scheduled to be relocated to the new Islais Creek Bus Facility near Cesar Chavez Street and I-280 when that facility is completed; anticipated completion is in 2012. When the Kirkland Yard is relocated it would most likely be replaced with land uses that would generate vehicular trips of their own. At this time, it is not known what the replacement land uses would be or how many vehicle trips they would generate. However, it is clear that the redevelopment of the Kirkland Yard would result in a decline in bus trips generated by this site. A separate environmental review would be required for land uses developed at this site after the bus yard has been relocated.

More frequent transit service is envisioned on Van Ness Avenue as a result of the Van Ness Avenue Bus Rapid Transit project. The purpose of the more frequent service is to increase transit ridership in order to decrease the percentage of trips made by private

automobile, thereby decreasing traffic congestion in the Van Ness Avenue corridor. However, it should also be noted that proposed Bus Rapid Transit improvements are not part of the Proposed Project.

**Comment 5.15 – Project 1-3, Removal of Traffic Lanes, Balancing Impacts and Local Needs**

The “Elephant in the Room” is the San Francisco Bicycle Plan Major Environmental Analysis. Project 1-3 of said plan states: “This project would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one eastbound travel lane between Stockton Street and The Embarcadero”. (Reference attachment 1.3 North Point Street The Embarcadero to Van Ness Avenue Proposed). Besides the obvious impacts to the Fontana West driveways, the Valet Parking of Fairmont Heritage Place at 900 North Point, and Golden Gate transit, there does not seem to be a coordinated effort to mitigate these impacts and support the City’s transit first and bicycle plan policies while acknowledging the needs of our residential neighborhood now being advocated by the Aquatic Park Neighbors Association. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*).

And if I may add, as it was also stated in the letter, during certain times of the day this particular corridor is the regional transportation corridor with Golden Gate Transit heavily going up and down there – at least eight or 10 different bus lines – for the regional transport going to Corte Madera, Larkspur, et cetera, so you have almost like a continuous flow of busses occupying the preferential bus lane, so I am glad that you’re respond the way you do. I just want to make sure that this is basically, consistently being tracked. (*Kathrin Moore, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

**Response 5.15 – Project 1-3, Removal of Traffic Lanes, Balancing Impacts and Local Needs**

One commentor states that Project 1-3 would remove one lane of traffic from North Point Street and that he is concerned about impacts of this lane removal on the Fontana West driveways, valet operations at 900 North Point Street, and Golden Gate Transit buses. In addition, the commentor expresses concern that there appears to be a lack of coordinated effort to balance transit and bicycle improvements with the needs of the neighborhood.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design

chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces. The project option described in the Draft EIR would result in a loss of one parking space. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document beginning on p. C&R-228. The changes resulting from implementation of the preferred project would not alter the traffic analysis completed for the project option as analyzed in the Draft EIR because the project modification does not include a change to the configuration of traffic lanes from what was analyzed in the Draft EIR.

The proposal to re-stripe North Point Street would result in one of the two westbound traffic lanes of North Point Street being replaced with a five-foot-wide bicycle lane between Stockton Street and Van Ness Avenue. The Fontana West residential complex has four driveways on the north side of North Point Street between Polk Street and Van Ness Avenue serving this residential site. Drivers turning right into the Fontana West driveways would need to be observant for bicyclists to their right when making right turns into the Fontana West driveways. Because there is existing bicycle traffic on westbound North Point Street, this is something drivers already address under regular operating conditions. According to *California Vehicle Code* Section 21717, drivers making a right turn across an adjacent bicycle lane should drive into the bicycle lane prior to making right turns in order to prevent conflicts with bicyclists who are proceeding straight ahead in the bicycle lane. Traffic turning left into these driveways from eastbound North Point Street would do so from a slightly wider traffic lane than currently exists on eastbound North Point Street. This traffic would likely have to wait a few seconds longer for a gap to develop in westbound traffic along North Point Street before making these left turns because westbound traffic would be concentrated into one lane instead of two. Similarly, traffic exiting the Fontana West driveways and turning

right onto westbound North Point Street would likely have to wait a few seconds longer to find a gap in the remaining single lane of westbound traffic on North Point Street. However, the existing traffic signal at North Point Street/Polk Street would effectively meter westbound traffic on North Point Street so that there would be regular gaps in westbound traffic flow.

Valet operators in the white zones serving 900 North Point Street on the north side of North Point Street between Larkin and Polk Streets could legally use the bicycle lane to maneuver into and out of parallel parking spaces on the north side of North Point Street. Valet parkers would be prohibited from parking in the bicycle lane just as they are currently prohibited from double parking in the existing northern traffic lane of North Point Street. Project 1-3 would not have a significant impact on the users of the Fontana West driveways or the 900 North Point valet parking facilities.

As noted on p. V.A.3-205, “For GGT bus lines (2,4,8, 18, 24, 26, 27, 38, 44, 54, 56, 58, 60, 72, 73, 74, and 76) operating on North Point Street in the westbound direction, approximately 96 seconds (1.6 minutes) of total delay per vehicle would be added in the PM peak hour.” A delay of 1.6 minutes is not considered a significant impact to transit because it is less than the transit delay threshold of six minutes. As such, the removal of traffic lanes would result in a less-than-significant impact on transit, and no mitigation would be required.

Please refer to Master Response 2 on p. C&R-10 for additional discussion of the impacts associated with traffic lane removal.

#### **Comment 5.16 – Project 1-3, Removal of Bus Stop**

In addition, we are concerned with the removal of the Bus Stop at Larkin and North Point as part of the proposed traffic lane removal within the bike lane plan. We question the analysis upon which this decision was made, and believe it warrants further study within the bike lane plan context. (*Fontana West Board of Directors, Claudio Micor, Treasurer, January 8, 2009, Letter 9*)

Numerous residents including seniors and businesses depend on the bus stops on Larkin and North Point. 500 signatures were collected opposing the elimination of these bus stops. These

bus stops are a gateway to Fishermen's Wharf for tourists. They start at Ghirardelli Square have a piece of chocolate or sundae and work their way through Aquatic Park to the Cannery and wharf spending thousands of dollars along the way, which in turn benefits the businesses and city.

Please consider this issue carefully before removing a lane of traffic and bus stops. (*Josephine Mazzucco, January 7, 2009, Letter 8*)

I am writing to express my concern regarding the proposed bike lanes and elimination of bus stops at North Point and Larkin Streets. (*Josephine Mazzucco, January 7, 2009, Letter 8*)

Project 1-3: North Point Bicycle Lanes, of the Bicycle Plan recommends the removal of the bus stops at North Point and Larkin Streets. This draft EIR does not significantly address the impacts of the proposed removals. Hence the following issues need to be addressed:

1. Negative impact on public transit riders, especially seniors and people with disabilities versus the positive impact on bicyclists

§ What is the estimated number of seniors and persons with disabilities currently using the North Point/Larkin bus stops?

§ If Project 1-3 is implemented, will this same population be significantly impacted? And why?

§ How do the positive benefits of Project 1-3 for the bicyclists compare to the negative impact on the seniors and persons with disabilities?

§ Will Project 1-3 have a significant impact on tourists using Public Transit?

(*Robert Clutton, December 22, 2008 Letter 6; Jane Stavrapoulos, December 22, 2008, Letter 5*)

The Transportation Effectiveness Project recommendations are scheduled to under go an EIR review. The set of recommendations include removal of bus routes and bus stops. The Bicycle Plan recommends the removal of bus stops at North Point and Larkin Streets. So it is important for the Bicycle Plan Draft EIR to set the ground work for future EIR reports of removing a bus stop, especially for seniors and people with disabilities. (*Robert Clutton, December 22, 2008 Letter 6; Jane Stavrapoulos, December 22, 2008, Letter 5*)

There was one letter we were copied on today, and that is a comment I would like to put to record, where somebody pointed out that in the Northpoint area there was a conflict between bike lanes and bus stops. And, that is of great concern to me. (*Kathrin Moore, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

Here's a letter I received from a Jane Stavropolous, Northpoint, but hers just seemed to be focused more on the impact that removing the – one of the – it says, the Northpoint bicycle lanes of the bike plan recommends removal of the bus stops at Northpoint and Larkin Street.

This Draft EIR does not significantly address the impact of the proposed removal since the following issues need to be addressed...

I think the main issue that she raises – or the main two – one is the negative impact on public transit riders, especially seniors and people with disabilities, versus the positive impact on bicyclists. And, overall, project One Street creates more parking, but how will this impact on bicyclist and public transportation? (*Christina R. Olague, San Francisco Planning Commission, oral comments at the Draft EIR Hearing, January 8, 2009, Appendix E*)

**Response 5.16 – Project 1-3, Removal of Bus Stop**

The commentors state concern about the proposed removal of the bus stops on North Point Street at Larkin Street as part of the Proposed Project, including the potential impacts to seniors, persons with disabilities, and tourists. The commentors request that the estimated number of seniors and persons with disabilities currently using the North Point/Larkin bus stops be provided. The commentors also recommend that the Bicycle Plan Draft EIR should set a precedent for future EIRs in the City, specifically citing the Transit Effective Project (TEP), to accomplish consistent environmental review.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces rather than a loss of one parking space as discussed in the Draft EIR. The project description text changes to the Draft EIR for the preferred project option are described below. In addition, a complete description of all text changes related to the preferred project design is provided in Section D of this document on p. C&R-228. The project drawing for the preferred project design is provided in Appendix F of this document.

The elimination of bus stops on North Point Street at Larkin Street is no longer proposed as part of Project 1-3. The project description of Project 1-3 on pp. IV.B-10, and V.A.3-23 of the Draft EIR is revised as follows:

Project 1-3 would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one eastbound travel lane between Stockton Street and The Embarcadero. Project 1-3 would ~~lengthen~~ extend the existing six bus zones along North Point Street by approximately 5-50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street. ~~and would eliminate the bus zones in both directions at Larkin Street to minimize transit delays.~~ Parking changes to accommodate bus zone changes would result in the net loss of ~~one~~ eight parking spaces.

In addition, the third paragraph on p. V.A.3-199 of the Draft EIR, is revised as follows:

Project 1-3 would add Class II bicycle lanes in both directions on North Point Street and would remove one westbound travel lane between Stockton Street and Van Ness Avenue plus one eastbound travel lane between Stockton Street and The Embarcadero. Project 1-3 would also extend the existing six ~~length of Muni and Golden Gate Transit (GCT)~~ bus stops by approximately 5 -50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street along North Point Street. ~~by removing approximately eight on-street parking spaces and would add approximately seven spaces by eliminating the Muni bus stops in both directions on North Point Street at Larkin Street. Parking changes to accommodate bus zone changes would result in the net loss of eight parking spaces.~~

The retention of the bus stops would not be expected to result in a new impact because the bus stops contribute to existing baseline traffic conditions.

One of the commentors questions the basis for design of Proposed Project improvements. The Bicycle Plan was prepared through an extensive community participation process, whereby residents were invited to identify and help prioritize bicycle facility improvements throughout the City. The Bicycle Plan was updated in 2009 based on this input and dialogue with stakeholders, City staff, and the SFMTA Board.

The commentors also ask how the benefits of providing the bicycle facilities under Project 1-3 compare to potentially negative effects on seniors and persons with disabilities as well as how tourists utilizing public transit would be impacted by this project. The transit analysis for Project 1-3 is included on pp. V.A.3-203 through V.A.3-205 of the Draft EIR. Project 1-3 includes the lengthening of three existing westbound bus stops on North Point Street: at Polk Street, at Hyde Street, and at The Embarcadero. There would also be an extension of three eastbound bus stops on North Point Street: at Hyde Street, at Jones Street, and at The Embarcadero. Extending the length of bus zones would allow more buses to be accommodated at the bus stops without obstructing the proposed bicycle lane. Intersection delays along North Point Street would increase due to the extension of the bus stops. However, as discussed on p. V.A.3-204 of the Draft EIR, the total added delay for Muni and Golden Gate Transit (GGT) bus lines operating on North Point Street in the PM peak hour would be less than the transit delay threshold of six minutes or, in the case of Muni bus line 30, the bus line headway and modifications to the bus stops would not negatively affect transit operations. A significant transit impact would not occur with implementation of Project 1-3 under either Existing plus Project conditions or 2025 Cumulative plus Project conditions. Therefore, there would not be a significant impact on transit service that would adversely affect seniors, persons with disabilities or tourists.

Finally, the commentors also state that the Draft EIR should set the groundwork for the environmental review of the Transit Effectiveness Project (TEP). The comment is acknowledged; however, setting the groundwork for environmental review of the TEP is not a goal or objective of the Proposed Project. Therefore, this issue is not addressed in the Draft EIR. Future CEQA review of the TEP will be coordinated through the Planning Department's Major Environmental Analysis Division (MEA).

#### **Comment 5.17 – Project 1-3, Hyde Street and North Point Street, Cable Car Stop**

Other pressures on North Point include what we believe is a redundant cable car stop at Hyde and North Point just one block away from the beginning of the line at Aquatic Park. The stop



light at Hyde and North Point is set to stop traffic on North Point when a cable car approaches. As the free-for-all of riders try to embark in the middle of the intersection onto the usually packed car, the light remains red causing huge backups in either direction of North Point. Our naïve suggestion is to just keep the light as is to give the cable car the right of way, but remove the cable car stop thus easing the disruption to North Point. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

**Response 5.17 – Project 1-3, Hyde Street and North Point Street, Cable Car Stop**

The commentor suggests that the Cable Car stops on Hyde Street at North Point Street be eliminated in order to reduce traffic impacts of stopped cable cars on North Point Street traffic. The Proposed Project does not include changes to the operations of the cable cars on Hyde Street, and therefore, the Draft EIR does not analyze changes to the locations where cable cars stop. The comment is acknowledged. This suggestion to eliminate cable car stops on Hyde Street at North Point Street was forwarded for consideration to Helen Kwan of the TEP staff at the SFMTA on April 15, 2009.

**Comment 5.18 – Project 1-3, Van Ness Avenue, F-Line Extension**

Other concerns of Fontana West revolve around plans for Van Ness north of the City property line where Van Ness extends to the Muni Pier on National Park Service land. The proposed historic F-Line extension (E-Line) would continue three blocks west to the San Francisco Maritime NHP and then through the Fort Mason Tunnel, crossing Van Ness. We testified at the Public Scoping meetings which ended on May 29, 2006, that though supportive of the concept we were concerned about trolley noise and traffic backing up Van Ness to the North Point intersection. The E-line would compete for right-of-way with the Bocce Ball courts, reserved NPS on street parking, and vehicle and pedestrian traffic. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

**Response 5.18 – Project 1-3, Van Ness Avenue, F-Line Extension**

The commentor states that the National Park Service (NPS) proposal to extend the historic F-line streetcar operations between Fisherman's Wharf and Fort Mason by way of the Fort Mason tunnel would cross Van Ness Avenue and could back up traffic on Van Ness Avenue, as well as compete with the bocce ball courts, reserved NPS parking and vehicle and pedestrian traffic for right-of-way.

The comment does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged. Proposals to extend the existing F-Line streetcar service from its current terminal at Jones and Beach Streets to Fort Mason are currently being studied by the NPS as part of an ongoing environmental impact study. That study will analyze potential land use, traffic, pedestrian and parking impacts and develop mitigation measures for that project as necessary. City staff is coordinating with NPS staff on this ongoing study.

**Comment 5.19 – Project 1-3, Effects of Increased Parking on Cyclists**

2. Overall Project 1-3 creates more parking. How will this impact on bicyclists and public transit? (*Robert Clutton, December 22, 2008 Letter 6; Jane Stavrapoulos, December 22, 2008, Letter 5*)

**Response 5.19 – Project 1-3, Effects of Increased Parking on Cyclists**

The commentors state that Project 1-3 will increase parking and ask how this will impact bicyclists and public transit.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces rather than a loss of one parking space as discussed in the Draft EIR. The project description text changes to the Draft EIR for the preferred project option are described below. In addition, a complete description of all text changes related to the preferred project design is provided in Section D of this document beginning on p. C&R-228. The project drawing for the preferred project design is provided in Appendix F of this document.

The elimination of bus stops on North Point Street at Larkin Street is no longer proposed as part of Project 1-3, as discussed in Section D, p. 233. Therefore, there would be a net

loss of eight parking spaces due to bus stop extensions along North Point Street as a result of Project 1-3.

Loss of parking spaces would have no impact on bicyclists. Extension of bus zones are intended to improve transit vehicle's ability to maneuver into and out of bus stops without delaying traffic or transit operations and would have a favorable impact on transit.

**Comment 5.20 – Project 1-3, Bus Routes and Bicycle Safety**

The current study has not taken into consideration the amount of Golden Gate transits and Muni Buses that travel along North Point. Taking away a lane of traffic would only add to the already congested streets. Biking on this street during rush hour would become a safety issue for bikers trying to go around the buses and weaving in and out of traffic. (*Josephine Mazzucco, January 7, 2009, Letter 8*)

**Response 5.20 – Project 1-3, Bus Routes and Bicycle Safety**

The commentor states that the Draft EIR does not consider the amount of Muni and Golden Gate Transit bus operations along North Point Street, that the proposed lane removal would add congestion, and that biking on this street during rush hour would be a safety issue due to bicyclists trying to go around buses.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces rather than in a loss of one parking space as discussed in the Draft EIR. The project description text changes to the Draft EIR for the preferred project option are described in Response 5.16, p. C&R-134. In addition, a complete description of all text changes related to the preferred project design is provided in Section D of this document beginning on p. C&R-

228. The project drawing for the preferred project design is provided in Appendix F of this document.

As stated on p. V.A.3-205 of the Draft EIR:

For Muni bus lines 10 and 47 operating along all or a significant portion of Project 1-3, approximately 96 seconds (1.6 minutes) of total delay per vehicle would be added in the PM peak hour...for GGT bus lines (2,4, 8, 18, 24, 26, 27, 38, 44, 56, 58, 60, 72, 73, 74, and 76) operating on North Point Street in the westbound direction, approximately 96 seconds (1.6 minutes) of total delay per vehicle would be added in the PM peak hour.

The increased travel time for transit is based on congestion level changes due to lane reductions and cumulative traffic growth. The increased delay for both Muni and GGT of approximately 1.6 minutes would be less than the transit delay threshold of six minutes, thus a significant transit impact would not occur. Please refer to Master Response 2, p. C&R-10, for further discussion of lane removal impacts.

In addition, bicycles currently use North Point Street during the PM peak hour and interact with buses that make frequent stops along North Point Street, as well as on numerous other San Francisco streets. Establishment of bicycle lanes on North Point Street would improve bicycle safety by designating roadway space for bicycles.

#### **Comment 5.21 – Project 1-3, Estimate of Cyclists on North Point Street**

1. Negative impact on public transit riders, especially seniors and people with disabilities versus the positive impact on bicyclists

What is the estimated number of cyclists using North Point Bicycle Route and the projected number of cyclists using this route if the Project 1-3 is implemented? (*Robert Clutton, December 22, 2008 Letter 6; Jane Stavrapoulos, December 22, 2008, Letter 5*)

Based on information published, the Bicycle Plan is recommending the removal of the bus stops at North Point and Larkin Streets. There are issues that need to be addressed as part of the above plan. Has this study physically counted the number of people who ride their bikes on North Point Street on a daily basis? (*Josephine Mazzucco, January 7, 2009, Letter 8*)

***Response 5.21 – Project 1-3, Estimate of Cyclists on North Point Street***

The commentors ask how many cyclists currently use North Point Street and the projected number of cyclists on North Point Street if Project 1-3 is approved.

The Draft EIR evaluated one design option for Project 1-3. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions at Larkin Street. However, six bus zones along North Point Street would still be extended. The project would result in a loss of eight parking spaces rather than in a loss of one parking space as described in the Draft EIR. The project description text changes to the Draft EIR for the preferred project option are described in Section D, on p. C&R-252. In addition, a complete description of all text changes related to the preferred project design is provided in Section D of this document beginning on p. C&R-228. The project drawing for the preferred project design is provided in Appendix F of this document.

As noted on p. V.A.3-31, existing bicycle volumes on North Point Street are low to moderate. A traffic count conducted at the intersection of North Point Street and Van Ness Avenue on Saturday, February 14, 2009, counted 14 bicyclists on North Point Street (nine westbound and five eastbound) between Polk Street and Van Ness Avenue during the peak hour (2:45 – 3:45 PM). This block of North Point Street carried 979 vehicles (571 westbound and 408 eastbound) during this period. Bicyclists thus represented approximately 1.4 percent of the total traffic on North Point Street on this rainy day. A traffic count conducted at the intersection of North Point and Stockton Streets on Thursday, August 18, 2005 between 4:50 PM and 5:50 PM by SFMTA recorded 18 east-west bicyclists on North Point Street and 479 motor vehicles. Bicycles thus represented approximately 3.6 percent of the total traffic on North Point Street. Future bicycle volumes on North Point Street with Project 1-3 are difficult to estimate. However, as

discussed under Response 5.13, p. C&R-128, bicycle volumes increased on several San Francisco streets such as Valencia, Polk and Howard Streets after bicycle lanes were implemented. Bicycle volumes can also vary due to seasonal and weather conditions.

**Comment 5.22 – Project 1-3, Van Ness Avenue Bicycle Lanes**

In addition the study notes that the Polk Street bike lines are the preferred routes for bicycle traffic instead of Van Ness, contradicting the San Francisco Bicycle Plan which extends the bike lanes to Van Ness instead of terminating at Polk to connect with the existing bike lanes on that street. (*Fontana West Board of Directors, Claudio Micor, Treasurer, October 22, 2008, Letter 10*)

**Response 5.22 – Project 1-3, Van Ness Avenue Bicycle Lanes**

The commentor states that the *Van Ness Avenue Bus Rapid Transit Feasibility Study* notes that Polk Street is a better street for bicycles than Van Ness Avenue, and that this contradicts the Proposed Project, which would extend bicycle lanes on North Point Street to Van Ness Avenue, rather than terminating them at Polk Street.

The Draft EIR evaluated one design option for Project 1-3. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The modified project would not eliminate bus zones in both directions on North Point Street at Larkin Street. However, six bus zones along North Point Street would still be extended. The proposed project would result in a loss of eight parking spaces. The project option described in the Draft EIR would result in a loss of one parking space. The project description text changes to the Draft EIR for the preferred project option are described in Response 5.16, p. C&R-134. In addition, a complete description of all text changes related to the preferred project design are provided in Section D of this document beginning on p. C&R-228. The project drawing for the preferred project design is provided in Appendix F of this document.

The Proposed Project encourages north-south bicycle travel on Polk Street rather than on Van Ness Avenue south of North Point Street so it does not contradict the Van Ness Feasibility Study. However, as shown on Figure IV.B.1-1 on p. IV.B-5 of the Draft EIR, Bicycle Route 2 on North Point Street continues west of Polk Street to Van Ness Avenue

where it continues to the north to accommodate bicyclists riding between Fisherman's Wharf and Fort Mason, the Marina, the Presidio, and the Golden Gate Bridge. Therefore, the portion of North Point Street between Polk Street and Van Ness Avenue provides an important east-west connection between the Fisherman's Wharf area and destinations to the west of Fisherman's Wharf.

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### **Cluster 2**

No comments pertaining to improvements in Cluster 2 were received in response to the NOA and publication of the Draft EIR.

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### **Cluster 3**

No comments pertaining to improvements in Cluster 3 were received in response to the NOA and publication of the Draft EIR.

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### **Cluster 4**

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#### **Comment 5.23 – Projects 4-2 and 4-3, Review of Incident History**

We also recommend a review of the incident history at identified rail crossing locations.

Of particular concern is Project 4-2 and Project 4-3, which would involve the construction of bicycle lanes in the vicinity of Illinois Street and Cargo Way. There are a number of new railroad tracks in this area, including a track in the roadway on the Illinois Street bridge. CPUC staff has been in recent discussion with Port of San Francisco regarding the configuration of this track (signals, signage, markings, etc.). Proposed modifications in this area should be reviewed by the Port of San Francisco and CPUC. (*California Public Utilities Commission, Daniel Kevin, December 11, 2008, Letter 4*)

#### **Response 5.23 – Projects 4-2 and 4-3, Review of Incident History**

The commentor requests a review of incident history at rail crossing locations, including rail crossings in the vicinity of Illinois Street and Cargo Way for Projects 4-2. In the design of all of the near-term improvements where railroad-crossings would be required, including Projects 4-2 and 4-3, incident history at rail crossing locations was taken into consideration. Also, for Projects 4-2 and 4-3, the project design was coordinated with the Port of San Francisco.

Action 1.17 of the 2009 draft Bicycle Plan proposes to create an inventory of locations along the bicycle route network that intersect or run parallel to railroad tracks as well as identify appropriate measures to mitigate the impacts of the track crossings to bicyclists. This action is described and analyzed on p. V.A.2-15 of the Draft EIR. As stated in the Draft EIR, any new improvement projects, arising as a result of the compilation of this inventory, would require an appropriate level of environmental review prior to implementation. The inventory to be compiled under Action 1.17 would be made available to the CPUC and the Port of San Francisco as requested by the commentor.

### ***Cluster 5***

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#### **Comment 5.24 – Project 5-6, Opposition**

As the DEIR makes clear, eliminating a lane on Cesar Chavez is going to be an unmitigated disaster. Please reconsider this course of action. *(Marc J. Zilversmit, January 13, 2009, Letter 27)*

#### ***Response 5.24 – Project 5-6, Opposition***

The commentors expresses opposition to Project 5-6 and requests that a vehicle lane not be eliminated on Cesar Chavez.

As shown in Tables V.5-26 and V.5-27, of the Draft EIR, the study intersections along Cesar Chavez Street, with the implementation of Project 5-6 Option 1 or Option 2, would operate at LOS E and F in the PM peak hour. Therefore, significant traffic and transit impacts would occur with the implementation of Project 5-6 Option 1 or Option 2.

This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.



## **Comment 5.25 – Project 5-6, Traffic Impacts**

### **SEWER REPAIR**

The Public Utilities Commission expects to have its plans finished this spring for sewer work under Cesar Chavez that should start in the summer or fall. The PUC is working with the DPW, MTA, and other agencies to minimize transit and traffic disruption, but no way it's not going to be a mess. We can learn how to mitigate the impacts from the inevitable lane closures and construction hassles and apply these lessons to the Cesar Chavez plan.

### **SAFE ROUTES TO SCHOOLS**

Designs for street changes around Flynn Elementary and St. Anthony's schools are complete, and work should begin any time. The new bulbouts, parking plans, and crosswalk improvements could be a template for changes all along the corridor.

### **BICYCLE PLAN EIR**

Attached is a 67-page document that pulls out the relevant pages from the 1000+-page bike plan environmental impact report. Many thanks to Dustin White of MTA for preparing this. Note that it's not continuous—you have to check the running feet to follow the various sections (IV-B-31 to IV-B-33, V.A.3-111 to V.A.3-113, V.A.3-128 to V.A.3-132, V.A.3-450 to V.A.3-478, V.A.3-512 to V.A.3-537, and V.A.3-630; this gibberish makes more sense if you can print it out).

The predictions about several intersections along Cesar Chavez seem rather alarming, if you're just going by this document alone. They conclude that level of service (LOS) would become "unacceptable" with the lane changes proposed in the bike plan. However, this plan doesn't exist alone. As Andrés Power of the Planning Department explains,

"The EIR looks at the worst-case scenario, which is LOS level F at many intersections. Left-turn pockets will bring many of these intersections back (the Bike EIR assumed only two lanes of through traffic in each direction and no left turns). Traffic signal modifications (such as on Fell and Oak, where green lights are coordinated) will also help a lot.

This is why we're doing our own traffic modeling. Our proposal, which we should have by the end of January, will be much less scary than that which is illustrated in the Bike EIR."

Furthermore, for most of the intersections in question, LOS goes to F cumulatively anyway by 2025, without the changes being proposed for Cesar Chavez.

So the bike plan isn't identical with the Planning plan, our next item. (*CC Puede, Frances Taylor, January 2, 2009, Letter 48*)

***Response 5.25 – Project 5-6, Traffic Impacts***

The commentor paraphrases statements made by Planning Department staff member, Andres Power, in email correspondence dated December 29, 2008. The commentor also states that most intersections along Cesar Chavez Street would operate at unacceptable LOS under the Proposed Project.

Mr. Power's comments are presented out-of-context. His email to Ms. Taylor was intended to explain the EIR analysis process. His email was also intended to explain how the proposal for Cesar Chavez Street falls within the range of alternatives considered for Project 5-6 by SFMTA and analyzed in the Draft EIR.

The environmental impacts of the proposed Cesar Chavez Street bicycle facility improvements, Projects 5-5 and 5-6, are analyzed and discussed in the Draft EIR on pp. V.A.3-450 to V.A.3-478. Therefore, this Project has been analyzed appropriately in the Draft EIR. As determined on pp. V.A.3-516 to V.A.3-517, no feasible mitigation measures have been identified for the Cesar Chavez Street. As such, a significant impact would occur at the Cesar Chavez Street intersections. This impact will be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Proposed Project.

**Comment 5.26 – Project 5-6, Project Design**

**PLANNING DEPARTMENT DESIGN**

Here's an update from Andrés:

"We want to model traffic impacts, turning movements, etc., so that we can come up with a proposal for where left-turn pockets should be located and how long they should be. This is what I'd like the last outreach meeting to address. Hopefully, we can do something by the end of January.

"DPW crews will be out along the entire corridor taking measurements, placing tools, etc. The survey is expected to take 60 days.

“From there, we will begin our detailed design work, taking the concept into construction drawings. Necessary approvals from all the agencies and legislative bodies will happen after/concurrently with that design work.”

Andrés, MTA, and consultants are also working on a proposal for 26<sup>th</sup> Street and have met with or are meeting soon with residents of 26<sup>th</sup> Street and Precita to discuss possible solutions for both streets. (*CC Puede*, Frances Taylor, January 2, 2009, Letter 48)

**Response 5.26 – Project 5-6, Project Design**

The commentor summarizes statements made by Planning Department staff member, Andres Power in email correspondence dated December 29, 2008. The comment addresses issues related to the design process for bicycle facility improvements at the local level. This comment is acknowledged. The comment does not address issues pertinent to the environmental review. The comment may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 5.27 – Project 5-6, SamTrans Line 391**

For Project 5-6, please specify that SamTrans Route 391 operates numerous peak hour trips through the project area. Route 391 operates on Cesar Chavez from Mission to South Van Ness, turning at these two intersections that will be unavoidably and significantly impacted. The LOS and subsequent delays at these intersections affecting Muni lines 12 and 27 will also affect SamTrans Route 391. (*SamTrans*, G. Ted Yurek, January 13, 2009, Letter 34)

**Response 5.27 – Project 5-6, SamTrans Line 391**

The commentor notes that SamTrans bus line 391 also operates on a portion of Project 5-6 on Cesar Chavez Street from Mission Street to South Van Ness Avenue. The commentor also states that intersection delays affecting Muni lines 12 and 27 will also affect Sam Trans line 391.

The lack of reference to SamTrans line 391 in the Draft EIR was an oversight that is rectified in this C&R document. SamTrans bus line 391 travels between Redwood City Caltrain and San Francisco with weekday and weekend service. Generally this route terminates at the Mission/Goethe intersection with extended service to Mission/1<sup>st</sup> Streets during the weekday AM and PM peak hours. This peak hour service operates on

a one-block segment of Cesar Chavez Street within Project 5-6 between Mission Street and South Van Ness Avenue. The bus does not stop along this section for pickup/drop-off of passengers.

As stated on pp. V.A.3-474 – V.A.3-475 of the Draft EIR, significant transit impacts to Muni lines 12 and 27 were identified for Project 5-6 Option 1 without feasible mitigation measures. Because SamTrans bus line 391 only travels along one block of Project 5-6 Option 1 and does not make any stops there, transit impacts to this bus line would not be significant. SFMTA will continue to work with the transit providers, including SamTrans, to minimize transit impacts related to the implementation of Project 5-6 Option 1.

Impacts to SamTrans bus line 391 resulting from Project 5-6 Option 2 would be less than those reported for Muni bus lines 12 and 27 on p. V.A.3-473 of the Draft EIR. Under Existing plus Project and 2025 Cumulative plus Project conditions, a significant transit impact would not result from implementation of Project 5-6 Option 2.

Page V.A.3-131 of the Draft EIR, last paragraph, sentence 1 will be modified to reflect the inclusion of SamTrans bus line 391 in the transit analysis for Project 5-6:

Muni bus lines 12 and 27 and SamTrans bus line 391 operate along portions of Project 5-6.

Page V.A.3-131 of the Draft EIR, last paragraph, the following sentence will be added at the end of the paragraph:

SamTrans bus line 391 operates during the AM and PM peak periods on Cesar Chavez Street between South Van Ness Avenue and Mission Street with approximately four buses per hour in each direction. The bus does not stop along this section for pickup/drop-off of passengers.

Page V.A.3-473 of the Draft EIR, last paragraph, sentence 1 will be modified to reflect the inclusion of SamTrans bus line 391 in the transit analysis for Project 5-6:

Muni routes 12 and 27 and SamTrans bus line 391 operate along portions of the project area for Project 5-6.

Page V.A.3-473 of the Draft EIR, last paragraph, the following will be added after sentence 3:

SamTrans bus line 391 operates during the AM and PM peak periods on Cesar Chavez Street between South Van Ness Avenue and Mission Street with approximately four buses per hour in each direction. The bus does not stop along this section for pickup/drop-off of passengers.

**Comment 5.28 – Project 5-6, Impacts to Muni Lines 14, 49, and 67, and SamTrans**

The document also does not analyze the affect of deteriorated LOS at the Mission/Cesar Chavez intersection on Muni lines 14, 49 and 67. At a minimum, the document needs to determine the impact of the projects to SamTrans Route 391, as it does operate on a segment of a road proposed for modification. (*SamTrans, G. Ted Yurek, January 13, 2009, Letter 34*)

**Response 5.28 – Project 5-6, Impacts to Muni Lines 14, 49, 67, and SamTrans Bus Line 391**

The commentor expresses concern that the transit analysis did not analyze the effect that a deteriorated LOS at the Mission Street/Cesar Chavez Street intersection would have on Muni bus lines 14, 49 and 67. In addition, the commentor requests analysis of the impacts to SamTrans bus line 391. The methodology for transit analysis, as described in the Draft EIR on pp. V.A.3-15 to V.A.3-19, details the analysis followed for assessment of transit impacts on project roadways. The methodology, approved by the San Francisco Planning Department, does not require analysis for streets crossing the project roadways as in the case of Muni bus lines 14, 49, and 67. Because SamTrans bus line 391 only travels along one block of Project 5-6, impacts to this bus line would be less than outlined for the Muni bus lines operating on Cesar Chavez Street. Please refer to Response 5.27, p. C&R-147, for further discussion of Project 5-6 impacts on SamTrans bus line 391.

In response to this commentor's concern regarding Muni bus lines 14, 49, and 67, transit impacts were assessed for these routes. The findings of this analysis are as follows:

*Existing plus Project Conditions.* For Muni bus lines 14, 49 and 67, Project 5-6 Option 1 would reduce delay by approximately 7 seconds southbound in the PM peak period with no change in delay in the northbound direction. The headways for Muni bus lines 14, 49, and 67 in the PM peak period are 6, 8 and 20 minutes, respectively. No additional delay for these Muni bus lines would result from implementation of Project 5-6 Option 1. Therefore, no significant transit impact would occur for Muni bus lines 14, 49, and 67 with implementation of Project 5-6 Option 1 under Existing plus Project conditions.

For Muni bus lines 14, 49 and 67, Project 5-6 Option 2 would result in no change in delay for either the southbound or northbound direction in the PM peak period. Therefore, a significant transit impact would not occur for Muni bus lines 14, 49, and 67 with implementation of Project 5-6 Option 2 under Existing plus Project conditions.

*2025 Cumulative and 2025 Cumulative plus Project Conditions.* For Muni bus lines 14, 49 and 67, Project 5-6 Option 1 would reduce delay by approximately 12 seconds southbound in the PM peak period with no change in delay in the northbound direction. No additional delay for these Muni bus lines would result from implementation of Project 5-6 Option 1. Therefore, no significant transit impact would occur for Muni bus lines 14, 49, and 67 with implementation of Project 5-6 Option 1 under 2025 Cumulative plus Project conditions.

For Muni bus lines 14, 49 and 67, Project 5-6 Option 2 would reduce delay by approximately 23 seconds southbound in the PM peak period with no change in delay in the northbound direction. No additional delay for these Muni bus lines would result from implementation of Project 5-6 Option 2. Therefore, no significant transit impact would occur for Muni bus lines 14, 49, and 67 with implementation of Project 5-6 Option 2 under 2025 Cumulative plus Project conditions.

**Comment 5.29 – Projects 5-5 and 5-6, Cesar Chavez Street Traffic and Air Quality Impacts**

I have reviewed the Bike Plan DEIR sections related to Cesar Chavez Street. I note that the DEIR states that most of the intersections along Cesar Chavez will have “unacceptable” levels of service because of extreme delays if the plan to eliminate a lane of traffic lanes is implemented

This will result in more pollution from idling cars, and more traffic accidents as cars spill over onto residential streets such as 26<sup>th</sup> Street, Precita and Cortland (Cortland is the only other through street from Mission to Bayshore). (*Marc J. Zilversmit, January 13, 2009, Letter 27*)

**Response 5.29 – Projects 5-5 and 5-6, Cesar Chavez Street Traffic and Air Quality Impacts**

The commentor states that most intersections along Cesar Chavez Street would operate at unacceptable LOS under the Proposed Project. The environmental impacts of the proposed Cesar Chavez Street bicycle routes, Projects 5-5 and 5-6, are analyzed and discussed in the Draft EIR on pp. V.A.3-450 to V.A.3-478.

As determined on pp. V.A.3-516 to V.A.3-517, no feasible mitigation measures have been identified for the Evans Avenue/Cesar Chavez Street intersection under Project 5-5, Option 1. In addition, no feasible mitigation measures have been identified for Cesar Chavez Street intersections under Project 5-6 (pp. V.A.3-521 to V.A.3-533). Although some of these intersections could include lane configuration adjustments as potential mitigation, it is not certain whether this is feasible. As such, a significant impact would occur at the Cesar Chavez Street intersections. This significant impact will be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Proposed Project. In addition, the SFMTA must adopt a Statement of Overriding Considerations if it wishes to approve Project 5-5, Option 1 and/or Project 5-6 in spite of significant unavoidable environmental impacts.

The commentor also notes that the increased traffic delay at the Cesar Chavez Street intersections would increase air pollution from idling cars. However, based on the analysis in the Draft EIR, CO and TAC emissions would decrease at Cesar Chavez Street intersections.

As shown in Table V.B-3, p. V.B-17 of the Draft EIR, the average CO concentrations at the intersection of Mission Street/Cesar Chavez Street would be less than existing conditions. As such, no violations of CO ambient air quality standards are predicted at this intersection or at others around the City.

As shown in Table V.B-4, p. V.B-18 of the Draft EIR, the MSAT emissions at the intersection of Mission Street/Cesar Chavez Street would be less than existing conditions. The Project would not result in a significant increase in TACs as indicated by Project MSAT emissions. Consequently there is no finding of significant impacts to air quality from this activity.

**Comment 5.30 – Projects 5-5 and 5-6, Safety Issues Associated with Removal of Traffic Lanes**

The congestion and frustrated drivers will be a threat to bicyclists and pedestrians as well. *(Marc J. Zilversmit, January 13, 2009, Letter 27)*

**Response 5.30 – Projects 5-5 and 5-6, Safety Issues Associated with Removal of Traffic Lanes**

The commentor states that the Proposed Project would increase congestion on Cesar Chavez, which could result in decreased safety for pedestrians and bicyclist from frustrated drivers using that street.<sup>20</sup> According to the thresholds of significance presented on p. V.A.3-191 of the Project Impacts and Mitigation subsection of the Draft EIR, “[t]he 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.” Moreover, “[t]he 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.” Each project proposed under the Bicycle Plan is assessed according to these general safety thresholds. As presented in the Executive Summary, Chapter II, no

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<sup>20</sup> Wilbur Smith Associates, October 2008. *San Francisco Bicycle Plan Update Transportation Impact Study*. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.



projects were found to pose significant safety hazards to pedestrians or bicyclists. The commentor has not provided specific evidence refuting the evidence or methodologies used in the Draft EIR to assess these issues; therefore, no further response can be provided in response to this claim.

**Comment 5.31 – Project 5-6, Bicycle Lanes on 26<sup>th</sup> Street**

The Bike Plan proposes an alternative which is to put the bike lane on the calmer more residential 26<sup>th</sup> Street. Yet, thus far, SFMTA has declined to provide a plan for putting the bike lane on 26<sup>th</sup> Street. (*Marc J. Zilversmit, January 13, 2009, Letter 27*)

**Response 5.31 – Project 5-6, Bicycle Lanes on 26<sup>th</sup> Street**

The commentor requests a plan to put bicycle lanes on 26<sup>th</sup> Street. As stated on p. V.A.3-458 of the Draft EIR, “the 26<sup>th</sup> Street section of Project 5-6 would establish a new Class III bicycle facility with sharrows in both directions on 26<sup>th</sup> Street between Hampshire Street and Sanchez Street.”

This comment considers the Project merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 5.32 – Project 5-10, Opposition**

The Sunnyside Neighborhood Association represents over 2000 households in the Sunnyside neighborhood in San Francisco. We have polled our members on the SF Bike Plan EIR "Project 5-10", which includes adding bike lanes on Phelan Avenue in Sunnyside. We are submitting the following comments regarding Bike Plan Project 5-10, proposed bike lanes on Phelan Avenue in The Sunnyside. The overwhelming majority of Sunnyside residents are against bike lanes on Phelan Avenue. Consequently, we are submitting the following comments regarding Project 5-10. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

As stated above, Sunnyside Neighborhood Association is in favor bike lanes as long as they are done responsibly. However, we are opposed to plans that do not consider and/or endanger, and reduce the quality of life in our neighborhoods. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

**Response 5.32 – Project 5-10, Opposition**

The commentor states that the majority of the Sunnyside Neighborhood Association's members are against installing bicycle lanes along Phelan Avenue and request that San Francisco Planning Department reconsider their plans. This comment considers the Project merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Proposed Project.

**Comment 5.33 – Project 5-10, Congestion on Phelan Avenue from CCSF**

**Physical Effects on Sunnyside Residents**

Regarding Project 5-10: Phelan Avenue does have periods of congestion that have not been measured. There are both peak times of the semester and peak times of day. The EIR does not address the typical traffic conditions at the beginning of a CCSF semester, or during mid-term or final exams. Traffic, both pedestrian, automobile and bus, during peak times of classes at City College on this block of Phelan Avenue, particularly between 5 and 7pm has not been measured. City College is a commuter school serving the entire Bay Area. Therefore a large number of students depend on their vehicles, and are not served by BART or MUNI. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

**Response 5.33 – Project 5-10, Congestion on Phelan Avenue from CCSF**

The commentor expresses concern that the Draft EIR did not address congestion that could occur at the beginning of a CCSF semester, during mid-term exams, or during final exams for Project 5-10.

The traffic volumes and congestions during the first few weeks of the CCSF semester were not analyzed in the Draft EIR because they are temporary occurrences and are not typical of conditions in the campus area. However, in preparation of this Response, the CCSF Office of Facilities Management was contacted for information on these periods of potential congestion and impacts related to Project 5-10. According to CCSF staff,<sup>21</sup> the mid-term and final exam periods last approximately one week each for a total of four

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<sup>21</sup> WSA. Conversation with Jim Blomquist, Office of Facilities Management, March 2, 2009.

weeks per year and do not have a significant impact on traffic conditions in the campus area. CCSF staff also stated that during the first two-three weeks of each semester, greater traffic volumes are experienced in the vicinity of the campus due to the higher enrollments at the start of the semester before classes are dropped in the first few weeks.

As directed by the San Francisco Guidelines, traffic counts are generally conducted between 4 and 6 p.m. However, in response to this comment, an expanded peak period was analyzed.<sup>22</sup> The findings of this analysis reported that the PM peak hour occurred between 5:15 and 6:15 p.m. Results of this analysis are presented in Table C&R-4 on p. C&R-156. The findings show that the Phelan Avenue/Geneva Avenue/Ocean Avenue Intersection would operate satisfactorily with Project 5-10 under Existing plus Project and 2025 Cumulative plus Project Conditions for both Option 1 and Option 2.

*Transit.* As discussed on p. V.A.3-498 of the Draft EIR, Project 5-10 Option 1 would cause a delay of one second under project conditions and two seconds under cumulative conditions to Muni lines 36 and 43. A one or two second delay to transit lines is not considered a significant impact. Therefore, Project 5-10 would not have a significant impact on transit lines along Phelan Avenue.

*Pedestrians.* As discussed on p. V.A.3-501 of the Draft EIR, both options of Project 5-10 would have a beneficial effect on pedestrian accessibility and safety by adding sidewalks bulb-outs at crosswalks and/or raised crosswalks. Therefore, Project 5-10 would have a beneficial impact on pedestrian safety along Phelan Avenue. Therefore, Project 5-10 would not have a significant impact on pedestrians.

The commentor also states that City College is a commuter school serving the entire Bay Area. Therefore, a large number of students travel to campus by automobile rather than BART or MUNI. This comment does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered

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<sup>22</sup> Traffic counts conducted by Wilbur Smith Associates on Thursday, February 5, 2009 from 4-7 p.m.

by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Table C&R-4**  
**Project 5-10**  
**Phelan Avenue/Geneva Avenue/Ocean Avenue Intersection**  
**Intersection LOS and Average Delay**  
**Existing, Existing plus Project, 2025 Cumulative, and 2025 Cumulative plus Project Conditions**  
**Weekday PM Peak Hour**

Existing plus Project									2025 Cumulative plus Project								
Existing			Option 1			Option 2			2025 Cumulative			Option 1			Option 2		
LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C	LOS	Average Delay	V/C
B	26.7	0.92	B	27.3	0.66	B	26.7	0.68	D	38.6	0.92	D	43.1	0.92	D	38.6	0.92

Source: Wilbur Smith Associates, February 2009.

#### **Comment 5.34 – Project 5-10, Impacts to Bus Routes**

In addition: The EIR neglects to state that additional buses are planned to feed directly onto Phelan, close to the intersection with Ocean, while currently buses only feed onto Ocean Avenue. The resulting congestion not considered in the EIR and Plan, on the west side of Phelan between the South Cloud Circle and Ocean Avenue, will be caused by the normal automobile and 43 and 36 bus traffic, and the future feeding of buses onto Phelan in such close proximity to the intersection with Ocean. Those buses will drive right through the proposed bicycle path. If there is one less lane on Phelan, Option 1 will effectively delay bus schedules by causing buses to wait on traffic and bicycles, and likely block traffic and bicyclists as they try to merge with traffic waiting for the light. Any existing congestion on Phelan stemming from the Ocean Avenue stoplight will be compounded with the bus feed and bicycles trying to get around buses. Removing a traffic lane while simultaneously adding the bus feed and a bicycle lane is not only setting up a traffic mess, but is also putting bicyclists and pedestrians in danger. (*Sunnyside Neighborhood Association, January 7, 2009, Letter 24*)

#### **Response 5.34 – Project 5-10, Impacts to Bus Routes**

The commentor expresses concern that potential impacts of the future Phelan Loop project on the west side of Phelan Avenue between South Cloud Circle and Ocean Avenue were not considered. Currently, the existing Phelan Loop, located off Ocean Avenue one block west of Phelan Avenue, serves as the western terminal for Muni bus lines 49, 9X, 9AX, and 9BX. With the Phelan Loop project, buses would continue to enter the terminal where they do now but would layover in the area behind the firehouse, and

exit onto southbound Phelan Avenue to begin their inbound trips. The new intersection with the Phelan Loop project is included on the drawings for Project 5-10 for both Option 1 and Option 2 on pp. B-174 to B-176 of Appendix B of the Draft EIR.

For this short one-block approach to Ocean Avenue (approximately 180 feet in length), no travel lanes are removed as a result of Project 5-10. Although a bicycle lane would be added, no other changes would be made to the roadway configuration. The Phelan Loop project would add approximately 32 buses per hour during the peak period with approximately 12 buses per hour during off-peak hours to southbound Phelan Avenue between South Cloud Circle and Ocean Avenue. The combined impacts on LOS and average delay for the Phelan Avenue/Geneva Avenue/Ocean Avenue intersection with implementation of Project 5-10 and the Phelan Loop project are presented in Table C&R-5, below. As shown, the Phelan Avenue/Geneva Avenue/Ocean Avenue intersection would operate satisfactorily for Existing Plus Project and 2025 Cumulative Plus Project conditions with the implementation of Project 5-10 either Option 1 or Option 2 and the Phelan Loop project.

The commentor is also concerned about the interaction among buses, bicycles and pedestrian. As presented in the Executive Summary, Chapter II, no projects were found to pose significant safety hazards to pedestrians or bicyclists. The commentor has not provided specific evidence refuting the evidence or methodologies used in the Draft EIR to assess these issues; therefore, no further response can be provided in response to this claim. Please refer to Comment 5.30, p. C&R-152, for further detail regarding bicycle and pedestrian safety.

**Table C&R-5  
Project 5-10  
Phelan Avenue/Geneva Avenue/Ocean Avenue Intersection  
Intersection LOS and Average Delay with Phelan Loop Project  
Existing, Existing plus Project, 2025 Cumulative, and  
2025 Cumulative plus Project Conditions  
Weekday PM Peak Hour**

Existing*		Existing Plus Project**				2025 Cumulative*		2025 Cumulative Plus Project**			
		Option 1		Option 2				Option 1		Option 2	
LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay
B	26.9	C	27.4	B	26.9	D	39.0	D	43.5	D	39.0

\* Existing and 2025 Cumulative conditions with implementation of the Phelan Loop project.

\*\* Combined impacts of Project 5-10 and Phelan Loop project.

Source: Wilbur Smith Associates, February 2009.

### Comment 5.35 – Project 5-10, Parking Removal and Social Effects

Additionally, the EIR states that: "San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

"Social Effects on Sunnyside Residents: It goes on to state that: "In San Francisco, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by California Environmental Quality Act (CEQA). Under CEQA, a project's social effects need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines Section 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The Sunnyside Neighborhood Association realizes that SF Charter and CEQA are not part of SF Planning's EIR, but nevertheless, both documents are quoted within it, and we object to the impact, social and environmental, that Project 5-10 of the SF Bike Plan creates on residents.

Overall Quality of Life Effects on Sunnyside Residents: Sunnyside Neighborhood Association takes issue with the blatant disregard for our quality of life by these statements in the EIR. The effects on the immediate area of Sunnyside by removing 140 parking spaces from Phelan Avenue, as Option 2 of Project 5-10 does, has not been studied. City College students use these parking spaces. When classes are not in session, they are virtually empty. Cars circling our neighborhood for parking, and the subsequent increase in illegally parked cars and blocked driveways increases enforcement costs and are a danger and nuisance to residents. This issue is not considered in the EIR, along with the concurrent pollution and noise of the increased neighborhood traffic. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

**Response 5.35 – Project 5-10, Parking Removal and Social Effects**

The commentor states that although the San Francisco Charter and CEQA are not a part of the Draft EIR, they are quoted in it.

The *City of San Francisco Charter* contains the City codes and ordinances that set forth policies to enable City agencies to carry out physical development of the city. The Project was developed in accordance to the Transit First Policy, established in the *City Charter* Section 16.102. As stated on p. III-4 of the Draft EIR, “[i]n accord with requirements of the California Environmental Quality Act (CEQA), most discretionary projects that may result in significant environmental impacts shall be subject to further evaluation and analysis of these potential environmental impacts.” The Draft EIR was prepared to address the environmental issues scoped out in the Initial Study, published on March 15, 2008.<sup>23</sup> Therefore, both the *City Charter* and CEQA were considered in the design and environmental evaluation of the Proposed Project.

The commentor suggests that the removal of parking on Phelan Avenue would increase congestion in the vicinity and this congestion would have negative air quality, noise,

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<sup>23</sup> For a copy of the March 15, 2008 Bicycle Plan Initial Study, please refer to Appendix A of the Draft EIR.

and quality of life impacts. The commentor also states that the effects, on the immediate area of Sunnyside, caused by the removal of 140 parking spaces have not been studied.

As discussed on p. V.A.3-496 of the Draft EIR, Project 5-10 has two options. Option 1 would involve the removal of one traffic lane in both directions on Phelan Avenue between Judson and Ocean Avenues. However, Option 2 would not remove traffic lanes and instead would remove on-street parking. At this time, a preferred option has not been determined. The potential environmental effects of each option are presented for consideration on pp. V.A.3-496 through V.A.3-502 of the Draft EIR.

As shown in Tables V.5-28 through V.5-31, on pp. V.A.3-486 through V.A.3-488 of the Draft EIR, Project 5-10 Option 1 would not change the LOS designation for the intersection of Phelan Avenue/Geneva Avenue/Ocean Avenue during either the AM or PM peak hour for the Existing Plus Project and Cumulative Plus project conditions. Therefore, Project 5-10 would not significantly increase the congestion on Phelan Avenue in that area. Without a significant increase in traffic congestion in this area related to the Proposed Project, there would be no significant air quality impacts as a result of the Proposed Project.

The commentor states that the Draft EIR did not consider the increase in illegally parked cars and blocked driveways which lead to increase in enforcement costs and danger and nuisance to residents. This comment does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

The commentor's objections to Project 5-10 are noted and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.



**Comment 5.36 – Project 5-10, Alternative Bicycle Route on Lee Avenue**

Alternative Plan: Sunnyside Neighborhood Association is in favor of bike lanes as long as they are done responsibly. The option of bike lanes on Lee Avenue is included in the Bike Plan, but not in the Bike Plan EIR, and has been announced to Sunnyside Neighborhood Association by SFMTA as a distinct possible alternative to any bike lanes on Phelan Avenue. SF Planning seems to be disregarding the SF residents of Sunnyside and SFMTA by not studying the Lee Avenue options for bicycle lanes. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

Sunnyside Neighborhood Association would support bike lanes on Lee Avenue if all the criteria mentioned above in our response is considered and the physical environment, and quality of life for residents, and commuters are fully considered. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

**Response 5.36 – Project 5-10, Alternative Bicycle Route on Lee Avenue**

The commentor requests that Lee Avenue be studied for bicycle lanes as an alternative to Phelan Avenue. The possible extension of Lee Avenue north of Ocean Avenue through the future development of City College of San Francisco is described as “Long-Term Improvement L-13: Lee Avenue between Holloway Avenue and Phelan Avenue” on p. V.A.5-11-12 of the Draft EIR. As discussed on p. V.A.5-1, “The Long-Term Improvements are assessed on a program level because details of the long-term improvements have not been developed (as is the case for near-term improvements presented in Subsection V.A.3 on p. V.A.3-1.)” The proposed improvements analyzed in the Draft EIR were developed by SFMTA staff. According to SFMTA staff, bicycle lanes on Lee Avenue were mentioned at a meeting with the Sunnyside Neighborhood Association as an additional bicycle facility to the bicycle lanes on Phelan Avenue, not as an alternative to bicycle lanes on Phelan Avenue.

**Comment 5.37 – Project 5-10, Emergency Vehicle Lane**

Interesting: Two bike lanes on Phelan, going no where? Phelan is the only through wide street for emergency and fire equipment to have fast access to the Sunnyside, Monterey neighborhood areas, rather than bike lanes for 8 to 12 bikes a day. Why not do the safe thing and also make the city CEQO people happy-eliminate the 140 parking spaces and 30 motorcycle spaces and put an emergency fire and emergency lane in the middle of Phelan, thus giving the Sunnyside-

Monterey neighborhoods, a much needed safe and faster response time for emergencies, when time counts. (*J.A. Marshall, December 12, 2008, Letter 3*)

***Response 5.37 – Project 5-10, Emergency Vehicle Lane***

The commentor states that proposed bicycle lanes on Phelan Avenue would lead to nowhere. Bicycle lanes on Phelan Avenue (Route 770) would connect riders on Ocean and Geneva Avenues with San Francisco City College, Riordan High School, the Sunnyside neighborhood and Route 70 on Monterey Boulevard and Hearst Avenue, which connects to St. Francis Wood on the west and Glen Park on the east.

The commentor suggests that the bicycle lanes would not be used by large numbers of cyclists. The primary goal of the Proposed Project is to improve existing conditions for bicycle use within the City. Although exact estimates of the increase in cyclists on the referenced bicycle lanes cannot be determined at this time, SFMTA data reports indicate that other neighborhoods that have installed bicycle facility improvements have seen a substantial increase in bicycle traffic volumes, for example, Valencia Street, Polk Street, and Howard Street. Please refer to Response 5.13, p. C&R-128, for more information.

The commentor also suggests that an emergency vehicle lane be created on Phelan Avenue instead. *California Vehicle Code* Section 21806 requires that all vehicles and pedestrians yield the right of way to pull over to the right side of the roadway and stop when an authorized emergency vehicle is sounding its siren. Emergency vehicle lanes are currently not provided on any San Francisco streets and have not been requested by the San Francisco Fire Department or other operators of authorized emergency vehicles.

As described on p. V.A.3-117 of the Draft EIR, Project 5-10 Option 1 would remove one lane of traffic in each direction on Phelan Avenue and replace them with a bicycle lane in each direction and add a raised concrete median down the center of Phelan Avenue. Although Option 1 would be installing a raised concrete median which takes up a section of roadway, emergency vehicle access would not be impacted. This is because

the single travel lane width would remain the same by reallocation of road space and the cars could pull over into the bicycle lane to allow emergency vehicles to pass.

Option 2 would remove on-street parking on each side of Phelan Avenue and replace it with a bicycle lane in each direction. By eliminating on-street parking, Option 2 would make it easier for emergency vehicles to maneuver through traffic along Phelan Avenue compared to existing conditions. Since motor vehicles and bicycles are required to pull over to allow emergency vehicles to proceed, this would have a similar impact to establishing the emergency vehicle lanes suggested by the commentor.

**Comment 5.38 – Project 5-10, San Francisco City College Parking**

I am also upset at City College and their continual lies to us of what they propose. When SNA got behind them to get them the control of the reservoies, they promised that they would have 100 plus parking spaces under ground, in the reservoies. I guess that think all those persons that helped them, are either dead or moved out of the neighborhood. So now they can spend large \$\$\$s filling in the "big hole" to build their new campus, parking be damned, most of their current students come from south of San Francisco an use cars to get S.F.C.C. campus (check the, what is now temp. parking) I wonder, do we as San Francisco tax payers pay for this ?????.  
*(J.A. Marshall, December 12, 2008, Letter 3)*

**Response 5.38 – Project 5-10, San Francisco City College Parking**

The commentor states that CCSF promised to provide 100 parking spaces underground in an area formerly occupied by reservoirs. In addition, the commentor states that many students drive cars to campus. Provision of off-street parking for CCSF is not proposed in the Bicycle Program and is not analyzed in the Draft EIR. However, as stated on p. V.A.3-500 of the Draft EIR, Option 1 would not remove any parking spaces from Phelan Avenue, while "Option 2 would remove a total of 140 parking spaces and 30 motorcycle parking spaces on both sides of Phelan Avenue between Judson and Ocean Avenues." On p. V.A.3-500, the Draft EIR recognizes that parking occupancy in the neighborhood is high while CCSF classes are in session:

Because on-street parking occupancy in this corridor is generally high when the City College of San Francisco is in session, many cars would be forced to find

parking in nearby streets and would potentially increase parking occupancy in the neighboring residential area.

Although parking deficits in the vicinity of the CCSF could occur under Project 5-10 Option 2, the City considers parking to be a social effect, rather than an impact on the physical environment. As such, the Draft EIR does not consider the parking shortage recognized by the commentor to be a significant CEQA impact. Please refer to Master Response 1 on p. C&R-7 of this document for further detail.

The commentor is also concerned that San Francisco taxpayers are funding off-street parking for CCSF students, even those who are not San Francisco residents. This comment does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board of Directors as part of its decision to approve, disapprove, or modify the Project.

#### ***Cluster 6***

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##### **Comment 5.39 – Project 6-2 Option 1, Use of Portola Drive**

I believe that Project 6-2 Option 1 is an ill-conceived, badly designed, and congestion-inducing change to a major constraint point within the City's transportation system, and is inadequately studied within the EIR. Strategies to provide a Class 1 or Class 2 bicycle lane are available without removing a traffic lane. Specific comments on this project and the accompanying EIR analysis are provided on the following pages. . (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

##### ***Response 5.39 – Project 6-2 Option 1, Use of Portola Drive***

The commentors state that Portola Drive could be completely redesigned into a parkway instead of striping bicycle lanes next to moving traffic. Redesigning Portola Drive from property line to property line into a parkway was not included as part of the Proposed Project. This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is

acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 5.40 – Project 6-2, Option 1, Opposition**

One lost opportunity is with Portola Drive. The entirety of Portola Drive (which has frontage roads and remaining open space) could be completely redesigned from property line to property line to turn this facility into a signature parkway for San Francisco. Instead, bicyclists are only given a narrow corridor while higher-speed vehicles travel by them. This does not encourage more people to become bicyclists, but merely satisfies requests of existing bicyclists to have the lane! This plan clearly is avoiding adequate consideration of improvements which could require the City to do more than restripe lanes. (*Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.40 – Project 6-2, Option 1, Opposition**

The commentors express opposition to Project 6-2 Option 1, stating that it is badly designed and would result in congestion. The commentors state that it would be possible to provide a Class I or Class II bicycle lane in this location without removing a lane of traffic.

The comment pertaining to design considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

The commentors concerns regarding the traffic impacts of Project 6-2 Segment II Option 1 are acknowledged. The SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered for this segment. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2.

**Comment 5.41 – Removal of Project 6-2 Segment II Option 1**

Project 6-2 Option 1 should be removed from the San Francisco Bicycle Plan because it was developed AFTER the Notice of Preparation was issued and has not been presented in any

neighborhood meetings or workshops, or scoping of appropriate intersections that should be studied. Project 6-2 Alternative 1 represents a significant modification to the Bicycle Plan made after the Notice of Preparation was issued on June 5, 2007. The change was not published until January 15, 2008. The first introduction of this project appears to be reported here: ([http://www.sfmta.com/lcms/bnews/documents/Bicycle\\_Plan\\_Update\\_Jan\\_2008\\_000.pdf](http://www.sfmta.com/lcms/bnews/documents/Bicycle_Plan_Update_Jan_2008_000.pdf)) I am an affected property owner, and have been given no notice about this proposed change which directly affects the roadway in front of my home. This project has not been properly developed, and has not been screened in widely-publicized public meetings in our neighborhood. Further, the impacts from Option 1 have been woefully unreported and have mistakes, and the significant impact of Option 1 should be more extensively studied, as presented below. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.41 – Removal of Project 6-2 Segment II Option 1**

The commenters suggest that Project 6-2 Segment II Option 1 should be removed from the Proposed Project because it was developed after the Notice of Preparation of an EIR (NOP) was issued. Project 6-2 Segment II Option 1 would involve the installation of bicycle facilities on Diamond Heights Boulevard/Clipper Street approaching Portola Drive. The list of foreseeable near-term improvements in the NOP included Item #22, which stated that bicycle lanes are proposed to be constructed on Clipper Street from Diamond Heights Boulevard to Douglass Street.

In addition, because many project details are not finalized prior to the release of the NOP, it is not necessary for the NOP to contain all the details of a project. The NOP for the Proposed Project referenced the area in which Project 6-2 Segment II Option 1 would be located (Item #22) as an area of potential development under the Proposed Project. A specific description of Project 6-2 Segment II Option 1 was included in the Initial Study published March 15, 2008, along with figures showing areas of potential development (Initial Study, Appendix A pp. 188 to 192). The limits of the proposed project in the Initial Study are stated as Douglass Street to Portola Drive. Also, additional design refinements have been made to various near-term projects. These are further described and analyzed in Section D of this document. Project 6-2 Segment II Option 1 is no longer

under consideration by SFMTA. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2.

**Comment 5.42 – Project 6-2, Portola Drive Traffic Volumes**

Traffic back ups significantly as it is on weekday mornings, at the intersection where you propose removing the left turn lane at Portola/Diamond Heights. As it is now at 8AM, traffic backs up both down Clipper Street and also, on Diamond Heights, and the majority of the drivers turn left onto Portola. Removing the left turn will definitely increase traffic congestion, noise and pollution – right in front of our building. As such, as the President of the HOA, we oppose any alteration to the current traffic lanes and request that you do additional research, as our letter proposes, before any alterations occur. (*Red Rock One Home Owners Association, Scott Hrudicka, January 13, 2009, Letter 20*)

**Response 5.42 – Project 6-2, Portola Drive Traffic Volumes**

The commentor expresses concern that traffic on northbound Clipper Street is currently congested particularly on weekday mornings, and would experience increased traffic congestion, noise, and air pollution with the removal of one of the two existing left-turn lanes from northbound Clipper Street to westbound Portola Drive under Project 6-2 Segment II Option 1.

*Traffic.* In response to this and other comments, supplemental analysis was conducted for the AM peak hour at Burnett Avenue/Clipper Street/Portola Drive and a new study intersection at Clipper Street/Diamond Heights Boulevard. Please refer to Response 5.47, p. C&R-175 for discussion of congestion during the AM peak hour at the Clipper Street/Diamond Heights Boulevard and Diamond Heights Boulevard /Portola Drive intersections.

The commentor is also concerned that the removal of the left turn at the Portola Drive/Diamond Heights Boulevard intersection would increase traffic congestion, noise and pollution. The SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered for this project. Thus, there would be

no left turn removal. Therefore, a significant impact to traffic would not occur at this intersection with the implementation of Project 6-2 Segment II Option 2. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2.

**Comment 5.43 – Project 6-2, Option 1, Congestion on Clipper Street Unacceptable**

Project 6-2 Option 1 represents a major change to San Francisco's transportation system and is not a minor modification to the Bicycle Plan. The reduction of the traffic movement from northbound Clipper Street to westbound Portola Drive is the sole traffic location that traffic directly can use between 18<sup>th</sup> Street (in the Castro Neighborhood) and O'Shaughnessy Boulevard (in the Glen Park neighborhood). Avoiding this intersection will require drivers to drive at least two miles of additional travel to use alternative routes, increasing local vehicle miles of travel and greenhouse gas emissions. This is THE single “bridge” across the Twin Peaks area between the east central and west central areas of the City. This intersection frequently has back-ups and queued traffic at both the AM and PM peak hours. A reduction of capacity by 50 percent at this intersection should be considered a major reduction in the overall capacity of the street system. It is similar to what would happen if 2.5 lanes of the Bay Bridge were removed for a 500 segment of roadway between Treasure Island and the remainder of San Francisco. The effects are profound for upstream traffic! Clearly, Project 6-2 should be considered in relation to the overall impact on the Citywide Circulation System. Further, drivers seeking to avoid the newly-created bottleneck will have to travel up to 3 miles out of direction (through either the Castro or Glen Park neighborhoods), increasing the impact of this project on greenhouse gas emissions contributed by the City of San Francisco. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.43 – Project 6-2, Option 1, Congestion on Clipper Street Unacceptable**

The commentors express concern over potential increased congestion at the Diamond Heights Boulevard/Portola Drive intersection with implementation of Project 6-2 Segment II Option 1 and the implications for connections between Glen Park and Castro neighborhoods and the City's overall transportation system.

The commentors concerns regarding Project 6-2 Segment II Option 1 are acknowledged. However, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1 as discussed in Master Response 3 on p. C&R-14 of this document. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its



intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Please refer to Master Response 3 for further detail regarding the Project 6-2.

**Comment 5.44 – Project 6-2, Option 1, Unsafe for Bicyclists**

Project 6-2 Option 1 is a discontinuous piece of the Bicycle Plan and is unsafe for bicyclists. Project 6-2 is an isolated set of bicycle lanes that are quite short and do not extend to a distance even as far as vehicles will be queued at this intersection. Bicycles will need to weave through queued traffic to reach them if Option 1 is implemented! As shown in diagrams in the Appendix of the EIR, they do not connect to proposed bicycle lanes on Clipper Street and they are running in only the westbound/northbound direction. The purpose and need for these lanes is clearly illogical because they do not connect to any other lanes and rather than encourage bicyclists sharing the roadway with vehicles, it will instead encourage bicyclists to weave between queued vehicles. Many of these vehicles will be queued through two signal cycles, encouraging more impatient behavior by the drivers in the vehicles. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

The proposed bicycle lane does not connect to the Clipper Street lane and will pose a hazard to bicycle riders who will have to weave thru traffic. It appears that there are other alternatives to restriping lanes that would not have a disastrous effect on the Diamond Heights/Clipper/Portola intersection. One such alternative might be to better utilize Portola Drive. Hopefully you will take the above concerns into consideration when considering project 6-2 Option 1. (*Holly Sheffer, January 12, 2009 Letter 13*)

**Response 5.44 – Project 6-2 Option 1, Unsafe for Bicyclists**

The commentors express opposition to Project 6-2 Segment II Option 1. The commentors' opposition to Project 6-2 Segment II Option 1 is acknowledged. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2. One of the commentors states that the Project 6-2 Segment II Option 1 is as discontinuous piece of the Bicycle Plan. Clipper Street Bicycle Route (Route 60) is an east-west route that starts at the intersection of Third Street (Route 7) and Cesar Chavez Street (Route 60) and ends at The Great Highway (Route 95). The Clipper Street bicycle lanes will connect bicycle riders from Third Street (Route 7) to Laguna Hospital and Forest Hill Muni Metro Station. They will also connect bicycle riders to the West Portal business District, the West Portal Library Branch, and to The Great Highway (Route 95).

The commentors are concerned that Project 6-2 Segment II Option 1 is unsafe for bicycles. The analysis of the Proposed Project's impacts on bicycles was based on established methodology and evaluated using the City's significance criteria. The significance criteria are listed in the transportation study conducted for this project and summarized in the Draft EIR (TIS).<sup>24</sup> The Proposed Project would have a significant effect on bicycles if it would create potentially hazardous conditions for bicycles or otherwise substantially interfere with bicycle accessibility. It was determined in the Draft EIR that the Proposed Project would not result in any significant bicycle impacts along Clipper Street. As such, the bicycle impact discussion in the Draft EIR is consistent with Section 15126.2, Consideration and Discussion of Significant Environmental Impacts, of the *CEQA Guidelines*.

The commentors also express concern that bicyclists using the proposed bicycle lanes would have to weave through queued traffic at the Clipper Street/Diamond Heights Boulevard intersection. The commentor's concerns regarding Project 6-2 Segment II Option 1 are acknowledged. However, as discussed in Master Response 3, p. C&R-14, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2.

For further discussion on the traffic congestion at the Clipper Street/Diamond Heights and Diamond Heights/Portola Drive intersections please refer to Response 5.47 on p. C&R-175 of this document.

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<sup>24</sup> Wilbur Smith Associates, October 2008. *San Francisco Bicycle Plan Update Transportation Impact Study*. This document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

**Comment 5.45 – Project 6-2, Option 1, Incomplete Study of Clipper Street/Diamond Heights Boulevard Intersection**

Project 6-2 Option 1 does not analyze a newly-affected intersection currently operating at significant delays -- Clipper Street/Diamond Heights Boulevard. The EIR is incomplete without studies at this intersection. This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at the PM peak hour. This will significantly increase idling delay for both vehicles and buses that travel through this intersection. It was not initially reasonable to request studies on this intersection, as the Notice of Preparation did not include the segment of Project 6-2 Option 1 between Diamond Heights Boulevard and Portola Drive, so that this intersection has not been identified as critical. The anticipated queues are not reported, so a reader is unable to determine the magnitude of the impact at this intersection. The EIR should be recirculated with this significantly-impacted intersection included. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.45 – Project 6-2 Option 1, Incomplete Study of Clipper Street/Diamond Heights Boulevard Intersection**

The commentors express concern that the Draft EIR did not assess potential impacts of Project 6-2 Segment II Option 1 on the Clipper Street/Diamond Heights Boulevard intersection from greater queuing and delay resulting from impacts on the Burnett Avenue/Clipper Street/Portola Drive intersection during the PM peak hour.

Queue lengths were reported in the TIS conducted for the Proposed Project. As stated in the traffic analysis on pp. V.A.3-540 of the Draft EIR for Project 6-2 Segment II Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would be most affected in the northbound approach of Diamond Heights Boulevard. Northbound through and right-turn movements would remain largely unchanged with a significant impact to the left-turn movement from northbound Diamond Heights intersection to westbound Portola Drive. This impact would result from the removal of one of the two left-turn lanes at that approach.

The distance between the Burnett Avenue/Clipper Street/Portola Drive and Clipper Street/Diamond Heights Boulevard intersections is very short measuring approximately 350 feet with the ability to store approximately 14 cars per lane. The backup from the

Burnett Avenue/Clipper Street/Portola Drive intersection would affect operation of the Clipper Street/Diamond Heights Boulevard intersection under these circumstances.

In response to this and other comments, a supplemental analysis was conducted in the AM peak period at both the Burnett Avenue/Clipper Street/Portola Drive and a new study intersection at Clipper Street/Diamond Heights Boulevard, see Table C&R-6 and Table C&R-7 on pp. C&R-173 to C&R-173.<sup>25</sup>

*#38 - Burnett Avenue/Clipper Street/Portola Drive.* As shown in the tables below, this intersection will experience similar operating conditions for the AM peak hour and PM peak hour under Existing conditions compared to Existing Plus Project conditions for both Option 1 and Option 2 of Project 6-2 Segment II. For Existing conditions, the intersection LOS is D for both the AM and PM peak hour. With the implementation of Project 6-2 Segment II Option 1, the intersection LOS would be F for both the AM and PM peak hour. With the implementation of Project 6-2 Segment II Option 2, the intersection LOS would be D for both the AM and PM peak hour. The AM peak hour traffic would be comparable to PM traffic levels presented in the Draft EIR and therefore, no significant impact would occur.

However, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Please refer to Master Response 3, p. C&R-14, for further detail regarding the Project 6-2. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Therefore a significant impact to traffic would not occur at this intersection.

*#62 - Clipper Street/Diamond Heights Blvd.* As shown in the table below, this intersection operates unsatisfactorily during both the AM and PM peak hour under Existing conditions. Operation of the intersection would not change with either Option 1 or

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<sup>25</sup> Traffic counts conducted by Wilbur Smith Associates, February, 2009.

Option 2 of Project 6-2 Segment II. For Existing conditions, this intersection operates at LOS E in the AM peak hour and at LOS F in the PM peak hour. With the implementation of Project 6-2 Segment II Option 1, the intersection operates at LOS E in the AM peak hour and at LOS F in the PM peak hour. With Project 6-2 Segment II Option 2, the intersection operates at LOS E in the AM peak hour and at LOS F in the PM peak hour. Project 6-2 Segment II would not change the intersection configuration with either Option 1 or Option 2.

Table C&R-6  
Project 6-2  
Intersection LOS and Average Delay – Existing Conditions –  
Weekday AM and PM Peak Hour

INTERSECTION	AM PEAK HOUR								
	EXISTING			EXISTING PLUS PROJECT – OPTION 1			EXISTING PLUS PROJECT – OPTION 2		
	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C
#38 – BURNETT AVENUE/ CLIPPER STREET/ PORTOLA DRIVE	D	52.3	0.96	F	>80*	1.24	D	52.3	0.96
#62 – CLIPPER STREET/ DIAMOND HEIGHTS BLVD	E	36.1	0.88	E	36.1	0.88	E	36.1	0.88

\* FOR SIGNALIZED INTERSECTIONS, AN AVERAGE DELAY OF 80 SECONDS OR GREATER RESULTS IN LOS F.

\*\* FOR UNSIGNALIZED INTERSECTIONS, AN AVERAGE DELAY OF 50 SECONDS OR GREATER RESULTS IN LOS F.

SOURCE: WILBUR SMITH ASSOCIATES, FEBRUARY, 2009.

Table C&R-7  
Project 6-2  
Intersection LOS and Average Delay – Existing Conditions –  
Weekday AM and PM Peak Hour

INTERSECTION	PM PEAK HOUR								
	EXISTING			EXISTING PLUS PROJECT – OPTION 1			EXISTING PLUS PROJECT – OPTION 2		
	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C
#38 – BURNETT AVENUE/ CLIPPER STREET/ PORTOLA DRIVE	D	49.6	0.96	F	>80*	1.20	D	49.6	0.96
#62 – CLIPPER STREET/ DIAMOND HEIGHTS BLVD	F	>50**	1.24	F	>50**	1.24	F	>50**	1.24

\* FOR SIGNALIZED INTERSECTIONS, AN AVERAGE DELAY OF 80 SECONDS OR GREATER RESULTS IN LOS F.

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**\*\* FOR UNSIGNALIZED INTERSECTIONS, AN AVERAGE DELAY OF 50 SECONDS OR GREATER RESULTS IN LOS F.**

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**SOURCE: WILBUR SMITH ASSOCIATES, FEBRUARY, 2009.**

Recirculation of the Draft EIR is not necessary because the Draft EIR was prepared using appropriate methodologies and data. The commentors have not provided new and substantive information that could affect the significance conclusions of the Draft EIR. Please refer to Response 2.9, p. C&R-59, for further discussion of the requirements for recirculation under CEQA.

#### **Comment 5.46 – Project 6-2 Option 1, Traffic Signals**

The adoption of the Option 1 recommendation will likely lead to back-ups into and through this intersection and into adjacent neighborhoods. One probable outcome may be the requirement that this intersection also have a new traffic signal installed at this intersection. The cost of installing a traffic signal here, as well as the cost of operating the signal, and the cost of developing a coordinated signal system with signals at these two closely-spaced signals, must be disclosed as a probable outcome. The costs of installing a signal here will be significant, and can easily be avoided by lower-cost design mitigations, or by removing Option 1 from the bicycle plan. (Potential low-cost mitigations are presented below.) (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

#### **Response 5.46 – Project 6-2 Option 1, Traffic Signals**

The commentors suggest the removal of Project 6-2 Segment II Option 1 from the Bicycle Plan. The commentors also express concern over potential impacts of Project 6-2 Segment II Option 1 on the Clipper Street/Diamond Heights Boulevard intersection that would result in the installation of a new signal light at this intersection.

As stated in Master Response 3 on p. C&R-14 of this document, Project 6-2 Segment II Option 1 is no longer being considered. As discussed in Response 5.45, p. C&R-171, impacts on the Clipper Street/Diamond Heights Boulevard from backup at the Burnett Avenue/Clipper Street/Portola Drive intersection would occur with implementation of Project 6-2 Segment II Option 1. However, since Project 6-2 Segment II Option 1 is no longer being pursued, these impacts would not occur. As discussed in the Draft EIR on pp. V.A.3-541 to V.A.3-543, there would be no significant impacts as a result of Project 6-

2 Segment II Option 2. Therefore, no mitigation measure would be required, and the potential need for a traffic signal at the Clipper Street/Diamond Heights Boulevard intersection was not investigated further. Please refer to Master Response 3, p. C&R-14, for further detail regarding Project 6-2.

**Comment 5.47 – Project 6-2, Option 1, AM Peak Hour Analysis**

Project 6-2 Option 1 should be considered in light of the effects during the AM peak hour at both affected intersections. The EIR is incomplete without an AM peak hour analysis, and the AM peak hour congestion appears to be much worse than the PM peak hour congestion. As a neighbor, I routinely witness vehicles needing 2 or 3 cycles to clear this Portola Drive/Clipper Street/Burnett Avenue during the AM peak hour. It appears that this movement has more congestion in the AM peak hour than in the PM peak hour. Traffic from the signal at this location backs up at least two to three blocks, and often extends past Duncan Street on northbound Diamond Heights Boulevard, and almost reaches High Street on westbound Clipper Street - well through the Clipper Street/Diamond Heights Boulevard intersection. This has not been previously identified as needing study as the Notice of Preparation issued for the plan did not include the lane reduction in this option. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.47 – Project 6-2 Option 1, AM Peak Hour Analysis**

The commentors express concern that the Draft EIR did not assess potential impacts of Project 6-2 Segment II Option 1 during the AM peak hour at the Clipper Street/Portola Drive and Clipper Street/Diamond Heights Boulevard intersections. The commentors also state that the project NOP did not identify the Clipper Street/Diamond Heights Boulevard intersection as a study intersection.

As discussed under Response 5.45, p. C&R-171, supplemental analysis was conducted in the AM peak period at both the Burnett Avenue/Clipper Street/Portola Drive intersection and a new study intersection at Clipper Street/Diamond Heights Boulevard. The findings are presented in Table C&R-6, p. C&R-173, and Table C&R-7, p. C&R-173.

As discussed under Response 5.45, p. C&R-171, for intersection #38 Burnett Avenue/Clipper Street/Portola Drive, the AM peak hour traffic would be comparable to PM traffic levels presented in the Draft EIR and therefore, no significant impact would

occur. In addition, for intersection #62 Clipper Street/Diamond Heights Blvd Project 6-2 Segment II would not change the intersection configuration with either Option 1 or Option 2.

However, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Please refer to Master Response 3, p. C&R-14, for further detail regarding the Project 6-2. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Therefore a significant impact to traffic would not occur at this intersection.

Additionally, specific description of Project 6-2 Segment II Option 1 was included in the Initial Study published March 15, 2008, along with figures showing areas of potential development (Initial Study, Appendix A pp. 188 to 192). The limits of the proposed project in the Initial Study are stated as Douglass Street to Portola Drive. Also, additional design refinements have been made to various near-term projects. These are further described and analyzed in Section D of this document. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding the NOP process.

#### **Comment 5.48 – Project 6-2 Option 1, Transit Impact**

Project 6-2 Option 1 appears to have a significant transit impact for Projects 6-2 Option 1 and 6-5, and mistakes in the calculation are presented in the EIR; this section must be corrected and the corrections should include a more detailed discussion of how the impact was calculated to fully understand where the error is located. The transit impacts discussed in the Bicycle Plan EIR on pp. V.A.3-645 and V.A. 3-546 are in error. The report indicates that delay is 3.4 minutes "for each route" (Routes 48 and 52) then proceeds to report a cumulative delay also at 3.4 minutes. If each route is forecast to experience a 3.4 minute delay, the combined impact would be 6.8 minutes -- which then becomes a significant impact. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)



**Response 5.48 – Project 6-2, Option 1, Transit Impact**

The commentor expresses concern that transit impacts have been inaccurately calculated for combined Projects 6-2 Segment II Option 1 and Project 6-5 and that a more detailed discussion regarding how impacts were calculated was needed.

The transit delay discussion on p. V.A.3-546, referenced by the commentor, is for 2025 Cumulative and 2025 Cumulative plus Project conditions. The use of ‘cumulative’ in this context references estimated future delay based on existing conditions factored for future growth including foreseeable new traffic generated by expected new development. Transit delay is reported in the Draft EIR for each transit vehicle as would be experienced by the transit rider. Calculating the sum of transit delay for all transit routes affected by the Project is not appropriate to this analysis. Therefore, the Draft EIR is accurate in reporting a total delay of 3.4 minutes for each route. The methodology used to calculate transit delay is described in detail in the Draft EIR on pp. V.A.3-15 to V.A.3-19. Thus a significant impact to transit would not occur at this intersection with the implementation of Project 6-2 Segment II Option 2.

Nevertheless, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. As stated on p. V.A.3-546 of the Draft EIR, there would be no significant transit delay as a result of the implementation of Project 6-2 Segment II Option 2. Please refer to Master Response 3 on p. C&R-14 for further detail regarding Project 6-2.

**Comment 5.49 – Project 6-2, Class II Bicycle Lane**

There is no attempt to mitigate Alternative 1 for Project 6-2 when low-cost, feasible design alternatives exist. There is no reason to take one of the left-turn lanes from northbound Clipper Street to westbound Portola Drive for bicyclists. Available low cost, feasible mitigations are clearly available that would provide a Class 2 bicycle lane at this same location! Further, the project may create the need to install a signal at the Diamond Heights Boulevard/Clipper Street

intersection (not evaluated in the draft EIR), which would be more costly than other mitigations available. Possible mitigations include:

1. Conversion of the southbound receiving lane to a single lane at the Portola Drive/Clipper Street/Burnett Avenue, accomplished by shifting the very small concrete median further westward/southward, adding the additional northbound left-turn lane back into the intersection, restriping southbound/eastbound Clipper Street to be one lane, and to remove one through movement on the southbound Burnett Avenue approach. In fact, removing one southbound/eastbound lane could provide enough pavement for a bicycle lane in the other direction!
2. Widening of the northbound approach to the Portola Drive/Clipper Street/Burnett Avenue intersection to allow for bicycle lanes to be added, but without eliminating the second left turn lane. There is adequate right-of-way (the parcel diagram attached is from SFGIS files showing the property line follows this comment).
3. Creation of a Class 1 bicycle path directly between Noe Valley and the Portola Drive Corridor. A Class 1 bicycle path facility would enable bicyclists to completely avoid the need for Project 6-2. Alternative routes could be a path that uses (a) the "scenic overlook" property between High Street and Portola Drive (1 blocks north of the Clipper Street intersection), or (b) the Market Street underpass at the top of 24th Street, which would tie into Portola Drive at Corbett Avenue. This would be a more desirable and attractive Class 1 bicycle facility connecting Noe Valley to the Portola Drive corridor, improving the bicyclists connectivity to the Noe Valley business district. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.49 – Project 6-2, Class II Bicycle Lane**

The commentors have offered design alternatives to Project 6-2 Segment II Option 1 for the Burnett Avenue/Clipper Street/Portola Avenue intersection in lieu of removing one of the two existing left-turn lanes from northbound Clipper Street to westbound Portola Drive. The three potential mitigations were reviewed with the following results.

1. The commentor recommended converting the southbound receiving approach on Clipper Street to a single lane and moving the concrete median further west to allow the two left-turn lanes to be retained. The location recommended by the commentor is actually Diamond Heights Boulevard and not Clipper Street. The improvements recommended by the commentor would require also removing one through movement on the Burnett Avenue

southbound approach. While the traffic volumes on southbound Burnett Avenue approach could be easily accommodated with only one through lane, this reconfiguration would result in an even greater offset between the north and south legs of this intersection for the southbound through movement.

2. The commentor recommended widening the northbound Clipper Street approach into the large landscaped island east of the approach to retain the two left turn lanes. The location recommended by the commentor is actually Diamond Heights Boulevard and not Clipper Street. At this location there is a major elevation change between Diamond Heights Boulevard and Portola Boulevard where the landscaped island is located. To incorporate the landscaped island into the intersection would require extensive grading and re-building very expensive necessary infrastructure (roadbed, curb and gutter, drainage and park space).
3. The commentor recommended the creation of a Class 1 bicycle path between Noe Valley and the Portola Drive corridor to avoid the need for Project 6-2. Two options were presented: A) path from the 'scenic overlook' on Portola Drive or B) under the Market Street overpass at the top of 24th Street to connect to Portola Drive via Corbett Avenue. Option A would require acquisition of property and a significant investment in infrastructure. Moreover, this hill is very steep and may not be appropriate for a bicycle path. Option B would also require acquisition of property and building new infrastructure.

The commentor's concerns regarding Project 6-2 Segment II Option 1 are acknowledged. However, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is

the only option being considered. Please refer to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2.

**Comment 5.50 – Project 6-2, Transit Delays**

Further, the analysis states that it is based on delays in one direction. However, the LOS for the adjacent intersection is reported as an average for all movements in the intersection. It is improper to discuss transit delay only in one direction for what is an average condition at the intersection. The delays should either be analyzed for that specific approach (in which case one direction would be fine) or the delay should be calculated as if the bus route passes through in both directions. This is a significant math error in this instance, as the author is mixing overall intersection delay with approach delay; this significantly underreports the impacts to the transit system. Correcting this math error would result in a peak hour impact of either 6.8 or 13.6 minutes for transit service, depending on how the inconsistency in the report presented in the above paragraph is explained. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

The report inaccurately states that the Route 52 operates at 15-minute headway, when it actually operates at a 10-minute headway during the time period used for the analysis (PM peak hour). (The 15-minute headway is the headway is the condition during the AM peak hour.) (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.50 – Project 6-2, Transit Delays**

The commentors express concern about transit delay reporting methodology. One commentor is concerned that transit delay was reported only in one direction of travel. Transit delay calculations were based upon average delay for the intersection and considered both directions of travel for the transit vehicle. The methodology used to assess transit delay is described on pp. V.A.3-15 through V.A.3-19 of the Draft EIR.<sup>26</sup>

The second commentor states that headways reported for MUNI bus line 52 during the PM peak hour are incorrect. According to MUNI,<sup>27</sup> the headways reported for bus line

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<sup>26</sup> The San Francisco Bicycle Plan Update TIS is available for viewing, by appointment only, at the San Francisco Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA as part of Case File No. 2007.0347E.

<sup>27</sup> Email correspondence between Matt Lee, MUNI, and Rana Ahmadi, SFMTA, January 27, 2009.

52 in the Draft EIR are correct for the PM peak hour. Therefore, no modification of the Draft EIR is required.

**Comment 5.51 – Project 6-2, Clipper Street/Diamond Heights Boulevard and Portola Drive/Clipper Street/Burnett Avenue – Transit Impacts**

Transit will also be impacted by additional delays discussed previously at the Clipper Street/Diamond Heights Boulevard. This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from the Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at both the AM and PM peak hours; this will significantly increase idling delay for buses that travel through this intersection. This additional delay should be reported in the transit impacts and a determination of whether or not this will further deteriorate transit speed and reliability should be further disclosed. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.51 – Project 6-2, Clipper Street/Diamond Heights Boulevard and Portola Drive/Clipper Street/Burnett Avenue – Transit Impacts**

The commentors expressed concern that the Draft EIR did not assess potential impacts of Project 6-2 Segment II Option 1 on Muni bus lines 48 and 52 at the Clipper Street/Diamond Heights Boulevard intersection due to backup from the Burnett Avenue/Clipper Street/Portola Drive intersection.

Transit delay calculations were based upon average delay for the intersection and considered both directions of travel for the transit vehicle. The methodology used to assess transit delay is described in Appendix A-4 of the TIS associated with the Draft EIR.<sup>28</sup> The Draft EIR reported that 203 seconds (3.4 minutes) of delay would be added in the PM peak hour under Option 1 for buses operating on Clipper Street resulting from proposed modifications to the Burnett Avenue/Clipper Street/Portola Drive intersection. It was further reported that no change in delay would occur in the PM peak hour under Project 6-2 Segment II Option 2.

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<sup>28</sup> The San Francisco Bicycle Plan Update TIS is available for viewing, by appointment only, at the San Francisco Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA as part of Case File No. 2007.0347E.

As reported in Response 5.47, p. C&R-175, supplemental analysis was conducted in the AM peak period at both the Burnett Avenue/Clipper Street/Portola Drive intersection and a new study intersection at Clipper Street/Diamond Heights Boulevard. The supplemental analysis for the AM peak hour shows that, for buses operating on Clipper Street, 237 seconds (4.0 minutes) of delay would be added in the AM peak hour under Project 6-2 Segment II Option 1 with no change in delay under Project 6-2 Segment II Option 2. This additional delay resulting from Project 6-2 Segment II Option 1 would be less than the transit delay threshold of six minutes. Additionally, as described in Master Response 3, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Therefore the configuration of the Clipper Street/Diamond Heights Boulevard intersection would not be changed with Project 6-2 Segment II from Existing conditions. Consequently, no additional transit delay would result at that intersection with implementation of Project 6-2 Segment II Option 2.

**Comment 5.52 - Project 6-2 Option 1, Traffic Impacts at the AM Peak Hour**

There is a significant impact to traffic flows at the AM peak hour when reducing this lane, and this has not been studied or reported in the EIR. Studies at the AM peak hour should be presented. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.52 - Project 6-2 Option 1, Traffic Impacts at the AM Peak Hour**

The commentor expressed concern that the Draft EIR did not assess potential impacts of Project 6-2 Segment II Option 1 during the AM peak hour. In response to this and other comments, a supplemental analysis was conducted in the AM peak hour at both the Burnett Avenue/Clipper Street/Portola Drive and a new study intersection at Clipper Street/Diamond Heights Boulevard.<sup>29</sup> Please refer to the analysis in Response 5.47, p. C&R-175, for information regarding potential traffic impacts in the AM peak hour.

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<sup>29</sup> Traffic counts conducted by Wilbur Smith Associates, February, 2009.

Also, SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Consequently a significant impact to traffic would not occur at this intersection with the implementation of Project 6-2 Segment II Option 2. Please refer to Master Response 3 p. C&R-14 for further detail regarding Project 6-2.

**Comment 5.53 – Project 6-2 Option 1, Neighborhood Traffic Patterns**

I live at 5024 Diamond Heights Blvd and I am very concerned about the effect the proposed bicycle lane will have on traffic patterns in the neighborhood. Traffic is very intense during morning and evening rush hour at the Portola/Clipper/Diamond Heights intersection. It is already impossible to make it through the intersection in a reasonable time frame. Eliminating a lane will intensify what is already an impossible situation. Changing the LOS, as Defined in the Highway Capacity manual, from E to F will have a significant impact on traffic trying to clear the intersection. The Portola/Diamond Heights corridor is the only way to get to the Glen Park Neighborhood from Portola/Market between 18th Street in the Castro and O'Shaughnessy Blvd. Creating a bottleneck at Diamond Heights will force people to Drive 2 miles out of their way to O'Shaughnessy Blvd. For those who will continue to use this corridor, there will be a significant delay for both auto's and the Muni. Both the Muni 48 and 52 lines will be significantly impacted. (*Holly Sheffer, January 12, 2009, Letter 13*)

**Response 5.53 – Project 6-2 Option 1, Neighborhood Traffic Patterns**

The commentor expresses concern that peak period traffic on northbound Clipper Street is currently congested in the mornings and the removal of one of the two existing left-turn lanes from northbound Diamond Heights Boulevard to westbound Portola Drive under Project 6-2 Segment II Option 1 would increase traffic congestion at the Portola Drive/Clipper Street/Diamond Heights Boulevard intersection. The commentor is also concerned that the implementation of Project 6-2 Segment II Option 1 would impact connections between the Glen Park and Castro neighborhoods. The commentor states that this would impact both auto and Muni travel.

In response to these comments, as well as comments provided by others, a supplemental analysis was conducted in the AM peak period at both the Burnett Avenue/Clipper Street/Portola Drive and a new study intersection at Clipper Street/Diamond Heights

Boulevard. Please refer to the analysis in Response 5.47, p. C&R-175, for information regarding potential traffic impacts in the AM peak hour.

Also, SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered. Please refer to Response 5.51, p. C&R-181, above for an analysis on transit impacts caused by the implementation of Project 6-2 Segment II Option 2 and to Master Response 3 on p. C&R-14 of this document for further detail regarding Project 6-2 Segment.

**Comment 5.54 – Project 6-2 Option 1 and Project 6-5, LOS Impact on Transit**

As defined in the Highway Capacity Manual, if the LOS goes from E to F, queued traffic will not be able to clear the intersection, including buses. If every bus will miss an entire signal cycle, this will result in at least 60 seconds of delay per bus to allow for the Portola Drive traffic to move through the intersection. If there are 11 buses at peak hour having to wait 60 additional seconds, this is an impact of 11 minutes total at peak hour, which exceeds the 6 minutes of delay at peak hour criteria established in the methodology. Clearly, this impact in the EIR is underestimated and the analysis of the potential delays from this project are clearly too little, and this represents a significant impact well above and beyond the artificial 6 minute threshold presented in the EIR criteria. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.54 – Project 6-2 Option 1 and Project 6-5, LOS Impact on Transit**

The commentors raised concerns that transit delay may be under reported due to additional delay caused by waiting time for the traffic signal. The 2000 Highway Capacity Manual methodology (HCM 2000) was used to calculate delays at all study intersections. The HCM 2000 methodology accounts for additional delay caused by missed signal cycles. Therefore, the transit delay presented in the Draft EIR considers delay due to queued traffic and additional wait time resulting from missed signal cycles. The methodology used to assess transit delay is described in Appendix A-4 of the TIS associated with the Draft EIR.



Nevertheless, as discussed in Master Response 3, p. C&R-14, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered for Project 6-2. Therefore the implementation of Project 6-2 Segment II Option 2 would not cause a significant impact to transit.

In addition, the Draft EIR evaluated one design option for Project 6-5. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen is consistent with the option analyzed in the Draft EIR with minor modifications. The text changes to the Draft EIR for the preferred project design are provided in Section D of this document beginning on p. C&R-330. The project drawing for the preferred project design is provided in Appendix F of this document. The Draft EIR analyzed a parking gain of 15 parking spaces. Modified Project 6-5 would remove a total of four parking spaces relative to the existing condition on the west side of Portola Drive south of Corbett Avenue, where parking occupancy is relatively moderate. As a result, there would be a net total parking loss of four vehicular parking spaces. There are approximately 60 parking spaces on both sides of Portola Drive between Corbett and Burnett Avenues as noted on p.V.A.3-571 of the Draft EIR. Modified Project 6-5 would not change the lane configuration at the intersection Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. Similarly, Modified Option 2 for Project 6-6, which is discussed in detail separately later in this document, also does not change the lane configuration at this intersection. Therefore, the existing capacity at this intersection is maintained and there would be no significant traffic impact as a result of the implementation of Modified Project 6-5. Therefore, significant traffic impacts TR-6-5c, TR-6-5d, TR-6-5g, TR-6-5h, TR-6-5i would not occur.

The implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined would maintain the existing capacity at the intersection Woodside

Avenue/O'Shaughnessy Boulevard/Portola Avenue. Therefore, there would be no physical impacts to transit. However, in taking a conservative approach for 2025 Cumulative plus Project conditions the following transit impacts would still occur with the implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2

Combined: Significant Impact TR-P6-5j on Muni bus route 48 and Significant Impact TR-6-5k on Muni bus route 52.

**Comment 5.55 – Project 6-2 Option 1 and Project 6-5, Impact on Muni Routes 37, 48, and 52**

The three routes in this area - Routes 37, 48 and 52 - have packed buses at peak hours. Standees are common and sometimes riders are actually unable to board buses. Increasing bus travel times would increase overcrowding on these line, as the slower speeds would mean that bus frequencies would have to be decreased. This could also jeopardize the recent Muni restructuring proposal, which has bus routes carefully designed to be able to operate within certain headways; this plan would jeopardize the extensive work already done to set up the new routes in the restructuring. For these reasons, the Transit Level of Service Analysis, required in transportation impact studies, should be examined in this EIR. (*Joseph A. Story,*

*January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21)*

**Response 5.55 – Project 6-2 Option 1 and Project 6-5, Impact on Muni Routes 37, 48, and 52**

The commentors expressed concerns that capacity of Muni routes 37, 48, and 52 would be reduced because of increased bus travel times caused from the implementation of Project 6-2 Segment II Option 1. No reduction in bus frequency is suggested as part of the Proposed Project. Increases in delay for transit vehicles could affect the headways between transit vehicles downstream from the bottleneck. In consultation with Muni, it was established that a delay per bus below either the route's headway or a six-minute threshold (whichever is less) would not significantly impact the route's frequency. Based on Muni TEP data, Muni routes 37, 48 and 52 are generally most crowded at BART and Muni Metro stations and less crowded in the vicinity of Portola Drive/Diamond Heights Boulevard. The 37-Corbett Street route has small (30-foot long) buses with a capacity of 38 riders.

A typical run during the AM peak period traveling from Twin Peaks toward the Castro Muni Metro Station carries about nine passengers in the vicinity of the Portola Drive/Diamond Heights Boulevard intersection and about 39 passengers as it approaches the Castro Station. The 48-Quintara-24th Street route uses standard size motorcoaches with a capacity of 54 passengers. A typical eastbound bus carries about 41 passengers at the West Portal Muni Metro Station, 25 passengers at Portola/Diamond Heights Boulevard and 53 passengers at the 24th Street BART station. The 52-Excelsior route also uses standard motorcoaches with a capacity of 54 passengers. A typical southeast bound trip in the AM peak period carries about 27 passengers at Portola Drive/Diamond Heights Boulevard intersection and about 37 passengers at the Glen Park BART station.

Nevertheless, as discussed in Master Response 3, p. C&R-14, the SFMTA is no longer pursuing Project 6-2 Segment II Option 1. Project 6-2 Segment II Option 2, which would

not remove any traffic lanes on Diamond Heights Boulevard from its intersection with Clipper Street to the Portola Drive intersection, is the only option being considered for Project 6-2. As discussed in the Draft EIR on p. V.A.3-542 the implementation of Project 6-2 Segment II Option 2 would not cause a significant impact to transit.

The commentors also expressed concerns that the Proposed Project would conflict with the recent Muni TEP restructuring proposal. The physical improvements proposed under the TEP that were reasonably foreseeable were taken into account in the transit analyses for the Proposed Project.

The commentors also suggested that level of service (LOS) analyses should be examined for the Proposed Project. As noted on p. V.A.3-543 of the Draft EIR, LOS analyses were performed to assess potential traffic impacts that would be caused by the implementation the Proposed Project. A summary of the results are presented on pp.V.A.3-539 through V.A.3-546 of the Draft EIR. Also, in response to these and other comments supplemental traffic analyses were performed for the AM peak hour at the Burnett Avenue/Clipper Street/Portola Drive intersection and for a new intersection at the Clipper Street/Diamond Heights Boulevard. Please refer to Response 5.47, p. C&R-175, for further discussion on the traffic analysis results for the Burnett Avenue/Clipper Street/Portola Drive intersection and the Clipper Street/Diamond Heights intersection.

In addition, the Draft EIR evaluated one option for Project 6-5. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. Modified Project 6-5 would install a combination of Class II bicycle lanes and sharrows on Portola Drive in both directions between Corbett Avenue and O'Shaughnessy Boulevard. The preferred option is referred to as Modified Project 6-5. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document on pp. C&R-330 to C&R-333. The project drawing for the

preferred project design is provided in Appendix F of this document. This project would also establish bus zones on Portola Drive at the existing pole stop locations. The conversion of existing pole stops to bus zones would not cause a significant impact to traffic or transit operations because transit is currently stopping at each of these locations, and at all but one of the locations (the third item above, north side, east of 110 Portola Drive), parking is already prohibited so these pole stops function currently as de facto bus zones. Therefore, there would be no significant impact to transit operations as a result of the implementation of Modified Project 6-5. However, in taking a conservative approach for 2025 Cumulative plus Project conditions the following transit impacts would still occur with the implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined: Significant Impact TR-P6-5j on Muni bus route 48 and Significant Impact TR-6-5k on Muni bus route 52.

**Comment 5.56 – Projects 6-4, 6-5, and 6-6, Elimination of Parking for Transit Riders**

First, I am concerned that the Draft EIR's analysis of Project Cluster 6, particularly Projects 6-4, 6-5, and 6-6, which concerns the creation of a bicycle lane along Portola Drive, does not discuss the degree to which existing parking on Portola Drive is used by Muni-riders who access Muni at the West Portal station. The Draft EIR ignores the potential physical impacts to the environment which may result from Project Cluster 6's conflicts with the City's *Transit First* policy. If parking used by transit-riders is eliminated, the Bicycle Plan Project could actually discourage the use of public transit, leading to, just to name one potential impact, to increased emissions from drivers which are forced to take to the road due to their inability to park their cars and use transit. The Draft EIR should be revised to determine the potential significance of this impact. (*John Paul Bruno, January 13, 2009 Letter 46*)

**Response 5.56 – Projects 6-4, 6-5, and 6-6, Elimination of Parking for Transit Riders**

The commentor states that the Draft EIR's analysis of Projects 6-4, 6-5 and 6-6 does not discuss the degree to which existing parking on Portola Drive is used by Muni riders who use the West Portal Station, and that these parking reductions could result in decreased transit use and increased emissions and other physical impacts.

As noted in this document in Section D, pp. C&R-271 to C&R-272, Project 6-4 would remove 12 on-street parking spaces on Laguna Honda Boulevard between Portola Drive and Woodside Avenue in order to convert three existing Muni pole stops into bus zones. These parking spaces are currently within Residential Permit Parking area “T” and are restricted to four-hour parking for vehicles that do not have area T permits. As noted on p. V.A.3-554, “On-street parking occupancy is less than 50 percent utilized during the

midday period.” Therefore, since the parking on Laguna Honda Boulevard is not fully utilized under existing conditions, and cannot be used for more than four hours by vehicles that do not have an area “T” permit, it is reasonable to assume that the removal of 12 on-street parking spaces would not have a significant impact on transit-riders. Furthermore, converting these pole stops to bus zones would improve accessibility to buses stopping at these bus stops on Laguna Honda Boulevard.

As described on p. V.A.3-571, “Project 6-5 would remove approximately four on-street parking spaces on the west side of Portola Drive on the far-side of Corbett Avenue” but would add 15 on-street parking spaces on the west side of Portola Drive near Burnett Avenue, resulting in a net gain of 11 parking spaces. As such, Project 6-5 would increase parking and not have a significant impact on transit-riders.

The Draft EIR evaluated one design option for Project 6-5. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. Modified Project 6-5 would install a combination of Class II bicycle lanes and sharrows on Portola Drive in both directions between Corbett Avenue and O’Shaughnessy Boulevard. The preferred option is referred to as Modified Project 6-5. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document on pp. C&R-330 to C&R-333. The project drawing for the preferred project design is provided in Appendix F of this document.

Modified Project 6-5 would remove a total of four parking spaces on the west side of Portola Drive south of Corbett Avenue. The Draft EIR analyzed a parking gain of 11 parking spaces. This project would not add approximately 15 parking spaces, as analyzed in the Draft EIR, and would therefore have a net total parking loss of four spaces. There are approximately 60 parking spaces on both sides of Portola Drive between Corbett and Burnett Avenues as noted on p.V.A.3-571 of the Draft EIR. Parking



occupancy is relatively moderate at this location. Therefore, the removal of four parking spaces would not be a significant impact to the neighborhood.

As noted on p. V.A.3-585, Project 6-6 Option 2 would not include the removal of on-street parking spaces. However, as discussed on p. V.A.3-584, Project 6-6 Option 1 would remove approximately 240 parking spaces on the south side of Portola Drive between Sloat Boulevard and Evelyn Way. As noted on p. V.A.3-584, “Vehicles that typically park along the south side of Portola Drive primarily belong to local residents, except for commuter parking near the West Portal Station and West Portal Avenue.” The south side of Portola Drive between Sloat Boulevard and San Lorenzo Way contains approximately 160 parking spaces and is within Residential Permit Parking Area “O.” Vehicles without an area “O” permit are restricted to the two hour parking time limit. Because of this time limit, these spaces are not attractive to transit users. The south side of Portola Drive between San Lorenzo Way and Evelyn Way is outside of Residential Permit Parking area “O” and does not have time limits. Drivers who currently park on the south side of Portola Drive to access the West Portal Station would most likely seek alternative parking locations outside of Residential Permit Parking Area “O,” such as on San Pablo Avenue or Miraloma Drive, or use alternative mode of travel to reach their destination.

In addition, the Draft EIR evaluated two design options for Project 6-6. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. This project would install Class II bicycle lanes on Portola Drive in the northeast direction by narrowing the travel lanes and by removing approximately six parking spaces on the south side of Portola Drive along the traffic island at Miraloma Drive. A combination of Class II and Class III bicycle facilities would be provided on Portola Drive in the southwest direction by removing one left-turn lane at Fowler Avenue and by narrowing travel lanes. The preferred project is referred to as Modified Option 2. The complete text changes to the Draft EIR for the preferred project option are

described in Section D of this document on pp. C&R-354 to C&R-356. The project drawing for the preferred project design is provided in Appendix F of this document. The parking occupancy along the majority of this section of Portola Drive is generally low; however in certain locations it is moderate to high, therefore the loss of six vehicular parking spaces would not increase the parking occupancy rate in those areas. Therefore, there would be no significant parking impacts as a result of the implementation of Project 6-6 Modified Option 2.

The commentor is also concerned that the proposed near-term improvements in Cluster 6 conflict with the City's *Transit First Policy*. As noted on p.III-1 of the Draft EIR, the Proposed Project was developed in accordance to the *Transit First Policy* established in the *City Charter*, Section 16.102.

**Comment 5.57 – Project 6-5, Turning Radii of Buses on Narrow Streets**

I have restrained my comments to one general and one specific project in the bicycle plan. However, as a San Francisco resident, I believe that there are serious design mistakes made in this plan. There are many instances where the turning radii of buses (both Muni and tour buses) cannot be met in the narrow lanes, so that buses may sideswipe other vehicle or bicycles on the roadway. Examples include Project 6-5 where Portola Drive curves are so sharp that Muni and tour buses will be unable to stay in their lane if they are narrowed. We already witness this problem on Portola Drive and several other streets today. The designs of these projects suggest that turning radii are not an issue, when they are. (*Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

**Response 5.57 – Project 6-5, Turning Radii of Buses on Narrow Streets**

The commentors state that the narrowing of many streets in San Francisco would result in those streets not being able to accommodate the turning radii of buses. All proposed designs carefully consider the needs of turning Muni buses, tour buses, and other large vehicles. In some cases, turning buses may use portions of a painted bicycle lane to execute right or left turns. Project 6-5 has been further refined, and the modified project design includes an 11 foot-wide traffic lane that can accommodate Muni and other buses. Text on p. IV.B-42 of the Draft EIR, paragraphs 4 and 5, is modified to indicate

changes to Project 6-5 (see Section D of this document, p. C&R-330 to C&R-333, for further detail):

In the eastbound direction, a Class II bicycle lane would be added to Portola Drive ~~by removing a travel lane from O'Shaughnessy Boulevard to 300 feet easterly and~~ by narrowing travel lanes from ~~350~~300 feet east of O'Shaughnessy Boulevard to approximately 260-215 feet west of Corbett Avenue.

In the westbound direction, a Class II bicycle lane would be added to Portola Drive by removing approximately four parking spaces and narrowing travel lanes from Corbett Avenue to Burnett Avenue. Project 6-5 would remove one westbound lane approaching Clipper Street ~~and would add approximately 15 parking spaces~~. From Burnett Avenue to Twin Peaks Boulevard, a Class II bicycle lane would be added by narrowing travel lanes and adding sharrows. From Twin Peaks Boulevard to Woodside Avenue, a Class II bicycle lane would be added by removing one westbound left-turn lane approaching O'Shaughnessy Boulevard and adding sharrows.

The project would remove approximately four parking spaces on the west side of Portola Drive on the far-side of Corbett Avenue, at a location where parking occupancy is relatively moderate.

This project would establish bus zones on Portola Drive at the following existing pole stop locations:

- South side, from 575 feet to 625 feet east of O'Shaughnessy Boulevard (mid-block);
- South side, from Glenview Drive to 80 feet easterly (far side, southeast corner);
- North side, from the east end of the driveway of 110 Portola Drive to 80 feet easterly (mid-block);

- North side, from Burnett Avenue to 80 feet westerly (far side, northwest corner); and
- North side, from Glenview Drive to 80 feet westerly (far side, northwest corner).

The design of all of the near-term projects that would involve narrowing of traffic lanes that overlap with public transit routes has been coordinated with the relevant transit agency to identify appropriate design that work for all modes of travel.

**Comment 5.58 – Project 6-6, Opposition**

Our Club, which has 1,100 homes in or Area, wishes to restate our opposition to the proposal to install bicycle lanes along Portola Drive. We are concerned about safety issues and a violation of resident's rights. (*Lakeshore Acres Improvement Club, Bruce H. Selby, January 13, 2009, Letter 30*)

If it has something to do with a nasty rumor about a plan to put a bicycle lane on Portola Drive you can be sure that I am totally against it. (*Sue Harless, November 26, 2008, Letter 44*)

**Response 5.58 – Project 6-6, Opposition**

The commentors are opposed to the proposal to install a bicycle lane on Portola Drive. These comments consider the merits of the Project and do not address issues pertinent to the environmental review of the Proposed Project. The comments are acknowledged. The comments may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**Comment 5.59 – Project 6-6, Pedestrian Safety**

Portola Drive, as we all know: represents a major four lane roadway for vehicles traveling to and from the West side of the City. There is always a high volume of traffic. The thirty five mile an hour speed limit generates a fast flow of traffic. A significant number of pedestrians cross this roadway. The proposal to add bicycles to this mix has the potential of creating a major safety issue for drivers, pedestrians, and cyclists. The increase in traffic in the City adds another negative element. (*Lakeshore Acres Improvement Club, Bruce H. Selby, Co-President, January 13, 2009 Letter 30*)

**Response 5.59 – Project 6-6, Pedestrian Safety**

The commentator states that Portola Drive is a major street with a high volume of traffic, a 35 MPH speed limit, a significant number of pedestrian crossings, and that and adding

bicycles to this mix and the increase in traffic could create safety issues for drivers, pedestrians, and bicyclists.

As noted on p. V.A.159 of the Draft EIR, “Portola Drive is designated as existing Bicycle Route 50 (Class III) in both directions for most of the distance between O’Shaughnessy Boulevard and Sloat Boulevard.” Therefore, Portola Drive is already part of the bicycle route network and is used by bicyclists, drivers and pedestrians. Project 6-6 is designed to improve bicycle safety on this street without negatively impacting safety for motor vehicle’s drivers or pedestrians. Project 6-6 would install sharrows, or remove parking spaces or turning lanes to improve the bicycle route. Some of these improvements would increase motor vehicle drivers’ awareness that bicyclists are on the shared right-of-way. Impacts to pedestrians caused by the implementation of Project 6-6 were analyzed and are presented on p. V.A.3-585 of the Draft EIR. Based on this analysis, the implementation of Project 6-6 would not involve changes to sidewalk width or crosswalk layout. Therefore, there would be no pedestrian impacts as a result of implementation of Project 6-6.

The Draft EIR evaluated two design options for Project 6-6. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with Option 2 in the Draft EIR with the following changes. This project would install Class II bicycle lanes on Portola Drive in the northeast direction by narrowing the travel lanes and by removing approximately 6 parking spaces on the south side of Portola Drive along the traffic island at Miraloma Drive. A combination of Class II and Class III bicycle facilities would be provided on Portola Drive in the southwest direction from Woodside Avenue to Waithman Way by removing one left-turn lane approaching Fowler Avenue and by narrowing travel lanes between Sydney Way and Waithman Way. Sharrows would be installed to the existing Class III bicycle route in the southwest direction on Portola Drive between Waithman Way and Sloat Boulevard. The preferred project is referred to as Modified Option 2. The complete text changes to the Draft EIR for the preferred project option are described in

Section D of this document on pp. C&R-354 to C&R-356. The project drawing for the preferred project design is provided in Appendix F of this document. Likewise, Project 6-6 Modified Option 2 is designed to improve bicycle safety on this street without negatively impacting safety for motor vehicle's drivers or pedestrians.

The commentor also states that the increase in traffic in the City adds another negative element to the mix. The proposed project does not contribute to new car trips to the city streets. Therefore the proposed project would not increase traffic volume.

**Comment 5.60 – Project 6-6, Socioeconomic Impacts of Parking Removal**

Any proposal to remove parking along Portola Drive is a clear violation of the property rights of those residents whose homes face Portola Drive. They have every right to be able to park in front of their own homes and have family and friends park there as well. Any restriction on parking would have an adverse effect on West Portal merchants and their customers. This proposal to ban parking has the potential for generating law suits against the City. (*Lakeshore Acres Improvement Club, Bruce H. Selby, Co-President, January 13, 2009 Letter 30*)

Second, I am concerned that Draft EIR fails to discuss the potential indirect physical impacts of the socioeconomic impacts that will result from the Bicycle Plan Project. Specifically, I am concerned about the potential for urban decay to result from the closure of businesses in areas such as the West Portal Business District due to the loss of parking along Portola Drive. Nowhere in the Draft EIR is there any discussion of the socioeconomic impacts of the loss of parking due to the implementation of the Bicycle Plan Project. While I am aware that socioeconomic impacts are not, in and of themselves, CEQA impacts, I know that the indirect physical impacts which stem from such socioeconomic impacts must be considered in this Draft EIR. The Draft EIR should be revised to include this analysis, and, if necessary, recirculated, so that the public may comment on the adequacy of any proposed mitigation measures the City believes might address the urban decay impacts of the Project. (*John Paul Bruno, January 13, 2009, Letter 46*)

**Response 5.60 – Project 6-6, Socioeconomic Impacts of Parking Removal**

The commentors state that the Draft EIR did not adequately address the Proposed Project's socioeconomic impacts, specifically urban decay that could result from closure of businesses in the West Portal Avenue business district due to a lack of available parking. One of the commentors requests that this analysis be included in the EIR and that the EIR be recirculated, if necessary.

Generally, social and economic changes resulting from a project are not treated as significant environmental effects requiring EIR analysis. The *CEQA Guidelines* explain that a project's social and economic effects may have some relevance in determining the significance of a physical change (*CEQA Guidelines* Section 15064(f), 15131(a),(b)), but state that "[t]he focus of the analysis shall be on the physical changes" associated with a Proposed Project (*CEQA Guidelines*, Section 15131(a)). The economic effect of business closure would be considered a significant impact under CEQA only if it would result in a corresponding physical impact, such as deterioration of maintenance conditions, prolonged storefront vacancies, or other adverse physical conditions.

It is not anticipated that the Proposed Project would have a long-term urban decay effect on the West Portal Avenue business district. The City's *Planning Code* designates the area referenced by the commentor as the West Portal Avenue Neighborhood Commercial District. *Planning Code* Section 729.1 states that the West Portal Avenue Commercial District zoning controls are designed to preserve the existing family-oriented, village character of West Portal Avenue. This area consists of "neighborhood-serving businesses," which by definition, are intended to serve customers who live and/or work nearby. Although approximately 240 parking spaces would be removed along Portola Avenue near the West Portal Avenue Neighborhood Commercial District as a result of Project 6-6 Option 1, the businesses in this area would remain accessible to local residents via a range of alternative transportation modes, including walking, cycling, and riding Muni. Muni bus lines 36, 43, and 48 serve this area with a frequency of approximately five buses per hour. For these reasons, the removal of parking spaces would not be expected to significantly reduce the accessibility of West Portal Avenue businesses from within the local trade area. A widespread closure of businesses, resulting in physical decay of the urban environment, is not a reasonably foreseeable consequence of the removal of parking, given the accessibility of this district by other modes of transportation.

Recirculation of the Draft EIR is not necessary because the Draft EIR was prepared using appropriate methodologies and data. The commentors have not provided new and substantive information that could affect the significance conclusions of the Draft EIR. Please refer to Response 2.9, p. C&R-59, for further discussion of the requirements for recirculation under CEQA.

One of the commentors contends that removal of parking in front of residences on Portola Drive is a violation of property rights. As noted on p. V.A.3-584 of the Draft EIR, Option 1 would remove approximately 240 parking spaces on the south side of Portola Drive between Sloat Boulevard and Evelyn Way. However:

Parking loss east of San Pablo Avenue could easily be accommodated by the cross streets or on the north side of the street. Between San Pablo Avenue and Sloat Boulevard, vehicles that currently park along the south side of Portola Drive belong to residents as well as employees and shoppers in the area and parking occupancy on the north side of the street is usually high. The removal of on-street parking in this area may potentially cause some of these vehicles to park on the adjacent neighborhood streets, raising concerns by the residents in the area.

The Draft EIR evaluated two design options for Project 6-6. SFMTA has refined the project design to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with Option 2 analyzed in the Draft EIR with the following changes. This project would install Class II bicycle lanes on Portola Drive in the northeast direction by narrowing the travel lanes and by removing approximately 6 parking spaces on the south side of Portola Drive along the traffic island at Miraloma Drive. A combination of Class II and Class III bicycle facilities would be provided on Portola Drive in the southwest direction from Woodside Avenue to Waithman Way by removing one left-turn lane approaching Fowler Avenue and by narrowing travel lanes between Sydney Way and Waithman Way. Sharrows would be installed to the existing



Class III bicycle route in the southwest direction on Portola Drive between Waithman Way and Sloat Boulevard. The preferred project is referred to as Modified Option 2. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document on pp. C&R-354 to C&R-356. The project drawing for the preferred project design is provided in Appendix F of this document. The parking occupancy along the majority of this section of Portola Drive is generally low; however in certain locations it is moderate to high, therefore the loss of six vehicular parking spaces would not increase the parking occupancy rate in those areas. Therefore, there would be no significant parking impacts as a result of the implementation of Project 6-6 Modified Option 2.

The City considers shortages of parking to be a social effect rather than a physical environmental impact under CEQA. While residents may desire to have on-street parking in front of their homes, property owners do not have the legal right to on-street parking in the curb lane of the roadway. Thus, removal of parking under Option 1 would not result in a significant impact. As discussed on p. V.A.3-585 of the Draft EIR, Option 2 would not include the removal of on-street parking spaces. Please refer to Master Response 1, p. C&R-7, for additional discussion of parking impacts.

#### **Comment 5.61 – Projects 6-5 and 6-6, Preference for Option 2**

The Board of the Miraloma Park Improvement Club (MPIC) has reviewed the Draft EIR dated November 2008. The EIR has confirmed that Option 1 will significantly negatively impact traffic and parking, causing notable traffic delays and parking shortages, and therefore we reiterate our position in our letter to you of April 5 2008: that is, we support Option 2 (bike lane pavement stripes only) and strongly oppose Option 1 (bike lane separated by barrier).

The MPIC represents 2200 homes on the slopes of Mt. Davidson, bordering on Portola and O'Shaughnessy, the areas of concern in the project.

The Board supports Option 2 because it will permit greater safety for bicyclists while avoiding a severe impact on parking spaces, which are at a premium in our area as well as in most areas of San Francisco. Although Option 2 will narrow the traffic lanes somewhat, 2 lanes in each direction will still remain, representing a reasonable compromise between the needs of vehicles and those of bicycles.

We strongly oppose Option 1 because it would remove a lane and 240 parking spaces, impacting both traffic and parking very negatively, as the EIR analysis shows. (*Miraloma Park Improvement Club, Dan Liberthson, January 19, 2009, Letter 45*)

**Response 5.61 – Projects 6-5 and 6-6, Preference for Option 2**

The commentor states his organization’s support for Option 2 of Projects 6-5 and 6-6 on Portola Drive (bicycle lane pavement stripes only) and opposition to Option 1 of Projects 6-5 and 6-6.

Only one design option was analyzed for Project 6-5 in the Draft EIR. The combination of Project 6-5 and Option 1 of Project 6-6 would result in significant impacts that could not be sufficiently mitigated.

The commentor also asserts that the implementation of the combined Projects 6-5 and 6-6 Option 1 would have a negative effect on traffic and parking. As shown in Tables V.6-10 and V.6-11, on p. V.A.3-556-V.A3-557, of the Draft EIR, the Woodside Avenue/O’Shaughnessy Boulevard/Portola Drive, with the implementation of Project 6-5 Option 1, would operate at LOS E in the AM peak hour and LOS F in the PM peak hour.

SFMTA has refined the design of Project 6-5 to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. Modified Project 6-5 would install a combination of Class II bicycle lanes and sharrows on Portola Drive in both directions between Corbett Avenue and O’Shaughnessy Boulevard. The preferred option is referred to as Modified Project 6-5. Modified Project 6-5 would retain the existing lane configurations at the intersections of Woodside Avenue/O’Shaughnessy Boulevard/Portola Drive and Portola Drive/Burnett Avenue/Diamond Heights Boulevard. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document on pp. C&R-330 to C&R-333. The project drawing for the preferred project design is provided in Appendix F of this document.

Modified Project 6-5 would remove a total of four parking spaces on the west side of Portola Drive south of Corbett Avenue. The Draft EIR analyzed a parking gain of 11 parking spaces. This project would not add approximately 15 parking spaces, as analyzed in the Draft EIR, and would therefore have a net total parking loss of four spaces. There are approximately 60 parking spaces on both sides of Portola Drive between Corbett and Burnett Avenues as noted on p.V.A.3-571 of the Draft EIR. Parking occupancy is relatively moderate at this location. Therefore, the removal of four parking spaces would not be a significant impact to parking. Likewise, Project 6-5 Modified Option is designed to improve bicycle safety on this street without negatively impacting safety for motor vehicle's drivers or pedestrians.

As shown in Tables V.6-16 and V.6-17, on p. V.A.3-573-V.A3-574, of the Draft EIR, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive, with the implementation of Project 6-6 Option 1, would operate at LOS F in the AM peak hour and LOS F in the PM peak hour.

SFMTA has refined the design of Project 6-6 to better manage traffic and transit flow. The preferred project design chosen by SFMTA is consistent with Option 2 in the Draft EIR with the following changes. This project would install Class II bicycle lanes on Portola Drive in the northeast direction by narrowing the travel lanes and by removing approximately six parking spaces on the south side of Portola Drive along the traffic island at Miraloma Drive. A combination of Class II and Class III bicycle facilities would be provided on Portola Drive in the southwest direction from Woodside Avenue to Waithman Way by removing one left-turn lane approaching Fowler Avenue and by narrowing travel lanes between Sydney Way and Waithman Way. Sharrows would be installed to the existing Class III bicycle route in the southwest direction on Portola Drive between Waithman Way and Sloat Boulevard. The preferred project is referred to as Modified Option 2. The complete text changes to the Draft EIR for the preferred project option are described in Section D of this document on pp. C&R-354 to C&R-356. The project drawing for the preferred project design is provided in Appendix F of this

document. Likewise, Project 6-6 Modified Option 2 is designed to improve bicycle safety on this street without negatively impacting safety for motor vehicle's drivers or pedestrians.

The commentor's recommendation for approval of Option 2 pertains to the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

### ***Cluster 7***

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#### **Comment 5.62 – Project 7-3, Pedestrian and Bicyclist Safety and Roadway Speed**

Project 7-3, Segment 1 (Appendices p. 37), includes Point Lobos Avenue and 48th Avenue to the Great Highway. The Bicycle Plan proposes to install Class II bicycle lanes in both directions by removing the travel lane in each direction. The "southbound bicycle lane would be discontinued approaching the downhill section of Point Lobos Avenue from approximately the Sutro Heights Parking Lot to approximately 600 feet north of Balboa Street." (Id.)

Removal of two travel lanes will increase the speeds of both vehicles and bicycles. The downhill bicycle lane, which starts at 48th Avenue, will end about the crosswalk at the Sutro Heights Parking Lot. That means that automobiles and bicycles proceeding down the Point Lobos Hill from 48th Avenue will suddenly be competing for space in the shared lane while at the same time attempting to avoid any automobiles backing out from the diagonal parking spaces. Of interest, this steep hill was used during a competition of Street Luge which was part of the Extreme Sports X Games during the Summers of 1999-2001.

As stated above, the Draft EIR has not appeared to adequately consider pedestrian safety with regard to Project 7-3. Point Lobos, a short distance below Merrie Way, includes the Sutro Heights Parking Lot on the south side of Point Lobos and the Sutro Baths historic area on the north side of Point Lobos. Other than a painted cross walk between the present four lanes, there is an extreme danger facing pedestrians who must cross the steep roadway while the south bound vehicles are driving down the Point Lobos hill at high speed. Other than a painted crosswalk, there is no signal, light or median to cause the cars to slow down other than voluntarily. However, this invitation to overdrive will increase with the discontinuance of a traffic lane on both sides of the highway. It appears essential that there be necessary improvements at this crossing point to prevent pedestrian injuries and fatalities.

The San Francisco Bicycle Plan admits that a survey taken recently has documented that "pedestrian traffic is high" on weekends along Point Lobos Avenue. In our review of the Draft EIR, there does not appear to be any determination of environmental impacts with regard to

pedestrian safety on Point Lobos Avenue with the exception of “project engineering notes.” Project 7-3 (B-213) Project Notes, Sheet 1, sets forth the following engineering comments:

“Consider providing raised curb with landscaping from side walk to edge of traveled way to discourage use of wide parking shoulder area as a travel lane by through traffic. Alternatively, consider ‘not a lane’ stencil in shoulder/parking area.”

This Project Note does not appear to provide any information concerning safety of pedestrians. However, the engineering drawings do show a "landscaped raised median" at the crossing from the Sutro Heights Lot to the northern side of the former Sutro Baths. This raises the question of whether the construction of a median will be part of the 7-3 Project. Assuming that this median will be built during and not after construction, will it be adequate for pedestrian safety where vehicles fly down Point Lobos Avenue without any street lights or signage?

Furthermore, in 2005, the National Park Service was awarded a Transportation Engineering Technical Assistance Program grant from the MTC as follows. At that time, the NPS was preparing the design for the Parking Lot and trail improvements in the Lands End Area. According to John Skibbe, Landscape Architect for the Golden Gate National Parks Conservancy, a number of issues were identified as important to making the Lands End area safer and easier to use for residents and visitors. There were a number of issues that were of concern to the Conservancy and NPS. These include:

1. Increase pedestrian safety especially crossing Point Lobos at Louis' from the Sutro Heights Parking Lot;
2. Calm traffic flow (vehicles travel very fast especially in the downhill direction from 48th to Balboa);
3. Increase visibility for traffic approaching the Lands End area on Point Lobos (in both directions) as well as for those vehicles entering and exiting the Lands End lot; and
4. Better signalization and signage at the intersection of 48th and Point Lobos.

John Skibbe indicated that the Conservancy has worked with the City and their consultant, Dowling & Associates, to provide input. However the same question is raised: Why hasn't the Bicycle Plan Draft Environmental Impact Report clearly dealt with the issues concerning pedestrian and bicyclist safety at Point Lobos? (*Planning Association for Richmond, Eugene A. Brodsky, January 13, 2009, Letter 32*)

PAR hopes that the San Francisco Planning Department will review the comments of the 7-3 Project and provide sufficient funds to permit adequate pedestrian and bicyclist safety at Point Lobos. (*Planning Association for Richmond, Eugene A. Brodsky, January 13, 2009, Letter 32*)

***Response 5.62 – Project 7-3, Pedestrian and Bicyclist Safety and Roadway Speed***

The commentor states that removal of a traffic lane on Point Lobos Avenue as proposed in Project 7-3 would increase the speeds of both vehicles and bicycles and force vehicles and bicycles to compete for space in the single lane of traffic while attempting to avoid automobiles backing out from the diagonal parking spaces on the steep downhill section of Point Lobos Avenue. The commentor also is concerned that removal of two travel lanes will potentially increase the speeds of both vehicles and bicycles travelling downhill on Point Lobos Avenue.

Project 7-3 was developed in close cooperation between the City and County of San Francisco and the National Park Service (NPS) in order to improve pedestrian and bicycle safety, calm traffic and accommodate access to the NPS's proposed parking facility on Merrie Way.

Project 7-3 consists of two segments, Segment I and Segment II. Segment I would extend along Point Lobos Avenue to Great Highway from 48<sup>th</sup> Avenue/El Camino Del Mar to Balboa Street, and Segment II would extend on Great Highway from Balboa Street to Cabrillo Street. The Draft EIR evaluated one design option for each of the two segments for Project 7-3. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR with the following changes. The southern limit of the modified project would be Fulton Street instead of Cabrillo Street. The modified project would provide a Class II bicycle lane on Great Highway and Point Lobos Avenue, in the northbound and eastbound directions, respectively, from Fulton Street to 48<sup>th</sup> Avenue. Modified Project 7-3 would provide a Class II bicycle lane on Point Lobos Avenue in the westbound direction from El Camino Del Mar to approximately 725 feet westerly (at entrance to Sutro Heights parking lot). Modified Project 7-3 would provide a Class II bicycle lane on Great Highway in the southbound direction from approximately 575 feet north of Balboa Street (at entrance to parking lot on west side of street) to Balboa Street. Modified Project 7-3 would provide a Class III bicycle route on Balboa Street in both

directions between Great Highway and La Playa Street, and on La Playa Street in both directions between Balboa Street and Cabrillo Street. Transit, pedestrian, bicycle and freight loading impacts for the preferred project design are the same as those described on pp. V.A.3-606 through V.A.3-608 of the Draft EIR. In addition, the text changes to the Draft EIR for the preferred project design are provided in Section D of this document on pp. C&R-356 to C&R-361. The project drawing for the preferred project design is provided in Appendix F of this document.

Project 7-3 is intended to slow vehicular traffic by removing one lane of traffic in each direction. A recent study of similar “road diet” projects found “[i]n all five case study sites where the road diet was implemented, the number of crashes and measured speeds decreased, resulting in significant safety improvements.<sup>30</sup>” Similar results have been realized in San Francisco. For example, after removing one lane in each direction of Mansell Street, SFTMA measured average speed reductions ranging from 4 to 14 percent. These speed reductions can be explained by the inability of faster traffic to pass slower moving traffic when there is only one traffic lane in each direction, resulting in slower drivers causing drivers behind them to travel at the same or slower speeds.

The proposal to discontinue the striped southbound bicycle lane approaching the downhill section of Point Lobos Avenue from approximately the Sutro Heights Parking Lot to approximately 600 feet north of Balboa Street is recommended because bicyclists going down this steep hill may need additional lateral movement to avoid roadway hazards while moving at faster speeds than on a level street. The striped bicycle lane would be replaced by sharrows within the downhill traffic lane in this downhill segment. According to Section 1003.2 of the *Caltrans Highway Design Manual*:

Bike lanes are not advisable on long, steep downgrades, where bicycle speeds greater than 30 miles per hour are expected. As grades increase, downhill bicycle

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<sup>30</sup> Rosales, Jennifer A, P.E., *Past President's Award for Merit in Transportation Engineering: Road Diet Handbook*, ITE Journal, November 2007, p. 26-41.

speeds will increase, which increases the problem of riding near the edge of the roadway. In such situations, bicycle speeds can approach those of motor vehicles, and experienced bicyclists will generally move into the motor vehicle lanes to increase sight distance and maneuverability. If bike lanes are to be marked, additional width should be provided to accommodate higher bicycle speeds.

As shown in the project drawings for Project 7-3 in Appendix B of the Draft EIR, p. B-211 through B-215, and in the drawings for Modified Project 7-3 in Appendix F of this document, pp. F-53 to F-55, the right hand traffic lane of southbound Point Lobos Avenue would be eliminated under Modified Project 7-3. This would allow drivers backing out of diagonal parking stalls on the west side of Point Lobos Avenue more room for backing up without contending with southbound vehicular traffic. Downhill bicyclists would have the option of riding in the single southbound traffic lane or in the roadway space between the cars parked on the west side of the street and the southbound traffic lane.

In addition, the safety of pedestrian from traffic vehicles would be increased by the implementation of Project 7-3. As stated on p. V.A.3-607 of the Draft EIR:

The reduction of travel lanes from two to one each way would increase pedestrian crossing safety at the crosswalks by reducing the number of potential conflict points between pedestrian and moving vehicles. The project proposed by the Park Service includes bulb-outs on the northwest, northeast, and southeast corners of the 48<sup>th</sup> Street/Point Lobos Avenue intersection. These bulb-outs would benefit pedestrians by decreasing the total crossing distance. The proposed bulb-out at the mid-block intersection would also decrease the crossing distance , and the raised center median would provide a refuge are for pedestrians crossing Point Lobos Avenue. Therefore, there would be no significant pedestrian impacts with implementation of Project 7-3.



The commentor also asks whether the raised medians are proposed on Point Lobos Avenue as part of Project 7-3 and whether the engineering note on Sheet 1 on p. B-213 of the Appendix B of the Draft EIR means that there would be a landscaped raised median at the crossing of Point Lobos Avenue at the Sutro Heights parking lot.

Sheet 1 on p. B-213 of Appendix B of the Draft EIR indicates that there would be a landscaped raised median at the midblock crosswalk leading to the existing parking lot located on the southeast side of Point Lobos Avenue. The purpose of the proposed raised median would be to slow traffic and to provide a refuge for pedestrians, allowing them to cross one stream of traffic at a time. Furthermore, the engineering note on Sheet 1 states:

Consider providing raised curb with landscaping from sidewalk to edge of traveled way to discourage use of wide parking/shoulder area as a travel lane by through traffic. Alternatively, consider "Not a Lane" stencil in parking/shoulder area.

This text refers to possible treatments to discourage traffic from driving within the roadway space on the northwest side of Point Lobos Avenue near the Cliff House passenger loading area. Whether a raised curb with landscaping between the sidewalk and the edge of the traveled way is provided as part of this project is a design detail to be worked out as the project goes through the approval and detailed design stages subsequent to environmental review. Similar treatments would also apply to Modified Project 7-3.

#### **Comment 5.63 – Project 7-3 and Project 7-5, Pedestrian Safety**

What is particularly difficult to understand is that Project 7-5, Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway, provides that Kirkham between Funston and 17th Avenue has a "proposed option" to install Class 11 bicycle lanes in both directions. These would have painted or raised *pedestrian refuges* added to the intersections...the travel lanes would be narrowed at the intersections to create the pedestrian refuge areas." If the San Francisco Planning Department was willing to provide for the cost of refuge areas on a flat street for pedestrians, why wasn't it

similarly appropriate to provide pedestrian and bicyclist safety at Point Lobos. (*Planning Association for Richmond, Eugene A. Brodsky, January 13, 2009, Letter 32*)

**Response 5.63 – Project 7-3 and Project 7-5, Pedestrian Safety**

The commentor asks why the City was willing to provide for the cost of pedestrian refuges for Project 7-5 on Kirkham Street but not on Point Lobos Avenue for Project 7-3.

Project 7-3 consists of two segments, Segment I and Segment II. Segment I would extend along Point Lobos Avenue to Great Highway from 48<sup>th</sup> Avenue/El Camino Del Mar to Balboa Street, and Segment II would extend on Great Highway from Balboa Street to Cabrillo Street. The Draft EIR evaluated one design option for each of the two segments for Project 7-3. The preferred project design chosen by SFMTA is consistent with the option analyzed in the Draft EIR for these two segments with the following changes. The southern limit of the modified project would be Fulton Street instead of Cabrillo Street. The modified project would provide a Class II bicycle lane on Great Highway and Point Lobos Avenue, in the northbound and eastbound directions, respectively, from Fulton Street to 48<sup>th</sup> Avenue. Modified Project 7-3 would provide a Class II bicycle lane on Point Lobos Avenue in the westbound direction from El Camino Del Mar to approximately 725 feet westerly (at entrance to Sutro Heights parking lot). Modified Project 7-3 would provide a Class II bicycle lane on Great Highway in the southbound direction from approximately 575 feet north of Balboa Street (at entrance to parking lot on west side of street) to Balboa Street. Modified Project 7-3 would provide a Class III bicycle route on Balboa Street in both directions between Great Highway and La Playa Street, and on La Playa Street in both directions between Balboa Street and Cabrillo Street. Transit, pedestrian, bicycle and freight loading impacts for the preferred project design are the same as those described on pp. V.A.3-606 through V.A.3-608 of the Draft EIR. In addition, the text changes to the Draft EIR for the preferred project design are provided in Section D of this document on p. C&R-356. The project drawing for the preferred project design is provided in Appendix F of this document.

As discussed on p. V.A.3-607 of the Draft EIR, pedestrian volumes are low during weekday midday and high during weekends on Point Lobos. In addition, pedestrians generally stay on the north side of Point Lobos and typically do not walk on the south side. The number of travel lanes running in each direction would be reduced from two to one. This would increase pedestrian crossing safety at the crosswalks by reducing the number of potential conflict points between pedestrians and moving vehicles. In addition, the Park Service proposes to install bulb-outs on the northwest, northeast, and southeast corners at the 48<sup>th</sup> Street/Point Lobos Avenue intersection. The proposed bulb-out at these corners and at the mid-block intersections would decrease the distance required to cross the road. Therefore, there would be no significant pedestrian impacts with the implementation of Project 7-3.

As discussed on p. V.A.3-607 of the Draft EIR, raised pedestrian refuges are proposed for Project 7-3 on Point Lobos Avenue. As shown on Sheet 1 on p. B-213 of the Draft EIR, a raised landscaped median is indicated for the midblock crosswalk crossing on Point Lobos Avenue near the existing parking lot located on the southeast side of Point Lobos Avenue. See also the project drawing for Modified Project 7-3 provided in this documentation, Appendix F, p. F-53. The San Francisco Planning Department is responsible for assessing the environmental impacts of these Proposed Projects, but would not provide funding for either project. Funding for the Point Lobos Avenue project has not yet been secured and would be sought by the City and the NPS after completion of the environmental review.

#### **Comment 5.64 – Project 7-4, Removal of Parking**

Project 7-4 John F. Kennedy Drive Bicycle Lanes proposes removing approximately 81 on-street parking spaces on the north side of JFK and approximately 80 spaces on the south side. Traffic is generally heavier in this area of the park, as many of the Park's attractions are clustered around JFK Drive including the Conservatory of Flowers, the DeYoung Museum, the newly renovated and opened California Academy of Sciences, and the Japanese Tea Garden. Fewer parking spaces may result in more drivers spending time looking for spaces.

The DEIR should analyze possible traffic impacts to the park resulting from a reduction of parking spaces. The analysis should analyze increases in traffic during special events and peak tourist season. If the analysis finds that the project would have a significant effect on Golden Gate Park, then the project should included mitigations to reduce or avoid this effect on the park. If Project 7-4 is found to have a significant impact on traffic in Golden Gate Park then the project should consider alternatives to avoid or lessen the impact. (*San Francisco Recreation and Park Department, Daniel LaForte, January 13, 2009, Letter 31*)

**Response 5.64 – Project 7-4, Removal of Parking**

The commentor states that removal of on-street parking spaces on John F. Kennedy Drive may result in more drivers looking for parking spaces within Golden Gate Park and that the Draft EIR should analyze the potential impacts of this parking removal as well as increases in traffic during special events and peak tourist season.

Project 7-4 would add a Class II bicycle lane in both directions on John F. Kennedy Drive between Kezar Drive and Transverse Drive. With the exception of striping for bicycle lanes, parking and travel lane changes that are required to create this bicycle lane 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 & Pedestrian Improvements project after going through a separate environmental review process and certification of an EIR on July 23, 2003..

Parking and travel lane changes that are required to create this bicycle lane 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 & Pedestrian Improvements project after completion of a separate environmental review and certification of an EIR.

Project 7-4 would not change the parking conditions in the project area. Therefore, there would be no parking impacts with implementation of Project 7-4.

In addition, an underground parking facility in the Golden Gate Park Concourse which opened in 2005 in conformance with San Francisco Proposition J. As stated in Section 1 of Proposition J,

An underground public parking facility within or near the concourse with a dedicated entrance and exit (or entrances and exits) outside of the Park will enhance such public access. It will also minimize the potential conflict between recreational enthusiasts and automobile traffic within the Park, including John F. Kennedy Drive and abutting roads. The construction of such an underground parking facility will allow surface parking spaces now located in and about the concourse to be permanently eliminated, thereby improving recreational uses and scenic values of such portions of the Park.

As stated in Section 7 of Proposition J, “Upon completion of construction of the Underground Parking Facility, the Authority shall cause one surface space within the Park to be permanently eliminated for each space within the Underground Parking Facility.” The environmental impacts of Proposition J are described in the EIR entitled “Golden Gate Park Concourse Authority Projects” certified on July 23, 2003, Case File 2001.911E. This EIR analyzed weekend and peak season traffic impacts.

### ***Cluster 8***

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#### **Comment 5.65 – Project 8-5, Pedestrian Safety near San Francisco Zoo**

We are also concerned about the proposal to install bicycle lanes on Sloat Boulevard. This can also create a major safety issue. It appears whoever conceived this proposal overlooked a major consideration. On weekends and holidays hordes of people descend on the San Francisco Zoo. The entrance faces Sloat Boulevard. A significant number of these visitors are parents of small children. A mix of cars, large numbers of pedestrians, plus cyclists can result in some serious accidents. We urge that the Sloat Boulevard proposal be dropped from this project. (*Lakeshore Acres Improvement Club, Bruce H. Selby, January 13, 2009, Letter 30*)

**Response 5.65 – Project 8-5, Pedestrian Safety near San Francisco Zoo**

The commentor states that bicycle lanes on Sloat Boulevard would create a safety issue because on weekends and holidays crowds of people, including parents with small children, visit the San Francisco Zoo, which has an entrance on Sloat Boulevard.

As stated on p. V.A.3-188 of the Draft EIR regarding Project 8-5: “Sloat Boulevard is designated as existing Bicycle Route 50 (Class III) in both directions between the Great Highway and Skyline Boulevard.” Therefore, Sloat Boulevard is already part of the bicycle route network. As noted on p. V.A.3-189: “Bicycle volumes are generally low in the area during the weekdays but typically higher on weekends and on the first Wednesday of each month when the San Francisco Zoo is free to visitors.” Page V.A.3-624 of the Draft EIR notes:

Pedestrian volumes are generally very low on a weekday and relatively high during the weekend and summertime in the vicinity of the San Francisco Zoo. Pedestrian activity mostly occurs on the south side of Sloat Boulevard when the zoo is heavily attended. With the increased volume of pedestrians, there are more potential interactions with bicyclists at the crosswalks. However, there would be no changes in sidewalk width or crosswalk layout, and the interactions between pedestrians and bicyclists would not change as a result of Project 8-5.

**Comment 5.66 – Bicycle Safety, Lake Merced Boulevard**

The purpose of my letter is first to commend the efforts and goals in making the City more bicycle-friendly. However, I was a bit disheartened to find no plan provisions to secure a safe bicycle access along the southwest region of San Francisco, especially the route between Lake Merced Boulevard from the border of Daly City to Winston Drive.

The existing traffic situation along this route is treacherous from the freeway-like conditions along Lake Merced Boulevard. The Bike Plan addresses the bicycle access along this route with a bicycle path around Lake Merced and making the path a part of the bicycle route network. The paved path mentioned in the EIR, Section IV, B, is a pedestrian access, not a bicycle one. The path is about 10-12 feet wide with a running track on the inner side, measuring about 2 feet and a 2-foot green landscaping on the traffic side making the effective paved path for combined pedestrian and bicycle access of between 6-8 feet. Needless to say the path is too narrow and too

congested to be shared by pedestrians and bicycles. In addition, pedestrian traffic is heavy during times of the day making sharing of the path dangerous for both pedestrians and bicyclists.

On the other hand, bicycles that do venture to share the road with vehicular traffic run the risk of collision with the frantic traffic along Lake Merced Boulevard. Vehicles speed could range between 40-65 miles/hour during the day and possibly faster at night. The city of Daly City has already paved a class II bike path for its share of Lake Merced Boulevard all the way to John Daly Boulevard.

The Lake Merced Boulevard route from the south city limits to Winston Drive is a critical access to cyclist commuters entering the city from the City's southwest border to key destinations such as San Francisco State University, Stonestown Mall and Sloat and Sunset Boulevards connecting to the rest of the City. The existing Lake Merced Boulevard paved path is not an appropriate bicycle access alternative either in the short or the long term. (*Rafael Montes, January 14, 2009, Letter 35*)

***Response 5.66 – Bicycle Safety, Lake Merced Boulevard***

The commentor states that the existing multi-use path around Lake Merced is not wide enough to be shared by pedestrians and bicycles. The commentor also suggests that Class II bicycle lanes be provided on Lake Merced Boulevard. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the proposed project.

A portion of existing Bicycle Route #85 runs along Lake Merced Boulevard. The San Francisco Bicycle Plan proposes to make minor improvements to this bicycle route's existing conditions, but no near-term improvements are planned for this segment of the bicycle route network.

In addition, as discussed on p. V.A.3-622 of the Draft EIR, near-term improvement Project 8-4 would add Class II bicycle lanes in both directions on John Muir Drive between Lake Merced Boulevard and Skyline Boulevard. Project 8-4 would connect with existing Bicycle Route 95 that runs along Skyline Boulevard and that is a Class I/III bicycle lane, thereby, providing an alternative bicycle route for those that want to travel through the southwest region of San Francisco. The proposed Class II bicycle lanes would provide bicyclists with a designated right-of-way for travel.

In addition, the San Francisco Recreation and Park Department (RPD) will be presented with the decision as to whether it wants to pursue this project. As part of this decision, the RPD may approve, modify, or deny the project.

### ***Long Term Improvements***

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#### **Comment 5.67 – Long Term Improvement L-14, Make Mansell Street Improvement a Near-Term Project**

Thank you for providing me with a copy of the Draft Environmental Impact Review. I originally commented on only one point: I urged the inclusion of Mansell Street through McLaren Park in the near term project list rather in the later projects. I am disappointed but I'll repeat my urging even though it may be inappropriate comment on the EIR. If it is, please accept my apology.

I'm doing this in case it may be possible to separate out this one segment from the overall plan, for the following reasons.

Mansell is a four-lane street from San Bruno Avenue to just short of Persia, divided by a broad, planted strip. Shortly before it turns into Persia it becomes a two-lane road. Several years ago a bike lane was installed on the portion of Mansell from San Bruno to University Street, the boundary of McLaren Park, reducing auto traffic to one lane. Traffic on the one lane in each direction has not been delayed, and parking is not adversely affected.

At University Mansell changes to two lanes in each direction through the park. The right lane is the same width, now given over to cars. There is no need for two lanes through the park. Traffic does not stack up on the one-lane segment of Mansell and it makes even less sense that bikers are suddenly in a traffic lane where the speed limit is increased by being a four lane divided street. In addition to this odd configuration of a bicycle lane, I point out that Shelley Drive, which intersects with Mansell at two points, is a very broad one-lane-in-each-direction street, and I believe should also be marked with a bike lane. It's a park, for Pete's sake.

Installing bike lanes on Mansell over to Persia and on Shelley would leave room for parking, would not adversely affect trees or other plants, could accommodate Muni buses just as they are accommodated on the one lane sections of Mansell, and would not cause traffic stacking up, concerns that are certainly valid on most other city streets.

While I really don't expect this letter to have any weight in the review of the draft EIR, maybe there is a way to take Mansell out of the Plan and get some painted lines on these streets in *McLaren Park*. This is just a guess on my part, but if these streets come under Rec & Park jurisdiction maybe that's why there is a truncated bike lane on Mansell up to the park boundary. And if that is so, maybe Rec & Park can unilaterally install bike lanes in the park?? I will send a copy of this letter to that Department.



Thank you again for the generous pile of information. Even though I'm not a biker myself I support the effort to accommodate bicycle traffic, and have found the Draft EIR most impressive and educational for me. *(Betty Parshall, December 11, 2008, Letter 2)*

***Response 5.67 – Long Term Improvement L-14, Make Mansell Street Improvement a Near-Term Project***

The commentor suggests that the Proposed Project should include Mansell Street through McLaren Park in the near-term improvements list rather than in the long term improvements to be completed in the future.

This comment considers the merits of the Project and does not address issues pertinent to the environmental review of the Proposed Project. The comment is acknowledged and may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project.

**6. AIR QUALITY**

**Comment 6.1 – Car Exhaust, Health Effects on Cyclists**

Rather the overriding goal of the city should be to make bicycling safe for anyone age 8 to 80 and up. That means separate bicycle streets in which second hand car exhaust is not being constantly consumed by those who operate without producing such cancer-laden car exhaust. *(John Daniel, December 5, 2008, Letter 1)*

***Response 6.1 – Car Exhaust, Health Effects on Cyclists***

The commentor states that bicyclists should be provided with separate bicycle streets so that bicyclists do not consume second-hand car exhaust.

With respect to health effects on cyclists, as explained on p. V.B-16 in the Air Quality section of the Draft EIR, motor vehicles generate CO, which is not an ozone precursor, but is a pollutant responsible for adverse effects in areas close to where it is emitted. CO levels are highest at intersections where there is congestion and traffic speed is slow. The Proposed Project would make modifications to roadways and intersections to accommodate bicycle facilities. To the extent that the Proposed Project reduces levels-of-service at busy intersections, those intersections may experience higher concentrations of

CO with the Proposed Project than without it. Potential air quality effects were analyzed in the Draft EIR and the results are presented in Table V.B-3 on p. V.B-17. There were no standard violations and none were predicted for 2025 Cumulative plus project conditions. Therefore, there would not be significant health effects on cyclists from CO.

Project-generated toxic air contaminant (TAC) emissions are discussed on pp. V.B-18 and 19 of the Draft EIR and include Table V.B-4 TAC Emissions for the following scenarios: Existing, 2025 Cumulative and 2025 Cumulative plus Project. The methodology for estimating project-generated TAC focused on the six MSAT pollutants identified by the U.S. EPA as being the highest priority. MSAT emissions would be considerably lower in the future year 2025 due to foreseeable actions by the California Air Resources Board (CARB) regarding regulations for motor vehicles and other TAC sources. As shown in Table V.B-4 in the Draft EIR, for some intersections future MSAT emissions would be higher with the Proposed Project than without it. However, in those instances the MSAT emissions would still be lower than current levels. Also, the increased MSAT emissions would only occur on portions of streets that are affected by the intersection's congested operation. Thus, bicyclists using the bicycle lanes installed under the Plan would be exposed to these higher MSAT emissions for short durations only. The health effects on cyclists of the Proposed Project due to cyclists' exposure to car exhaust was addressed in the Draft EIR and was determined to be less than significant.

#### **Comment 6.2 – Effects of Congestion: Vehicle Idling and Emissions**

Idling vehicles results in significant carbon monoxide emissions, which have been shown to have detrimental health effects. The introduction of additional feet of carbon monoxide represents an additional hazard, not only to adjacent properties, but to pedestrians, bicyclists and other users that must wait in the additional idled traffic. The project level analysis should report queue lengths that result from lane reductions. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

Also cars and buses idling at this intersection will increase the emissions in the neighborhood, raising a significant health factor and decrease of quality-of-life. It appears that an analysis has not been done on the congestion that will be caused by this proposal. (*Holly Sheffer, January 12, 2009 Letter 13*)

Effects on San Francisco in General: Additionally: Phelan Avenue is defined as a "local street" but one that has high traffic volumes and 9 buses per hour in the peak periods, and high pedestrian volume generated in part by the popular transit stops. Removal of traffic lanes will increase environmental impacts such as air quality impacts, traffic congestion, and noise caused by congestion. Environmental and air quality impacts will be particularly strong and harmful to a) residents of the neighborhoods surrounding City College (including but not limited to Sunnyside). These neighborhoods include low- and moderate-income housing, and therefore SF Planning's proposal for Project 5.10 has a disproportionate environmental health impact on low income and moderate-income families; b) children attending the several schools nearby, whose air quality will be affected, causing health concerns for SF children trying to play outdoors in the community; and c) pedestrians and transit users who are already burdened by the congestion on Phelan. (*Sunnyside Neighborhood Association, Nicole Nantista, et. al., January 7, 2009, Letter 24*)

#### ***Response 6.2 – Effects of Congestion: Vehicle Idling and Emissions***

One of the commentors stated that there should be analysis based on idling and CO emissions from vehicle queue lengths. Another commentor suggests that the removal of traffic lanes on Phelan Avenue would increase congestion on the street and this congestion would have negative air quality, noise, pedestrian and transit impacts. One of the commentors also expresses concern that congestion and related air emissions at the Portola/Clipper/Diamond Heights intersection have not been evaluated and would decrease the quality of life in the area.

As explained on p. V.B-16 in the Air Quality Section of the Draft EIR, motor vehicles generate CO, which is not an ozone precursor, but is a pollutant responsible for adverse effects in areas close to where it is emitted. CO levels are highest at intersections where there is congestion and traffic speed is slow. The Proposed Project would make modifications to roadways and intersections to accommodate bicycle facilities. To the extent that the Proposed Project reduces the levels-of-service at busy intersections, those intersections could experience higher concentrations of CO with the Proposed Project than they would without it.

Project-specific CO concentrations and MSAT emissions<sup>31</sup> were estimated near selected intersections in the San Francisco Bicycle Plan Area. The results of this analysis are presented on pp. V.B.16-19 of the Draft EIR. One intersection from each of the Proposed Project's traffic analysis Cluster areas were modeled as indicators of CO concentrations and MSAT emissions. CO levels were estimated using the CALINE4 dispersion model. The spreadsheet methodology developed by UC Davis under Caltrans contract was used with San Francisco-specific MSAT emission rates generated by the California Air Resources Board's (CARB) EMFAC2007 on-road emissions model and intersection-specific traffic activity data (i.e., traffic volumes, intersection LOS, etc.) from the TIS conducted for the Proposed Project. CO concentrations and MSAT emissions estimates were made for the following development scenarios: Existing, 2025 Cumulative, and 2025 Cumulative plus Project.

CO background levels characteristic of the project site's urban location were estimated as recommended in the Bay Area Air Quality Management District's (BAAQMD) *CEQA Guidelines*. The modeled local and monitored background values were added to obtain the worst-case CO levels at the intersections, as shown in Table V.B-3, p. V.B-17 of the Draft EIR. The model is based on intersections LOS which worsens as queue lengths increase; therefore, the impact of longer queue lengths on CO levels was analyzed in the Draft EIR. No violations of CO ambient air quality standards are predicted.

Project-generated Toxic Air Contaminant emissions (TAC) are discussed on pp. V.B-18 and 19 of the Draft EIR and include Table V.B-4 TAC Emissions for the following scenarios: Existing, 2025 Cumulative and 2025 Cumulative plus Project. The methodology for estimating project-generated TAC focused on the six MSAT pollutants identified by the U.S. EPA as being the highest priority. MSAT emissions would be considerably lower in future year 2025 due to likely actions by the California Air

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<sup>31</sup> The six MSAT pollutants identified by the US Environmental Protection Agency (EPA) as being the highest priority for motor vehicle sources (i.e., diesel particulate matter (DPM), acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene).

Resources Board (CARB) regarding regulations for motor vehicles and other TAC sources. As shown in Table V.B-4 in the Draft EIR, for some intersections future MSAT emissions would be higher with the Proposed Project than without it. However, in those instances the MSAT emissions would still be lower than current levels. Also, the increased MSAT emissions would occur only on portions of streets that are affected by the intersection's congested operation. Thus, bicyclists using the bicycle facility improvements installed under the Proposed Project would be exposed to these higher MSAT emissions for a short duration only, which would be a less-than-significant exposure.

Please refer to the discussion starting on p. V.B-16 of the Draft EIR for more information regarding air quality impacts.

*Noise.* The Proposed Project may affect traffic noise levels by changing motor vehicle traffic volumes, speeds and traffic lane locations relative to the adjacent land uses that line the streets where bicycle lanes are or would be installed. These changes were modeled using the Federal Highway Administration's Traffic Noise Model (TNM) along selected streets in the San Francisco Bicycle Plan Area. One roadway corridor connecting to one selected intersection from each of the Proposed Project's traffic analysis Cluster areas was modeled as an indicator of traffic noise impacts. TNM used roadway-specific traffic activity data from the TIS conducted as part of the Proposed Project (i.e., traffic volumes, flow speeds, lane configurations, etc.).<sup>32</sup> TNM calibrated by corridor-specific short-term noise level measurements to assure model accuracy. Traffic noise level estimates were made for the following development scenarios: Existing, 2025 Cumulative, and 2025 Cumulative with San Francisco Bicycle Plan implementation. As stated on p. V.C-5:

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<sup>32</sup> Wilbur Smith Associates, October 2008. *San Francisco Bicycle Plan Update Transportation Impact Study*. This report is available for review by appointment at the San Francisco Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA as part of Case File No. 2007.0347.

The intersections were selected because existing traffic noise levels in its vicinity are relatively high, existing land uses there are noise-sensitive (i.e., adjacent uses include residences, schools, hospitals, churches, etc., rather than mostly commercial or industrial), and project-related physical improvements to the intersection/local streets could move traffic flows closer to/further from adjacent noise-sensitive land uses, thereby worsening/improving its noise exposure.

As shown in Table V.C-1 on p. V.C-4 of the Draft EIR, the Proposed Project would cause a very slight reduction in local noise levels, ranging from a reduction of 0.1dBA to 0.4dBA. “This reduction would occur when new bicycle lanes are introduced to a street, and traffic flows are thereby relocated to portions of the street farther from the facing homes and other noise sensitive receptors.” The result of the noise analysis concluded that the Proposed Project would have no significant effects on noise.

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

As discussed on p. V.A.3-496 of the Draft EIR, Project 5-10 has two options. Option 1 would involve the removal of one traffic lane in both directions on Phelan Avenue between Judson and Ocean Avenues. However, Option 2 would not remove traffic lanes and instead would remove on-street parking. At this time, a preferred option has not been determined.

*Traffic Congestion and Air Quality.* As shown in Tables V.5-28 through V.5-31, Project 5-10 Option 1 would not change the LOS designation for the intersection of Phelan Avenue/Geneva Avenue/Ocean Avenue during either the AM or PM peak hour for the existing plus project and cumulative plus project conditions. Therefore, Project 5-10 would not significantly increase the congestion on Phelan Avenue in that area. Without a significant increase in traffic congestion in this area related to the Proposed Project, there would be no significant air quality impacts as a result of the Proposed Project.

*Transportation-related Noise.* The Transportation-related Noise Analysis is presented on pp. V.C.1-8 of the Draft EIR. The intersections that were chosen for noise analysis were the same intersections used to measure air emissions, which were the intersections expected to have the greatest amount of congestion. All other roadway intersections, due to lesser congestion and traffic, are expected to generate lower noise levels and were therefore not modeled. The noise analysis concluded that the proposed project would have no significant noise effects. Therefore, the Project 5-10 would not have a significant impact on noise levels.

*Transit.* As discussed on p. V.A.3-498, Project 5-10 Option 1 would cause a delay of one second under project conditions and two seconds under cumulative conditions to Muni lines 36 and 43. A one or two second delay to transit lines is not considered a significant impact. Therefore, Project 5-10 would not have a significant impact on transit lines along Phelan Avenue.

*Pedestrians.* As discussed on p. V.A.3-501, both options of Project 5-10 would have a beneficial effect on pedestrian accessibility and safety by adding sidewalks bulb-outs at crosswalks and/or raised crosswalks. Therefore, Project 5-10 would have a beneficial impact on pedestrian safety along Phelan Avenue. As discussed above there would be no significant air quality or noise impacts to pedestrians as a result of the Proposed Project. Therefore, Project 5-10 would not have a disproportionate health impact on the surrounding families or children at near-by schools.

***Project 6-2, Clipper Street Bicycle Lanes, Douglass Street to Portola Drive***

As discussed on p. V.A.3-539 of the Draft EIR and in Master Response 3, p. C&R-14, Project 6-2 has two segments. Segment I consists of Clipper Street between Diamond Heights Boulevard and Douglass Street. There is only one option for this segment. Class II bicycle lanes would be added in both the eastbound and westbound directions. A travel lane would also be removed in each direction. In addition, a two-way left-turn center lane would be added. This is the preferred option for Segment I.

Segment II consists of Diamond Heights Boulevard between its intersection with Clipper Street and Portola Drive. Segment II Option 1 would add a left-turn Class II bicycle lane and a Class II bicycle lane on the curbside and remove one eastbound left-turn lane. Segment II Option 2 for this segment would add sharrows to one eastbound left turn lane and the westbound curb lane. Option 2 is the preferred option for Segment II. Segment II Option 1 is no longer being considered for implementation by SFMTA.

*Transportation-related Air Quality.* As shown in Table V.B-3, p. V.B-17 of the Draft EIR, the average CO concentrations at the intersection of Portola Drive/O'Shaughnessy Boulevard, which is near and more congested than the Portola/Clipper/Diamond Heights intersection, would be less than existing conditions. As such, no violations of CO ambient air quality standards are predicted at this intersection or at others around the City.

As shown in Table V.B-4, p. V.B-18 of the Draft EIR, the MSAT emissions at the intersection of Portola Drive/O'Shaughnessy Boulevard, which is near and more congested than the Portola/Clipper/Diamond Heights intersection, would be less than existing conditions. The Project would not result in a significant increase in TACs as indicated by project MSAT emissions.

Therefore, contrary to the commentor's assertion, congestion and related emissions for Project 6-2 have been analyzed in the Draft EIR. Air quality impacts were estimated at intersections with the greatest traffic impacts and were therefore analyzed conservatively for Project 6-2. No significant air quality impacts have been identified that would raise a significant health factor leading to a decrease in quality of life.

### **Comment 6.3 – Greenhouse Gas Emissions**

The Greenhouse Gas Emissions of the additional delay and increased VMT that result from the significant lane reductions across the City is not discussed, and could represent a significant increase in the Greenhouse Gas Emissions created by mobile sources within San Francisco. This EIR fails to address Greenhouse Gas Emissions. The Mayor's Office and the Board of Supervisors have indicated that this is an important priority for the City, yet there is no analysis



within the EIR of how the additional idling and more circuitous routing of vehicles will increase these emissions within San Francisco. The negative impacts of additional traffic congestion to Greenhouse Gas Emissions should be disclosed. (*Joseph A. Story, January 11, 2009, Letter 11; Joseph J. Acosta, January 11, 2009, Letter 12; Red Rock One Home Owners Association, Scott Hrudicka, January 11, 2009, Letter 21*)

### **Response 6.3 – Greenhouse Gas Emissions**

The commentors state that the Draft EIR fails to address greenhouse gas (GHG) emissions that would result from lane reductions, associated delay, and increased vehicle miles traveled (VMT). As explained on p. V.B-19 of the Draft EIR in the Air Quality Section, the Proposed Project would emit GHGs during construction of individual projects and from the amount of concrete required for specific projects. However, these construction emissions could be offset if the Bicycle Plan and its individual projects resulted in a transportation mode shift from vehicles to bicycles.

In addition, the Proposed Project operation would require electricity used to operate signs and signals with consequent indirect GHG emissions attributed to the energy plants providing that power. Some additional GHG emissions could be attributed to increased local traffic congestion resulting from Plan implementation. As stated in the DIER on p. V.B-22, implementation of the Proposed Project would not add traffic volumes to the roadway network and therefore, would not increase VMT. GHG from VMT increasing would not occur. While some GHG benefits from the Project (i.e., by making bicycle travel easier and safer, motor vehicle trips and their GHG emissions could be reduced) are expected, operational GHG emissions are expected to be minimal and quantification of these emissions is extremely difficult. Qualitative analysis regarding the increase of CO due to congestion concluded that increased CO from congestion would likely be offset by mode shift due to the Proposed Project.

Overall, implementation of the Proposed Project would likely result in a net decrease in GHG emissions because the Proposed Project is expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. However, the mode shift from cars to bicycles is not quantifiable, and therefore, the GHG analysis does not

account for this potential decrease in GHG emissions. Additionally, the Proposed Project would not impede actions to meet either the state GHG reduction goals or San Francisco's GHG reduction goals. In fact, the Proposed Project would be compatible with state and local GHG reduction goals by promoting zero emissions alternatives to vehicle travel. Please refer to the greenhouse gas emissions discussion starting on p. V.B-19 of the Draft EIR for more information.

## **7. ALTERNATIVES**

### **Comment 7.1 – Alternatives Analysis Methodology**

Chapter VII, Section A - Method of Alternatives Selection: In this section, the “No Project” scenario emphasizes that none of the goals or benefits of the plan would be achieved through the implementation of such an alternative. In addition, the text prefacing Alternative A states that the impacts in the report may not include all the possible negative effects. We recommend that the text clarify this point and also indicate that the benefits of Alternative A are not evaluated in the EIR, and that effectiveness criteria are not used in assessing Alternatives A and B, against which any impacts must be weighed in a decision-making process. This is an important point that should be emphasized to future readers of the EIR to provide a greater context for policy decisions. (*San Francisco County Transportation Authority, Ben Stupka, January 13, 2009, Letter 26*)

### **Response 7.1 – Alternatives Analysis Methodology**

The commentor suggests that the Draft EIR clarify that the analysis of the Alternatives does not include all possible negative effects and that the benefits of Alternative A are not evaluated in the Draft EIR, and that effectiveness criteria are not used in assessing Alternative A and B, against which any impacts must be weighted in a decision-making process.

The following text is inserted on p. VII-2, at the bottom of paragraph 1:

The analysis of alternatives is provided to compare the effects of the Proposed Project against other possible development scenarios. The alternatives analysis does not include an in depth discussion of the beneficial effects of the project or alternative scenarios that might be used to compare the effectiveness of these scenarios. Such factors will be considered as part of the City decision-makers action on the Proposed Project.

### **Comment 7.2 – Environmentally Superior Alternative**

Chapter VII, Section B - Summary of Alternatives: This section identifies the "environmentally superior alternative" for both the Project-Level Impacts and the Program-Level Impacts. Following selection of the "locally preferred alternative" in the Final EIR, the Authority would like to encourage SFMTA to build a prioritization system for implementing the projects identified as the "environmentally superior alternatives", which will balance the ease of implementation, funding availability and timely use of funds, community support, political feasibility, overall cost, and transportation impact (e.g., which routes will be used immediately). (*San Francisco County Transportation Authority, Ben Stupka, January 13, 2009, Letter 26*)

### **Response 7.2 – Environmentally Superior Alternative**

The commentor encourages SFMTA to develop a prioritization system for implementing the "environmentally superior alternatives" in order to balance the factors of ease of implementation, funding availability, community support, political feasibility, overall cost and transportation impact.

This comment considers the implementation of Proposed Project and does not address issues pertinent to the environmental review of the Proposed Project. The comments may be considered by the SFMTA Board as part of its decision to approve, disapprove, or modify the Project. SFMTA will develop an implementation schedule for the near-term improvements so that the projects may be implemented efficiently after the injunction is lifted. The factors suggested by the commentor will be applied in the implementation plan.

## **8. MITIGATION AND IMPROVEMENT MEASURES**

### **Comment 8.1 – Elimination and Reduction of Impacts**

5. The DEIR Fails To Propose Mitigations that Eliminate or Reduce to Insignificance the Direct, Indirect, and Cumulative Impacts of the Project.

6. The DEIR Fails to Propose Alternatives that Eliminate or Reduce to Insignificance the Direct, Indirect, and Cumulative Impacts of the Project. (*Coalition for Adequate Review, Mary Miles, January 13, 2009, Letter 22*)

Once identified, the DEIR must also propose mitigation or alternatives that will eliminate or significantly reduce each of the impacts. (*Coalition for Adequate Review, Mary Miles, January 7, 2009, Letter 16*)

**Response 8.1 – Elimination and Reduction of Impacts**

The commentor notes that CEQA requires a full analysis, mitigation measures, and a complete range of alternatives to the Proposed Project. Chapter V.A.2, pp. V.A.2-1 through V.A.2-70 of the Draft EIR, includes an analysis of the Bicycle Plan program-level transportation impacts, a range of specific mitigation measures, and alternatives. The Draft EIR provides an analysis of a range of project options to the Proposed Project from which decision-makers may choose alternative variants. Please see the Alternatives discussion in the Draft EIR in Chapter VII, pp. 1 – 15, which is summarized in the Executive Summary on p. ES-74. The Draft EIR includes discussion of the No Project Alternative, and consideration of two other alternatives, each of which has been analyzed at a comparable level of detail. However, as described, the Draft EIR also provides for numerous variants of these alternatives because the Draft EIR for the 60 near-term improvements evaluated two options for many of the projects. Decision-makers have the ability to consider approval of many combinations of these project options.

An EIR must analyze a reasonable range of alternatives to the Proposed Project. Pursuant to case law CEQA establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR.<sup>33</sup> The alternatives to be analyzed should be appropriate to the Proposed Project when reviewed in light of statutory purpose (*CEQA Guidelines* Section 15126.6). In *Village Laguna of Laguna Beach v. Board of Supervisors* (4<sup>th</sup> Dist 1982) 134 Cal App. 3D 1022 [185 Cal. Rptr. 41], the court held that if a range of alternatives is analyzed which provided decision-makers with sufficient information to extrapolate potential impacts from hypothetical alternatives, then the EIR is not

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<sup>33</sup> Remy, Michael, T. Thomas, J. Moose, W. Manley. 2007. *Guide to CEQA*. Solano Press Books. Point Arena, CA.

deficient. Such is the case here where analysis of multiple project options for 60 projects is being provided for consideration to the decision-makers.

For each significant impact that has been identified in the Draft EIR, an effort has been made to identify mitigation measures to eliminate the impact or to reduce it to a less than significant level. The mitigation measures that reduce potentially significant impacts to a less than significant level have been so identified. In cases where no feasible mitigation measures exist, then impacts remain significant and unavoidable and are so identified (Draft EIR Chapters V and VI; See also Executive Summary Tables ES-1 and ES-3, Draft EIR p. ES-6 to ES-73).

The proposed mitigation measures are consistent with current interpretations of CEQA as well as state guidelines implementing CEQA Section 15126.4. Accordingly, the assessment in the Draft EIR of potential direct and indirect impacts of the Proposed Project is considered adequate, as is the identification of mitigation.

Furthermore, the Mitigation Monitoring and Reporting Program (MMRP), which would be adopted if the Proposed Project were approved, will identify specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing, and the responsible monitoring party. Verification of compliance with each measure is required, thus ensuring implementation of the mitigation measures. The MMRP would be overseen and enforced by the City and, as appropriate, state and/or federal resources agencies.

#### **Comment 8.2 – Responsibility for Implementation of Mitigation**

The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. (*Caltrans, Lisa Carboni, January 8, 2009, Letter 17*)

***Response 8.2 – Responsibility for Implementation of Mitigation***

All mitigation measures identified in the Draft EIR will be included in the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project. The MMRP will discuss scheduling and implementation responsibilities for all mitigation measures. There are no “fair share” contributions proposed for mitigation measures. The Proposed Project’s sponsor will provide funding for all mitigation measures, unless otherwise noted.

## D. DRAFT EIR REVISIONS

Below are revisions to the Draft EIR. Revisions have been made in response to public comments that have been made on the Draft EIR, as well as initiated by Planning Department staff. Changes made in Response to Comments are listed in Section 1 below; staff-initiated changes are listed in Section 2 below. Deletions to the Draft EIR text are shown with strikethrough and additions are shown with double underline.

### 1. TEXT CHANGES IN RESPONSE TO COMMENTS

The reference on pp. V.A.3-24, V.A.3-27, and V.A.3-28 of the Draft EIR is revised as follows:

~~The Spring 2007 Level of Service (LOS) Monitoring, San Francisco Municipal Transportation Agency, August 2007. Carter Burgess. 2007. Congestion Management Program: Spring 2007 Level of Service Monitoring, Appendix IV of the 2007 Congestion Management Report prepared for the San Francisco County Transportation Authority. Accessed and available online at <http://www.sfcta.org/content/view/301/147/>. A copy of this document is available for review by appointment at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File 2007.0347E.~~

The project description of Project 1-3 on pp. IV.B-10 and V.A.3-23 of the Draft EIR is revised as follows:

Modified Project 1-3 would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one eastbound travel lane between Stockton Street and The Embarcadero. Modified Project 1-3 would ~~lengthen~~ extend the existing six bus zones along North Point Street by approximately 5-50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street. ~~and would eliminate the bus zones in both directions at Larkin Street to minimize transit delays.~~ Parking changes to accommodate bus zone changes would result in the net loss of ~~one~~ eight parking spaces.

In addition, the third paragraph on p. V.A.3-199 of the Draft EIR, is revised as follows:

Modified Project 1-3 would add Class II bicycle lanes in both directions on North Point Street and would remove one westbound travel lane between Stockton

Street and Van Ness Avenue plus one eastbound travel lane between Stockton Street and The Embarcadero. Modified Project 1-3 would also extend the existing six length of Muni and Golden Gate Transit (GGT) bus stops by approximately 5 -50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street along North Point Street. by removing approximately eight on-street parking spaces and would add approximately seven spaces by eliminating the Muni bus stops in both directions on North Point Street at Larkin Street. Parking changes to accommodate bus zone changes would result in the net loss of eight parking spaces.

Action 1.17 on p. V.A.2-15 is revised to include light-rail transit tracks as follows:

Create an inventory of locations along the bicycle route network that intersect or run parallel to railroad tracks and light-rail transit tracks—and identify appropriate measures to mitigate the impacts of the track crossings to bicyclists. If future crossings are needed, they shall be designed in consultation with the California Public Utilities Commission (CPUC) Railroads Crossing Engineering Section and built to CPUC standards.

The third paragraph on p. V.A.3-199 of the Draft EIR is revised as follows:

Modified Project 1-3 would add Class II bicycle lanes in both directions on North Point Street and would remove one westbound travel lane between Stockton Street and Van Ness Avenue plus one eastbound travel lane between Stockton Street and The Embarcadero. Modified Project 1-3 would also extend the existing six length of Muni and Golden Gate Transit (GGT) bus stops by approximately 5 -50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street along North Point Street. by removing approximately eight on-street parking spaces and would add approximately seven spaces by eliminating the Muni bus stops in both directions on North Point Street at Larkin Street. Parking changes to accommodate bus zone changes would result in the net loss of eight parking spaces.

Page V.A.3-131 of the Draft EIR, last paragraph, sentence 1 will be modified to reflect the inclusion of SamTrans bus line 391 in the transit analysis for Project 5-6:

Muni bus lines 12 and 27 and SamTrans bus line 391 operate along portions of the project area for Project 5-6.



On pp. V.A.3-131 and V.A.3-473 of the Draft EIR, last paragraph, the following sentence will be added at the end of the paragraph:

SamTrans bus line 391 operates during the AM and PM peak periods on Cesar Chavez Street between South Van Ness Avenue and Mission Street with approximately four buses per hour in each direction. The bus does not stop along this section for pick-up or drop-off of passengers.

Page V.A.3-473 of the Draft EIR, last paragraph, first sentence will be modified to reflect the inclusion of SamTrans bus line 391 in the transit analysis for Project 5-6:

Muni routes 12 and 27 and SamTrans bus line 391 operate along portions of the project area for Project 5-6.

The description of the Bay Trail Long-Term Improvement L-3 Bay Trail Improvements in the Vicinity of Hunters Point on pp. V.A.5-4 and V.A.5-5 of the Draft EIR is incorrect. This description is revised to read:

This long-term improvement would involve improvements to the San Francisco Bay Trail within the southeast portion of San Francisco. The Bay Trail alignment through the Bayview Hunters Point area ~~differs from bicycle route network in this area. The Bay Trail runs as an unimproved on-street trail north/south on Ingalls Street and Yosemite Avenue, and connects with the exiting Bicycle Route 5 on 3rd Street, existing Bicycle Route 7 on Keith Street, and existing Bicycle Route 805 on Carroll Avenue. Ingalls Street and Yosemite Avenue are not part of the bicycle network. The Bay Trail runs for a three block (0.15 mile) segment of Ingalls Street between Ingalls Street and 3rd Street. Both Ingalls Street and Yosemite Avenue have one travel lane in each direction and parking on both sides of the street.~~ Keith Street between Carroll and Palou Avenues, east-west on Palou Avenue between Keith and Phelps Streets and north-south on Phelps Street between Palou Avenue and Third Street, which is the same alignment as Bicycle Route 7. Improvements could involve new bicycle facilities along these routes.

Figure V.A.5-1 on p. V.A.5-2 is revised to show this Bay Trail alignment in addition to the Bay Trail alignment that is shown along the shoreline of Candlestick Park, Hunters Point Shipyard, and along Cargo Way. See Appendix F of this document.

The following text is inserted on p. VII-2, at the bottom of paragraph 1:

The analysis of alternatives is provided to compare the effects of the Proposed Project against other possible development scenarios. The alternatives analysis does not include an in depth discussion of the beneficial effects of the project or alternative scenarios that might be used to compare the effectiveness of these scenarios. Such factors will be considered as part of the City decision-makers action on the Proposed Project.

Page V.A.3-427 of the Draft EIR, first paragraph, the following sentence is revised as follows:

Therefore, a significant transit impact (Significant Impact TR-P5-4f ~~and TR-P5-4g~~) would occur for Muni bus lines 9, 9X, 9AX and SamTrans 292 with the implementation of Projects 5-2 and 5-4 combined Option 1 under 2025 Cumulative plus Project conditions.

Page V.A.3-447 of the Draft EIR, first paragraph, the following sentence is revised as follows:

Therefore, a significant transit impact (Significant Impact TR-P5-4g) would occur for Muni bus lines 9, 9X, 9AX and SamTrans 292 with the implementation of individual Project 5-4 with Option 1 under 2025 Cumulative plus Project conditions. No significant transit impact would occur with Option 2.

The text for improvement measure I-P5-7a for Project 5-7a was not included in the Draft EIR on p. V.A.3-481. The following paragraph will be added following the parking analysis for Project 5-7a:

Improvement Measure 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.

Text on p. IV.B-42 of the Draft EIR, paragraphs 4 and 5, is modified to indicate changes to Project 6-5 (see Section D of this document, p. C&R-330 to C&R-333, for further detail):

In the eastbound direction, a Class II bicycle lane would be added to Portola Drive ~~by removing a travel lane from O'Shaughnessy Boulevard to 300 feet easterly and~~ by narrowing travel lanes from ~~350~~<sup>300</sup> feet east of O'Shaughnessy Boulevard to approximately 260-215 feet west of Corbett Avenue.

In the westbound direction, a Class II bicycle lane would be added to Portola Drive by removing approximately four parking spaces and narrowing travel lanes from Corbett Avenue to Burnett Avenue. Project 6-5 would remove one westbound lane approaching Clipper Street ~~and would add approximately 15 parking spaces.~~ From Burnett Avenue to Twin Peaks Boulevard, a Class II bicycle lane would be added by narrowing travel lanes and adding sharrows. From Twin Peaks Boulevard to Woodside Avenue, a Class II bicycle lane would be added by removing one westbound left-turn lane approaching O'Shaughnessy Boulevard and adding sharrows.

Project 6-5 would remove approximately four parking spaces on the west side of Portola Drive on the far-side of Corbett Avenue, at a location where parking occupancy is relatively moderate.

This project would establish bus zones on Portola Drive at the following existing pole stop locations:

- South side, from 575 feet to 625 feet east of O'Shaughnessy Boulevard (mid-block);
- South side, from Glenview Drive to 80 feet easterly (far side, southeast corner);
- North side, from the east end of the driveway of 110 Portola Drive to 80 feet easterly (mid-block);
- North side, from Burnett Avenue to 80 feet westerly (far side, northwest corner); and
- North side, from Glenview Drive to 80 feet westerly (far side, northwest corner).

Page V.B-23 of the Draft EIR is revised as follows.

### **CUMULATIVE IMPACTS**

The BAAQMD neither recommends quantified analyses of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. As discussed previously, the construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Likewise, construction employees would continue to drive from site to site over time. Because (1) construction activities would be temporary, (2) the contribution to the cumulative context is so small as to be virtually immeasurable, and (3) all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented under San Francisco Construction Dust Control Ordinance 17608, effective July 2008. Therefore, the contribution of construction emissions associated with the Proposed Project would not be cumulatively considerable, the contribution of construction emissions associated with the Project would not be cumulatively considerable.

Bicycling has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. The Proposed Project ~~would~~could result in a net reduction in emissions and thus ~~has~~ would have no impact and would not contribute to a cumulative impact. As discussed above, implementation of the Proposed Project does not result in any new auto mobile trips being added to the roadway network. Under cumulative conditions, with the Proposed Project included, CO and TAC emissions are predicted to decrease.

Implementation of the Proposed Project would likely result in a net decrease in GHG emissions because the Proposed Project is expected to reduce emissions citywide by shifting a portion of motor vehicle trips to bicycle trips. However, the mode shift from cars to bicycles is not quantifiable, and therefore, the GHG analysis does not account for this potential decrease in GHG emissions.

The Proposed Project would temporarily emit GHGs during construction of individual projects and from the amount of concrete required for specific projects. However, these construction emissions will quickly dissipate at the

completion of the temporary construction period and could be offset should the Bicycle Plan and its individual projects shift some modes of transportation from vehicles to bicycles. The Proposed Project would not impede actions to meet either the state GHG reduction goals or San Francisco's GHG reduction goals. In fact, the Proposed Project would be compatible with state and local GHG reduction goals by promoting zero emissions alternatives to vehicle travel.

## 2. STAFF-INITIATED TEXT CHANGES

### *Overview*

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Following distribution of the Draft EIR, MTA has refined the draft San Francisco Bicycle Plan. The changes are minor and include renumbering some of the Action items as well as a few editorial revisions. These changes are not substantive and do not affect the analysis or conclusions regarding significant impacts provided on pp. V.A.2-1 to V.A.2-69 of the Draft EIR.

In addition, SFMTA also has refined the near-term improvements and developed preferred project designs for most near-term improvements since distribution of the Draft EIR. The staff-initiated text changes below indicate the preferred project design for each near-term improvement including a description regarding how or if the preferred designs differ from project options analyzed in the Draft EIR and any corresponding supplemental environmental analysis required under CEQA for these projects. The preferred project designs are within the range of project alternatives originally anticipated for these near-term improvements and fall within the analytic framework and conclusions presented in the Draft EIR. The project refinements are based upon input from stakeholder groups and City agencies to develop a project design that meets the overall objective of SFMTA's Bicycle Program to increase safe bicycle use in the City and satisfy other planning goals of the City.

Over half of the 60 near-term improvements remain unchanged from projects described and analyzed in the Draft EIR. Eleven of the near-term improvements have minor modifications and 13 others have additional modifications. All of these design refinements are fully described and analyzed in this document. As set forth, and based upon substantial evidence in the record, these project changes, both individually and cumulatively, do not create any new significant impacts or a substantial increase in environmental impacts from those identified in the Draft EIR. Nor do they trigger any of the other provisions that would necessitate recirculation under CEQA Guidelines Section 15088.5 such as presentation of a feasible project alternative or mitigation

measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it; or that the Draft EIR is so fundamentally or basically inadequate and conclusory in nature that meaningful public review and comment were precluded. Moreover, the limited extent of project design refinements and relatively small number of projects affected by measurable changes has not denied the public a meaningful opportunity to comment on said projects in the context of the Draft EIR.

***A. Near-term Improvements for which the Preferred Project is an Option Analyzed in the Draft EIR***

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The following text is added on p. IV.B-8 of the Draft EIR, after paragraph 6, to indicate the near-term improvements for which the Preferred Project is an option analyzed in the Draft EIR. For the near-term improvements listed in the table below, the preferred project is an option analyzed in the Draft EIR. Therefore, there are no staff-initiated text changes to the project description or environmental analysis presented in the Draft EIR:

SFMTA has continued to refine the projects evaluated in the Draft EIR based upon stakeholder and City agency input. Although some projects have been modified through this process, the preferred project design for the following 31 projects corresponds directly with a particular project design option analyzed in the Draft EIR. Table C&R-8 (Near-term Improvements for which the Preferred Project is an Option Analyzed in the Draft EIR) below identifies the preferred project option as well as the pages from the Draft EIR where the preferred project option is analyzed.

Table C&R-8 is inserted immediately following this text. (Double underlining is not shown.)

<b>Table C&amp;R-8</b> <b>Near-term Improvements for which</b> <b>Preferred Project Design is the Draft EIR Design Option Indicated</b>				
<b>PROJECT</b>		<b>DEIR OPTION 1</b>	<b>DEIR OPTION 2</b>	<b>DRAFT EIR PAGE REFERENCES</b>
<b>1-2</b>	Broadway Tunnel Signage Improvements	ü		IV.B-9, V.A.3-21 to V.A.3-23, V.A.3-26 to V.A.3-28, , V.A.3-198, V.A.3-199, V.A.3-627, and Appendix B
<b>2-3</b>	14th Street Bicycle Lane, Dolores Street to Market Street	ü		IV.B-12, IV.B-13, V.A.3-31, V.A.3-33, V.A.3-34, V.A.3-37, V.A.3-51 to V.A.3-53, V.A.3-64, V.A.3-250 to V.A.3-255, V.A.3-257, V.A.3-258, V.A.3-297 to V.A.3-300, V.A.3-303 to V.A.3-305, V.A.3-347, V.A.3-627, and Appendix B
<b>2-5</b>	Beale Street Bicycle Lane, Bryant Street to Folsom Street	ü		IV.B-15 - 16, V.A.3-31, V.A.3-33, V.A.3-39, V.A.3-56-57, V.A.3-275, V.A.3-276, V.A.3-627, and Appendix B
<b>2-6</b>	Division Street Bicycle Lanes, 9th Street to 11th Street		ü	IV.B-16, V.A.3-39-40, V.A.3-57, V.A.3-262-264, V.A.3-266, V.A.3-270-272, and V.A.3-276-284, V.A.3-628, and Appendix B
<b>2-7</b>	Fremont Street southbound Bicycle Lane, Harrison Street to Howard Street	ü		IV.B-16, V.A.3-33, V.A.3-40, V.A.3-58, V.A.3-59, V.A.3-60, V.A.3-61, V.A.3-285, V.A.3-286, V.A.3-287, V.A.3-288, V.A.3-351, V.A.3-352, V.A.3-353, V.A.3-627, and Appendix B
<b>2-8</b>	Howard Street westbound Bicycle Lane, short extension at 9th Street	ü		IV.B-17, V.A.3-33, V.A.3-34, V.A.3-40, V.A.3-60, V.A.3-61, V.A.3-289, V.A.3-290, V.A.3-627, and Appendix B
<b>2-9</b>	Howard Street westbound Bicycle Lane, The Embarcadero to Fremont Street	ü		IV.B-17, V.A.3-33, V.A.3-34, V.A.3-41, V.A.3-61-62, V.A.3-285-287, V.A.3-290-294, V.A.3-351-355, V.A.3-627, and Appendix B
<b>2-12</b>	Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue	ü		IV.B-19, V.A. 3-33, V.A. 3-34, V.A. 3-42, V.A. 3-66 to V.A. 3-68, , V.A. 3-211, V.A.3-297 to V.A. 3-303, V.A. 3-309, V.A. 3-310 V.A. 3-311, V.A. 3-312, V.A.3-628, and Appendix B
<b>2-13</b>	McCoppin Street Bicycle Path, Market Street to Valencia Street	ü		IV.B-19, V.A. 3-33, V.A. 3-34, V.A. 3-43 V.A. 3-69, V.A.3-211, V.A.3-312, V.A.3-313, V.A.3-627, and Appendix B
<b>2-15</b>	Otis Street westbound Bicycle Lane, Gough Street to South Van Ness Avenue	ü		IV B-20, V.A.3-33, V.A.3-34, V.A.3-43, V.A.3-70, V.A.3-71, V.A.3-314, V.A.3-315, V.A.3-316, V.A.3-628, and Appendix B
<b>3-1</b>	Fell Street and Masonic Avenue Intersection Improvements	ü		IV B-21, IV B-22, V.A. 3-75 to V.A. 3-77, V.A. 3-83, V.A. 3-84, V.A. 3-363 to V.A. 3-375, V.A. 3-383 to V.A. 3-386, V.A. 3-400, V.A. 3-401, V.A.3-628, and Appendix B

<b>Table C&amp;R-8</b> <b>Near-term Improvements for which</b> <b>Preferred Project Design is the Draft EIR Design Option Indicated</b>				
<b>PROJECT</b>		<b>DEIR OPTION 1</b>	<b>DEIR OPTION 2</b>	<b>DRAFT EIR PAGE REFERENCES</b>
<b>3-3</b>	McAllister Street Bicycle Lane, Market Street to Masonic Avenue	ü		I.V.B-24,V.A. 3-75, V.A. 3-76, V.A. 3-79, V.A. 3-88, V.A. 3-89, V.A. 3-363, V.A. 3-389, V.A. 3-390, V.A. 3-391, V.A.3-628, and Appendix B
<b>3-4</b>	Polk Street Bicycle Lane, Market Street to McAllister Street	ü		I.V. B-24, I.V. B-25, V.A. 3-76, V.A. 3-79, V.A. 3-80, V.A. 3-89 to V.A. 3-91, V.A. 3-363, V.A. 3-391, V.A. 3-392, V.A. 3-393, V.A. 3-394, V.A. 3-395, V.A. 3-396, V.A. 4-12, V.A.3-628, and Appendix B
<b>3-5</b>	Scott Street Bicycle Lane, Fell Street to Oak Street	ü		I.V. B-26, V.A. 3-76, V.A. 3-80, V.A. 3-91, V.A. 3-363, V.A. 3-397, V.A. 3-398, V.A.3-628, and Appendix B
<b>3-6</b>	The "Wiggle" Improvements	ü		I.V. B-26, V.A. 3-76, V.A. 3-81, V.A. 3-92, V.A. 3-93, V.A. 3-363, V.A. 3-398, V.A. 3-399, V.A. 3-400, V.A.3-629, and Appendix B
<b>4-1</b>	16th Street Bicycle Lanes, 3rd Street to Terry Francois Boulevard	ü		I.V. B-27, V.A. 3-94 to V.A. 3-96, V.A. 3-98, V.A. 3-407, V.A. 3-408, V.A.3-629, and Appendix B
<b>4-2</b>	Cargo Way Bicycle Lanes, 3rd Street to Jennings Street	ü		I.V.B-27, V.A. 3-94, V.A. 3-95, V.A. 3-96, V.A. 3-100, V.A. 3-101, V.A. 3-407 to V.A. 3-410, V.A.3-629, V.A. 5-11, and Appendix B
<b>4-3</b>	Illinois Street Bicycle Lanes, 16th Street to Cargo Way	ü		I.V. B-28, V.A. 3-94, V.A. 3-95, V.A. 3-96, V.A. 3-101, V.A. 3-102, V.A. 3-407, V.A. 3-410, V.A. 3-411, V.A. 3-412, V.A. 3-413, V.A. 3-414, V.A.3-629, and Appendix B
<b>4-5</b>	Mississippi Street Bicycle Lanes, 16th Street to Mariposa Street	ü		I.V. B-29,V.A.3-95, V.A. 3-97, V.A. 3-104, V.A. 3-407, V.A. 3-416, V.A. 3-417,V.A.3-629, and Appendix B
<b>5-3</b>	Alemaný Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue	ü		I.V. B-30, V.A.3-107, V.A.3-109, V.A.3-123, V.A.3-124, V.A.3-125, V.A.3-136, V.A.3-418, V.A.3-430, V.A.3-431, V.A.3-432, V.A.3-433, V.A.3-434, V.A.3-435, V.A.3-436, V.A.3-484, V.A.3-490, V.A.3-630, V.A.3-631, and Appendix B



<b>Table C&amp;R-8</b> <b>Near-term Improvements for which</b> <b>Preferred Project Design is the Draft EIR Design Option Indicated</b>				
<b>PROJECT</b>		<b>DEIR OPTION 1</b>	<b>DEIR OPTION 2</b>	<b>DRAFT EIR PAGE REFERENCES</b>
<b>5-5</b>	Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways	ü		I.V. B-31, V.A. 3-108, V.A.3-111, V.A.3-126, V.A.3-128, V.A.3-129, V.A.3-130, V.A.3-450, V.A.3-451, V.A.3-452, V.A.3-453, V.A.3-454, V.A.3-455, V.A.3-456, V.A.3-517, V.A.3-516, V.A.3-518, V.A.3-631, and Appendix B
<b>5-11</b>	Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25th Street to Cesar Chavez Street	ü		I.V. B-38, V.A. 3-107, V.A. 3-109, V.A. 3-117, V.A. 3-139, V.A. 3-140, V.A. 3-141, V.A. 3-418, V.A. 3-502, V.A. 3-503, V.A. 3-504, V.A. 3-631, and Appendix B
<b>5-13</b>	San Bruno Avenue Bicycle Lanes, Paul to Silver Avenues	ü		I.V. B-39, I.V. B-40, V.A. 3-107, V.A. 3-109, V.A. 3-119, V.A. 3-142, V.A. 3-143, V.A. 3-509, V.A. 3-510, V.A. 3-511, V.A. 3-512, V.A. 3-536 V.A. 3-537, V.A. 3-538, V.A. 3-631, and Appendix B.
<b>6-2</b>	Clipper Street Bicycle Lanes, Douglass Street to Portola Drive	ü for Segment I	ü for Segment II	I.V. B-40, I.V. B-41, V.A. 3-144, V.A. 3-145, V.A. 3-146, V.A. 3-151, V.A. 3-152, V.A. 3-157, V.A. 3-539, V.A. 3-540, V.A. 3-541, V.A. 3-542, V.A. 3-543, V.A. 3-544, V.A. 3-545, V.A. 3-546, V.A. 3-547, V.A. 3-563, V.A. 3-568, V.A. 3-569, V.A. 3-570, V.A. 3-571, V.A. 3-588, V.A. 3-589, V.A. 3-594, V.A. 3-595, V.A. 3-632, and Appendix B
<b>7-2</b>	7 <sup>th</sup> Avenue Bicycle Lanes, Lawton Street to Lincoln Way	ü		I.V. B-44, V.A. 3-161, V.A. 3-163, V.A. 3-164, V.A. 3-168, V.A. 3-169, V.A. 3-170, V.A. 3-171, V.A. 3-597, V.A. 3-598, V.A. 3-599, V.A. 3-600, V.A. 3-601, V.A. 3-602, V.A. 3-603, V.A. 3-604, V.A. 3-632, and Appendix B
<b>7-5</b>	Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway	ü		I.V. B-45, I.V. B-46, V.A. 3-163, V.A. 3-165, V.A. 3-176, V.A. 3-596, V.A. 3-610, V.A. 3-611, V.A. 3-612, V.A. 3-632, and Appendix B

<b>Table C&amp;R-8</b> <b>Near-term Improvements for which</b> <b>Preferred Project Design is the Draft EIR Design Option Indicated</b>				
<b>PROJECT</b>		<b>DEIR OPTION 1</b>	<b>DEIR OPTION 2</b>	<b>DRAFT EIR PAGE REFERENCES</b>
<b>7-6</b>	Page and Stanyan Streets Intersection Traffic Signal Improvements	ü		I.V. B-47, V.A. 3-163, V.A. 3-167, V.A. 3-176, V.A. 3-177, V.A. 3-612, V.A. 3-613, V.A. 3-632, V.A. 4-11, and Appendix B
<b>8-1</b>	19th Avenue Mixed-use Path, Buckingham Way to Holloway Avenue		ü	I.V. B-48, V.A. 2-10, V.A.3-178, V.A.3-180, V.A.3-181, V.A.3-183, V.A.3-184, V.A.3-614, V.A.3-615, V.A.3-616, V.A.3-633, and Appendix B
<b>8-3</b>	Holloway Avenue Bicycle Lanes, Junipero Serra Boulevard to Varela Avenue	ü		I.V. B-48, I.V. B-49, V.A.3-178, V.A.3-180, V.A.3-181, V.A.3-185, V.A.3-186, V.A.3-614, V.A.3-618, V.A.3-619, V.A.3-620, V.A.3-621, V.A.3-622, V.A.3-623, V.A.3-633, V.A.5-10, V.A.5-12, V.A. 4-12, and Appendix B
<b>8-4</b>	John Muir Drive Bicycle Lanes, Lake Merced Blvd to Skyline Boulevard	ü		I.V. B-49, V.A.3-180, V.A.3-181, V.A.3-182, V.A.3-186, V.A.3-187, V.A.3-623, V.A.3-623, V.A.3-633, and Appendix B
<b>8-5</b>	Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard	ü		I.V. B-49, I.V. B-50, V.A.3-180, V.A.3-182, V.A.3-188, V.A.3-189, V.A.3-624, V.A.3-623, V.A.3-625, V.A.3-633, and Appendix B
<b><u>5-7B</u></b>	<u>Glen Park Area Bicycle Lanes, (B) Connection Between Monterey Boulevard and San Jose Avenue</u>		ü	<u>I.V. B-34-I.V. B-36, V.A. 3-113-V.A.3-115, V.A.3-133-V.A.3-135, V.A.3-478-, V.A.3-482, V.A.3-630, and Appendix B</u>

For Project 6-2 Segment I, the option described in the Draft EIR is the preferred option. For Project 6-2 Segment II, Option 2 is the preferred option. SFMTA is no longer pursuing the implementation of Project 6-2 Segment II Option 1, the removal of a left-turn traffic lane and installation of a bicycle lane on Segment II. Consequently, this option is rejected and eliminated from further consideration. References to Project 6-2 Segment II Option 1 will be struck from the Final EIR, which will reference Project 6-2 Segment II Option or simply Project 6-2. Segment II Option 2 would not eliminate any traffic lanes, but would provide sharrows in both directions on Diamond Heights Boulevard between Portola and Clipper Street as described on p. V.A.3-146 of the Draft EIR. This would connect to the sharrows proposed for Segment I along Clipper Street between Diamond Heights Boulevard and Douglass Street. Because Option 2 would not remove any traffic lanes, it would not have a significant impact on the Burnett Avenue/Diamond Heights Boulevard/Portola Drive intersection, as discussed in the Draft EIR on p. V.A.3-542. The potential environmental impacts of Project 6-2 Segment II Option 2 are analyzed and presented on pp. V.A.3-539 to V.A.3-547 of the Draft EIR.

Pages IV.B-40 to IV.B-41 of the Draft EIR are revised as follows.

PROJECT 6-2 CLIPPER STREET BICYCLE LANES, DOUGLASS STREET TO PORTOLA DRIVE

Project 6-2 would involve the installation of Class II and Class III bicycle facilities in both directions on Clipper Street and Diamond Heights Boulevard between Douglass Street and Portola Drive. Project 6-2 is divided into two segments.

Segment I would extend along Clipper Street between Diamond Heights Boulevard and Douglass Street and includes one design option:

Project 6-2 would install Class II bicycle lanes in both directions along Segment I by removing one travel lane in each direction and establishing a center two-way left-turn lane.

Segment II would extend along Diamond Heights Boulevard between the intersection of Clipper Street and Diamond Heights Boulevard and Portola Drive and includes ~~two~~ one design options:

● **Option 1**

Segment II Option 1 would replace one westbound left-turn lane on Clipper Street approaching Portola Drive with a Class II left-turn bicycle lane. This

option would also install a westbound Class II bicycle lane along the north curb on Clipper Street approaching Portola Drive. Sharrows would be added to the existing Class III bicycle route in the eastbound direction. This option would not involve parking removal.

• **~~Option 2~~**

Segment II ~~Option 2~~ would add sharrows in both directions to the existing Class III bicycle route. This option would not involve travel lane or parking removal.

Pages V.A.3-539 to V.A.3-547 of the Draft EIR are revised as follows.

**PROJECT 6-2: CLIPPER STREET BICYCLE LANES, DOUGLASS STREET TO PORTOLA DRIVE**

There are two segments for Project 6-2 ~~options for the segment between Douglass Street and Portola Drive.~~ There is one option for each segment.

On Segment II, Diamond Heights Boulevard Between Portola Drive and the intersection of Clipper Street with Diamond Heights Boulevard, ~~Option 1 would add a left turn Class II bicycle lane and a Class II bicycle lane on the curbside and remove one eastbound left turn lane. Sharrows would be added to the southbound curb lane. Option 2 would add S~~sharrows would be implemented in one eastbound left-turn lane and the westbound curb lane.

On Segment I, Clipper Street Between Diamond Heights Boulevard and Douglass Street, ~~Options 1 and 2 would be the same. Both options would add a westbound Class II bicycle lane and an eastbound Class II bicycle lane would be added. Both options would also remove one A~~ travel lane would be removed in each direction in this segment, except at the westbound approach to the Diamond Heights Boulevard and Clipper Street intersection. ~~In order to accommodate the bicycle lane at the approach to Portola Avenue, there would be some change to the lane configurations at this approach.~~ A two-way left-turn center lane would be added between Grandview Avenue and Douglass Street.

**TRAFFIC: INTERSECTION LEVEL OF SERVICE (LOS)**

Intersection LOS calculations were performed for the PM peak hour.

One study intersection is included for the PM Peak Hour for Project 6-2.

Intersection 38: Burnett Avenue/Clipper Street/Portola Drive

The Burnett Avenue/Clipper Street/Portola Drive intersection is common to Projects 6-2 and 6-5 within the Cluster 6 area. Both projects have one option. For combined Projects 6-2 and 6-5, Option 2 has the same lane configuration as Existing (No Project) conditions. ~~In addition, for Project 6-2, for Option 1, a northbound exclusive left turn lane would be removed relative to Existing (No Project) conditions.~~ Project 6-5 proposes the removal of a westbound through lane relative to Existing (No Project) conditions ~~for Option 1.~~ The analysis below reflects the combined impact of implementing Projects 6-2 and 6-5 at this intersection. The impacts resulting from the implementation of Project 6-2 alone would follow the discussion of the combined impacts.

- **Option 1**

**~~Existing and Existing plus Project Conditions for Projects 6-2 and 6-5 combined~~**

~~For the combined Project 6-2 and 6-5 Option 1., under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. The Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under Existing plus Project conditions. The northbound lane configuration would be modified from two exclusive left turn lanes, and one shared through right turn lane to one exclusive left turn lane and one shared through right lane. The westbound lane configuration would be modified from two through lanes, one shared through right turn lane and one exclusive left turn lane to one through lane, one exclusive left turn lane and one shared through right turn lane. Due to the reduction of capacity in the northbound and westbound directions, there would be an increase in delay along these approaches. Because the northbound and westbound critical movements at the Burnett Avenue/Clipper Street/Portola Drive intersection either deteriorate or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR P6-2a) would occur with the implementation of Projects 6-2 and 6-5 combined Option 1 under Existing plus Project. See Table V.6-6, p. V.A.3-544 for these results.~~

**~~Existing and Existing plus Project Conditions for Project 6-2 alone~~**

~~Under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. The Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under Existing plus Project conditions. The~~

~~northbound lane configuration would be modified from two exclusive left turn lanes, and one shared through right turn lane to one exclusive left turn lane and one shared through right lane. No lane configuration changes are proposed for the other approaches. Due to the reduction of capacity in the northbound direction, there would be an increase in delay along this approach. Because the northbound critical movement at the Burnett Avenue/Clipper Street/Portola Drive intersection either deteriorates or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR P6 2c) would occur with the implementation of Project 6 2 Option 1 under Existing plus Project. Table V.6 6, p. V.A.3 544, summarizes these results.~~

**~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6 2 and 6 5 combined~~**

~~For the combined Project 6 2 and 6 5, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of average delay under 2025 Cumulative conditions. Under 2025 Cumulative plus Project conditions, this intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay. Deterioration of the northbound and westbound critical movement at Burnett Avenue/Clipper Street/Portola Drive to LOS F, when comparing Existing plus Project to Existing Conditions, is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR P6 2b) would occur at this intersection with implementation of Projects 6 2 and 6 5 combined Option 1 under 2025 Cumulative plus Project Conditions. Table V.6 7, p. V.A.3 544, summarizes these results.~~

**~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6 2 alone~~**

~~The Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of average delay under 2025 Cumulative conditions in the PM Peak Hour. Under 2025 Cumulative plus Project conditions, this intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay. Deterioration of the northbound critical movement at Burnett Avenue/Clipper Street/Portola Drive to LOS F, when comparing Existing plus Project to Existing Conditions, is deemed a significant impact. As a consequence a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR P6 2d) would occur at this intersection with~~

~~implementation of Project 6-2 Option 1 under 2025 Cumulative plus Project Conditions. See Table V.6-7, p. V.A.3-544, for these results.~~

● ~~Option 2~~

**Existing and Existing plus Project Conditions for Projects 6-2 and 6-5 combined**

Project 6-2 has one option, as described above. For the combined Project 6-2 and 6-5, under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. The Burnett Avenue/Clipper Street/Portola Drive intersection would continue to operate satisfactorily at LOS D, with 49.6 seconds of average delay under Existing plus Project conditions. There are no lane configuration adjustments to this intersection under Existing plus Project conditions relative to Existing conditions. Hence, there would be no change in LOS or delay. Thus, combined Projects 6-2 and 6-5 ~~combined Option 2~~ would not cause a significant impact at the Burnett Avenue/Clipper Street/Portola Drive intersection under Existing plus Project conditions. Table V.6-6, p. V.A.3-16 summarizes these results.

**Existing and Existing plus Project Conditions for Project 6-2 alone**

Under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. The Burnett Avenue/Clipper Street/Portola Drive intersection would continue to operate satisfactorily at LOS D, with 49.6 seconds of average delay under Existing plus Project conditions. There are no lane configuration adjustments to this intersection under Existing plus Project conditions relative to Existing conditions. Hence, there would be no change in LOS or delay. Thus, Project 6-2 ~~Option 2~~ would not cause a significant impact at the Burnett Avenue/Clipper Street/Portola Drive intersection under Existing plus Project conditions. Table V.6-6, p. V.A.3-544, summarizes these results.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-2 and 6-5 combined**

For the combined Projects 6-2 and 6-5, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of average delay under 2025 Cumulative conditions. The Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of delay under 2025 Cumulative plus Project conditions. However, there are no lane configuration adjustments to the study intersection under 2025 Cumulative plus Project conditions; therefore, there would be no change in LOS or delay for the Burnett Avenue/Clipper Street/Portola Drive intersection. Thus, a significant impact would not occur at this intersection with the implementation of

~~combined~~ Projects 6-2 and 6-5 ~~combined Option 2~~ under 2025 Cumulative plus Project Conditions. Table V.6-7, p. V.A.3-544, summarizes these results.

### 2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-2 alone

The Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of delay under 2025 Cumulative plus Project conditions in the PM Peak Hour. However, there are no lane configuration adjustments to the study intersection under 2025 Cumulative plus Project conditions; therefore, there would be no change in LOS or delay for this intersection. Thus a significant impact would not occur at this intersection with the implementation of Projects 6-2 ~~Option 2~~ under 2025 Cumulative plus Project Conditions. Table V.6-7, p. V.A.3-544, summarizes these results.

**REVISED TABLE V.6-6  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR BURNETT  
AVENUE/CLIPPER STREET/PORTOLA DRIVE EXISTING AND EXISTING PLUS PROJECT  
CONDITIONS - WEEKDAY PM PEAK HOUR**

Existing		Existing plus Project Option 1				Existing plus Project Option 2			
		Project 6-2		Combined Projects 6-2 and 6-5		Project 6-2		Combined Projects 6-2 and 6-5	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
49.6	D	<b>&gt;80</b>	<b>F</b>	<b>&gt;80</b>	<b>F</b>	49.6	D	49.6	D

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.



**REVISED TABLE V.6-7  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR BURNETT  
AVENUE/CLIPPER STREET/PORTOLA DRIVE 2025 CUMULATIVE AND 2025 CUMULATIVE PLUS  
PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR**

2025 Cumulative		2025 Cumulative plus Project Option 1				2025 Cumulative plus Project Option 2			
		Project 6-2		Combined Projects 6-2 and 6-5		Project 6-2		Combined Projects 6-2 and 6-5	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
70.1	E	>80	F	>80	F	70.1	E	70.1	E

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

**Significant Impact TR P6-2a (Projects 6-2 and 6-5 combined):**

~~The intersection of Burnett Avenue/Clipper Street/Portola Drive would operate at LOS F under Existing plus Project conditions for Option 1.~~

~~Under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. However, under Existing plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the northbound and westbound directions. Because the northbound and westbound critical movements deteriorate for Option 1 from LOS D under Existing conditions to LOS F with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-2~~

**Significant Impact TR P6-2b (Projects 6-2 and 6-5 combined):**

~~The intersection of Burnett Avenue/Clipper Street/Portola Drive would operate at LOS F under 2025 Cumulative plus Project conditions for Option 1.~~

~~Under 2025 Cumulative conditions, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS E with 70.1 seconds of delay. However, under 2025 Cumulative plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a~~

~~delay of more than 80 seconds as a result of the lane configuration adjustments in the northbound Clipper Street and westbound Portola Drive directions. Because the northbound and westbound critical movements deteriorate Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-2.~~

~~Significant Impact TR P6-2c:~~

~~Under Existing conditions, the Burnett Avenue/Clipper Street/Portola Drive intersection operates at LOS D with 49.6 seconds of delay. However, under Existing plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the northbound Clipper Street direction. Because the northbound critical movements deteriorate for Option 1 from LOS D under Existing conditions to LOS F with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-2.~~

~~Significant Impact TR P6-2d:~~

~~Under 2025 Cumulative conditions, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS E with 70.1 seconds of delay. However, under 2025 Cumulative plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration adjustments in the northbound Clipper Street direction. Because the northbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-2.~~

## TRANSIT

Muni bus line 48 runs in both directions on Diamond Height Boulevard and Clipper Street between Portola Drive and Grandview Avenue with approximately five buses per hour each way during the AM and PM peak periods. Muni bus line 52 operates in both directions on Diamond Heights Boulevard ~~Clipper Street~~ between Portola Drive and ~~Diamond Heights Boulevard~~ Clipper Street with approximately four buses per hour each way

during the AM peak period and approximately three buses per hour each way during the PM peak period.

There are two bus stops along Project 6-2. One stop is located on the north side of Clipper Street for westbound Muni bus line 48. The second stop is an eastbound bus stop for Muni bus lines 48 and 52 located on the south side of Diamond Heights Boulevard ~~Clipper Street~~ between Portola Drive and ~~Diamond Heights Boulevard~~ Clipper Street.

No changes would be made to existing bus stops for Muni bus lines 48 and 52 with Project 6-2 ~~either Option 1 or Option 2~~.

Project 6-2 shares a common intersection (Intersection 38: Burnett Avenue/Clipper Street/Portola Drive) with Project 6-5: Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard. The transit delay analysis below (Projects 6-2 and 6-5 combined) reflects the impact of combined Projects 6-2 and 6-5 to the Burnett Avenue/Clipper Street/Portola Drive intersection on transit delay.

● **~~Option 1~~**

**Existing plus Project Conditions (Projects 6-2 and 6-5 Combined)**

Project 6-2 has one option. This represents the analysis of combined Project 6-2 and Project 6-5. With the combined projects ~~Option 1 the proposed removal of one left turn lane at the northbound approach of the Clipper Street/Portola Drive intersection would affect travel time for Muni bus lines 48 and 52~~ would be affected for the PM peak hour. For each route, this modification would add 203 seconds (3.4 minutes) of delay per transit vehicle westbound with no change in delay eastbound. The headways for Muni bus lines 48 and 52 in the PM peak period are 12 minutes and 15 minutes, respectively; the total added delay of 203 seconds (3.4 minutes) resulting from combined Projects 6-2 and 6-5 ~~combined Option 1~~ would be less than the transit delay threshold of 6 minutes. Therefore, a significant transit impact would not occur with the implementation of combined Projects 6-2 and 6-5 ~~combined Option 1~~ under Existing plus Project conditions.

**2025 Cumulative and 2025 Cumulative plus Project Conditions (Projects 6-2 and 6-5 Combined)**

Project 6-2 has one option. This represents the analysis of combined Project 6-2 and Project 6-5. With the combined projects ~~Option 1 the proposed removal of one left turn lane at the northbound approach of the Clipper Street/Portola Drive intersection would affect travel time for Muni bus lines~~

48 and 52 would be affected. For each route, this modification would add 201 seconds (3.4 minutes) of delay per vehicle westbound with no change in delay eastbound. The headways for Muni bus lines 48 and 52 in the PM peak period are 12 minutes and 15 minutes, respectively; the total added delay of 201 seconds (3.4 minutes) ~~resulting from Project 1-1 Option 1~~ would be less than the transit delay threshold of 6 minutes. Therefore, a significant transit impact would not occur with the implementation of combined Projects 6-2 and 6-5 ~~combined~~ Option 1 under 2025 Cumulative plus Project conditions.

#### • ~~Option 2~~

##### **~~Existing plus Project Conditions (Projects 6-2 and 6-5 Combined)~~**

~~Option 2 would not change travel lanes or otherwise affect Muni operations, therefore there would be no significant transit impacts with Projects 6-2 and 6-5 combined Option 2 under Existing plus Project conditions.~~

##### **~~2025 Cumulative and 2025 Cumulative plus Project Conditions (Projects 6-2 and 6-5 Combined)~~**

~~Option 2 would not change travel lanes or otherwise affect Muni operations, therefore there would be no significant transit impacts with Projects 6-2 and 6-5 combined Option 2 under 2025 Cumulative plus Project conditions.~~

Since combined ~~p~~Projects 6-2 and 6-5 would not result in a significant Transit impact at the intersection of Burnett Avenue/Clipper Street/Portola Drive for the PM peak hour under Existing plus Project conditions and 2025 Cumulative plus Project conditions. There would not be significant transit impact from individual Project 6-2 at the intersection of Burnett Avenue/Clipper Street/Portola Drive for the PM under both Existing plus Project conditions and 2025 Cumulative plus Project conditions.

## **PARKING**

Parking occupancy is generally low, and there would be no changes in parking layout or in the number of parking spaces in this segment. Therefore, there would be no parking impacts as a result of Project 6-2 ~~with either Option 1 or Option 2.~~

## **PEDESTRIAN**

There is no sidewalk on the south side of Clipper Street and no crosswalks throughout the entire segment of Clipper Street and Diamond Heights Boulevard between Douglass Street and Portola Drive. Pedestrian volumes are generally

very low along this hilly street. There would be no changes in existing pedestrian facilities under either option. Therefore, there would be no pedestrian impacts as a result of Project 6-2 ~~with either Option 1 or Option 2.~~

## BICYCLE

The installation of bicycle lanes under Project 6-2 Segment I ~~Option 1~~ would provide bicyclists with a designated right-of-way for travel. The installation of sharrows under Project 6-2 Segment II would increase the motor vehicle driver's awareness that bicyclists may be on the road as well as identify for bicyclists the pathway outside the 'door zone'.<sup>34</sup> Therefore, Project 6-2 ~~with either Option 1 or Option 2~~ would not result in a significant impact to bicyclists, but could have the beneficial effect of improving roadway conditions and safety for bicyclists.

## LOADING

~~This s~~Segment I of along Clipper Street has residential use on the north side, and a steep slope on the south side between Douglass Street and Diamond Heights Boulevard. Segment II along Diamond Heights Boulevard has an open space on the east side and only a few residences on the west side. Loading demand is very low and there would be no change to the existing on-street parking spaces. Therefore, there would be no loading impacts as a result of Project 6-2 ~~with Option 1 or Option 2.~~

Pages V.A.3-587 to V.A.3-588 of the Draft EIR are revised as follows.

### ~~Significant Impact TR P6 2c:~~

~~Under Existing conditions, the Burnett Avenue/Clipper Street/Portola Drive intersection operates at LOS D with 49.6 seconds of delay. However, under Existing plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the northbound~~

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<sup>34</sup> In February 2004, Alta Planning + Design completed a study, *San Francisco's Shared Lane Pavement Markings: Improving Bicycle Safety*, on shared lane markings for Class III bikeways in San Francisco. In this study, a key conclusion was that the pavement markings (also known as sharrow markings) increased the awareness of the bicyclists' and motorists' position on the road. Bicyclists tended to ride further from parked cars, and motorists tended to pass bicyclists at a greater distance from the pavement marking. The report's recommendation was to use the sharrow markings on appropriate shared lanes but not as a substitution for bicycle lanes where feasible.

~~Clipper Street direction. Because the northbound critical movements deteriorate for Option 1 from LOS D under Existing conditions to LOS F with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-2 alone.~~

~~M-TR-P6-2c:~~

~~No feasible mitigation measures have been identified for the Burnett Avenue/Clipper Street/Portola Drive intersection under Existing plus Project conditions for Option 1. Hence a significant impact would occur at the Burnett Avenue/Clipper Street/Portola Drive intersection with the implementation of Project 6-2 for Option 1 for the PM peak hour.~~

~~Significant Impact TR-P6-2d:~~

~~Under 2025 Cumulative conditions, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS E with 70.1 seconds of delay. However, under 2025 Cumulative plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration adjustments in the northbound Clipper Street direction. Because the northbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at the Burnett Avenue/Clipper Street/Portola Drive intersection with the implementation of Project 6-2 alone.~~

~~M-TR-P6-2d:~~

~~No feasible mitigation measures have been identified for the Burnett Avenue/Clipper Street/Portola Drive intersection under 2025 Cumulative plus Project conditions for Option 1. Hence a significant impact would occur at the Burnett Avenue/Clipper Street/Portola Drive intersection with the implementation of Project 6-2 for Option 1 for the PM peak hour.~~

Page VI-5 of the Draft EIR is revised as follows.

~~Burnett Avenue/Clipper Street/Portola Drive, Project 6-2 Option 1, Existing plus Project and 2025 Cumulative plus Project conditions~~

Page VII-10 of the Draft EIR is revised as follows.

~~Burnett Avenue/Clipper Street/Portola Drive, Project 6-2 Option 1, Existing  
plus Project and 2025 Cumulative plus Project conditions~~

***B. Near-term Improvements for which the Preferred Project is a Minor Modification of an Option Analyzed in the Draft EIR***

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SFMTA has continued to refine the near-term improvements evaluated in the Draft EIR based upon stakeholder and City agency input. For an additional 11 near-term improvements, refinement of the project design to develop the preferred design option has resulted in modifications to a project option presented in the Draft EIR.

For the following near-term improvements, only one project option was presented in the Draft EIR: Projects 1-3, 2-10, 2-14, 5-8, 6-1, 6-4, 7-1, 7-4 and 8-2. The preferred project is a minor modification of the option presented in the Draft EIR. For near-term improvement Project 2-11, the preferred project design is a modification to Option 1 presented in the Draft EIR. There are two segments for near-term improvement Project 5-7. For Segment 5-7a, the preferred project design is a minor modification to Option 2. Text changes related to the project description and analysis for Project 5-7a Modified Option 2 are presented as described with the other projects in this category below. For Segment 5-7b, only one option was presented in the Draft EIR. The preferred design is the option presented in the Draft EIR. Therefore, there are no staff-initiated text changes presented for Project 5-7b.

Corresponding Draft EIR text changes to the project description and environmental analysis for the above near-term improvements are presented in this section.

The impacts of these minor modifications do not require revisions or additional analysis for the topics discussed in the Draft EIR other than what is provided in this section. These modifications have been incorporated to the text of the Draft EIR and are provided with appropriate page references to the Draft EIR. Deletions to the Draft EIR text are shown with ~~striketrough~~ and additions to the Draft EIR text are shown with double underline.

PROJECT 1-3 NORTH POINT STREET BICYCLE LANES, THE EMBARCADERO TO VAN NESS AVENUE

Page IV.B-10 of the Draft EIR is revised as follows:

Modified Project 1-3 would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one

eastbound travel lane between Stockton Street and The Embarcadero. Modified Project 1-3 would ~~lengthen~~ bus zones along North Point Street by approximately 5-50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street. ~~and would eliminate the bus zones in both directions at Larkin Street to minimize transit delays.~~ Parking changes to accommodate bus zone changes would result in the net loss of ~~one-eight~~ parking spaces.

Page V.A.3-23 of the Draft EIR is revised as follows:

Modified Project 1-3 would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one eastbound travel lane between Stockton Street and The Embarcadero. Modified Project 1-3 would ~~lengthen~~ extend the existing six bus zones along North Point Street by approximately 5-50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street ~~and would eliminate the bus zones in both directions at Larkin Street to minimize transit delays.~~ Parking changes to accommodate bus zone changes would result in the net loss of ~~one eight~~ parking spaces.

Page V.A.3-199 of the Draft EIR is revised as follows:

Modified Project 1-3 would add Class II bicycle lanes in both directions on North Point Street and would remove one westbound travel lane between Stockton Street and Van Ness Avenue plus one eastbound travel lane between Stockton Street and The Embarcadero. Modified Project 1-3 would also extend the existing six ~~length of Muni and Golden Gate Transit (GGT)~~ bus stops by approximately 5-50 feet for each bus zone for a total of approximately 170 feet along this segment of North Point Street ~~along North Point Street. by removing approximately eight on-street parking spaces and would add approximately seven spaces by eliminating the Muni bus stops in both directions on North Point Street at Larkin Street.~~ Parking changes to accommodate bus zone changes would result in the net loss of eight parking spaces.



Page V.A.3-200 of the Draft EIR is revised as follows:

Table C&R-2  
Project 1-3  
Intersection LOS and Average Delay - Weekend Peak Hour

INTERSECTI ON	EXISTING			EXISTING PLUS PROJECT			2025 CUMULATIVE			2025 CUMULATIVE PLUS PROJECT		
	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C
#45 – VAN NESS AVENUE/ NORTH POINT STREET <sup>A</sup>	C	18.7	0.71	E	42.2	1.03	D	26.3	0.85	F	75.9	1.21
#46 – COLUMBUS AVENUE/ NORTH POINT STREET	B	16.6	0.50	B	17.6	0.51	B	17.3	0.56	B	18.7	0.58
#47 – THE EMBARCADER O/ NORTH POINT STREET	C	24.3	0.45	C	25.3	0.57	C	25.1	0.51	C	26.9	0.65
#51 – POLK STREET/ NORTH POINT STREET	B	13.6	0.53	B	15.2	0.53	B	15.4	0.64	B	17.2	0.64

A. INTERSECTION 45 IS AN UNSIGNALIZED INTERSECTION. THE LOS DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS DIFFER FROM THOSE FOR SIGNALIZED INTERSECTIONS.

SOURCE: WILBUR SMITH ASSOCIATES, FEBRUARY, 2009.

Table C&R-3  
Project 1-3  
Intersection LOS and Average Delay Comparison 2025 Cumulative Plus Project Conditions with Mitigation Measures-  
Weekend Peak Hour

INTERSECTION	2025 CUMULATIVE			2025 CUMULATIVE PLUS PROJECT			2025 CUMULATIVE PLUS PROJECT WITH MITIGATION		
	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C	LOS	AVERAGE DELAY	V/C
#45 – VAN NESS AVENUE/ NORTH POINT STREET <sup>A</sup>	D	26.3	0.85	F	75.9	1.21	C	29.0	0.84

A. INTERSECTION 45 IS AN UNSIGNALIZED INTERSECTION. THE LOS DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS DIFFER FROM THOSE FOR SIGNALIZED INTERSECTIONS.

SOURCE: WILBUR SMITH ASSOCIATES, FEBRUARY, 2009.

Pages V.A.3-205 - V.A.3-206 of the Draft EIR are revised as follows:

## PARKING

There are a total of approximately 252 existing on-street parking spaces on both sides of North Point Street between The Embarcadero and Van Ness Avenue. Due to the extension or removal of bus zones, Modified Project 1-3 would require the removal of approximately ~~six~~ eight on-street parking spaces at the following locations of North Point Street: north side, west of Polk Street two spaces; north side east of Hyde Street two spaces; south side east of Hyde Street two spaces; south side west of Jones Street one space; south side west of The Embarcadero one space; for a net loss of eight parking spaces. ~~and add seven spaces west of Columbus Avenue and remove two parking spaces east of Columbus Avenue. This would result in a net loss of one parking space.~~ Parking occupancy in the area is typically moderate to high, but this minor parking change would not substantially increase the occupancy rates in the area. The removal of eight parking spaces on North Point Street may cause some of the vehicles to park on the adjacent streets. However, this amount of parking loss would not be considered a significant impact.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA, but rather a social effect. The loss of parking may cause potential indirect physical effects, which would include drivers circling and looking for a parking space in neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, aware of constrained parking conditions in a given area, shifting travel modes. Hence, any secondary environmental impacts that may result from a shortfall in parking would be minor. Therefore, any net reduction in on-street parking supply would not result in significant parking impacts. Thus, there would be no significant parking impacts with implementation as a result of Modified Project 1-3.

## PROJECT 2-10 MARKET STREET AND VALENCIA STREET INTERSECTION IMPROVEMENTS

Pages IV.B-17 and IV.B-18 of the Draft EIR are revised as follows:

Modified Project 2-10 would involve traffic signal modifications at the intersection of Market Street and Valencia Street, ~~and installing a Class II left-turn bicycle lane on the westbound Market Street approach to the intersection.~~

Modified Project 2-10 would facilitate bicycle left turns from westbound Market Street to southbound Valencia Street ~~by adding a westbound Class II left turn bicycle lane from Gough Street to Valencia Street and~~ by installing a bicycle traffic signal head at the intersection of Market Street and Valencia Street.

Page V.A.3-41 of the Draft EIR is revised as follows:

Modified Project 2-10 would involve traffic signal modifications at the intersection of Market Street and Valencia Street, ~~and installing a Class II left-turn bicycle lane on the westbound Market Street approach to the intersection.~~

Modified Project 2-10 would facilitate bicycle left turns from westbound Market Street to southbound Valencia Street ~~by adding a westbound Class II left turn bicycle lane from Gough Street to Valencia Street and~~ by installing a bicycle traffic signal head at the intersection of Market Street and Valencia Street.

Page V.A.3-294 of the Draft EIR is revised as follows:

Modified Project 2-10 would facilitate bicycle left turns from westbound Market Street to southbound Valencia Street by installing a bicycle traffic signal head at the intersection of Market Street and Valencia Street. ~~add a four foot wide westbound Class II left turn bicycle lane immediately adjacent to the existing bicycle lane on the north side of Market Street for approximately 65 feet at the approach to the Market and Valencia Street intersection. Westbound bicyclists would use this additional bicycle lane to make left turns onto Valencia Street.~~ The sidewalk on the north side of Market Street at the intersection would be cut northward by five feet to provide an additional queuing area for bicyclists. There ~~proposed bicycle lane~~ would ~~be~~ have a dedicated bicycle left-turn signal that would run concurrently with the Market Street westbound left-turn movement onto Valencia Street.

## TRANSIT

Muni F-Market streetcar traverses this intersection along Market Street in the center lane, with approximately ten streetcars per hour each way during the AM

peak period and approximately nine streetcars per hour in each direction during the PM peak period. The westbound F-Market streetcars and westbound bicyclists making left-turns onto Valencia Street currently do not conflict because the streetcars remain in the center lane and bicyclists use the same left-turn traffic signal phase as automobiles to make left turns. With Project 2-10, bicyclists would have a dedicated traffic signal phase to cross Market Street from ~~either the left turn bicycle lane or the queuing area~~ onto Valencia Street. During the bicycle-only phase, the westbound F-line streetcars traveling in the center lane would stop at the same time as the parallel motor vehicle traffic. Therefore, there would be no potential conflicts between bicyclists and the F-Market streetcars.

Page V.A.3-295 of the Draft EIR is revised as follows:

### **BICYCLE**

~~The proposed Class II left turn bicycle lane would provide bicyclists making a left turn with a clear right of way and improved passage onto Valencia Street without having to merge with vehicle traffic on Market Street to make a left turn.~~ Modified Project 2-10 would provide bicyclists with a dedicated traffic signal phase as well as a designated queuing area on the north side of the intersection before turning left. ~~Bicyclists in the left turn bicycle lane would not conflict with westbound bicyclists in the existing bicycle lane because all westbound movement would be stopped during the green left turn movement.~~ Therefore, Modified Project 2-10 would not have a significant impact on cyclists but could have the beneficial effect of improving roadway conditions and safety for bicyclists.

### **LOADING**

The proposed ~~bicycle lane~~ project would not change existing on-street parking layout or loading activity at this location, or affect any off-street loading facilities. Therefore, there would be no significant loading impacts with the implementation of Modified Project 2-10.

## **PROJECT 2-11 MARKET STREET BICYCLE LANES, 17TH STREET TO OCTAVIA BOULEVARD**

Page IV.B-18 of the Draft EIR is revised as follows:

- **Option 1**

Modified Option 1 would add Class II bicycle lanes by removing right-turn lanes on Market Street in the eastbound direction approaching Noe Street, Sanchez Street, and Dolores Street, and in the westbound direction approaching ~~Church Street and Sanchez Street~~. In the eastbound direction, Modified Option 1 would remove five parking spaces approaching Noe Street, five parking spaces approaching Sanchez Street, two parking spaces approaching Dolores Street, and eight parking spaces approaching Guerrero Street. In the westbound direction, Modified Option 1 would remove seven parking spaces approaching Laguna Street, seven parking spaces approaching Buchanan Street, ~~three parking spaces approaching Church Street~~, three parking spaces approaching Sanchez Street, and nine parking spaces approaching Noe Street. Modified Option 1 would reduce the width of the sidewalk bulb-outs by five feet at the intersections of Market Street with Laguna Street, Buchanan Street, Noe Street and Guerrero Street.

Page V.A.3-42 of the Draft EIR is revised as follows:

- **Option 1**

Modified Option 1 would add Class II bicycle lanes by removing right-turn lanes on Market Street in the eastbound direction approaching Noe Street, Sanchez Street, and Dolores Street, and in the westbound direction approaching ~~Church Street and Sanchez Street~~. In the eastbound direction, Modified Option 1 would remove five parking spaces approaching Noe Street, five parking spaces approaching Sanchez Street, two parking spaces approaching Dolores Street, and eight parking spaces approaching Guerrero Street. In the westbound direction, Modified Option 1 would remove seven parking spaces approaching Laguna Street, seven parking spaces approaching Buchanan Street, ~~three parking spaces approaching Church Street~~, three parking spaces approaching Sanchez Street, and nine parking spaces approaching Noe Street. Modified Option 1 would reduce the width of the sidewalk bulb-outs by five feet at the intersections of Market Street with Laguna Street, Buchanan Street, Noe Street and Guerrero Street.

Page V.A.3-251 of the Draft EIR is revised as follows:

Intersection 52: Church Street/Market Street/14<sup>th</sup> Street

The Church Street/Market Street/14<sup>th</sup> Street intersection is common to Projects 2-3 and 2-11 within the Cluster 2 area. For Projects ~~2-3 and~~ 2-11, the lane configuration at the intersection would remain the same as under Existing (No Project) conditions for either Option 1 or Option 2. Therefore the impact of the combined Projects 2-3 and 2-11 would be the same as those for Project 2-3 Option

1 or Option 2. For Option 1, the westbound right turn lane is removed relative to Existing (No Project) conditions. Project 2-11 reduces the capacity in the southwest bound direction on Market Street for this intersection. Under Project 2-11, Option 1 would eliminate one of the two through lanes in the southwest bound directions. The lane configuration for Option 2 under Project 2-11 remains the same as Existing conditions. Therefore, the analysis below reflects the impacts of both projects.

Page V.A.3-252 of the Draft EIR is revised as follows:

<b>REVISED TABLE V.2-21</b> <b>CLUSTER 2 – PROJECTS 2-3 AND 2-11</b> <b>COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR CHURCH STREET/MARKET STREET/14<sup>TH</sup> STREET - EXISTING AND EXISTING PLUS PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR</b>									
Existing		Existing plus Project Option 1				Existing plus Project Option 2			
		Project 2-3		Combined Projects 2-3 and 2-11		Project 2-3		Combined Projects 2-3 and 2-11	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
52.2	D	52.2	D	<b>&gt;80</b>	<b><u>52.2</u></b>	<b>F</b>	<b><u>D</u></b>	52.2	D

Source: Wilbur Smith Associates, October 2008.

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

Page V.A.3-253 of the Draft EIR is revised as follows:

- Option 1 Existing and Existing plus Project Conditions for Projects 2-3 and 2-11 combined – AM Analysis**

Under Existing conditions, for the AM peak hour, this intersection operates at LOS F with a delay of more than 80 seconds. The Church Street/Market Street/14<sup>th</sup> Street intersection would continue to operate unsatisfactorily at LOS F, with more than 80 seconds of delay under Existing plus Project conditions for the AM peak hour for combined Projects 2-3 and Modified 2-11. ~~The southwest bound lane configuration would be modified from two through lanes, one exclusive left turn lane, and one shared through right turn lane to one through lane, one exclusive left turn lane, and one shared through right turn lane. The westbound lane configuration would be modified from one exclusive right turn lane to a prohibited right turn along this approach. Due to the lane configuration modification to the southwest bound and westbound approaches, there would be an increase in delay at this intersection. However, the LOS F would not change, and because the~~

~~southbound critical movements at Church Street and Market Street would not deteriorate. The proposed projects would not change the lane configurations at the southbound or westbound approaches to this intersection. Therefore, a significant impact would not occur at the Church Street/Market Street/14<sup>th</sup> Street intersection for the AM peak hour with the implementation of Option 1 of Project 2-3 and Modified Option 1 of Project 2-11 combined.~~

Page V.A.3-254 of the Draft EIR is revised as follows:

**Existing and Existing plus Project Conditions for Projects 2-3 and 2-11 combined – PM Analysis**

Under Existing conditions for the PM peak hour this intersection operates at LOS D with 52.2 seconds of delay. Under the Existing plus Project conditions for combined Projects 2-3 and 2-11 Modified Option 1, the intersection would also operate at LOS D average delay of 52.2 seconds. ~~The Church Street/Market Street/14<sup>th</sup> Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under Existing plus Project conditions for the PM peak hour. The southwest bound lane configuration would be modified from one exclusive left turn lane, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, one through lane, and one exclusive right turn lane. Due to the reduction in capacity in the southwest bound approach, there would be an increase in delay for this intersection. Because the southwest bound critical movement at Church Street/Market Street/14<sup>th</sup> Street would either deteriorate or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project condition, a significant impact (Significant Impact TR-P2 3a) would occur at the Church Street/Market Street/14<sup>th</sup> Street intersection for the PM peak hour with implementation of Option 1 of Projects 2-3 and 2-11 combined. Therefore, a significant traffic impact would not occur at the Church Street/Market Street/14<sup>th</sup> Street intersection for the PM peak hour with the implementation of Option 1 of Projects 2-3 Option 1 and 2-11 Modified Option 1 combined. Table V.2-20–V.2-21, p.V.A.3-252, summarizes these results.~~

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 2-3 and 2-11 combined – AM Analysis**

The Church Street/Market Street/14<sup>th</sup> Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative conditions for the AM peak hour. Under 2025 Cumulative plus Project conditions, this intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay. Since there is no change in LOS and because the configuration of the south and westbound approach lanes to the intersection would not be changed ~~the southbound critical movement does~~

~~not deteriorate~~, a significant impact would not occur at the Church Street/Market Street/14<sup>th</sup> Street intersection with the implementation of ~~combined Option 1 of Projects 2-3 Option 1 and 2-11 Modified Option 1 combined.~~

Page V.A.3-255 of the Draft EIR is revised as follows:

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 2-3 and 2-11 combined – PM Analysis**

The Church Street/Market Street/14<sup>th</sup> Street intersection would operate unsatisfactorily at LOS F in the PM peak hour, with more than 80 seconds of average delay under 2025 Cumulative conditions. The Church Street/Market Street/14<sup>th</sup> Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions for combined Projects 2-3 Option 1 and 2-11 Modified Option 1. ~~Deterioration of the southwest bound critical movement at Church Street/Market Street/14<sup>th</sup> Street for Existing plus Project to LOS F relative to Existing Conditions, is determined a significant impact. As a consequence a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions.~~

There would be no change to the delay or LOS at this intersection due to Projects 2-3 Option 1 and 2-11 Modified Option 1 combined as the configuration of the south and westbound approach lanes would not change as a result of the proposed projects. However for the purpose of this analysis, the EIR will take the more conservative approach and retain the LOS F as significant and unavoidable.

Therefore, a significant impact (Significant Impact TR-P2-3b) would occur at the Church Street/Market Street/14<sup>th</sup> Street intersection for the PM peak hour with implementation of ~~Option 1 of Projects 2-3 Option 1 and 2-11 Modified Option 1 combined.~~ Table V.2-22, p. V.A.3-253, summarizes these results.

Page V.A.3-257 of the Draft EIR is revised as follows:

~~Significant Impact TR-P2-3a (Projects 2-3 and 2-11 combined):~~

~~The intersection of Church Street/Market Street/14<sup>th</sup> Street would operate at LOS F under Existing plus Project conditions for Option 1 of combined Projects 2-3 and 2-11.~~

Page V.A.3-296 of the Draft EIR is revised as follows:



- **Option 1**

Modified Option 1 would extend the length of the existing Class II bicycle lanes by removing right-turn lanes and a total of ~~49~~ 47 on-street parking spaces approaching the intersections at Noe, Sanchez, Dolores, and Guerrero Streets in the eastbound direction and at Laguna, Buchanan, ~~Church~~, and Sanchez Streets in westbound direction.

- **Option ~~1~~2**

Option 2 would extend the length of the existing Class II bicycle lanes by cutting back five feet from the sidewalk approaches at the nearside of Noe, Sanchez, Church, Buchanan, and Laguna Streets in both directions and would result in the removal of three on-street parking spaces.

Page V.A.3-297 is revised as follows:

**REVISED TABLE V.2-36**  
**CLUSTER 2 – PROJECTS 2-3 AND 2-11**  
**COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR CHURCH STREET/MARKET STREET/14<sup>TH</sup> STREET - EXISTING AND EXISTING PLUS PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR**

Existing		Existing plus Project Option 1				Existing plus Project Option 2			
		Project 2-11		Combined Projects 2-3 and 2-11		Project 2-11		Combined Projects 2-3 and 2-11	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
52.2	D	<del>&gt;80</del> <u>52.2</u>	<del>F</del> D	<del>&gt;80</del> <u>52.2</u>	<del>F</del> <u>D</u>	52.2	D	52.2	D

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

Page V.A.3-299 of the Draft EIR is revised as follows:

<b>REVISED TABLE V.2-40</b> <b>CLUSTER 2 – PROJECT 2-11 C,D</b> <b>INTERSECTION LEVEL OF SERVICE (LOS) AND AVERAGE DELAY – EXISTING AND EXISTING PLUS PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR</b>							
Intersection		Existing plus Project					
		Existing		Option 1		Option 2	
		Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
40.	Octavia Boulevard/Market Street <sup>c</sup>	41.9	D	41.9	D	41.9	D
52.	Church Street/Market Street/14th Street <sup>d</sup>	52.2	D	<del>&gt;80</del> <u>52.2</u>	<del>F</del> <u>D</u>	52.2	D

Source: Wilbur Smith Associates, October 2008

Notes:

- Delay in seconds per vehicle.
- Intersections operating at LOS E or LOS F conditions highlighted in bold.
- LOS and average delay for combined impacts for Projects 2-11 and 2-12.
- LOS and average delay for Church Street/Market Street/14<sup>th</sup> Street for combined impacts of Projects 2-3 and 2-11.

Pages V.A.3-303 and 304 of the Draft EIR are revised as follows:

Intersection 52: Church Street/Market Street/14<sup>th</sup> Street

Existing and Existing plus Project Conditions for Project 2-11 Modified Option 1 – PM Analysis In the PM peak hour, under Existing conditions, ~~for the PM peak hour,~~ this intersection operates at LOS D with 52.2 seconds of delay. The Church Street/Market Street/14<sup>th</sup> Street intersection would operate at LOS ~~F~~ D, with ~~more than 80~~ 52.2 seconds of delay under Existing plus project conditions for combined Project 2-11 Modified Option 1 ~~conditions~~, for the PM peak hour. ~~The southwest bound lane configuration would be modified from one exclusive left turn lane, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, one through lane, and one exclusive right turn lane. Due to the reduction in capacity in the southwest bound approach, there would be an increase in delay for this intersection. Because the southwest bound critical movement at Church Street/Market Street/14<sup>th</sup> Street would either deteriorate or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, Therefore a significant impact (Significant Impact TR-P2-11a) would not occur at the Church Street/Market~~

Street/14<sup>th</sup> Street intersection with the implementation of Project 2-11 Modified Option 1. Table V.2-36, p.V.A.3-297, summarizes these results.

Page V.A.3-304 of the Draft EIR is revised as follows:

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 2-11 – AM Analysis**

In the AM Peak Hour, the Church Street/Market Street/14<sup>th</sup> Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative conditions for the AM peak hour. Under 2025 Cumulative plus Project 2-11 Modified Option 1 conditions, this intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay. Since there would be no change in LOS or delay to the intersection as a result of Project 2-11 Modified Option 1 and the proposed project would not change the lane configuration of the westbound approach to the intersection because the southbound critical movement would not deteriorate, a significant impact would not occur at this intersection with the implementation of Project 2-11 Modified Option 1 under 2025 Cumulative plus Project conditions.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 2-11 Option 1 – PM Analysis**

In the PM Peak Hour, the Church Street/Market Street/14<sup>th</sup> Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. Under 2025 Cumulative plus Project 2-11 Option 1 conditions, this intersection would continue to operate unsatisfactorily at LOS F, with more than 80 seconds of delay. Because Project 2-11 would not change the lane configuration of the southbound approach to this intersection, the LOS and delay for 2025 Cumulative with and without the project would be the same. The southwest bound lane configuration would be modified from one exclusive left turn lane, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, one through lane, and one exclusive right turn lane. Due to the reduction in capacity in the southwest bound approach, there would be an increase in delay for this intersection. Deterioration of the southwest bound critical movement at Church Street/Market Street/14<sup>th</sup> Street for Existing plus Project to LOS F relative to Existing Conditions, is determined to be a significant impact. As a consequence a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. There would be no change to the delay or LOS at this intersection for 2025 Cumulative plus Project conditions for Project 2-11 Modified Option 1. However, for the purpose of this analysis, the EIR will take the more conservative approach and retain the LOS F as a significant and unavoidable impact.

Page V.A.3-306 of the Draft EIR is revised as follows:

~~Significant Impact TR P2 11a:~~

~~The Church Street/Market Street/14th Street intersection would operate at LOS F under Existing plus Project conditions for the PM peak hour. Therefore, a significant impact would occur at the Church Street/Market Street/14th Street intersection with the implementation of Project 2-11 Option 1 under Existing plus Project conditions.~~

Page V.A.3-307 of the Draft EIR is revised as follows:

**PARKING**

- **Option 1**

Modified Option 1 would remove approximately ~~50~~ 47 on-street parking spaces (about 27 percent of the total) between 17<sup>th</sup> Street and Octavia Boulevard, about ~~30~~ 27 spaces on the north side of Market Street and 20 spaces on the south side. Parking occupancy on Market Street in the vicinity of Project 2-11 is high at approximately 80 percent. The loss of ~~50~~ 47 parking spaces under Modified Option 1 would create a parking demand higher than the proposed supply and would cause approximately ~~13~~ 10 vehicles to seek parking elsewhere in the vicinity.

The following improvement measure is added on page V.A.3-362 of the Draft EIR:

Improvement Measure

**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.

The text in the second row of the Executive Summary table on page ES-27 of the Draft EIR is removed to reflect the above changes. In addition, the text in the first column, third row of the Executive Summary table on page ES-27 of the Draft EIR is revised as follows:

**TR-P2-3b (Projects 2-3 and 2-11 combined):** The intersection of Church Street/Market Street/14<sup>th</sup> Street would operate at LOS F under 2025 Cumulative plus Project conditions for combined Projects 2-3 Option 1 and 2-11 Modified Option 1.

The text in the second full row of the Executive Summary table on page ES-32 of the Draft EIR is also removed.

PROJECT 2-14 MCCOPPIN STREET BICYCLE LANE, GOUGH STREET TO VALENCIA STREET

Page IV.B-20 of the Draft EIR is revised as follows:

Modified Project 2-14 would remove one westbound travel lane on McCoppin Street from Gough Street to 125' east of Valencia Street ~~and remove approximately seven parking spaces on the north side of McCoppin Street near Valencia Street.~~ Four ~~Three~~ parking spaces would be added on the south side of McCoppin Street between Jessie Street and Stevenson Streets by converting parallel parking to 60-degree back-in angle ~~perpendicular~~ parking. Modified Project 2-14 would result in a net gain ~~loss~~ of approximately ~~one~~ four parking spaces.

Page V.A.3-43 of the Draft EIR is revised as follows:

Modified Project 2-14 would remove one westbound travel lane on McCoppin Street from Gough Street to 125' east of Valencia Street ~~and remove approximately seven parking spaces on the north side of McCoppin Street near Valencia Street.~~ Four ~~Three~~ parking spaces would be added on the south side of McCoppin Street between Jessie Street and Stevenson Streets by converting parallel parking to 60-degree back-in angle ~~perpendicular~~ parking. Modified Project 2-14 would result in a net gain ~~loss~~ of approximately ~~one~~ four parking spaces.

Page V.A.3-313 of the Draft EIR is revised as follows:

Modified Project 2-14 would add a westbound Class II bicycle lane in both directions between Gough and Valencia Streets by removing one westbound travel lane. ~~Approximately seven on-street parking spaces would be removed~~

~~and Four Three~~ parking spaces would be gained by converting parallel parking to 60-degree back-in angle parking between Gough and Valencia Streets.

Page V.A.3-314 of the Draft EIR is revised as follows:

#### **PARKING**

Modified Project 2-14 would result in a net ~~loss~~ gain of approximately four on-street parking spaces by converting parallel parking to 60-degree back-in angle parking on the south side of McCoppin Street between Jessie and Stevenson Streets. Changes to the configuration of on-street parking were analyzed in the Draft EIR as Minor Improvement 4.1-9 on pp. V.A.4-25 to V.A.4-27. Parking occupancy along McCoppin Street is high but the loss of four spaces is minimal and can be accommodated within the vicinity of Project 2-14. Because the proposed project would add four parking spaces to the project vicinity. Therefore, there would be no significant parking impacts with the implementation of Modified Project 2-14.

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

Page IV.B-35 of the Draft EIR is revised as follows:

Project 5-7a Modified Option 2 would also add a left-turn bicycle lane on eastbound Alemany Boulevard approaching Lyell Street by narrowing the median and changing the existing left-turn restriction to allow bicycle left-turns, remove the existing left-turn bicycle lane on eastbound Alemany Boulevard approaching Rousseau Street and add approximately seven parking spaces along the south side of Alemany Boulevard, add a northbound contra-flow Class II bicycle lane on Lyell Street between Alemany Boulevard and Still Street by removing one of the two southbound left-turn lanes approaching Alemany Boulevard, and create a channel in the median island at the intersection of Lyell and Still Streets to allow northbound bicycle travel. Project 5-7a Modified Option 2 would add stop controls on eastbound Still Street approaching Lyell Street. Project 5-7a Option 2 would remove a total of approximately ~~56~~ 66 parking spaces.

Pages V.A.3-114 and V.A.3-115 of the Draft EIR are revised as follows:

- **Option 2**

Project 5-7a Modified Option 2 would also add a left-turn bicycle lane on eastbound Alemany Boulevard approaching Lyell Street by narrowing the median and changing the existing left-turn restriction to allow bicycle left-turns, remove the existing left-turn bicycle lane on eastbound Alemany Boulevard approaching Rousseau Street and add approximately seven parking spaces along the south side of Alemany Boulevard, add a northbound contra-flow Class II bicycle lane on Lyell Street between Alemany Boulevard and Still Street by removing one of the two southbound left-turn lanes approaching Alemany Boulevard, and create a channel in the median island at the intersection of Lyell and Still Streets to allow northbound bicycle travel. Project 5-7a Modified Option 2 would add stop controls on eastbound Still Street approaching Lyell Street. Project 5-7a Modified Option 2 would remove a total of approximately ~~56~~ 66 parking spaces.

Pages V.A.3-480 and V.A.3-481 of the Draft EIR are revised as follows:

### **PARKING**

There would be a total loss of approximately 59 on-street parking spaces along Arlington and Bosworth Streets under Option 1 and ~~66~~ 56 spaces under Project 5-7a Modified Option 2. The loss of ~~56 to~~ 59 to 66 parking spaces would increase the overall occupancy rate along these two streets from approximately 77 percent to over 100 percent for both Options 1 and Modified Option 2.

### **PROJECT 5-8 KANSAS STREET BICYCLE LANES, 23RD STREET TO 26TH STREET**

Page IV.B-36 of the Draft EIR is revised as follows:

Modified Project 5-8 would involve the installation of Class II bicycle lanes in both directions on Kansas Street between 23<sup>rd</sup> Street and ~~26<sup>th</sup>~~ 25<sup>th</sup> Street and a Class II bicycle lane in the northbound direction from 25<sup>th</sup> to 26<sup>th</sup> Streets. This project would add sharrows to the existing Class III bicycle route in the southbound direction from 25<sup>th</sup> Street to 26<sup>th</sup> Street.

Page V.A.3-115 of the Draft EIR is revised as follows:

Modified Project 5-8 would involve the installation of Class II bicycle lanes in both directions on Kansas Street between 23<sup>rd</sup> Street and ~~26<sup>th</sup>~~ 25<sup>th</sup> Street and a Class II bicycle lane in the northbound direction from 25<sup>th</sup> to 26<sup>th</sup> Streets. This

project would add sharrows to the existing Class III bicycle route in the southbound direction from 25<sup>th</sup> Street to 26<sup>th</sup> Street.

Page V.A.3-483 of the Draft EIR is revised as follows:

Modified Project 5-8 ~~The Project~~ would add Class II bicycle lanes in both directions on Kansas Street between 23<sup>rd</sup> and 26<sup>th</sup> 25<sup>th</sup> Streets and a Class II bicycle lane in the northbound direction from 25<sup>th</sup> to 26<sup>th</sup> Streets. Travel lanes would be narrowed at the intersections to create painted or raised pedestrian refuges. Project 5-8 would add sharrows to the existing Class III bicycle route in the southbound direction from 25<sup>th</sup> Street to 26<sup>th</sup> Street.

PROJECT 6-1 CLAREMONT BOULEVARD BICYCLE LANES, DEWEY BOULEVARD TO PORTOLA DRIVE ULLOA STREET

Page IV.B-40 of the Draft EIR is revised as follows:

Modified Project 6-1 would install a Class II bicycle lane in the northbound direction from Ulloa Street ~~Portola Drive~~ to Dewey Boulevard. In the southbound direction, Modified Project 6-1 would add sharrows to the existing Class III bicycle route from Dewey Boulevard to approximately 190 feet south of Ulloa Street and add a Class II bicycle lane from Ulloa Street to Portola Drive.

This project would remove parking on the west side of Claremont Boulevard from Portola Drive to approximately 85 feet northerly. A total of four parking spaces would be removed. Modified Project 6-1 would not involve travel lane or parking removal.

Page V.A.3-145 of the Draft EIR is revised as follows:

Modified Project 6-1 would install a Class II bicycle lane in the northbound direction on Claremont Boulevard from Ulloa Street ~~Portola Drive~~ to Dewey Boulevard. In the southbound direction, Modified Project 6-1 would add sharrows to the existing Class III bicycle route from Dewey Boulevard to approximately 190 feet south of Ulloa Street and add a Class II bicycle lane from Ulloa Street to Portola Drive.<sup>35</sup> This project would remove parking on the west

<sup>35</sup> Sharrows are a traffic control device which consists of pavement markings within the traffic lane. The markings are intended to alert drivers that bicyclists share the traffic lane and also to reduce the chance of bicyclists impacting the open doors of parked vehicles. For more information on sharrows,



side of Claremont Boulevard from Portola Drive to approximately 85 feet northerly. A total of four parking spaces would be removed Modified Project 6-1 would not involve travel lane ~~or parking~~ removal.

Page V.A.3-538 of the Draft EIR is revised as follows:

Modified Project 6-1 would add southbound sharrows on Claremont Boulevard between Dewey Boulevard ~~and to approximately 190 feet south of~~ Ulloa Street and a southbound Class II left-turn bicycle lane between Ulloa Street and Portola Drive by removing the striped median. Modified Project 6-1 would also add a northbound Class II bicycle lane between Ulloa Street ~~Portola Drive~~ and Dewey Boulevard by ~~allocating eight feet for parking and~~ narrowing the northbound travel lane.

Modified Project 6-1 would remove parking on the west side of Claremont Boulevard from Portola Drive to approximately 85 feet northerly. A total of four parking spaces would be removed.

#### **PARKING**

Modified Project 6-1 would remove parking on the west side of Claremont Boulevard from Portola Drive to approximately 85 feet northerly. A total of four parking spaces would be removed.

Parking occupancy is generally high during midday, but there would be no changes in parking layout or in the number of parking spaces in this segment. Therefore, there would be no parking impacts as a result of Project 6-1. The removal of four parking spaces on Claremont Boulevard may cause some of the vehicles to park on the adjacent neighborhood streets.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA, but rather a social effect. The loss of parking may cause potential indirect physical effects, which would include drivers circling and looking for a parking space in neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, aware of constrained parking conditions in a

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please see <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd/CAMUTCD-Part9.pdf>.

given area, shifting travel modes. Hence, any secondary environmental impacts that may result from a shortfall in parking would be minor. Therefore, any net reduction in on-street parking supply would not result in significant parking impacts. Thus, there would be no significant parking impacts as a result of the implementation of Modified Project 6-1.

The entry for Project 6-1 in Matrix 1.2 on page V.A.3-631 of the Draft EIR is revised as follows:

Modified Project 6-1: Claremont Boulevard Bicycle Lanes, Dewey Boulevard to Ulloa Street ~~Portola Drive~~

PROJECT 6-4 LAGUNA HONDA BOULEVARD BICYCLE LANES, PORTOLA DRIVE TO WOODSIDE AVENUE

Page IV.B-42 of the Draft EIR is revised as follows:

Modified Project 6-4 would narrow travel lanes and establish Class II bicycle lanes in both directions by removing approximately ~~five~~ four parking spaces. Modified Project 6-4 would also involve consolidation of three Muni bus stops on Laguna Honda Boulevard at Idora Avenue, Balceta Avenue, and Hernandez Avenue into one 80-foot bus zone in each direction resulting in a loss of eight parking spaces. ~~The proposed bus stop modification would remove approximately eight parking spaces.~~ Modified Project 6-4 would remove a total of 12 parking spaces.

Page V.A.3-146 and V.A.3-147 of the Draft EIR are revised as follows:

Modified Project 6-4 would narrow travel lanes and establish Class II bicycle lanes in both directions by removing approximately ~~five~~ four parking spaces. Modified Project 6-4 would also involve consolidation of three Muni bus stops on Laguna Honda Boulevard at Idora Avenue, Balceta Avenue, and Hernandez Avenue into one 80-foot bus zone in each direction resulting in a loss of eight parking spaces. ~~The proposed bus stop modification would remove approximately eight parking spaces.~~ Modified Project 6-4 would remove a total of 12 parking spaces.

Pages V.A.3-552 and V.A.3-553 of the Draft EIR are revised as follows:

~~The project~~ Modified Project 6-4 would add a Class II bicycle lane in the northbound direction on Laguna Honda Boulevard from Ulloa Street to Vasquez Avenue and would add sharrows on northbound Laguna Honda Boulevard from Vasquez Avenue to Woodside Avenue. In the southbound direction, Modified Project 6-4 would add a Class II bicycle lane to the existing Class III bicycle route. To add the Class II bicycle lane ~~five~~ four parking spaces would be removed. Three existing Muni bus stops would be consolidated on Laguna Honda Boulevard at Idora Avenue, Balceta Avenue, and Hernandez Avenue into one 80-foot bus zone in each direction resulting in a loss of eight parking spaces. ~~The proposed bus stop modification would remove approximately eight parking spaces.~~ Modified Project 6-4 would remove a total of 12 parking spaces.

Pages V.A.3-553 and V.A.3-554 of the Draft EIR are revised as follows:

### **PARKING**

There are a total of approximately 70 existing on-street parking spaces on both sides of Laguna Honda Boulevard between Portola Drive and Woodside Avenue. Due to the conversion of the three existing pole stops into one bus zones along Laguna Honda Boulevard between Portola Drive and Vasquez Avenue and other modifications, ~~43~~ 12 on-street parking spaces would be removed. On-street parking occupancy is less than 50 percent utilized during the midday period between Portola Drive and Woodside Avenue. This is a single-family residential community and residences have off-street parking in driveways and garages. The loss of ~~43~~ 12 on-street parking spaces can be adequately accommodated with the changes proposed by Modified Project 6-4. Therefore, there would be no significant parking impacts with implementation of Modified Project 6-4.

### **PROJECT 7-1 INTERSECTION IMPROVEMENTS AT 7TH AVENUE AND LINCOLN WAY**

Page IV.B-44 of the Draft EIR is revised as follows:

Modified Project 7-1 would involve further modifications at the intersection of 7<sup>th</sup> Avenue and Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve the installation ~~ing of~~ a cut-through in the center of the raised median for northbound bicyclists, ~~and the installation~~ ing of a 40 foot-long northbound bicycle-only-lane to the south of the intersection of 7<sup>th</sup>

Avenue and Lincoln Way, and the installation of a bicycle loop detector and a bicycle traffic signal for northbound bicyclists. The bicycle lane would be implemented by restriping the existing travel lanes. Project 7-1 would involve the removal of nine parking spaces on the east side of 7<sup>th</sup> Avenue due south of Lincoln Way. There would be no travel lane removal associated with Modified Project 7-1.

Page V.A.3-164 of the Draft EIR is revised as follows:

Modified Project 7-1 would involve further modifications at the intersection of 7th Avenue and Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve the installation of a cut-through in the center of the raised median for northbound bicyclists, and the installation of a 40 foot-long northbound bicycle-only-lane to the south of the intersection of 7th Avenue and Lincoln Way, and the installation of a bicycle loop detector and a bicycle traffic signal for northbound bicyclists. The bicycle lane would be implemented by restriping the existing travel lanes. Project 7-1 would involve the removal of nine parking spaces on the east side of 7th Avenue due south of Lincoln Way. There are no travel lane removals or parking changes associated with Modified Project 7-1.

Page V.3.A-597 of the Draft EIR is revised as follows:

Modified Project 7-1 would involve further modifications at the intersection of 7<sup>th</sup> Avenue and Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve installing a cut-through in the center of the raised median for northbound bicyclists, installing a 40 foot-long northbound bicycle lane to the south of the intersection of 7<sup>th</sup> Avenue and Lincoln Way, and installing a bicycle loop detector and a bicycle traffic signal for northbound bicyclists. The bicycle lane would be implemented by restriping the existing travel lanes. Project 7-1 would involve the removal of nine parking spaces on the east side of 7<sup>th</sup> Avenue south of Lincoln Way. There are no travel lane removals associated with Modified Project 7-1.

One study intersection is included in Project 7-1 for the PM peak period. Table V.7-4, p. V.A.3-598, summarizes these results.

The 7<sup>th</sup> Avenue/Lincoln Way intersection is common to Projects 7-1 and 7-2 within the Cluster 7 area. Modified Project 7-1 would involve further modifications at the intersection of 7<sup>th</sup> Avenue and Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve installing a cut-through in the center of the raised median for northbound bicyclists, installing a northbound bicycle lane, and installing a bicycle loop detector and a bicycle traffic signal for northbound bicyclists. ~~Project 7-1 would involve the removal of nine parking spaces on the east side of 7<sup>th</sup> Avenue south of Lincoln Way. However, there is no through movement modifications to the southbound and northbound traffic movements for motor vehicles under either project. All northbound and southbound traffic except for bicycles are required to make a right turn onto Lincoln Way. Since the impacts of both Projects 7-1 and 7-2 in combination would not result in a significant traffic impact for the PM peak hour, there would be no significant traffic impact from individual Project 7-1. Therefore, Project 7-2 would add a Class II bicycle lane in both directions on 7<sup>th</sup> Avenue between Lawton and Judah Streets, sharrows in both directions between Judah and Hugo Streets, and a center bicycle lane between Hugo Street and Lincoln Way.~~ The analysis below reflects the impacts of ~~both the combined~~ projects.

Page V.3.A-598 of the Draft EIR is revised as follows:

Intersection 61: 7<sup>th</sup> Avenue/Lincoln Way

The 7<sup>th</sup> Avenue/Lincoln Way intersection is common to Modified Projects 7-1 and Project 7-2 within the Cluster 7 area. ~~Project 7-1 would involve further modifications at the intersection of 7<sup>th</sup> Avenue and Lincoln Way to allow northbound bicyclists to cross Lincoln Way. These modifications would involve installing a cut-through in the center of the raised median for northbound bicyclists, installing a northbound bicycle lane, and installing a bicycle loop detector and a bicycle traffic signal for northbound bicyclists. Project 7-1 would involve the removal of nine parking spaces on the east side of 7<sup>th</sup> Avenue south of Lincoln Way. However, there would be is no through movement modifications to the southbound and northbound traffic movements for motor vehicles under either project. All northbound and southbound traffic except for bicycles are required to make a right turn onto Lincoln Way. Since the impacts of both Modified Projects 7-1 and Project 7-2 in combination would not result in a~~

significant traffic impact for the PM peak hour, there would be no significant traffic impact from individual Modified Project 7-1. Therefore, the analysis below reflects the impacts of both projects.

Pages V.3.A-599 and V.3.A-600 of the Draft EIR are revised as follows:

### **PARKING**

~~Modified Project 7-1 would not change the parking conditions in the project area. Project 7-1 would result in a net loss of approximately nine parking spaces. Parking occupancy along 7<sup>th</sup> Street is high during the midday and evening periods. The removal of nine parking spaces on 7<sup>th</sup> Street may potentially cause some of the vehicles to park on the adjacent neighborhood streets, raising concerns by the residents in this area.~~

~~In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact under CEQA, but rather a social effect. The loss of parking may cause potential indirect physical effects, which would include drivers circling and looking for a parking space in neighboring. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, aware of constrained parking conditions in a given area, shifting travel modes. Hence, any secondary environmental impacts that may result from a shortfall in parking would be minor. Therefore, there would be no significant parking impacts with implementation of Modified Project 7-1.~~

Page V.A.3-602 of the Draft EIR is revised as follows:

#### Intersection 61: 7<sup>th</sup> Avenue /Lincoln Way

Modified Projects 7-1 and Project 7-2 would modify the intersection of 7th Avenue/Lincoln Way in different ways. Modified Project 7-1 would add a 40-foot long the northbound bicycle lane to the south of the intersection by keeping the two southbound lanes and by restriping the existing travel lanes. and eliminating nine parking spaces on the east side of the street.

PROJECT 7-4 JOHN F. KENNEDY DRIVE AND KEZAR DRIVE BICYCLE LANES,  
STANYAN STREET TO TRANSVERSE DRIVE

Page IV.B-45 of the Draft EIR is revised as follows:

Modified Project 7-4 would add Class II bicycle lanes in both directions on John F. Kennedy Drive by narrowing existing travel lanes. A limited number of parking spaces would be removed along portions of John F. Kennedy Drive where the narrowing of travel lanes would not provide sufficient space to add Class II bicycle lanes. With the exception of striping for bicycle lanes, parking and travel lane changes that are required to create this bicycle lane 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 & Pedestrian Improvements project after completion of a separate environmental review process and certification of an EIR.

Page V.A.3-165 of the Draft EIR is revised as follows:

Modified Project 7-4 would add Class II bicycle lanes in both directions on John F. Kennedy Drive by narrowing existing travel lanes. A limited number of parking spaces would be removed along portions of John F. Kennedy Drive where the narrowing of travel lanes would not provide sufficient space to add Class II bicycle lanes. With the exception of striping for bicycle lanes, parking and travel lane changes that are required to create this bicycle lane 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 & Pedestrian Improvements project after completion of a separate environmental review process and certification of an EIR on July 23, 2003.

Page V.A.3-608 of the Draft EIR is revised as follows:

Modified Project 7-4 would add a Class II bicycle lane in both directions on John F. Kennedy Drive between Kezar Drive and Transverse Drive ~~by narrowing travel lanes and removing on-street parking on this segment.~~ With the exception of striping for bicycle lanes, parking and travel lane changes that are required to create this bicycle lane 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 & Pedestrian Improvements project after going through a separate environmental review process and certification of an EIR on July 23, 2003.

Page V.A.3-609 of the Draft EIR is revised as follows:

## **PARKING**

~~Project 7-4 would remove approximately 81 on-street parking spaces on the north side of John F. Kennedy Drive and approximately 80 spaces on the south side. On-street parking demand is moderate to high during weekends, but parking is already prohibited on Saturdays and Sundays from April through September when the roadway is closed to motor vehicles. Also, there is an 800-space parking garage under the Golden Gate Park Music Concourse that could accommodate the additional parking demand generated by the removal of parking on John F. Kennedy Drive.~~

~~In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential indirect physical effects, which would include cars circling and looking for a parking space in neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, aware of constrained parking conditions in a given area, shifting travel modes. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor. Therefore, any net reduction in on-street parking supply with implementation of Project 7-4 would not result in significant parking impacts.~~

Parking and travel lane changes that are required to create this bicycle lane 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 & Pedestrian Improvements project after completion of a separate environmental review and certification of an EIR on July 23, 2003.

Modified Project 7-4 would not change the parking conditions in the project area. Therefore, there would be no parking impacts with implementation of Modified Project 7-4.

## **BICYCLE**

The installation of bicycle lanes would provide bicyclists with a designated right-of-way for travel. ~~The removal of on-street parking would reduce the conflicts between bicyclists and vehicles accessing parking spaces, and would eliminate the hazard for bicyclists within the “door zone.”~~ Therefore, Modified Project 7-4



would not result in a significant impact to bicyclists but could have the beneficial effect of improving roadway conditions and safety for bicyclists.

PROJECT 8-2 BUCKINGHAM WAY BICYCLE LANES, 19TH AVENUE TO 20TH AVENUE

Page IV.B-48 of the Draft EIR is revised as follows:

Modified Project 8-2 would involve the installation of sharrows to the existing Class III bicycle route in the westbound direction ~~Class II bicycle lanes in both directions~~ on Buckingham Way between 19<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. ~~Class II bicycle lanes would be added in both directions on Buckingham Way by narrowing travel lanes and removing approximately 10 parking spaces on the north side of Buckingham Way.~~

Page V.A.3-181 of the Draft EIR is revised as follows:

Modified Project 8-2 would involve the installation of sharrows to the existing Class III bicycle route in the westbound direction ~~Class II bicycle lanes in both directions~~ on Buckingham Way between 19<sup>th</sup> Avenue and 20<sup>th</sup> Avenue. ~~Class II bicycle lanes would be added in both directions on Buckingham Way by narrowing travel lanes and removing approximately 10 parking spaces on the north side of Buckingham Way.~~

Page V.A.3-616 of the Draft EIR is revised as follows:

Modified Project 8-2 would add sharrows to the existing Class III bicycle route in the westbound direction ~~Class II bicycle lanes in both directions~~ on Buckingham Way and ~~remove on-street parking on the north side of Buckingham Way~~ between 19<sup>th</sup> and 20<sup>th</sup> Avenues.

Page V.A.3-617 of the Draft EIR is revised as follows:

## TRANSIT

~~Buckingham Way (38 feet) is relatively narrow to accommodate two travel lanes and parking on both sides. Project 8-2 would reduce the width of travel lanes from 11 feet to 10 feet. Transit and traffic volumes are moderate on this segment of Buckingham Way. The reduction of travel lane width could slow down travel speeds including those of transit buses but would have little impact on total~~

~~transit operations for this short segment of their routes.~~ There are no Muni bus stops in this segment of Buckingham Way, and therefore there would be little chance of conflicts between bicycles and buses. In addition, there would be no changes in transit maneuvering. Therefore, there would be no significant impacts on transit as a result of Modified Project 8-2.

## **PARKING**

Modified Project 8-2 would not change the parking conditions in the project area. ~~Project 8-2 would remove approximately ten on street parking spaces on the north side of Buckingham Way between 19th and 20th Avenues representing approximately half the available supply on this short block. Parking occupancy along this street is generally high, thus, competition for scarce parking in the area would be intensified. However, this section of Buckingham Way is surrounded by considerable off street parking areas for the shopping center to the north and apartments to the south. This off street parking supply in conjunction with on street spaces on adjacent streets would be adequate to meet the parking demand of this short block.~~ Therefore, there would be no parking impacts with implementation of Modified Project 8-2.

Page V.A.3-618 of the Draft EIR is revised as follows:

## **BICYCLE**

The installation of sharrows 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' of bicycle lanes would provide bicyclists with a designated right of way for travel. The Draft EIR analyzes the physical environmental effects of the implementation of sharrows in Section V, pp. V.A.4-1 to V.A.4-31. There would be no significant impact as a result of installing sharrows on the bicycle route network. Therefore, Modified Project 8-2 would not result in a significant impact to bicyclists but could have the beneficial effect of improving roadway conditions and bicycling safety.

### ***C. Near-term improvements for which the Preferred Project is a Modification of an Option Analyzed in the Draft EIR***

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SFMTA has continued to refine the near-term improvements evaluated in the Draft EIR based upon stakeholder and City agency input since publication of the Draft EIR. For an

additional 13 near-term improvements, refinement of the project design to develop the preferred design option has resulted in modifications to a project option presented in the Draft EIR.

For the following near-term improvements, only one project option was presented in the Draft EIR: Projects 5-1, 5-2, ~~5-12~~, 6-5, and 7-3. The preferred project is a modification of the option presented in the Draft EIR. For near-term improvement Projects 2-1, 2-4, 2-16, ~~5-4~~, and ~~6-3~~ 5-12, the preferred project design is a modification to Option 1 presented in the Draft EIR. For near-term improvements Projects 2-2, 5-4, 5-9, 6-3, and 6-6, the preferred project design is a modification to Option 2 presented in the Draft EIR

The impacts of these modifications do not require revisions or additional analysis for the topics discussed in the Draft EIR other than what is provided in this section. These modifications will be incorporated to the text of the Draft EIR to supplement the text previously provided. Corresponding page references to the Draft EIR for these near-term improvements are also provided in the discussion below.

#### PROJECT 2-1 2ND STREET BICYCLE LANES, KING STREET TO MARKET STREET

The preferred project design for near-term improvement Project 2-1 is Modified Option 1. Pedestrian and bicycle impacts for Modified Option 1 are the same as those described on p. V.A.3-231 of the Draft EIR. Supplemental text required as a result of the modification of the preferred project design is presented below.

#### **Project Description**

The following text supplements the Project Description on p. IV.B-10 of the Draft EIR for Project 2-1.

Project 2-1 Modified Option 1 would add a northbound Class II bicycle lane on 2<sup>nd</sup> Street between King and Market Streets and would add a southbound Class II bicycle lane on 2<sup>nd</sup> Street between Market Street and Townsend Street. It would add sharrows in the northbound direction on 2<sup>nd</sup> Street between Stevenson and Market Streets in the travel lane, which is right-turn only at Market Street per existing regulations, and would permit bicycles to turn either left or right at Market Street. It would also add sharrows in the northbound direction on 2<sup>nd</sup> Street between Stillman and Harrison Streets in the shared through-right turn lane and to the existing Class III bicycle route on 2<sup>nd</sup> Street between Townsend

## VIII. Comments and Responses

### D. Draft EIR Revisions

and King Streets in the southbound direction. This project would remove a northbound travel lane between Townsend Street and 230' south of Brannan Street, between Harrison Street and 100' south of Folsom Street, and between Folsom Street and 100' south of Mission Street. Northbound right-turn pockets would be added at Mission and Folsom Streets. This project would remove a southbound travel lane between Mission and 100' north of Howard Street, Howard Street and 100' north of Harrison Street, and Harrison Street and 230'

south of Brannan Street. Southbound right-turn pockets would be added at Mission, Howard, and Harrison Streets.

A southbound left turn pocket would be provided on Hawthorne Street at Folsom Street. This project would include traffic engineering elements, such as left-turn restrictions, designed to permit better traffic flow through the single lane of traffic on 2<sup>nd</sup> Street. The locations are: southbound at Mission (except Muni), northbound at Mission, Minna, and Howard Streets, and southbound at Clementina, Natoma, Folsom, Harrison, Bryant, and Brannan Streets. Finally, this project would convert an existing through travel lane to a left-turn only lane on northbound 2<sup>nd</sup> Street at Harrison Street.

To better accommodate passenger loading at more appropriate locations such as in front of a restaurant and a large downtown office building, the project design for Modified Project 2-1 would include the conversion of three metered parking spaces in front of the 101 2<sup>nd</sup> Street office building into a passenger loading zone and conversion of a metered parking space just north of the proposed right turn pocket at Howard Street into a part-time passenger loading zone to serve the nearby businesses.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-34 and V.A.3-211 of the Draft EIR for Project 2-1.

Project 2-1 includes two design options in the Draft EIR. Both options in the Draft EIR provide Class II bicycle lanes in both directions by removing a combination of traffic lanes and on-street parking and adding turn pockets at intersections. The preferred design is a modification of Option 1, which will be referred to as Modified Option 1. The modified project would add Class II bicycle lanes in both directions and includes traffic engineering elements, such as restricting left turns from 2<sup>nd</sup> Street at several intersections, designed to permit better traffic flow through the single lane of traffic and the relocation of passenger loading zones. For some short segments approaching certain intersections sharrows would be implemented. Project 2-1 Modified Option 1 would remove substantially fewer parking spaces and freight loading zones than either Option 1 or 2 analyzed in the Draft EIR.

## Impact Analysis

### *Traffic: Intersection Level of Service (LOS)*

The following text supplements the traffic analysis on pp. V.A.3-212 through V.A.3-225 of the Draft EIR for Project 2-1.

Intersection LOS calculations were performed for this project for the PM peak hour at six intersections. The level of service at the six study intersections for Project 2-1 were recalculated and two new study intersections were added to analyze the lane arrangement of Modified Option 1. Tables C&R-9, below, and C&R-10, p. C&R-284, summarize these results.

**Table C&R-9**  
**Project 2-1 Intersection Level of Service (LOS) and Average Delay**  
**Existing and Existing plus Project Conditions**  
**Weekday PM Peak Hour**

Draft EIR Study Intersection		Existing		Existing plus Project Modified Option 1		Existing plus Project Option 1	
		Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>d</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>d</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>d</sup>
1.	2nd Street/Bryant Street	<del>E; 1.238</del> <u>60.3</u>	<b>E ; 1.238</b>	62.1	<b>E ; 1.238</b>	<b>&gt;80</b>	<b>F; 1.379</b>
2.	2nd Street/Harrison Street	<del>E; 1.28</del> <u>64.9</u>	<b>E ; 1.128</b>	79.2	<b>E ; 1.128</b>	<b>&gt;80</b>	<b>F; 1.171</b>
3.	2nd Street/Folsom Street	<del>D 44.7</del>	D	35.8	D	76.5	<b>E; 1.063</b>
4.	2nd Street/Howard Street	<del>C 20.1</del>	C	34.9	C	22.4	C
5.	2nd Street/Brannan Street	<del>B 14.1</del>	B	16.5	B	15	B
6.	2nd Street/Townsend Street <sup>c</sup>	<del>B 14.8</del>	B	15.0	B	20	C
63. (additional)	Howard Street/New Montgomery Street <sup>e</sup>	<del>B 14.8</del>	B	16.5	B	-	-
64. (additional)	Folsom Street/Hawthorne Street <sup>e</sup>	<del>C 24.2</del>	C	16.3	B	-	-

*Notes:*

- Delay in seconds per vehicle.
- Intersections operating at LOS E or LOS F conditions highlighted in bold.
- LOS and average delay for combined impacts for Projects 2-1 and 2-16.
- V/C (Volume to Capacity) ratio for intersections operating at LOS E or LOS F.
- Intersection added for analysis under Modified Option 1.

**Table C&R-10**  
**Project 2-1 Intersection Level of Service (LOS) and Average Delay**  
**2025 Cumulative and 2025 Cumulative plus Project Conditions**  
**Weekday PM Peak Hour**

Draft EIR Study Intersection		2025 CUMULATIVE		2025 CUMULATIVE plus Project Modified Option 1		2025 CUMULATIVE plus Project Option 1	
		Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>d</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>d</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>d</sup>
1.	2nd Street/Bryant Street	>80	F ; 1.451	>80	F ; 1.451	>80	F ; 1.611
2.	2nd Street/Harrison Street	>80	F ; 1.428	>80	F ; 1.358	>80	F ; 1.505
3.	2nd Street/Folsom Street	>80	F ; 1.558	>80	F ; 1.388	>80	F ; 1.489
4.	2nd Street/Howard Street	>80	F ; 1.224	>80	F ; 1.373	>80	F ; 1.450
5.	2nd Street/Brannan Street	16.1	B	31.7	C	52.4	D
6.	2nd Street/Townsend Street <sup>c</sup>	15.8	B	17.5	B	55.1	<b>E ; 0.849</b>
63. (additional)	Howard Street/New Montgomery Street <sup>e</sup>	24.7	C	45.1	D	-	-
64. (additional)	Folsom Street /Hawthorne Street <sup>e</sup>	43.2	D	23.3	C	-	-

*Notes:*

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F conditions highlighted in bold.
- c. LOS and average delay for combined impacts for Projects 2-1 and 2-16.
- d. V/C (Volume to Capacity) ratio for intersections operating at LOS E or LOS F.
- e. Intersection added for analysis under Modified Option 1.

Intersection 1: 2nd Street/Bryant Street

• **Modified Option 1**

**Existing and Existing plus Project Conditions**

Under Existing conditions for the PM peak hour this intersection operates at LOS E. Under Existing plus Project conditions the 2<sup>nd</sup> Street/Bryant Street intersection would operate at LOS E. The northbound lane configuration would remain the same as existing conditions, with two northbound through lanes and one tow-away lane that must turn right (to eastbound Bryant

Street). The southbound lane configuration would be reduced from two lanes to one lane. Southbound left turns are currently prohibited during the PM peak. Under Modified Option 1 they would be prohibited at all times. Under Existing plus Project conditions analyzed for Option 1 in the Draft EIR, the intersection of 2nd Street/Bryant Street would operate at LOS F. Modified Option 1 would improve the operating conditions for the intersection. However, Significant Impact TR-P2-1a would still occur with the implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions as a result of the intersection operating at LOS E.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions**

The 2<sup>nd</sup> Street/Bryant Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions in the PM peak hour. The 2<sup>nd</sup> Street/Bryant Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions, which is the same result as analyzed for Option 1 in the Draft EIR. The northbound critical movement at 2<sup>nd</sup> Street and Bryant Street would deteriorate under Existing plus Project conditions, relative to Existing Conditions. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative Conditions. Therefore, Significant Impact TR-P2-1b would still occur at the 2<sup>nd</sup> Street/Bryant Street intersection for the PM peak hour with implementation of Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions. The V/C ratio for Option 1 and Modified Option 1 are 1.611 and 1.451 respectively. Therefore, Modified Option 1 would not increase the severity of the significant impact at this intersection.

#### Intersection 2: 2nd Street/Harrison Street

- **Modified Option 1**

#### **Existing and Existing plus Project Conditions**

Under Existing conditions for the PM peak hour this intersection operates at LOS E. Under Existing plus Project conditions, the 2<sup>nd</sup> Street/Harrison Street intersection would operate at LOS E. The southbound lane configuration would be modified from one shared through-left and one shared through-right lanes to one through lane and one right turn lane. Southbound left turns would be prohibited at all times. The northbound lane configuration would be the same as existing except that the left lane would be designated a left turn only lane. Sharrows would be placed in the shared through-right lane because this lane serves as the second of two northbound right turn lanes at Harrison Street leading to the I-80/Bay Bridge on-ramp. Therefore it is anticipated that northbound bicyclists will use this lane to bypass the right



turn queue during peak hours. Project 2-1 Modified Option 1 preserves existing capacity for the critical northbound right turn approach to the freeway on-ramp at Essex Street. Southbound left turning vehicles would either not turn into 2<sup>nd</sup> Street, or if using 2<sup>nd</sup> Street, use alternate routes. For analysis purposes, southbound left turning vehicles going eastbound were assigned to Hawthorne Street via Howard Street. They have been added as eastbound Folsom Street vehicles at 2<sup>nd</sup> Street. Under Existing plus Project conditions analyzed for Option 1 in the Draft EIR, the intersection of 2<sup>nd</sup> Street/Harrison Street would operate at LOS F. Modified Option 1 would improve the operating conditions for the intersection. However, Significant Impact TR-P2-1c would still occur at the 2<sup>nd</sup> Street/Harrison Street intersection with implementation of Project 2-1 Modified Option 1 under Existing plus Project conditions.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions**

The 2<sup>nd</sup> Street/Harrison Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. The 2<sup>nd</sup> Street/Harrison Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative plus Project conditions under the PM peak hour, which is the same result as was discussed in the EIR for Project 2-1 Options 1 and 2. Modified Option 1 would preserve capacity for the critical northbound right turn approach to the freeway on-ramp at Essex Street. The northbound critical movement at 2<sup>nd</sup> Street and Harrison Street would deteriorate under Existing plus Project conditions. As a consequence, a corresponding LOS deterioration is expected at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative Conditions. Although the modified project would improve conditions relative to what was analyzed in the Draft EIR for Option 1, Significant Impact TR-P2-1e would still occur at the 2<sup>nd</sup> Street/Harrison Street intersection with implementation of Project 2-1 Modified Option 1 under 2025 Cumulative plus Project conditions. The V/C ratio for Option 1 and Modified Option 1 are 1.505 and 1.358 respectively. Therefore, Modified Option 1 would not increase the severity of the significant impact at this intersection.

#### Intersection 3: 2nd Street/Folsom Street

- **Modified Option 1**

#### **Existing and Existing plus Project Conditions**

Under Existing conditions for the PM peak hour this intersection operates at LOS D with a delay of 44.7 seconds. Under Existing plus Project conditions, the 2<sup>nd</sup> Street/Folsom Street intersection would continue to operate at LOS D. The southbound lane configuration would be modified from one through

lane and one shared through-left turn lane to one through lane. Southbound left turns would be prohibited at all times and the signal timing modified to remove a lagging permissive-protected left turn phase. In addition, the northbound lane would be modified from one through lane and one shared through-right lane to one through lane and one exclusive right-turn lane. Southbound left turning vehicles would either not turn into 2<sup>nd</sup> Street, or if using 2<sup>nd</sup> Street, use alternate routes. For analysis purposes, southbound left turning vehicles going eastbound were assigned to Hawthorne Street via Howard Street. They have been added as eastbound Folsom Street vehicles at 2<sup>nd</sup> Street. Therefore, there would not be a significant traffic impact at the intersection of 2<sup>nd</sup> and Folsom Streets under Existing plus Project conditions with the implementation of Project 2-1 Modified Option 1. Under Existing plus Project conditions analyzed for Option 1 in the Draft EIR, the intersection of 2<sup>nd</sup> Street/Folsom Street would operate at LOS E with 76.5 seconds of delay. Modified Option 1 would improve the operating conditions for the intersection relative to what was analyzed for Option 1 and Significant Impact TR-P2-1g would not occur with the modified project.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions**

The 2<sup>nd</sup> Street/Folsom Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay, under 2025 Cumulative conditions for the PM peak hour. The 2<sup>nd</sup> Street/Folsom Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative plus Project conditions for the PM peak hour. Left turn volume assignment is as discussed for Existing plus Project Conditions. Therefore, Significant Impact TR-P2-1i would still occur at the 2<sup>nd</sup> Street/Folsom Street intersection under 2025 Cumulative plus Project conditions with the implementation of Project 2-1 Modified Option 1. The V/C ratio for Option 1 and Modified Option 1 are 1.489 and 1.388 respectively. Therefore, Modified Option 1 would not increase the severity of the significant impact at this intersection.

#### Intersection 4: 2nd Street/Howard Street

- **Modified Option 1**

#### **Existing and Existing plus Project Conditions**

Under Existing conditions for the PM peak hour this intersection operates at LOS C with a delay of 20.1 seconds. Under Existing plus Project conditions for the modified project, this intersection would continue to operate satisfactorily at LOS C with 34.9 seconds of delay. Under Existing plus Project conditions analyzed for Option 1 in the Draft EIR, the intersection of 2<sup>nd</sup> Street/Howard Street would operate at LOS C with 22.4 seconds of delay. The southbound lane configuration would be modified from one through

lane and one shared through-right turn lane to one through lane and one exclusive right-turn lane. In addition, the northbound lane configuration would be modified from one through lane and one shared through-left turn lane to one through lane. Northbound left turns would be prohibited at all times. Northbound left turning vehicles would either not turn into 2<sup>nd</sup> Street, or if using 2<sup>nd</sup> Street, use alternate routes such as turning left at Harrison Street. For analysis purposes, northbound left turning vehicles were assigned to the northbound through lane at 2<sup>nd</sup> and Howard Streets. Southbound left turns prohibited at Folsom and Harrison Streets have been reassigned as southbound right turns for southbound 2<sup>nd</sup> Street at Howard Street. Assigning all left turns to one alternative route is the worst case scenario, as in reality vehicles would disperse using more than one alternate route (see discussion for Howard/New Montgomery and Folsom/Hawthorne). Therefore, there would not be a significant traffic impact at the intersection of 2<sup>nd</sup> and Howard Streets under the Existing plus Project conditions with the implementation of Project 2-1 Modified Option 1.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions**

The 2<sup>nd</sup> Street/Howard Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. The 2<sup>nd</sup> Street/Howard Street intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative plus Project conditions for the PM peak hour, which is the same result as analyzed in the Draft EIR for Project 2-1 Options 1 and 2. Therefore, Significant Impact TR-P2-1k would still occur at the 2<sup>nd</sup> Street/Howard Street intersection with implementation of Project 2-1 Modified Option 1. The V/C ratio for Option 1 and Modified Option 1 are 1.450 and 1.373 respectively. Therefore, there would be no increase in the severity of the significant impact as a result of Modified Option 1.

#### Intersection 5: 2nd Street/Brannan Street

- **Modified Option 1**

#### **Existing and Existing plus Project Conditions**

Under Existing conditions this intersection operates at LOS B with a delay of 14.1 seconds. The 2<sup>nd</sup> Street/Brannan Street intersection would operate satisfactorily at LOS B with 16.5 seconds of delay under Existing plus Project conditions for Modified Option 1. Under Existing plus Project conditions analyzed for Option 1 in the Draft EIR, the intersection of 2nd Street/Brannan Street would operate at LOS B with 15 seconds of delay. The northbound lane configuration would be modified from one shared through-left lane and one shared through-right lane to one shared left-through-right lane. The southbound lane configuration would be modified from one shared through-

left lane and one shared through-right lane to one shared through-right lane. Southbound left turns would be prohibited. Southbound left turns have been assigned as through vehicles on 2<sup>nd</sup> Street at Brannan Street. Therefore, there would not be a significant traffic impact at the intersection of 2<sup>nd</sup> and Brannan Streets under the Existing plus Project conditions with the implementation of Project 2-1 Modified Option 1.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions**

The 2nd Street/Brannan Street intersection would operate satisfactorily at LOS B, with 16.1 seconds of average delay under 2025 Cumulative conditions. Under 2025 Cumulative plus Project conditions, this intersection would operate satisfactorily at LOS C. Under 2025 Cumulative plus Project conditions analyzed for Option 1 in the Draft EIR, the intersection of 2nd Street/Brannan Street would operate at LOS D with 52.4 seconds of delay. Modified Option 1 would improve conditions at the 2nd Street/Brannan Street intersection relative to what was analyzed for Option 1. Therefore, there would not be a significant traffic impact at the intersection of 2<sup>nd</sup> and Brannan Streets under the Cumulative plus Project conditions with the implementation of Project 2-1 Modified Option 1.

#### Intersection 6: 2<sup>nd</sup> Street/Townsend Street (Projects 2-1 and 2-16 Combined)

The 2<sup>nd</sup> Street/Townsend Street intersection is common to Projects 2-1 and 2-16. Modified Option 1 includes lane configurations for both projects.

- **Modified Option 1**

#### **Existing and Existing plus Project Conditions for Projects 2-1 and 2-16 combined**

Under Existing conditions for the PM peak hour this intersection operates at LOS B with 13.8 seconds of delay. The 2<sup>nd</sup> Street/Townsend Street intersection would operate satisfactorily at LOS B under Existing plus Project conditions. Intersection configuration would be one southbound left turn lane, one southbound shared through-right turn lane, one northbound shared through-right-left turn lane, one westbound shared through-right-left turn lane, one eastbound left turn lane, and one eastbound shared through-right lane. Under Existing plus Project conditions analyzed for Option 1 for the combined projects in the Draft EIR, the intersection of 2nd Street/Townsend Street would operate at LOS C with 20 seconds of delay. Modified Option 1 would improve conditions at the 2nd Street/Townsend Street intersection relative to the conditions analyzed for Option 1 in the Draft EIR. Therefore, there would not be a significant traffic impact at the intersection of 2<sup>nd</sup> and Townsend Streets under the Existing plus Project conditions with the

combined implementation of Project 2-1 Modified Option 1 and Project 2-16 Option 1.

**2025 Cumulative and 2025 Cumulative plus Project Conditions**

Under 2025 Cumulative conditions for the PM peak hour this intersection operates at LOS B with 15.8 seconds of delay. The 2nd Street/Townsend Street intersection would continue to operate satisfactorily at LOS B under 2025 Cumulative plus Project conditions. Under 2025 Cumulative plus Project conditions analyzed for Option 1 of the combined projects in the Draft EIR, the intersection of 2nd Street/Townsend Street would operate at LOS E with 55.1 seconds of delay. Modified Option 1 would improve conditions at the 2nd Street/Townsend Street intersection relative to conditions analyzed for Option 1 in the Draft EIR. Therefore, there would not be a significant traffic impact at the intersection of 2<sup>nd</sup> and Townsend Streets under the 2025 Cumulative plus Project conditions with the implementation of combined Project 2-1 Modified Option 1 and Project 2-16 Option 1.

The intersections of Howard Street/New Montgomery Street and Folsom Street/Hawthorne Street were added for analysis for Project 2-1 Modified Option 1. Existing conditions were obtained from the traffic counts provided in the Final Transportation Report, February 2009, 222 Second Street Project (Case No. 2006.1106<sup>36</sup>). Traffic impact analysis for Project 2-1 Modified Option 1 includes intersection LOS analysis for Howard Street/New Montgomery Street and Folsom Street/Hawthorne Street under existing 2007 and 2025 Cumulative scenarios.

Intersection 63: Howard Street and New Montgomery Street

- **Modified Option 1**

**Existing and Existing plus Project Conditions**

Under Existing conditions for the PM peak hour the intersection of Howard Street/New Montgomery Street operates with LOS B with an average delay of 14.8. Under Existing plus Project conditions the intersection would continue to operate at LOS B with average delay of 16.5 seconds. The intersection configuration would remain unchanged. Therefore, there would not be a significant traffic impact under Existing plus Project conditions for Project 2-1 Modified Option 1.

Under 2025 Cumulative conditions for the PM peak hour the intersection of Howard Street/New Montgomery Street operates with LOS C with an

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<sup>36</sup> This report is available for public review by appointment at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File Case No. 2006.1106E.

average delay of 24.7 seconds. Under 2025 Cumulative plus Project conditions the intersection would continue to operate at LOS D with average delay of 45.1 seconds. Therefore, there would not be a significant traffic impact under 2025 Cumulative plus Project conditions at this intersection with the implementation of Project 2-1 Modified Option 1.

Intersection 64: Hawthorne and Folsom Streets

- **Modified Option 1**

**Existing and Existing plus Project Conditions**

Under Existing conditions for the PM peak hour the intersection of Folsom Street/Hawthorne Street operates with LOS C with an average delay of 24.2. Under Existing plus Project conditions this intersection would operate at LOS B with an average delay of 16.3 seconds. The modified project design includes a lane configuration for southbound Hawthorne Street which would be modified from a shared through-right-left lane to one through and one exclusive left-turn lane. This would be accomplished by removing four parking spaces on the west side of Hawthorne Street north of Folsom Street. Therefore, there would not be a significant traffic impact under Existing plus Project conditions at this intersection with the implementation of Project 2-1 Modified Option 1.

**2025 Cumulative and 2025 Cumulative plus Project Conditions**

Under 2025 Cumulative conditions, for the PM peak hour, the intersection of Folsom Street/Hawthorne Street operates with LOS D with an average delay of 43.2. Under 2025 Cumulative plus Project conditions the intersection would operate at LOS C with an average delay of 23.3 seconds. Therefore, there would not be a significant traffic impact under 2025 Cumulative plus Project conditions at this intersection with the implementation of Project 2-1 Modified Option 1.

*Transit*

The following text supplements the transit analysis on pp. V.A.3-225 through V.A.3-229 of the Draft EIR for Project 2-1.

A Muni bus zone on the east side of 2<sup>nd</sup> Street just south of Folsom Street for the 10-Townsend route would be removed under Modified Option 1 in order to provide a northbound right turn pocket. This bus zone could be relocated to just south of the proposed right turn pocket by removing four metered parking spaces. This bus zone relocation would not increase delay for these buses compared to the analysis presented in the Draft EIR. Because 10-Townsend

buses turn right from northbound 2<sup>nd</sup> Street onto eastbound Folsom Street, moving the bus stop further south would allow buses to start their right turns farther away from the curb than under the existing condition. On the other hand, a bus stop location 100 feet south of Folsom may be somewhat less convenient for some passengers boarding or alighting at this stop. However, this impact would not constitute a significant physical environmental impact. Therefore, there would not be a significant impact on transit as a result of implementing Project 2-1 Modified Option 1. As with Option 1, the following transit impacts would still occur on Muni bus route 10 with Modified Option 1: Significant Impact 2-1o on Muni bus line 10 would still occur with Projects 2-1 and 2-16 combined under the Existing plus Project conditions; Significant Impact 2-1q would still occur on Muni bus line 10 with Projects 2-1 and 2-16 combined under the 2025 Cumulative plus Project plus conditions; Significant Impact 2-1s to Muni bus line 10 would still occur under the 2025 Cumulative plus Project conditions; and Significant Impact 2-1u on Muni bus line 10 would still occur under the 2025 Cumulative plus Project conditions.

### *Parking*

The following text supplements the parking analysis on pp. V.A.3-230 through V.A.3-231 of the Draft EIR for Project 2-1.

Modified Option 1 would remove parking at the following locations to provide right-turn pockets: 100' on the west side of 2<sup>nd</sup> Street north of Mission Street; 100' on the east side of 2<sup>nd</sup> Street south of Mission Street; 100' on the west side of 2<sup>nd</sup> Street, north of Howard Street; 100' on the east side of 2<sup>nd</sup> Street, south of Folsom Street; and 100' on the west side of 2<sup>nd</sup> Street north of Harrison Street. These parking removals result in a net loss of 14 metered parking spaces, two yellow (commercial) metered spaces, two passenger loading zones (total of 63') and one Muni bus zone on 2<sup>nd</sup> Street. On Hawthorne Street, three metered parking spaces and two yellow (commercial) metered spaces would be removed. The number of parking spaces removed by Modified Option 1 is substantially lower than the 97 spaces that would be removed under Option 1 and 88 spaces removed by Option 2. However, this change would potentially increase the midday occupancy rate along 2<sup>nd</sup> Street to over 100 percent.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and

demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

In San Francisco, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social effects need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor. Therefore, as discussed above, Project 2-1 Modified Option 1 would not result in a significant parking impact. Impacts on



loading resulting from this parking removal are discussed below in the Loading section.

### *Loading*

The following text supplements the loading analysis on pp. V.A.3-231 through V.A.3-233 of the Draft EIR for Project 2-1.

As discussed on pages V.A.3-231 and 232 of the Draft EIR, the removal of passenger loading zones and commercial freight loading zones within the 2<sup>nd</sup> Street corridor as a result of the implementation of either Option 1 or Option 2 of Project 2-1 could result in potentially significant loading impacts for passenger and commercial freight loading (Passenger loading: Significant Impacts TR-P2-1w, TR-P2-1x, TR-P2-1y and TR-P2-1z and Commercial freight loading: TR-P2-1aa, TR-P2-1bb, TR-P2-1cc and TR-P2-1dd). As described in the project description and below, the project design for Modified Option 1 would not result in significant passenger loading impacts. However, as discussed in this section Modified Option 1 could potentially alleviate the identified significant commercial loading impacts. However, based upon a conservative analysis, these significant impacts to commercial freight loading would remain within the 2<sup>nd</sup> Street corridor.

To better accommodate passenger loading at more appropriate locations such as in front of a restaurant and a large downtown office building, the project design for Modified Project 2-1 would include the conversion of three metered parking spaces in front of the 101 2<sup>nd</sup> Street office building into a passenger loading zone and conversion of a metered parking space just north of the proposed right turn pocket at Howard Street into a part-time passenger loading zone to serve the nearby businesses. A 42-foot long passenger loading zone on the east side of 2<sup>nd</sup> Street, south of Mission Street to the adjacent space occupied by three metered parking spaces. This loading zone is located in front of 101 2<sup>nd</sup> Street, an office building on the southeast corner of 2<sup>nd</sup> and Mission Streets. The passenger loading zone is located near the entrance to the office building, about 60 feet south of Mission Street. Modified Option 1 would also include conversion of a metered parking space just north of the proposed right turn pocket at Howard Street into a part-time passenger loading zone to serve the nearby businesses to relocate the 21-foot long passenger loading zone on the west side of 2<sup>nd</sup> Street north of Howard Street. This part-time passenger loading zone serves a

restaurant located on the northwest corner of 2<sup>nd</sup> and Howard Streets. The passenger loading zone is effective between 11 AM – 3 PM Monday through Friday and 5 PM – 11 PM Monday through Saturday. Passenger loading in the project area would be accommodated. As discussed above, Modified Project 2-1 would not result in a potentially significant passenger loading impact along the indicated segments of the 2<sup>nd</sup> Street.

Modified Option 1 would not remove the existing passenger loading zone in front of the Marriott Courtyard Hotel located on the east side of 2<sup>nd</sup> Street north of Folsom Street, which is considered a significant passenger loading impact in the Draft EIR (Significant Impacts TR-P2-1w and TR-P2-1y). Therefore, there would be no significant passenger loading impacts as a result of Project 2-1 Modified Option 1.

Draft EIR Options 1 and 2 analyzed the removal of approximately 3 to 5 yellow commercial freight loading spaces per block in the northbound direction between Market and Harrison Streets, and these removals are considered significant impacts in the Draft EIR (TR-P2-1aa and TR-P2-1cc). Modified Option 1 would remove only two yellow commercial freight loading zones on this segment of 2<sup>nd</sup> Street. Modified Option 1 would also remove two yellow commercial freight loading spaces on the west side of Hawthorne Street north of Folsom Street to create a left turn pocket. The removal of these commercial freight loading zones and spaces could result in a potential impact along the indicated segments of the 2<sup>nd</sup> Street corridor and along Hawthorne Street north of Folsom Street. Therefore, the significant commercial freight loading impacts as a result of Modified Project 2-1 would remain.

While the SFMTA staff have identified potential measures to alleviate commercial freight loading conditions within the 2<sup>nd</sup> Street Corridor, as a result of Modified Project 2-1 there could still be similar significant commercial freight loading impacts in this area as identified in the EIR for the options related to this project. Improvement measures that could ameliorate loading conditions include the following: converting metered parking spaces immediately adjacent to the aforementioned two commercial freight loading zones on 2<sup>nd</sup> Street to yellow commercial freight loading zones; and, converting two metered parking spaces immediately adjacent to the aforementioned commercial freight loading spaces on Hawthorne Street to yellow commercial freight loading spaces. These

improvement measures (I-P2-1a and I-P2-1b) may be considered by SFMTA to improve freight loading conditions in this area. Nonetheless, Significant Impacts TR-P2-1aa and TR-P2-1cc remain with implementation of Project 2-1 Modified Option 1.

Pages V.A.3-233 of the Draft EIR is revised to include the following text:

*Improvement Measure I-P2-1a:*

To improve freight loading conditions in the 2<sup>nd</sup> Street corridor, metered parking spaces ~~immediately adjacent to the two commercial freight loading zones on the west side of Hawthorne Street north of Folsom Street~~ on Mission Street east of 2<sup>nd</sup> Street would be converted to yellow commercial freight loading zones.

*Improvement Measure I-P2-1b:*

To improve freight loading conditions in the 2<sup>nd</sup> 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.

PROJECT 2-2 5TH STREET BICYCLE LANES, MARKET STREET TO TOWNSEND STREET

**Project Description**

The following text supplements the Project Description on p. IV.B-11 of the Draft EIR for Project 2-2.

The preferred project design is Modified Option 2. Transit, pedestrian, bicycle and freight loading impacts for Modified Option 2 are the same as those described on p. V.A.3-246 through p. V.A.3-250 of the Draft EIR. Supplemental text required as a result of the preferred project design is presented below.

This project includes two design options in the Draft EIR. The preferred design option is consistent with Option 2, with the following changes: this project would add a northbound and southbound bicycle lane on 5<sup>th</sup> Street, between Mission and Townsend Streets, and add sharrows in both the northbound and southbound directions on 5<sup>th</sup> Street between Market and Mission Streets. This project would remove one northbound travel lane between Howard and Mission Streets and one southbound travel lane between Natoma and Clara Streets. This

project would add a southbound left-turn lane onto Folsom Street. This project would remove one northbound and one southbound travel lane in each direction between Townsend to Bryant Streets. Finally, this project would add left-turn lanes in both directions at Brannan Street and at Bluxome Streets. No additional left turn restrictions are proposed at any 5<sup>th</sup> Street intersections compared to the existing condition. This option is referred to as Modified Option 2.

### **Project Summary**

The following text supplements the Project Description on pp. V.A.3-48 and V.A.3-233 of the Draft EIR for Project 2-2.

This project includes two design options in the Draft EIR, both of which would generally provide Class II bicycle lanes or sharrows in each direction on 5<sup>th</sup> Street between Market and Townsend Streets through a combination of traffic lane and parking removals. The preferred design is a modification of Option 2, which will be referred to as Modified Option 2. Modified Option 2 would provide Class II bicycle lanes in both directions between Mission and Townsend Streets through a combination of traffic lane and parking removals and would provide sharrows in both directions between Mission and Market Streets.

### **Impact Analysis**

#### *Traffic: Intersection Level of Service (LOS)*

The following text supplements the traffic analysis on pp. V.A.3-234 through V.A.3-248 of the Draft EIR for Project 2-2.

The Draft EIR analyzed nine study intersections for Project 2-2. The revised project would modify two of the study intersections from what was analyzed as Draft EIR design Option 2. The lane configuration of Modified Option 2 at the intersection of 5<sup>th</sup> Street/Bryant Streets is the same as Draft EIR Option 1. The lane configuration of Modified Option 2 at 5<sup>th</sup> Street/Brannan Street differs from Draft EIR Option 2 in that a dedicated southbound left turn lane would be provided. For the southbound approach in Modified Option 2 there is one left turn lane, one through lane, and one right turn lane. These changes were made to the traffic model, and the traffic model was reanalyzed. Table C&R-11, p. C&R-298, and Table C&R-12, p. C&R-299, summarize these results.

**Table C&R-11**  
**Project 2-2 Intersection Level of Service (LOS) and Average Delay**  
**Existing and Existing Plus Project Conditions**  
**Weekday PM Peak Hour**

Draft EIR Study Intersection		Existing		Existing plus Project Modified Option 2		SAME AS
		Average Delay <sup>a</sup>	LOS <sup>b</sup> ; V/C <sup>c</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup> ; V/C <sup>c</sup>	
7.	5 <sup>th</sup> Street/Bryant Street	<b>75.8</b>	<b>E ; 0.958</b>	<b>&gt;80</b>	<b>F ; 1.286</b>	Draft EIR Option 1
8.	5 <sup>th</sup> Street/Harrison Street	52.5	D	52.5	D	Draft EIR Option 2
9.	5 <sup>th</sup> Street/Brannan Street	55.3	E ; 1.109	47	D	Modified <sup>d</sup>
10.	5 <sup>th</sup> Street/Mission Street	45.8	D	45.8	D	Draft EIR Option 2
11.	5 <sup>th</sup> Street/Market Street	15.4	B	15.4	B	Draft EIR Option 2
12.	5 <sup>th</sup> Street/Howard Street	24.3	C	29	C	Draft EIR Option 2
13.	5 <sup>th</sup> Street/Folsom Street	16.8	B	17.5	B	Draft EIR Option 2
17.	6 <sup>th</sup> Street /Brannan Street	<b>&gt;80</b>	<b>F ; 1.263</b>	<b>&gt;80</b>	<b>F ; 1.263</b>	Draft EIR Option 2
18.	4 <sup>th</sup> Street/Harrison Street	<b>63.2</b>	<b>E ; 1.087</b>	<b>63.2</b>	<b>E ; 1.087</b>	Draft EIR Option 2

*Notes:*

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F conditions highlighted in bold.
- c. V/C (Volume to Capacity) ratio for intersections operating at LOS E or LOS F.
- d. Result under Modified Option 2

**Table C&R-12**  
**Project 2-2 Intersection Level of Service (LOS) and Average Delay**  
**2025 Cumulative and 2025 Cumulative plus Project Conditions**  
**Weekday PM Peak Hour**

Draft EIR Study Intersection		2025 Cumulative		2025 Cumulative plus Project Modified Option 2		SAME AS
		Average Delay <sup>a</sup>	LOS <sup>b</sup> ; V/C <sup>c</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup> ; V/C <sup>c</sup>	
7.	5 <sup>th</sup> Street/Bryant Street	>80	F ; 1.054	>80	F ; 1.381	Draft EIR Option 1
8.	5 <sup>th</sup> Street/Harrison Street	72.7	E ; 0.982	72.7	E ; 0.982	Draft EIR Option 2
9.	5 <sup>th</sup> Street/Brannan Street	>80	F ; 1.165	>80	F ; 1.096	Modified <sup>d</sup>
10.	5 <sup>th</sup> Street/Mission Street	>80	F ; 1.046	>80	F ; 1.046	Draft EIR Option 2
11.	5 <sup>th</sup> Street/Market Street	50	D	50	D	Draft EIR Option 2
12.	5 <sup>th</sup> Street/Howard Street	77.1	E ; 1.179	>80	F ; 1.358	Draft EIR Option 2
13.	5 <sup>th</sup> Street/Folsom Street	32.2	C	32.8	C	Draft EIR Option 2
17.	6 <sup>th</sup> Street /Brannan Street	>80	F ; 1.418	>80	F ; 1.418	Draft EIR Option 2
18.	4 <sup>th</sup> Street/Harrison Street	67.4	E ; 1.037	67.4	E ; 1.037	Draft EIR Option 2

*Notes:*

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F conditions highlighted in bold.
- c. V/C (Volume to Capacity) ratio for intersections operating at LOS E or LOS F.
- d. Result under Modified Option 2

Intersection 7: 5<sup>th</sup> Street/Bryant Street

• **Modified Option 2**

**Existing plus Project Conditions**

The intersection of 5<sup>th</sup> and Bryant Streets would operate at LOS F under Existing plus Project for Modified Option 2. This result is similar to that of Option 2, which also has LOS F for Existing plus Project. Therefore, Significant Impact TR-P2-2b would still occur under Modified Option 2.

**2025 Cumulative plus Project Conditions**

The intersection of Fifth and Bryant would operate unsatisfactorily at LOS F under 2025 Cumulative and Cumulative plus Project conditions. Therefore, Significant Impact TR-P2-2d would still occur under Modified Option 2.

Intersection 9: 5<sup>th</sup> Street/Brannan Street

- **Modified Option 2**

**Existing plus Project Conditions**

The intersection of 5<sup>th</sup> and Brannan Streets would operate at LOS D under Existing plus Project for Modified Option 2. This represents an improvement to the Existing Condition which is LOS E. This result is similar to that of Option 2, which also has LOS D for Existing plus Project. Therefore, there would be no significant traffic impact at the intersection of 5<sup>th</sup> and Brannan Streets for the Existing plus Project conditions with the implementation of Project 2-2 Modified Option 2.

**2025 Cumulative plus Project Conditions**

The intersection of 5<sup>th</sup> and Brannan Streets would operate unsatisfactorily at LOS F under 2025 Cumulative and 2025 Cumulative plus Project conditions. This is the same result as for Option 2 analyzed in the Draft EIR. Modified Option 2 would still result in a significant impact to the intersection of 5<sup>th</sup> and Brannan Streets under 2025 Cumulative plus Project conditions with the implementation of Project 2-2 Modified Option 2. Therefore, significant Impact TR-P2-2f would still occur under Project 2-2 Modified Option 2.

Intersection 13: 5<sup>th</sup> Street/Folsom Street

- **Modified Option 2**

**Existing plus Project Conditions**

The intersection of 5<sup>th</sup> and Folsom Streets would operate at LOS D under Existing plus Project for Modified Option 2. This represents a deterioration to the Existing Condition at the intersection which is LOS B. This result differs from that for Option 2 in the Draft EIR, which has LOS B for Existing plus Project conditions. However, this LOS deterioration does not reach a level of significant impact. Therefore, there would be no significant traffic impact at the intersection of 5<sup>th</sup> and Folsom Streets for the Existing plus Project conditions with the implementation of Project 2-2 Modified Option 2.

**2025 Cumulative plus Project Conditions**

The intersection of 5<sup>th</sup> and Folsom Streets would operate at LOS C under 2025 Cumulative plus Project for Modified Option 2. This is the same result for Draft EIR Option 2. Thus, Modified Option 2 would not have a significant impact on this intersection under the Existing plus Project conditions. Hence, Modified Option 2 would not contribute to a significant impact under the 2025 Cumulative plus Project conditions. Therefore, there would be no significant traffic impact to the intersection of 5<sup>th</sup> and Folsom Streets under

2025 Cumulative plus Project conditions with the implementation of Project 2-2 Modified Option 2.

As shown in Tables C&R-10, p. C&R-284, and C&R-11, p. C&R-298, all other intersections would operate at the same LOS for either Option 1 or Option 2 in the Draft EIR analysis. Therefore, there would be no additional significant traffic impact at the remaining intersections shown in Tables C&R-10 and C&R-11 under Modified Option 2.

### *Parking*

The following text supplements the Parking Impact Analysis text on p. V.A.3-248 of the Draft EIR for Project 2-2:

This project would remove a total of 20 parking spaces between Market and Townsend Streets. This would be a net reduction of 20 parking spaces from what was analyzed in the Draft EIR. The existing northbound curb traffic lane on 5<sup>th</sup> Street between Howard and Mission Streets is used as a queuing lane for traffic waiting to enter the Fifth and Mission Parking Garage. This queuing usually occurs when the garage is full during major events at nearby Moscone Center, on heavy shopping days, or when the processing rate at the main entrance/exit on Mission Street is slow. With the replacement of the curb traffic lane with a bicycle lane, that queuing would occur in the curb bicycle lane. However, because the curb bicycle lane is proposed to be six feet wide and the adjacent northbound traffic lane is proposed to be 11 feet wide, one lane of slow moving traffic would still be able to proceed around traffic that is queued along the curb within that 17 foot wide area. Bicyclists would need to use the general traffic lane during these periods.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of Project 2-2 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion.



Therefore, there would be no significant parking impacts with implementation of Project 2-2 Modified Option 2.

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

The preferred project design for near-term improvement Project 2-4 is Modified Option 1. Transit, pedestrian, bicycle and freight loading impacts for Project 2-4 Modified Option 1 are the same as those described on p. V.A.3-269 through p. V.A.3-275 of the Draft EIR. Supplemental text required as a result of the preferred project design is presented below.

**Project Description**

The following text supplements the Project Description on p. IV.B-13 of the Draft EIR for Project 2-4.

This project includes two design options in the Draft EIR. The preferred design is consistent with Project 2-4 Option 1, with the following changes: this project would not add a westbound bicycle lane on 17<sup>th</sup> Street between Eureka and Douglass Streets, and the areas where parking is removed within the center and east segments are different than what was originally proposed. This option is referred to as Modified Option 1.

In the west end segment (Corbett Avenue to Church Street) Modified Option 1 would provide sharrows in the eastbound direction of 17<sup>th</sup> Street between Castro and Hartford Streets and would add Class II bicycle lanes on eastbound 17<sup>th</sup> Street between Hartford and Church Streets by narrowing traffic lanes. In the westbound direction, it would move the existing westbound segment of existing Bicycle Route on 17<sup>th</sup> Street between Sanchez and Market Streets onto a new proposed route in the northbound direction on Sanchez Street from 17<sup>th</sup> to 16<sup>th</sup> Streets, and in the westbound direction on 16<sup>th</sup> Street from Sanchez to Market Streets, as in Option 2. Sharrows would be added on northbound Sanchez Street. A westbound left-turn bicycle lane would be added for the entire length of 16<sup>th</sup> Street, from Sanchez Street to Market Street.

In the center segment of 17<sup>th</sup> Street (Church Street to Potrero Avenue) Modified Option 1 would provide Class II bicycle lanes in both directions by removing

parking on one or both sides of the street. Between Valencia and Harrison Treat Streets parking would be removed on the north side of 17<sup>th</sup> Street. Between Treat Street and Potrero Avenue, parking would be removed on both sides of 17<sup>th</sup> Street. Between Hampshire Street and Potrero Avenue, parking would be removed on the south side of the street.

In the east end segment of 17<sup>th</sup> Street (Potrero Avenue to Kansas Street), Modified Option 1 would provide Class II bicycle lanes in both directions by removing parking on the north side of 17<sup>th</sup> Street. This is consistent with Option 1 in the Draft EIR, except that parking would be removed on the north side instead of the south side of 17<sup>th</sup> Street.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-37 and V.A.3-259 of the Draft EIR for Project 2-4.

Modified Option 1 would involve the installation of Class II or Class III bicycle facilities primarily on 17<sup>th</sup> Street between Corbett Avenue and Kansas Street, with several possible branches onto adjacent streets. Bicycle lanes would be provided on 17<sup>th</sup> Street primarily through parking removals. Sharrows would be provided on segments that would not have Class II bicycle lanes.

### **Impact Analysis**

#### *Traffic*

The following text supplements the traffic analysis on pp. V.A.3-261 through V.A.3-273 of the Draft EIR for Project 2-4.

The center segment was analyzed in the Draft EIR as part of Option 2. The only traffic variation from Option 2 is the addition of the left-turn bicycle lane on 16<sup>th</sup> Street, from Sanchez to Market Streets, which is not included in Option 2 of the Draft EIR. The addition of the left-turn bicycle lane does not remove any travel lanes or parking. The west end segment of this project would not add a westbound bicycle lane on 17<sup>th</sup> Street from Church to Hartford Streets. Sharrows would be added along this segment. On the east end segment, Modified Option 1 would add a southbound left-turn lane on Potrero Avenue approaching Alameda Street. The addition of the left-turn lane would not remove any travel

lanes or parking. This project would not remove a northbound travel lane on Potrero Avenue between Alameda and Division Streets. Instead, sharrows would be added. The revised project reduces the scope of the project compared to the project analyzed in the Draft EIR. Please refer to the analysis of sharrows on p. V.A.4-13 of the Draft EIR. As discussed, the implementation of sharrows on the bicycle route network would not result in significant impacts. Therefore, there would be no significant traffic impact as a result of the implementation of Project 2-4 Modified Option 1. Significant Impact TR-P2-4c would not occur at the Potrero/16<sup>th</sup> Street intersection under Modified Option 1, because the lane configuration would be the same as under Option 1 rather than Option 2.

Significant Impacts TR-P2-4a (Projects 2-4 and 2-6 combined) and TR-P2-4b (Projects 2-4 and 2-6 combined) still would occur at the intersection of 10<sup>th</sup> Street/Brannan Street/Potrero Avenue/Division Street under Existing plus Project and 2025 Cumulative plus Project conditions. Significant Impact TR-P2-4d still would occur at the intersection of Potrero Avenue/16<sup>th</sup> Street under 2025 Cumulative plus Project conditions.

### *Parking*

The following text supplements the parking analysis on p. V.A.3-273 of the Draft EIR for Project 2-4.

Modified Option 1 differs from Option 1 in that it would remove 69 parking spaces on the north side of 17<sup>th</sup> Street between Valencia and Treat Streets compared to the Existing Condition. Additionally, this project would remove approximately 55 parking spaces on the south side and 61 spaces (including seven motorcycle spaces) on the north side of 17<sup>th</sup> Street between Harrison and Hampshire Streets compared to the Existing condition, for a total removal of 116 parking spaces on this segment.

Modified Option 1 would switch the proposed parking removal on the one-block segment of 17<sup>th</sup> Street from Potrero Avenue to Kansas Street from the south side to the north side of 17<sup>th</sup> Street. There would be no net loss of parking in this segment compared to Project 2-4 Option 1.

The Draft EIR analyzed a removal of 86 total parking spaces for Option 1 and 49 parking spaces under Option 2. Modified Option 1 would remove a total of 199

parking spaces on 17<sup>th</sup> Street between Corbett Avenue and Kansas Street. Parking occupancy in these areas is generally high. The removal of these parking spaces would increase the parking occupancy rate. However, San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental

impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects. Therefore, there would be no significant parking impact as a result of Project 2-4 Modified Option 1.

Although, there would be no significant parking impact with the implementation of Project 2-4 Modified Option 1, 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, SFMTA proposes the implementation of an Improvement Measure (I-P2-4a), which would convert existing parallel to perpendicular parking on some cross streets along 17<sup>th</sup> Street. This would reduce the net parking loss from 212 spaces to 166 parking spaces. Implementation of Improvement Measure I-P-2-4a would provide additional parking spaces in the project vicinity.

*Improvement Measure 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 for Project 2-4 Modified Option 1, it is recommended that the existing parallel parking on some cross streets along 17<sup>th</sup> Street be converted to perpendicular parking. This improvement measure would reduce the net parking loss as a result of Project 2-4 Modified Option 1 from 212 to 166 parking spaces.

PROJECT 2-16 TOWNSEND STREET BICYCLE LANES, 8TH STREET TO THE EMBARCADERO

The preferred project design for near-term improvement Project 2-16 is Modified Option 1. Transit, pedestrian, bicycle and freight loading impacts for Modified Option 1 are the same as those described on p. V.A.3-326 through p. V.A.3-332 of the Draft EIR. Supplemental text required as a result of the preferred project design is presented below.

**Project Description**

The following text supplements the Project Description on p. IV.B-20 of the Draft EIR for Project 2-16.

Project 2-16 would involve the installation of Class II or Class III bicycle facilities in both directions on Townsend Street between The Embarcadero and 8<sup>th</sup> Street. Sharrows would be provided in both directions on Townsend Street between 2<sup>nd</sup> Street and The Embarcadero. Class II bicycle lanes would be provided in both directions between 2<sup>nd</sup> and 4<sup>th</sup> Streets by removing one westbound travel lane. The project would provide Class II bicycle lanes on both directions between 4<sup>th</sup> and 7<sup>th</sup> Streets by narrowing travel lanes and reconfiguring existing parking. The project would add Class II bicycle lanes between 7<sup>th</sup> and 8<sup>th</sup> Streets by narrowing travel lanes and adding a right turn pocket on eastbound Townsend Street approaching 7<sup>th</sup> Street. This project includes two design options in the Draft EIR. The preferred design is consistent with design Option 1, with the following changes: this project would not add a two-way left-turn lane on Townsend Street between 4<sup>th</sup> and 3<sup>rd</sup> Streets, and this project would convert the angled parking on the south side of Townsend Street from 150 feet west of 5<sup>th</sup> Street to 4<sup>th</sup> Street to parallel parking. The two-way left-turn lane is between the intersections and ends before either intersection. The refinement of Project 2-16 is referred to as Modified Option 1. Modified Option 1 would result in the loss of 113 parking spaces.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-71 and V.A.3-316 of the Draft EIR for Project 2-16.

This project provides a combination of Class II and Class III facilities on Townsend Street between The Embarcadero and 8<sup>th</sup> Streets. This project includes two design options in the Draft EIR. Both options in the Draft EIR provide Class II or Class III bicycle facilities in both directions by removing a combination of traffic lanes and reconfiguring existing angle or perpendicular parking. The preferred project design is Modified Option 1 which differs from Option 1 in that it would not add a two-way left-turn lane on Townsend Street between 4<sup>th</sup> and 3<sup>rd</sup> Streets, and would convert the angled parking on the south side of Townsend Street from 150 feet west of 5<sup>th</sup> Street to 4<sup>th</sup> Street to parallel parking.

### **Impact Analysis**

*Traffic: Intersection Level of Service (LOS)*

The following text supplements the traffic analysis on pp. V.A.3-316 through V.A.3-326 of the Draft EIR for Project 2-16.

The Draft EIR analyzed five study intersections for Project 2-16. The only intersection affected by the project modification would be the intersection of 4<sup>th</sup> Street/Townsend Street. The lane configuration of Modified Option 1 at 4<sup>th</sup> Street/Townsend Street differs from Draft EIR Option 1 in that Modified Option 1 includes changes that are part of the Central Subway extension (see description in 2025 Cumulative discussion below). Those changes were made to the traffic model, and the traffic model was reanalyzed for the cumulative and cumulative plus project conditions. Table C&R-13, p. C&R-308, summarizes these results, followed by a discussion of the Central Subway's impact to this intersection.

**TABLE C&R-13  
PROJECT 2-16 INTERSECTION LEVEL OF SERVICE (LOS) AND AVERAGE DELAY  
2025 CUMULATIVE AND 2025 CUMULATIVE PLUS PROJECT CONDITIONS  
WEEKDAY PM PEAK HOUR**

Intersection	2025 Cumulative		2025 Cumulative plus Project MODIFIED Option 1	
	Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>c</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>   V/C <sup>c</sup>
15. 4 <sup>th</sup> Street/Townsend Street	57.8	E ; 1.184	73.9	E ; 1.252

*Notes:*

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F conditions highlighted in bold.
- c. V/C (Volume to Capacity) ratio for intersections operating at LOS E or LOS F.

Intersection 15: 4<sup>th</sup> Street/Townsend Street

- **Modified Option 1**

**2025 Cumulative and 2025 Cumulative plus Project Conditions  
(Central Subway)**

The 4<sup>th</sup> Street/Townsend Street intersection was analyzed under 2025 Cumulative conditions with proposed lane changes on 4<sup>th</sup> Street as part of the Central Subway extension. This project would convert 4<sup>th</sup> 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 4<sup>th</sup> Street. The proposed configuration on southbound 4<sup>th</sup> Street would be one through lane and one shared through-right turn lane. On northbound 4<sup>th</sup> Street there would be a shared through-right turn lane. Under this configuration and

project volumes, the 4<sup>th</sup> Street/Townsend Street intersection would operate unsatisfactorily at LOS E, with 57.8 seconds of average delay under 2025 Cumulative conditions. Under 2025 Cumulative plus Project Option 1 conditions, this intersection would operate unsatisfactorily at LOS E, with 73.9 seconds of average delay. Therefore, significant impact TR-P2-16g would still occur at this intersection with Modified Option 1.

Additionally, the following Significant Impacts associated with Option 1 also would apply to Modified Option 1. Significant Impact TR-P2-16a would still occur at the intersection of 2<sup>nd</sup>/Townsend Streets under 2025 Cumulative plus Project conditions. Significant Impact TR-P2-16c would still occur at the intersection of 7<sup>th</sup>/Townsend Streets under Existing plus Project conditions. Significant Impact TR-P2-16e would still occur at the intersection of 7<sup>th</sup>/Townsend Streets under 2025 Cumulative plus Project conditions under Modified Option 1.

### *Parking*

The following text supplements the parking analysis on p. V.A.3-330 of the Draft EIR for Project 2-16.

As under Option 1, Modified Option 1 would convert the existing perpendicular parking on the north side of Townsend Street between 4<sup>th</sup> and 7<sup>th</sup> Streets to parallel parking and would convert the existing front-in angled parking on Townsend Street between 7<sup>th</sup> Street and 150 feet west of 5<sup>th</sup> Street to back-in angled parking. In addition, Modified Option 1 would convert the angle parking on the south side of Townsend Street between 150 feet west of 5<sup>th</sup> and 4<sup>th</sup> Streets to parallel parking, resulting in a loss of 20 additional spaces compared to Option 1. The proposed parking removal just west of 5<sup>th</sup> Street would provide two eastbound traffic lanes on the eastbound approach to the intersection of Townsend and 5<sup>th</sup> Streets. Modified Option 1 would result in a total loss of 113 parking spaces, compared to a loss of 86 spaces under Option 1 in the Draft EIR. Because existing parking occupancy in this area is generally high, the loss of 113 parking spaces would increase the parking occupancy rate.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary



effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of modified Project 5-1 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. Therefore, there would be no significant parking impacts as a result of the implementation of Project 2-16.

#### PROJECT 5-1: 23RD STREET BICYCLE LANES, KANSAS STREET TO POTRERO AVENUE

The one option analyzed in the DEIR is the preferred project design with the modifications described in this section. Transit, pedestrian, bicycle and freight loading impacts for Modified Project 5-1 are the same as those described on p. V.A.3-419 through p. V.A.3-420 of the Draft EIR. Supplemental text required as a result of the preferred project design is presented below.

#### **Project Description**

The following text supplements the Project Description on p. IV.B.29 of the Draft EIR for Modified Project 5-1.

Project 5-1 includes one design option in the Draft EIR. The preferred design is consistent with that option, with the following changes: the modified project would remove parking on the north side of 23<sup>rd</sup> Street between Kansas Street and Potrero Avenue, resulting in a loss of 36 parking spaces. This differs from the option analyzed in the Draft EIR in that no parking removal would have resulted from the original proposal. Modified Project 5-1 would not require travel lane removal.

Modified Project 5-1 would install a Class II bicycle lane in the eastbound direction on 23<sup>rd</sup> Street from Utah Street to Kansas Street. This is a decrease of one block from the project design limits analyzed in the Draft EIR, which extended the entire project length from Potrero Avenue to Kansas Street. This project would also add sharrows to the existing Class III bicycle route in the eastbound direction on 23<sup>rd</sup> Street from Potrero Avenue to Utah Street. This project would install a Class II bicycle lane in the westbound direction of 23<sup>rd</sup> Street from Kansas Street to 50 feet west of Utah Street. This is a decrease of

approximately 200 feet from the project analyzed in the Draft EIR, which extended from Kansas Street to Potrero Avenue. This project would add sharrows to the existing Class III bicycle route on 23<sup>rd</sup> Street in the westbound direction from 50 feet west of Utah Street to Potrero Avenue, a total of approximately 200 feet. In addition, 36 parking spaces would be removed on the north side of 23<sup>rd</sup> Street between Kansas Street and Potrero Avenue as a result of Modified Project 5-1.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-109 and V.A.3-418 of the Draft EIR for Project 5-1.

Modified Project 5-1 would provide a combination of Class II and Class III facilities on 23<sup>rd</sup> Street. It would provide Class II bicycle lanes in the eastbound direction on 23<sup>rd</sup> Street between Utah Street and Kansas Street and in the westbound direction between Kansas Street and 50 feet west of Utah Street. The project would provide sharrows in the eastbound direction between Potrero Avenue and Utah Street and in the westbound direction from 50 feet west of Utah Street to Potrero Avenue. This project would remove 36 parking spaces on the north side of 23<sup>rd</sup> Street between Kansas Street and Potrero Avenue. Modified Project 5-1 would not involve traffic lane removals.

### **Impact Analysis**

#### *Traffic*

The following text supplements the traffic analysis on pp. V.A.3-418 and V.A.3-419 of the Draft EIR for Project 5-1.

The modified project would install a westbound Class II bicycle lane from Kansas Street to 50 feet west of Utah Street through removal of parking on the north side of the street, but would not reduce the number of traffic lanes. The modified project would not include a Class II bicycle lane in the eastbound direction on the block of 23<sup>rd</sup> Street between Potrero Avenue and Utah Street as analyzed in the Draft EIR. Modified Project 5-1 would reduce the scope of the project compared to the project analyzed in the Draft EIR, and therefore, no additional traffic analysis would be required under the revised project.

This project would add sharrows to the existing Class III bicycle route in the eastbound direction from Potrero Avenue to Utah Street. Sharrows in the eastbound direction were not analyzed for this project in the Draft EIR. This project would add sharrows to the existing Class III bicycle route in the westbound direction from 50 feet west of Utah Street to Potrero Avenue, a distance of approximately 200 feet. The Draft EIR analyzed sharrows in the westbound direction for the entire project length, from Kansas Street to Potrero Avenue. Refer to the analysis of the installation of sharrows to the bicycle route network on p. V.A.4-13 of the Draft EIR. Because the potential impacts resulting from the installation of sharrows are presented in the Draft EIR, no additional analysis is required as a result of this project revision. In addition, as discussed in the Draft EIR, there would be no significant impacts as a result of the installation of sharrows.

Modified Project 5-1 would not remove any traffic lanes. Therefore, as discussed above there would not be a significant traffic impact with the implementation of Modified Project 5-1.

### *Parking*

The following text supplements the parking analysis on p. V.A.3-420 of the Draft EIR for Project 5-1.

There are approximately 62 existing on-street parking spaces on both sides of 23rd Street between Kansas Street and Potrero Avenue. Modified Project 5-1 would remove approximately 36 on-street parking spaces on the north side of 23rd Street between Kansas Street and Potrero Avenue. Because existing parking occupancy along 23rd Street is generally high, the loss of 36 spaces on this block would increase the occupancy rate in the area.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a

shortfall in parking in the vicinity of modified Project 5-1 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. Therefore, there would be no significant parking impacts as a result of Modified Project 5-1.

PROJECT 5-2 ALEMANY BOULEVARD BICYCLE LANES, BAYSHORE  
BOULEVARD TO ROUSSEAU STREET

The preferred project for near-term improvement 5-2 is a modification of the one option analyzed in the Draft EIR. Transit, parking, pedestrian, bicycle and freight loading impacts for Modified Project 5-2 are the same as those described on pp. V.A.3-426 through V.A.3-429 of the Draft EIR. Supplemental text required as a result of the preferred project design is presented below.

**Project Description**

The following text supplements the Project Description on p. IV.B-29 of the Draft EIR for Project 5-2.

Project 5-2 provides a combination of Class II and Class III bicycle facilities in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street. This project includes one design option in the Draft EIR. The preferred design is consistent with that option, with the following change:

Modified Project 5-2 would remove one eastbound travel lane from Trumbull Street to 300 feet west of Putnam Street to create space for a striped buffer area to the left of the proposed Class II bicycle lane. The modified project would provide Class II bicycle lanes in both directions of Alemany Boulevard between Putnam and Rousseau Streets by removing one eastbound travel lane between Rousseau and Trumbull Streets, removing one westbound travel lane between Putnam and Ellsworth Streets, removing parking on the north side of Alemany Boulevard between Ellsworth and Rousseau Streets, and removing parking on the south side of Alemany Boulevard between Rousseau and Putnam Streets. As described in the Draft EIR, Project 5-2 would remove a total of approximately 375 under-utilized parking spaces on Alemany Boulevard. This would still occur with Modified Project 5-2. In addition, Modified Project 5-2 would add sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and

Putnam Street and would add a left-turn Class II bicycle lane on eastbound Alemany Boulevard approaching Bayshore Boulevard.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-109 and V.A.3-421 of the Draft EIR for Project 5-2.

Project 5-2 provides a combination of Class II and Class III bicycle facilities in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street through a combination of traffic lane and parking removals. The preferred design is a modification of the one option analyzed in the Draft EIR which will be referred to as Modified Project 5-2. The modified project differs from the option analyzed in the Draft EIR in that it would remove an eastbound travel lane from Trumbull Street to 300 feet west of Putnam Street.

### **Impact Analysis**

#### *Traffic*

The following text supplements the traffic analysis on pp. V.A.3-421 through V.A.3-428 of the Draft EIR for Project 5-2.

In addition to the changes proposed in Project 5-2, Modified Project 5-2 would remove an eastbound travel lane on Alemany Boulevard from Trumbull Street to 300 feet west of Putnam Street in order to provide a buffer lane between fast moving traffic on Alemany Boulevard and the proposed Class II bicycle lane. This lane removal is along a segment of Alemany Boulevard parallel to the I-280 freeway that has three lanes of traffic in each direction. This section of Alemany Boulevard is uninterrupted by intersections and traffic generally operates in free flow conditions. Therefore, the intersection analysis provided in the Draft EIR is unchanged for this modification. For the traffic volumes along this segment, two lanes are sufficient to accommodate the traffic volume. The lane configuration for the I-280 on- and off-ramp merges would not be changed. The eastbound lane proposed to be removed is the far right lane of Alemany Boulevard, and the on- and off-ramps connecting to the I-280 freeway are on the left side of Alemany Boulevard. The lane configuration at the signalized intersection of Alemany Boulevard and Putnam Street would not be changed from existing condition or from what was analyzed in the Draft EIR. The eastbound lane removal ends 200

feet west of the Alemany Boulevard/Putnam Street intersection. There would be no reduction in the number of traffic lanes at the Alemany Boulevard/Putnam Street intersection, so there would be no change in the intersection LOS. Therefore, there would be no significant traffic impact as a result of the implementation of Modified Project 5-2.

PROJECT 5-4 BAYSHORE BOULEVARD BICYCLE LANES, CESAR CHAVEZ STREET TO SILVER AVENUE

The preferred project design for near-term improvement Project 5-4 is Option 2 with the modifications discussed in this section. Pedestrian, bicycle and freight loading impacts for, Project 5-4 Modified Option 2 are the same as those described on p. V.A.3-448 through p. V.A.3-449 of the Draft EIR. Supplemental text required as a result of the preferred project design is presented below.

**Project Description**

The following text supplements the Project Description on p. IV.B-30 of the Draft EIR for Project 5-4.

Project 5-4 would provide bicycle facilities in both directions on the Bayshore Boulevard corridor between Cesar Chavez Street and Silver Avenue. As described in the Draft EIR, there are two segments for this project, and for each segment two options are analyzed in the Draft EIR. The two options analyzed would provide Class II bicycle lanes on Bayshore Boulevard through either removing one lane of travel in each direction or through a combination of travel lane and parking removals. Both options also include moving the southbound portion of Bicycle Route #25 from Jerrold Avenue, Barneveld Avenue, Loomis Street and Industrial Street onto Bayshore Boulevard. The modified project is a combination of the two options and differs in that in some places instead of bicycle lanes the modified project would add sharrows, Class III bicycle facilities.

The refinement of Project 5-4 is referred to as Modified Option 2. In the portion of the Bayshore Boulevard corridor between Oakdale and Jerrold Avenues, the modified project would retain the existing southbound Class III bicycle facility on Jerrold Avenue, Barneveld Avenue, and Loomis Street and relocate the northbound Class III bicycle facility on northbound Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. Modified Option 2 would provide sharrows in both directions along Oakdale

Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. It would also provide a shared transit and bicycle lane on northbound Bayshore Boulevard between Helena and Marengo Streets. Vehicular right-turns would be allowed from this lane. In order to provide this shared lane, Modified Option 2 would remove 27 parking spaces on the east side of Bayshore Boulevard from Boutwell Street to Helena Street.

Modified Option 2 would replace the existing right turn bicycle lane with a left turn bicycle lane on west bound Oakdale Avenue between Loomis Street and Bayshore Boulevard. A left-turn bicycle lane would be added on west bound Oakdale Avenue. As part of this change, the dual-left turn for vehicles would be removed at this location. The vehicular lane configuration would have one left-turn lane and one right-turn lane. Parking would not be removed.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-110 and V.A.3-435 of the Draft EIR for Project 5-4.

Project 5-4 would provide Class II bicycle lanes along most of Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This project includes two design options in the Draft EIR. The preferred design is consistent with design Option 2, except sharrows would be added on northbound Bayshore Boulevard to Oakdale Avenue, Loomis Street, Barneveld Avenue and Jerrold Avenue. Project 5-4 Modified Option 2 would change the northbound curbside bicycle lane from Helena Street to Marengo Street to a shared transit and bicycle lane.

### **Impact Analysis**

#### *Traffic: Intersection Level of Service (LOS)*

The following text supplements the traffic analysis on pp. V.A.3-436 through V.A.3-445 of the Draft EIR for Project 5-4.

The Draft EIR analyzed four study intersections for Project 5-4. The revised project would modify one of those intersections from what was analyzed in the Draft EIR. Those changes were made to the traffic model, and the traffic model was reanalyzed. Results of this analysis are presented in Tables C&R-14 and

C&R-15, p. C&R-317. The findings show that Bayshore Boulevard/Oakdale Avenue intersection would operate satisfactorily with Project 5-4 Modified Option 2 under Existing plus Project and 2025 Cumulative plus Project Conditions.

**TABLE C&R-14**  
**PROJECT 5-4 INTERSECTION LEVEL OF SERVICE (LOS) AND AVERAGE DELAY**  
**EXISTING AND EXISTING PLUS PROJECT CONDITIONS**  
**WEEKDAY PM PEAK HOUR**

Intersection		Existing plus Project					
		Existing		Modified Option 2		Option 2	
		Average Delay <sup>a</sup>	LOS	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
24.	Bayshore Boulevard/Oakdale Avenue	29.6	C	28.5	C	29.6	C

*Notes:*

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F conditions highlighted in bold.
- c. LOS and average delay for Bayshore Boulevard/Alemany Boulevard/Industrial Street for combined impacts of Projects 5-2 and 5-4.

**TABLE C&R-15**  
**PROJECT 5-4 INTERSECTION LEVEL OF SERVICE (LOS) AND AVERAGE DELAY**  
**2025 CUMULATIVE AND 2025 CUMULATIVE PLUS PROJECT CONDITIONS**  
**WEEKDAY PM PEAK HOUR**

Intersection		2025 Cumulative plus Project					
		2025 Cumulative		Modified Option 2		Option 2	
		Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
24.	Bayshore Boulevard/Oakdale Avenue	34.6	C	32.8	C	34.6	C

*Notes:*

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F conditions highlighted in bold.
- c. LOS and average delay for Bayshore Boulevard/Alemany Boulevard/Industrial Street for combined impacts of Projects 5-2 and 5-4.

Intersection 24: Bayshore Boulevard/Oakdale Avenue

Modified Option 2 would change the westbound approach to the Bayshore Boulevard/Oakdale Avenue intersection from one left turn lane and one shared left-right turn lane to one left turn lane, one left turn bicycle lane and one right turn lane. Under Existing plus Project conditions, this intersection would



continue to operate acceptably at LOS C under Modified Option 2, as shown on Table III.6. Under the 2025 Cumulative and Cumulative plus Project conditions, the intersection would also operate acceptably at LOS C. Therefore, Project 5-4 Modified Option 2 would not have a significant traffic impact on this intersection.

The following text supplements the transit analysis on pp. V.A.3-445 through V.A.3-447 of the Draft EIR for Project 5-4.

The transit impacts resulting from Project 5-4 Modified Option 2 would be similar to the transit impacts described in the Draft EIR except for a 700' long segment in the northbound direction between Helena Street and Marengo Street where a shared transit and bicycle lane is proposed. This lane would also be used by vehicles making right turns. There are approximately 25 buses per hour in the northbound direction of this portion of Bayshore Boulevard during the AM and PM peak periods. Bicycle volumes on this segment of Bayshore Boulevard are generally moderate. As stated on p. V.A.3-446 of the Draft EIR, few conflicts were observed between buses and bicyclists at the bus stops along the section of Bayshore Boulevard between Helena and Marengo Streets.

With the low bicycle volumes on this segment of Bayshore Boulevard, transit planners, based on similar situations, find there would be minimal conflict between buses and bicycles in the proposed shared lane. Currently the right travel lane of 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. Therefore, Project 5-4 Modified Option 2 would have the same transit impacts as described for Option 2 in the Draft EIR.

As described in the Draft EIR, Project 5-4 shares a common intersection with Project 5-2 (Intersection 26: Bayshore Boulevard/Alemaney Boulevard/Industrial Street). The Draft EIR identified a significant transit impact as a result of the combination of Projects 5-2 and 5-4 Option 1 for 2025 Cumulative plus Project conditions (Significant Impact TR-P5-4f) and also for Project 5-4 Option 1 individually for 2025 Cumulative plus Project conditions (Significant Impact TR-P5-4g). Modified Option 2 would reduce delays at some intersections. However, due to similarities elsewhere in roadway configuration to Option 1, there would still be delays at other intersections along the project alignment. There could be a

potentially significant transit delay and taking a conservative position, Significant Impacts TR-P5-4f and TR-P5-4g for transit would remain as a result of Project 5-4 Modified Option 2.

### *Parking*

The following text supplements the parking analysis on pp. V.A.3-447 through V.A.3-448 of the Draft EIR for Project 5-4.

Compared to the project analyzed in the Draft EIR, Project 5-4 Modified Option 2 would remove approximately 27 more parking spaces on the east side of Bayshore Boulevard from Boutwell Street to Helena Street for a total removal of 112 on-street parking spaces on Bayshore Boulevard between Silver Avenue and Industrial Street. Adjacent parcels on this segment of Bayshore Boulevard are not available for development; US 101 borders the west side and a steep sloped hill borders the east side. Parking occupancy is very low on this segment of Bayshore Boulevard.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of Project 5-4 Modified Option 2 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. Therefore, there would be no significant parking impacts as a result of Project 5-4 Modified Option 2.

### *Loading*

The following text supplements the loading analysis on p. V.A.3-449 of the Draft EIR for Project 5-4.

Project 5-4 Modified Option 2 would remove approximately 14 parking spaces on the west side of Bayshore Boulevard between Hilton Street to Industrial

Street, which is a short segment of Bayshore Boulevard between Industrial Street and Cesar Chavez Street. Hence, on-street parking spaces that are available for loading activities, along Bayshore Boulevard between Cesar Chavez and Industrial Street and Industrial Avenue, would not be eliminated. However, Significant Impacts TR-P5-4h and TR-P5-4i would still occur as a result of Project 5-4 Modified Option 2.

#### PROJECT 5-9 OCEAN AVENUE BICYCLE LANES, ALEMANY BOULEVARD TO LEE AVENUE

Project 5-9 consists of two segments, I and II. One design option was analyzed in the Draft EIR for Segment I and two options were analyzed in the Draft EIR for Segment II. The preferred project design is a modification to the one Option for Segment I and a modification to Option 2 for Segment II. Transit, pedestrian, bicycle and freight loading impacts for Project 5-9 are the same as those described on pp. V.A.3-492 through V.A.3-496 of the Draft EIR. Supplemental text presented below is required as a result of the preferred design.

#### **Project Description**

The following text supplements the Project Description on pp. IV.B.37 to IV.B.38 of the Draft EIR for Project 5-9 Modified Option 2.

Project 5-9 would provide a combination of Class II and Class III bicycle facilities on Ocean Avenue between Alemany Boulevard and Lee Avenue. The project design has been divided into two segments. Segment I extends between Alemany Boulevard and San Jose Avenue. Segment II extends between San Jose Avenue and Lee Avenue. One design option was analyzed in the Draft EIR for Segment I, and two design options were analyzed in the Draft EIR for Segment II. The preferred design for Project 5-9 is discussed below.

#### *Segment I – Ocean Avenue between Alemany Boulevard and San Jose Avenue*

The preferred design for Segment I of Project 5-9 is consistent with the option analyzed in the Draft EIR with the following changes. Sharrows would be implemented instead of bicycle lanes in the eastbound direction from San Jose Avenue to Cayuga Avenue and in the westbound direction from Alemany Boulevard to Cayuga Avenue. Bicycle lanes would be added to the remainder of this segment as presented in the Draft EIR.

*Segment II – Ocean Avenue between San Jose Avenue and Lee Avenue*

The preferred design for Segment II of Project 5-9 is consistent with the Option 2 analyzed in the Draft EIR with the following changes. Project 5-9 Segment II Modified Option 2 would not remove parking in the eastbound direction from Geneva Avenue to the I-280 on-ramp except for seven spaces just east of Geneva Avenue. Project 5-9 Segment II Modified Option 2 would remove one eastbound travel lane from 135 feet east of Geneva Avenue to Howth Street and would add sharrows in the eastbound direction from Howth Street to San Jose Avenue. Project 5-9 Segment II Modified Option 2 would not remove parking in the westbound direction between San Jose Avenue and the I-280 on-ramp.

Project 5-9 Segment II Modified Option 2 would provide Class II bicycle lanes on Ocean Avenue in the eastbound direction from Lee Avenue to Harold Avenue, from Geneva Avenue to Howth Street, and from Cayuga Avenue to Alemany Boulevard, and in the westbound direction from Cayuga Avenue to approximately 115 feet east of the I-280 off-ramp. The modified project would provide sharrows in the remaining portions of Ocean Avenue within the project limits. The modified project would remove one eastbound travel lane from 135 feet east of Geneva Avenue to Howth Street. The modified project would remove parking on the south side of Ocean Avenue between Lee Avenue and Harold Avenue, between Geneva Avenue and 135 feet easterly, and would remove parking on the north side of Ocean Avenue between San Jose Avenue and 150 feet easterly, and between Geneva Avenue and 135 feet easterly.

**Project Summary**

The following text supplements the project summary on pp. V.A.3-116 and V.A.3-484 for Project 5-9.

Segment I of Project 5-9 would extend from Alemany Boulevard to San Jose Avenue and includes one design option in the Draft EIR. The preferred design for Segment I is consistent with that option, with the following changes. Modified Project 5-9 Segment I would not add an eastbound bicycle lane from San Jose Avenue to Cayuga Avenue or a westbound bicycle lane from Alemany Boulevard to Cayuga Avenue. Modified Project 5-9 Segment I would add sharrows in the eastbound direction from San Jose Avenue to Cayuga Avenue and in the westbound direction from Alemany Boulevard to Cayuga Avenue.

Modified Project 5-9 Segment I would remove four parking spaces in the westbound direction approaching San Jose Avenue.

Segment II of this project would extend from San Jose Avenue to Lee Avenue and includes two design options in the Draft EIR. The preferred design for Segment II is consistent with design Option 2, with the following changes. Project 5-9 Segment II Modified Option 2 would not remove parking in the eastbound direction from Geneva Avenue to the I-280 on-ramp except for seven spaces just east of Geneva Avenue. Project 5-9 Segment II Modified Option 2 would remove one eastbound travel lane from 135 feet east of Geneva Avenue to Howth Street, and would add sharrows in the eastbound direction from Howth Street to San Jose Avenue. Project 5-9 Segment II Modified Option 2 would not remove parking in the westbound direction between San Jose Avenue and the I-280 on-ramp.

## **Impact Analysis**

### *Traffic*

The following text supplements the traffic analysis on pp. V.A.3-485 through V.A.3-492 of the Draft EIR for Project 5-9.

#### *Segment I between Alemany Boulevard and San Jose Avenue*

Modified Project 5-9 Segment I would install sharrows instead of a bicycle lane in the eastbound direction from San Jose Avenue to Cayuga Avenue and in the westbound direction from Alemany Boulevard to Cayuga Avenue. The modified project would reduce the scope of the project compared to the project analyzed in the Draft EIR. The Draft EIR analyzed the presence of sharrows on the existing bicycle route network, concluding that the installation of sharrows would not significantly impact traffic or transit operations (see p. V.A.4-13 of the Draft EIR). Therefore, there would be no significant impact as a result of the implementation of Modified Project 5-9 Segment I.

#### *Segment II between San Jose Avenue and Lee Avenue*

The revised lane configuration approaching Howth Street, which includes the removal of an eastbound travel lane from 135 feet east of Geneva Avenue to Howth Street, is the same configuration as analyzed for this segment in Option 1

of the Draft EIR. And as noted on pp. V.A.3-485 - V.A.3-488, and V.A.3-492 – V.A.3-493 of the Draft EIR, this lane configuration would not cause a significant impact to traffic, and therefore, no additional analysis would be required as a result of this project revision.

On eastbound Ocean Avenue east of Howth Street along the segment of Ocean Avenue that has one left turn lane leading to the northbound I-280 on-ramp, the lane configuration would be the same as existing conditions. Sharrows would be installed in the eastbound direction from Howth Street to San Jose Avenue. The Draft EIR analyzed the presence of sharrows on the existing bicycle route network, concluding that the installation of sharrows would not significantly impact traffic or transit operations (see p. V.A.4-13 of the Draft EIR). Therefore, there would be no significant impact as a result of the implementation of Project 5-9 Segment II Modified Option 2 in this segment.

### *Parking*

The following text supplements the parking analysis on pp. V.A.3-494 through V.A.3-495 of the Draft EIR for Project 5-9.

#### *Segment I between Alemany Boulevard and San Jose Avenue*

Modified Project 5-9 Segment I would remove four parking spaces on Ocean Avenue in the westbound direction approaching San Jose Avenue. Parking occupancy in this area is generally moderate and the removal of four spaces is not expected to impact the parking conditions within the neighborhood. Therefore, there would be no significant parking impact as a result of this project revision.

#### *Segment II between San Jose Avenue and Lee Avenue*

Project 5-9 Segment II Modified Option 2 would result in the removal of approximately 45 parking spaces on Ocean Avenue between San Jose Avenue and Lee Avenue. The removal of approximately 50 parking spaces was analyzed for Segment II Option 1 in the Draft EIR and 90 parking spaces was analyzed for Segment II Option 2 in the Draft EIR.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant

environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of Project 5-9 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. The total amount of parking loss for the preferred project would be approximately 49 parking spaces, similar to what was analyzed for Option 1 in the Draft EIR. Therefore, there would be no significant parking impacts as a result of modified Project 5-9.

PROJECT 5-12 SAGAMORE STREET AND SICKLES AVENUE BICYCLE LANES,  
ALEMANY BOULEVARD TO BROTHERHOOD WAY

The preferred project design for near-term improvement Project 5-12 is Project 5-12 Modified Option 1. Transit, pedestrian, bicycle and freight loading impacts for the modified project would be the same as those described on pp. V.A.3-507 through V.A.3-509 of the Draft EIR. Supplemental text presented below is required as a result of the preferred design.

### **Project Description**

The following text supplements the Project Description on pp. IV.B-38 through IV.B-39 of the Draft EIR for Project 5-12.

Two design options were analyzed for Project 5-12 in the Draft EIR. The project would provide Class II bicycle lanes in both directions on Sagamore Street and Sickles Avenue between Alemany Boulevard and Brotherhood Way. The preferred design is consistent with design Option 1, with the following changes. The Project 5-12 Modified Option 1 would remove one westbound travel lane on Sagamore Street from 250 feet west of Plymouth Avenue to Orizaba Avenue, and add a two-way center left turn lane from Plymouth Avenue to Capitol Avenue. Project 5-12 Modified Option 1 would add a painted median from Capitol Avenue to 430 feet westerly. Project 5-12 Modified Option 1 would remove one eastbound travel lane on Sagamore Street from Capitol Avenue to 50 feet west of

San Jose Avenue. Project 5-12 Modified Option 1 would remove nine parking spaces on the south side of Sagamore Street, east of Capitol Avenue.

### **Project Summary**

The following text supplements the project summary on pp. V.A.3-118 and V.A.3-504 of the Draft EIR for Project 5-12.

Project 5-12 Modified Option 1 would provide Class II bicycle lanes in both directions on Sagamore Street and Sickles Avenue between Alemany Boulevard and Brotherhood Way by removing one westbound travel lane on Sagamore Street from 250 feet west of Plymouth Avenue to Orizaba Avenue, and add a two-way center left turn lane from Plymouth Avenue to Capitol Avenue, and by removing one eastbound travel lane on Sagamore Street from Capitol Avenue to 50 feet west of San Jose Avenue, and by removing nine parking spaces on the south side of Sagamore Street, at Capitol Avenue.

### **Impact Analysis**

#### *Traffic*

The following text supplements the traffic analysis on pp. V.A.3-505 through 506 for Project 5-12.

Modified Option 1 would remove one lane of westbound traffic on Sagamore Street from 250 feet west of Plymouth Avenue to Capitol Avenue, and add a two-way center left turn lane from Plymouth Avenue to Capitol Avenue. The Draft EIR did not analyze lane removal on this portion of Sagamore Street. The Draft EIR did not analyze a two-way center left turn lane from Plymouth Avenue to Capitol Avenue. The proposed lane removal would not affect traffic capacity beyond what was analyzed in the Draft EIR. The traffic volume that merges from three lanes to two lane remains the same whether it merges at the proposed 250 feet west of Plymouth Avenue or at the merger point analyzed in the Draft EIR (one block west between Capitol Avenue and Orizaba Avenue). Capitol Avenue is the only street between these points, and is not a major source of traffic. Therefore there would be no significant traffic impact associated with Project 5-12 Modified Option 1.



The revised project would increase the length of the existing painted median on Sagamore Street west of Capitol Avenue by approximately 270 feet. This would fill-in the excess street space created by removing one westbound lane and adding the two-way center left turn lane east of Capitol Avenue. The extended painted median would be implemented only in conjunction with the lane removals and addition of the two-way center left turn lane discussed above and by itself would not create impacts to traffic. Therefore there would be no significant traffic impact associated with this project revision.

Modified Option 1 would remove one eastbound travel lane on Sagamore Street from Capitol Avenue to 50 feet west of San Jose Avenue. This is an increase of approximately 600 feet from the eastbound lane removal limits analyzed in the Draft EIR, which extended from 130 feet west of San Jose Avenue to San Jose Avenue. The travel lane configuration for eastbound Sagamore Street approaching Capitol Avenue is one through lane and one left turn only lane, and this would not be changed from existing conditions or from what was analyzed in the Draft EIR. This modification would continue that one travel lane east of Capitol Avenue and because it is being fed by one lane, there would be no impact to traffic operations as one lane is sufficient in supplying the capacity to meet the volume from one lane. The lane configuration at the intersection of Plymouth Avenue, Sagamore Street, Sickles Avenue and San Jose Avenue would not be changed from existing conditions or from what was analyzed in the Draft EIR. Therefore, there would be no significant traffic impacts associated with Project 5-12 Modified Option 1.

### *Parking*

The following text supplements the parking analysis provided on pp. V.A.3-507 through V.A.3-508 of the Draft EIR for Project 5-12.

Modified Option 1 would remove one additional parking space on the south side of Sagamore Street, east of Capitol Avenue. The Draft EIR analyzed the removal of approximately eight parking spaces on the south side of Sagamore Street west of Capitol Avenue. Therefore, the revised project would remove approximately nine parking spaces compared to the removal of approximately eight parking spaces analyzed in the Draft EIR. Parking occupancy in this area is generally moderate and the removal of nine parking spaces as a result of the revised project is not expected to exacerbate parking demand within the neighborhood.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of Project 5-12 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. Therefore, there would be no significant parking impacts as a result of the implementation of Project 5-12 Modified Option 1.

#### PROJECT 6-3 LAGUNA HONDA BOULEVARD BICYCLE LANES, PLAZA STREET TO WOODSIDE

The preferred project design for near-term improvement Project 6-3 is Project 6-3 Modified Option 2. Transit, pedestrian, bicycle and freight loading impacts for the modified project are the same as those described on pp. V.A.3-550 through V.A.3-552 of the Draft EIR. Supplemental text presented below is required as a result of the preferred design.

#### **Project Description**

The following text supplements the Project Description on pp. IV.B-41 and V.A.3-146 of the Draft EIR for Project 6-3.

Two design options were analyzed for Project 6-3 in the Draft EIR. The preferred design is consistent with design Option 2, with the following changes. The limits of this project are now on Laguna Honda Boulevard between Clarendon Avenue and Woodside Avenue. This project would remove one travel lane in each direction on Laguna Honda Boulevard between Clarendon Avenue and Plaza Street, and remove one southbound travel lane from Forest Hill Station to Woodside Avenue. The project would also remove eight vehicular parking spaces and two motorcycle spaces. The refinement of Project 6-3 is referred to as Modified Option 2.

## **Project Summary**

The following text supplements the project summary on p. V.A.3-547 of the Draft EIR for Project 6-3.

Project 6-3 includes two design options in the Draft EIR. The preferred design is consistent with design Option 2, with the following changes. The limits of this project are now on Laguna Honda Boulevard between Clarendon Avenue and Woodside Avenue. This project would remove one travel lane in each direction on Laguna Honda Boulevard between Clarendon Avenue and Plaza Street, and remove one southbound travel lane from Forest Hill Station to Woodside Avenue.

## **Impact Analysis**

### *Traffic*

The following text supplements traffic analysis provided on pp. V.A.3-548 through 551 of the Draft EIR for Project 6-3.

The new portion of this project is part of the Bicycle Route Network and currently has striped bicycle lanes. This portion of Laguna Honda Boulevard was added to the project so that adjustments could be made to the lane configurations to better match the configuration changes of the project within the original limits on Laguna Honda Boulevard from Plaza Street to Woodside Avenue. Modified Option 2 would not require cutting and rebuilding the sidewalks.

Modified Option 2 would remove one of the southbound lanes on Laguna Honda Boulevard from just south of Forest Hill Station to Woodside Avenue. This lane configuration is the same as the configuration analyzed in Option 1 of the Draft EIR. Proceeding southbound approaching Woodside Avenue, the vehicular lane configuration changes to match both existing conditions and the configuration set forth in Option 2. Therefore there would be no significant traffic impact as a result of this project modification.

Modified Option 2 would remove one southbound lane from Clarendon Avenue to Plaza Street, and one northbound lane from Plaza Street to Clarendon Avenue. For the southbound lane removal, there would be no impact to traffic operations.

The existing two southbound lanes on Laguna Honda Boulevard from Clarendon Avenue to Plaza Street are fed by one lane on both southbound Laguna Honda Boulevard and westbound Clarendon Avenue. This intersection is signalized. The traffic signal meters traffic so there is always only one lane of traffic feeding into southbound Laguna Honda Boulevard south of Clarendon Avenue. Therefore, two southbound lanes on Laguna Honda Boulevard south of Clarendon Avenue are unnecessary. Additionally, the SFMTA developed a traffic simulation of the Laguna Honda Boulevard corridor, from Clarendon Avenue to Woodside Avenue to verify this conclusion. The simulation showed there was no significant impact from the proposed lane configuration change.

For the northbound lane removal, there would be no significant impact to traffic operations. One of the existing northbound through lanes becomes a right-turn only lane approaching Clarendon Avenue. Through traffic is currently forced to merge into the one through lane that continues north past Clarendon Avenue. The proposed lane configuration moves this merge point further south. Additionally, a traffic simulation of the Laguna Honda Boulevard corridor from Clarendon Avenue to Woodside Avenue was developed to verify this conclusion. The simulation showed there was no impact from the proposed lane configuration change. Therefore, there would be no significant impact on traffic as a result of the implementation of Modified Option 2.

### *Parking*

The following text supplements the parking analysis provided on p. V.A.3-551 of the Draft EIR for Project 6-3.

Modified Option 2 would remove eight vehicular parking spaces and two motorcycle parking spaces on the southbound side of Laguna Honda Boulevard, from Plaza Street to Forest Hill Station. The parking occupancy in this area is generally high, but the loss of eight parking spaces can be adequately accommodated with the changes proposed by Modified Option 2.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary

effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of Project 6-3 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. Therefore, there would be no significant parking impacts as a result of the implementation of Project 6-3 Modified Option 2.

**PROJECT 6-5 PORTOLA DRIVE BICYCLE LANES, CORBETT AVENUE TO O'SHAUGHNESSY BOULEVARD**

One option was analyzed in the Draft EIR for Project 6-5. The preferred project design for near-term improvement Project 6-5 is a modification to that option. Pedestrian, bicycle and freight loading impacts for the revised project are the same as those described on p. V.A.3-571 of the Draft EIR. Supplemental text presented below is required as a result of the preferred design.

**Project Description**

The following text supplements the Project Description provided on Draft EIR pp. IV.B-42 and V.A.3-147 of the Draft EIR for Project 6-5.

This project would install a combination of bicycle lanes and sharrows on Portola Drive in both directions between Corbett Avenue and O'Shaughnessy Boulevard. One design option was analyzed in the Draft EIR. The preferred design is consistent with that option with the following changes. The modified project would install a Class II bicycle lane in the eastbound direction from approximately 350 feet east of O'Shaughnessy Boulevard to approximately 260 feet west of Corbett Avenue. Sharrows would be installed in the 350 foot and 260 foot-long segments at each end of the project limits where there would not be bicycle lanes.

**Project Summary**

The following text supplements the project summary on pp. V.A-3-147 and V.A.3-554 of the Draft EIR for Project 6-5.

Modified Project 6-5 would install a combination of Class II bicycle lanes and sharrows on Portola Drive in both directions between Corbett Avenue and

O'Shaughnessy Boulevard. The preferred option is referred to as Modified Project 6-5.

## Impact Analysis

### *Traffic*

The following text supplements the traffic analysis on pp. V.A.3-554 through V.A.3-567 of the Draft EIR for Project 6-5.

Modified Project 6-5 would retain 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, consistent with the option in the Draft EIR. Modified Project 6-5 would add sharrows to the existing Class III bike route in the westbound direction from Burnett Avenue to approximately 272 feet westerly and in the westbound direction approaching Twin Peaks Boulevard, beginning approximately 150 feet easterly. The Draft EIR did not consider sharrows in the westbound direction. The Draft EIR analyzed Class II bicycle lanes in the westbound direction for the entire project length from Corbett Avenue to O'Shaughnessy Boulevard. Modified Project 6-5 would reduce the scope of the project compared to the project analyzed in the Draft EIR. The Draft EIR analyzed the presence of sharrows on the existing bicycle route network, concluding that the installation of sharrows would not significantly impact traffic or transit operations (see p. V.A.4-13 of the Draft EIR). Therefore, there would be no significant traffic impact associated with the implementation of this project revision. Hence, significant traffic impacts TR-6-5c, TR-6-5d, TR-6-5g, TR-6-5h, and TR-6-5i would not occur.

### **Modified Project 6-5 and Project 6-6 Modified Option 2 Combined**

Modified Project 6-5 would not change lane configuration at the intersection Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. Similarly, Modified Option 2 for Project 6-6, which is discussed in detail separately later in this document, also would not change the lane configuration at this intersection. Therefore, the existing capacity at this intersection is maintained and there will be no significant traffic impact as a result of the implementation of Modified Project 6-5 and Project 6-6 Modified Option 2 Combined. ~~Therefore, significant~~

~~traffic impact TR P6-5a would not occur at this intersection as a result of the implementation of Modified Project 6-5.~~

### *Parking*

The following text supplements text provided on Draft EIR p. V.A.3-571.

Modified Project 6-5 would remove a total of four parking spaces relative to the existing condition. The Draft EIR analyzed a parking gain of 15 parking spaces. This project would not add approximately 15 parking spaces, as analyzed in the Draft EIR, and would therefore have a net total parking loss of four spaces. The revised project would remove approximately four parking spaces on the west side of Portola Drive south of Corbett Avenue, where parking occupancy is relatively moderate. There are approximately 60 parking spaces on both sides of Portola Drive between Corbett and Burnett Avenues as noted on p. V.A.3-571 of the Draft EIR.

In San Francisco, parking supply is not considered a permanent physical condition, and changes in the parking supply would not be a significant environmental impact as under the CEQA but rather a social effect. The loss of parking may cause potential, indirect physical effects, which would include cars circling and looking for a parking space on neighboring streets. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of Project 6-5 would be minor. The changes in on-street parking also would not cause any secondary physical impacts, such as traffic congestion, air quality impacts, or noise impacts caused by congestion. Therefore, there would be no significant parking impacts as a result of the implementation of Modified Project 6-5.

### *Transit*

The following text supplements text provided on Draft EIR pp. V.A.3-567 through V.A.3-568 of the Draft EIR for Project 6-5.

As described in the Traffic impact analysis above, Modified Project 6-5 would not remove any traffic lanes on the approach to the Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue intersection. Therefore, the

implementation of Modified Project 6-5 would not have a significant impact on Transit.

This project would establish bus zones on Portola Drive at the existing pole stop locations listed below.

- South side, from 575 feet to 625 feet east of O'Shaughnessy Boulevard (mid-block);
- South side, from Glenview Drive to 80 feet easterly (far side, southeast corner);
- North side, from the east end of the driveway of 110 Portola Drive to 80 feet easterly (mid-block);
- North side, from Burnett Avenue to 80 feet westerly (far side, northwest corner); and
- North side, from Glenview Drive to 80 feet westerly (far side, northwest corner).

The conversion of existing pole stops to bus zones would not cause a significant impact to traffic or transit operations because transit is currently stopping at each of these locations, and at all but one of the locations (the third item above, north side, east of 110 Portola Drive), parking is already prohibited so these pole stops function currently as de facto bus zones. Therefore, there would be no significant impact to transit operations as a result of the implementation of Modified Project 6-5. However, in taking a conservative approach for 2025 Cumulative plus Project conditions the following transit impacts would still occur with the implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined: Significant Impact TR-P6-5j on Muni bus route 48 and Significant Impact TR-6-5k on Muni bus route 52.

In addition to the above supplemental text for Project 6-5, pages V.A.3-554 to V.A.3-571 of the Draft EIR for Project 6-5 are revised as presented below. Analysis for individual Project 6-5 was placed in an incorrect order with respect to combined project analysis. The text has been reorganized to better present the analysis with respect to the impacts resulting from individual Project 6-5.



PROJECT 6-5: PORTOLA DRIVE BICYCLE LANES, CORBETT AVENUE TO  
O'SHAUGHNESSY BOULEVARD

Project 6-5 would add a Class II bicycle lane in both directions between Corbett Avenue and O'Shaughnessy Boulevard. In the eastbound direction, a travel lane would be removed from O'Shaughnessy Boulevard to 300 feet westerly and by narrowing travel lanes from 300 feet east of O'Shaughnessy Boulevard to 215 feet west of Corbett Avenue. In the westbound direction, Project 6-5 would narrow travel lanes from Corbett Avenue to Burnet Avenue and remove one travel lane approaching Clipper Street and a westbound left-turn lane approaching

O'Shaughnessy Boulevard. Approximately four on-street parking spaces would be removed and 15 spaces would be gained on this segment.

#### **TRAFFIC: INTERSECTION LEVEL OF SERVICE (LOS)**

Intersection LOS calculations were performed for the AM and PM peak hour.

One study intersection is included in Project 6-5 for the AM peak period.

##### Intersection 37: Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive

The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection is common to Projects 6-5 and 6-6 within the Cluster 6 area. Only one design option is proposed under Project 6-5. However, two design options are proposed for Project 6-6. For Project 6-5, Option 1 proposes the removal of an exclusive left-turn lane in the westbound direction. For Project 6-6, Option 1 proposes the removal of a through lane in the eastbound direction. Option 2 has the same lane configuration as Existing (No Project) conditions. The analysis below reflects the combined impact of implementing Projects 6-5 and 6-6 at this intersection. The impacts resulting from the implementation of Project 6-5 alone will follow the discussion of the combined impacts.

- **Option 1**

#### **Existing and Existing plus Project Conditions for Projects 6-5 and 6-6 combined – AM Analysis**

For combined Projects 6-5 and 6-6, under Existing conditions, this intersection operates at LOS E in the AM Peak hour with 60.1 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under Existing plus Project conditions. The eastbound lane configuration would be modified from two through lanes, one exclusive left-turn lane, and one shared through-right turn lane to one through lane, one exclusive left-turn lane, and one shared through-right turn lane. The westbound lane configuration would be modified from two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane to one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. Due to the reduction of capacity in the eastbound direction and westbound direction, there would be an increase in delay along these approaches. Because the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection either deteriorate or would operate at an unacceptable LOS F, with more than 80

seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5a) would occur at this intersection with implementation of Projects 6-5 and 6-6 combined Option 1. Table V.6-10, p. V.A.3-334, summarizes these results.

**TABLE V.6-10  
CLUSTER 6 – PROJECTS 6-5 AND 6-6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR WOODSIDE  
AVENUE/O'SHAUGHNESSY BOULEVARD/PORTOLA DRIVE EXISTING AND EXISTING PLUS  
PROJECT CONDITIONS - WEEKDAY AM PEAK HOUR**

		Existing plus Project Option 1				Existing plus Project Option 2			
				Combined Projects 6-5 and 6-6				Combined Projects 6-5 and 6-6	
Existing		Project 6-5				Project 6-5			
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
<b>60.1</b>	<b>E</b>	<b>69.8</b>	<b>E</b>	<b>&gt;80</b>	<b>F</b>	-	-	<b>60.1</b>	<b>E</b>

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

#### **Existing and Existing plus Project Conditions for Projects 6-5 and 6-6 combined – PM Analysis**

For combined Projects 6-5 and 6-6 in the PM Peak Hour, under Existing conditions, this intersection operates at LOS F with more than 80 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under Existing plus Project conditions. The eastbound lane configuration would be modified from two through lanes, one exclusive left-turn lane, and one shared through-right turn lane to one through lane, one exclusive left-turn lane, and one shared through-right turn lane. The westbound lane configuration would be modified from two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane to one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. Due to the reduction of capacity in the eastbound direction and westbound direction, there would be an increase in delay along these approaches. Because the eastbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection either deteriorate or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5e) would occur at this intersection with

implementation of Projects 6-5 and 6-6 combined Option 1. Table V.6-11, p. V.A.3-336, summarizes these results.

**Existing and Existing plus Project Conditions for Project 6-5 alone – AM Analysis**

Under Existing conditions, in the AM Peak hour, this intersection operates at LOS E with 60.1 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS E, with 69.8 seconds of average delay under Existing plus Project conditions. The westbound lane configuration would be modified from two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane to one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Because the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection either deteriorate or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5c) would occur at this intersection with implementation of Project 6-5. Table V.6-10, p. V.A.3-334, summarizes these results.

**Existing and Existing plus Project Conditions for Project 6-5 alone – PM Analysis**

For Project 6-5 by itself in the PM Peak Hour, under Existing conditions, this intersection operates at LOS F with more than 80 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under Existing plus Project conditions. The westbound lane configuration would be modified from two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane to one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Because the eastbound critical movement at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection either deteriorates or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5g) would occur at this intersection with implementation of Project 6-5. Table V.6-11, p. V.A.3-336, summarizes these results.

**TABLE V.6-11  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR WOODSIDE  
AVENUE/O'SHAUGHNESSY BOULEVARD/PORTOLA DRIVE EXISTING AND EXISTING PLUS  
PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR**

Existing		Existing plus Project Option 1				Existing plus Project Option 2			
		Project 6-5		Combined Projects 6-5 and 6-6		Project 6-5		Combined Projects 6-5 and 6-6	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
>80	<b>F</b>	>80	<b>F</b>	>80	<b>F</b>	-	-	>80	<b>F</b>

Source: Wilbur Smith Associates, October 2008.

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-5 and 6-6 combined – AM Analysis**

For combined Projects 6-5 and 6-6, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F in the AM Peak Hour, with more than 80 seconds of average delay under 2025 Cumulative conditions. This intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. Deterioration of the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive to LOS F, when comparing Existing plus Project to Existing conditions, is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR-P6-5b) would occur at this intersection with implementation of Projects 6-5 and 6-6 combined Option 1. Table V.6-12, p. V.A.3-337, summarizes these results.

**TABLE V.6-12  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR WOODSIDE  
AVENUE/O'SHAUGHNESSY BOULEVARD/PORTOLA DRIVE 2025 CUMULATIVE AND 2025  
CUMULATIVE PLUS PROJECT CONDITIONS - WEEKDAY AM PEAK HOUR**

2025 Cumulative plus Project Option 1						2025 Cumulative plus Project Option 2			
2025 Cumulative		Project 6-5		Combined Projects 6-5 and 6-6		Project 6-5		Combined Projects 6-5 and 6-6	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
>80	<b>F</b>	>80	<b>F</b>	>80	<b>F</b>	-	-	>80	<b>F</b>

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-5 and 6-6 combined – PM Analysis**

For combined Projects 6-5 and 6-6 in the PM Peak Hour, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. This intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. Deterioration of the eastbound critical movement at Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive to LOS F, when comparing Existing plus Project to Existing conditions, is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR-P6-5f) would occur at this intersection with the implementation of Projects 6-5 and 6-6 combined Option 1. Table V.6-13, p. V.A.3-339, summarizes these results.

#### **2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone – AM Analysis**

For Project 6-5, by itself, in the AM Peak Hour, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. This intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. The westbound lane configuration would be modified

from two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane to one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. Deterioration of the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive for Existing plus Project to LOS F relative to Existing conditions is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected at this intersection, for 2025 Cumulative plus Project conditions, when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR-P6-5d) would occur at this intersection with the implementation of Projects 6-5. Table V.6-12, p. V.A.3-337, summarizes these results.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone – PM Analysis**

For Project 6-5 by itself in the PM Peak Hour, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. This intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. The westbound lane configuration would be modified from two exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane to one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane. Deterioration of the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive to LOS F, when comparing Existing plus Project to Existing conditions, is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR-P6-5h) would occur at this intersection with the implementation of Projects 6-5. Table V.6-13, p. V.A.3-339, summarizes these results.

**TABLE V.6-13  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR WOODSIDE  
AVENUE/O'SHAUGHNESSY BOULEVARD/PORTOLA DRIVE 2025 CUMULATIVE AND 2025  
CUMULATIVE PLUS PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR**

2025 Cumulative plus Project Option 1						2025 Cumulative plus Project Option 2			
2025 Cumulative		Project 6-5		Combined Projects 6-5 and 6-6		Project 6-5		Combined Projects 6-5 and 6-6	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
>80	F	>80	F	>80	F	-	-	>80	F

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

- **Option 2**

**Existing and Existing plus Project Conditions for Projects 6-5 and 6-6 combined – AM Analysis**

Under Existing conditions, this intersection operates at LOS E with 60.1 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS E, with 60.1 seconds of delay under Existing plus Project conditions. However, there are no lane configuration adjustments to this intersection under Existing plus Project conditions relative to Existing conditions. Hence, there is no change in LOS or delay at this intersection. Thus, Projects 6-5 and 6-6 combined would not cause a significant impact at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive ~~Burnett Avenue/Clipper Street/Portola Drive~~ intersection under Existing plus Project conditions for the AM Peak Hour. Table V.6-10, p. V.A.3-334, summarizes these results.

**Existing and Existing plus Project Conditions for Projects 6-5 and 6-6 combined – PM Analysis**

For the combined Project 6-5 and 6-6 in the PM Peak Hour, under Existing conditions, this intersection operates at LOS F with more than 80 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under Existing plus Project conditions. However, there are no lane configuration adjustments to this intersection under Existing plus



Project conditions relative to Existing conditions. Hence, there would be no change in LOS or delay at this intersection. Thus, Projects 6-5 and 6-6 combined Option 2 would not cause a significant impact at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive ~~Burnett Avenue/Clipper Street/Portola Drive~~ intersection under Existing plus Project conditions for the PM Peak hour. Table V.6-11, p. V.A.3-336, summarizes these results.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-5 and 6-6 combined – AM Analysis**

For the combined Project 6-5 and 6-6, under 2025 Cumulative conditions, this intersection operates at LOS F with more than 80 seconds of delay in the AM Peak Hour. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would continue to operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. However, there are no lane configuration adjustments to this intersection under 2025 Cumulative plus Project conditions, relative to 2025 Cumulative conditions. Hence, there would be no change in LOS or delay at this intersection. Thus, Projects 6-5 and 6-6 combined Option 2 would not cause a significant impact at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive ~~Burnett Avenue/Clipper Street/Portola Drive~~ intersection under 2025 Cumulative plus Project conditions for the AM Peak hour. Table V.6-12, p. V.A.3-337, summarizes these results.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-5 and 6-6 combined – PM Analysis**

For the combined Project 6-5 and 6-6 in the PM Peak Hour, under 2025 Cumulative conditions, this intersection operates at LOS F with more than 80 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would continue to operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. However, there are no lane configuration adjustments to this intersection under 2025 Cumulative plus Project conditions relative to 2025 Cumulative conditions. Hence, there would be no change in LOS or delay at this intersection. Thus, Projects 6-5 and 6-6 combined Option 2 would not cause a significant impact at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive ~~Burnett Avenue/Clipper Street/Portola Drive~~ intersection under 2025 Cumulative plus Project conditions for the PM peak hour. Table V.6-13, p. V.A.3-339, summarizes these results.

**~~Existing and Existing plus Project Conditions for Project 6-5 alone – AM Analysis~~**

~~Under Existing conditions, in the AM Peak hour, this intersection operates at LOS E with 60.1 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS~~

~~E, with 69.8 seconds of average delay under Existing plus Project conditions. The westbound lane configuration would be modified from two exclusive left turn lanes, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, two through lanes, and one exclusive right turn lane. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Because the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection either deteriorate or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5c) would occur at this intersection with implementation of Project 6-5. Table V.6-10, p. V.A.3-334, summarizes these results.~~

**~~Existing and Existing plus Project Conditions for Project 6-5 alone—PM Analysis~~**

~~For Project 6-5 by itself in the PM Peak Hour, under Existing conditions, this intersection operates at LOS F with more than 80 seconds of delay. The Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under Existing plus Project conditions. The westbound lane configuration would be modified from two exclusive left turn lanes, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, two through lanes, and one exclusive right turn lane. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Because the eastbound critical movement at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection either deteriorates or would operate at an unacceptable LOS F, with more than 80 seconds of average delay under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5g) would occur at this intersection with implementation of Project 6-5. Table V.6-11, p. V.A.3-336, summarizes these results.~~

**~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone—AM Analysis~~**

~~For Project 6-5, by itself, in the AM Peak Hour, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. This intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. The westbound lane configuration would be modified from two exclusive left turn lanes, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, two through lanes, and one exclusive right turn lane. Deterioration of the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy~~

~~Boulevard/Portola Drive for Existing plus Project to LOS F relative to Existing conditions is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected at this intersection, for 2025 Cumulative plus Project conditions, when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR P6 5d) would occur at this intersection with the implementation of Projects 6-5. Table V.6-12, p. V.A.3-337, summarizes these results.~~

**~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone – PM Analysis~~**

~~For Project 6-5 by itself in the PM Peak Hour, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of average delay under 2025 Cumulative conditions. This intersection would operate unsatisfactorily at LOS F, with more than 80 seconds of delay under 2025 Cumulative plus Project conditions. The westbound lane configuration would be modified from two exclusive left turn lanes, two through lanes, and one exclusive right turn lane to one exclusive left turn lane, two through lanes, and one exclusive right turn lane. Deterioration of the eastbound and westbound critical movements at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive to LOS F, when comparing Existing plus Project to Existing conditions, is deemed a significant impact. As a consequence, a corresponding LOS deterioration is expected, at this intersection for 2025 Cumulative plus Project when compared to 2025 Cumulative conditions. Therefore, a significant impact (Significant Impact TR P6 5h) would occur at this intersection with the implementation of Projects 6-5. Table V.6-13, p. V.A.3-339, summarizes these results.~~

Intersection 38: Burnett Street/Clipper Street/Portola Drive

- **Option 1**

**Existing and Existing plus Project Conditions for Projects 6-2 and 6-5 combined**

Please see Project 6-2 discussion on p. V.A.3-540.

**Existing and Existing plus Project Conditions for Project 6-5 alone**

For Project 6-5 by itself, under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. The Burnett Avenue/Clipper Street/Portola Drive intersection would operate satisfactorily at LOS D, with 50.5 seconds of average delay under Existing plus Project conditions. The westbound lane configuration would be modified from one exclusive left-turn lane, two through lanes and a shared through-right lane to one exclusive left-turn lane, two through lanes and one shared through-right lane. No lane configuration changes are proposed for the other approaches relative to

Existing conditions. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Since the intersection continues to operate at an acceptable LOS under Existing plus Project conditions, no significant impacts would occur at the Burnett Avenue/Clipper Street/Portola Drive with the implementation of Project 6-5. Table V.6-14, p. V.A.3-344, summarizes these results.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-2 and 6-5 combined**

Please see Project 6-2 discussion on p. V.A.3-540

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone**

For Project 6-5 by itself in the PM Peak Hour, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of average delay under 2025 Cumulative conditions. Under 2025 Cumulative plus Project conditions, this intersection would operate unsatisfactorily at LOS E, with 71.4 seconds of delay. The westbound lane configuration would be modified from one exclusive left- turn lane, two through lanes and a shared through-right lane to one exclusive left-turn lane, two through lanes and one shared through-right lane. No lane configuration changes are proposed for the other approaches relative to Existing conditions. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Since there is no change in LOS for the westbound critical movements under Existing plus Project conditions, a significant impact (Significant Impact TR-P6-5i) would occur at the Burnett Avenue/Clipper Street/Portola Drive intersection with the implementation of Project 6-5. Table V.6-15, p. V.A.3-345, summarizes these results.

- **Option 2**

**Existing and Existing plus Project Conditions for Projects 6-2 and 6-5 combined**

Please see Project 6-2 discussion on p. V.A.3-540.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-2 and 6-5 combined**

Please see Project 6-2 discussion on p. V.A.3-540.

**~~Existing and Existing plus Project Conditions for Project 6-5 alone~~**

~~For Project 6-5 by itself, under Existing conditions, this intersection operates at LOS D with 49.6 seconds of delay. The Burnett Avenue/Clipper Street/Portola Drive intersection would operate satisfactorily at LOS D, with 50.5 seconds of average delay under Existing plus Project conditions. The~~

~~westbound lane configuration would be modified from one exclusive left turn lane, two through lanes and a shared through right lane to one exclusive left turn lane, two through lanes and one shared through right lane. No lane configuration changes are proposed for the other approaches relative to Existing conditions. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Since the intersection continues to operate at an acceptable LOS under Existing plus Project conditions, no significant impacts would occur at this intersection with the implementation of Project 6-5. Table V.6-14, p. V.A.3-344, summarizes these results.~~

**TABLE V.6-14  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR BURNETT  
AVENUE/CLIPPER STREET/PORTOLA DRIVE EXISTING AND EXISTING PLUS PROJECT  
CONDITIONS - WEEKDAY PM PEAK HOUR**

<b>Existing</b>		<b>Existing plus Project Option 1</b>				<b>Existing plus Project Option 2</b>			
		<b>Project 6-5</b>		<b>Combined Projects 6-2 and 6-5</b>		<b>Project 6-5</b>		<b>Combined Projects 6-2 and 6-5</b>	
<b>Average Delay<sup>a</sup></b>	<b>LOS<sup>b</sup></b>	<b>Average Delay<sup>a</sup></b>	<b>LOS<sup>b</sup></b>	<b>Average Delay<sup>a</sup></b>	<b>LOS<sup>b</sup></b>	<b>Average Delay<sup>a</sup></b>	<b>LOS<sup>b</sup></b>	<b>Average Delay<sup>a</sup></b>	<b>LOS<sup>b</sup></b>
49.6	D	50.5	D	<b>&gt;80</b>	<b>F</b>	-	-	49.6	D

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

#### **~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone~~**

~~For Project 6-5 by itself in the PM Peak Hour, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate unsatisfactorily at LOS E, with 70.1 seconds of average delay under 2025 Cumulative conditions. Under 2025 Cumulative plus Project conditions, this intersection would operate unsatisfactorily at LOS E, with 71.4 seconds of delay. The westbound lane configuration would be modified from one exclusive left turn lane, two through lanes and a shared through right lane to one exclusive left turn lane, two through lanes and one shared through right lane. No lane configuration changes are proposed for the other approaches relative to Existing conditions. Due to the reduction of capacity in the westbound direction, there would be an increase in delay along this approach. Since there is no change in LOS for the westbound critical movements under Existing plus Project conditions, a significant impact (Significant Impact TR P6-5i) would occur at~~

~~this intersection with the implementation of Project 6-5. Table V.6-15, p. V.A.3-345, summarizes these results.~~

**TABLE V.6-15  
CLUSTER 6  
COMPARISON OF LEVEL OF SERVICE (LOS) AND AVERAGE DELAY FOR BURNETT  
AVENUE/CLIPPER STREET/PORTOLA DRIVE 2025 CUMULATIVE AND 2025 CUMULATIVE PLUS  
PROJECT CONDITIONS - WEEKDAY PM PEAK HOUR**

2025 Cumulative plus Project Option 1						2025 Cumulative plus Project Option 2			
2025 Cumulative		Project 6-5		Combined Projects 6-2 and 6-5		Project 6-5		Combined Projects 6-2 and 6-5	
Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>	Average Delay <sup>a</sup>	LOS <sup>b</sup>
70.1	E	71.4	E	>80	F	-	-	70.1	E

Source: Wilbur Smith Associates, October 2008

Notes:

a. Delay in seconds per vehicle.

b. Intersections operating at LOS E or LOS F conditions highlighted in bold.

**Significant Impact TR-P6-5a (Projects 6-5 and 6-6 combined):**

The intersection of Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive would operate at LOS F under Existing plus Project conditions for Option 1 in the AM peak hour.

~~The intersection of Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive would operate at LOS F under Existing plus Project conditions for Option 2.~~

Under Existing conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS E with 60.1 seconds of delay for the AM peak hour. However, under Existing plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the eastbound and westbound directions on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5 for the AM peak hour.

Significant Impact TR-P6-5b (Projects 6-5 and 6-6 combined):

The intersection of Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive would operate at LOS F under 2025 Cumulative plus Project conditions for Option 1 in the AM peak hour.

Under 2025 Cumulative conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS F with more than 80 seconds of delay for the AM peak hour. However, under 2025 Cumulative plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the eastbound and westbound directions on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5 for the AM peak hour.

Significant Impact TR-P6-5c:

Under Existing conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS E with 60.1 seconds of delay for the AM peak hour. However, under Existing plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the eastbound and westbound directions on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur in the AM peak hour at the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive this intersection with the implementation of Project 6-5.

Significant Impact TR-P6-5d:

The intersection of Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive would operate at LOS F under 2025 Cumulative plus Project conditions for Option 1.

Under 2025 Cumulative conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS F with more than 80

seconds of delay for the AM peak hour. However, under Existing plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the eastbound and westbound directions on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5.

*Significant Impact TR-P6-5e (Projects 6-5 and 6-6 combined):*

Under Existing conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS F with more than 80 seconds of delay. Under Existing plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the eastbound and westbound directions on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5 and Project 6-6 Option 1 combined.

*Significant Impact TR-P6-5f (Projects 6-5 and 6-6 combined):*

Under 2025 Cumulative conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS F with more than 80 seconds of delay. Under 2025 Cumulative plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the eastbound and westbound directions on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5 and Project 6-6 Option 1 combined.

*Significant Impact TR-P6-5g:*

Under Existing conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS F with more than 80 seconds of delay. Under Existing plus Project conditions for Option 1, the



Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the westbound direction on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5.

*Significant Impact TR-P6-5h:*

Under 2025 Cumulative conditions, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection operates at LOS F with more than 80 seconds of delay. Under 2025 Cumulative plus Project conditions for Option 1, the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the westbound direction on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5.

*Significant Impact TR-P6-5i:*

Under Cumulative conditions, the Burnett Avenue/Clipper Street/Portola Avenue intersection operates at LOS E with 70.1 seconds of delay. Under 2025 Cumulative plus Project conditions for Option 1, the Burnett Avenue/Clipper Street/Portola Drive intersection would operate at LOS F with a delay of more than 80 seconds as a result of the lane configuration changes in the westbound direction on Portola Drive. Because the eastbound and westbound critical movements deteriorate for Option 1 with a corresponding deterioration in the V/C ratio for these movements, a significant impact would occur at this intersection with the implementation of Project 6-5.

## **TRANSIT**

Muni bus lines 37, 48, and 52 operate along portions of Portola Drive between Corbett Avenue and O'Shaughnessy Boulevard. Muni bus line 37 runs in the westbound direction between Glenview Drive and Corbett Avenue with approximately four buses westbound during the AM and PM peak periods. Muni bus lines 48 and 52 operate in both directions between O'Shaughnessy Boulevard and Burnett Avenue with approximately nine buses each way during

the AM and PM peak period and eight buses each way during the PM peak period. The segment between Glenview Drive and Burnett Avenue has the highest transit activity with approximately 13 westbound buses and nine eastbound buses during the AM peak period and nine buses each way during the PM peak period. There is one westbound and two eastbound bus stops along this segment.

Project 6-5 shares common intersections with Project 6-2: Clipper Street Bicycle Lanes, Douglass Street to Portola Drive (Intersection 38: Burnett Avenue/Clipper Street/Portola Drive) and with Project 6-6: Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard (Intersection 37: Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive). The transit delay analysis below (Projects 6-2, 6-5, and 6-6 combined) reflects the combined impact of Projects 6-2, 6-5, and 6-6 modifications to the Burnett Avenue/Clipper Street/Portola Drive and Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersections on transit delay. This analysis is followed by the transit delay analysis for (Projects 6-5 and 6-6 combined) for the combined impact of Projects 6-5 and 6-6 modifications to the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection on transit delay. The impacts resulting from the implementation of Project 6-5 (~~Project 6-5~~) without Projects 6-2 and 6-6 modifications to the two intersections will follow.

#### **Existing plus Project Conditions (Projects 6-2, 6-5, and 6-6 Combined)**

With Projects 6-2, 6-5, and 6-6 combined under Existing plus Project conditions, approximately 31 seconds of delay would be added in the eastbound direction; delay would be decreased in the westbound direction by approximately 132 seconds for each bus line for the PM peak period. The headways for Muni bus lines 37, 48, and 52 in the PM peak period are 15, 12 and 15 minutes, respectively; no total delay would be added with Project 6-5. Therefore, a significant transit impact would not occur with the implementation of Projects 6-2, 6-5, and 6-6 combined under Existing plus Project conditions.

**2025 Cumulative and 2025 Cumulative plus Project Conditions (Projects 6-2, 6-5, and 6-6 Combined)**

With Projects 6-2, 6-5, and 6-6 combined under 2025 Cumulative plus Project conditions, approximately 202 seconds (3.4 minutes) of delay would be added eastbound and approximately 428 seconds (7.1 minutes) of delay added westbound for the PM peak period. The total added delay for Muni bus line 37, which operates only in the eastbound direction, is 202 seconds (3.4 minutes) and would be less than the transit delay threshold of 6 minutes. For Muni bus lines 48 and 52, the total added delay of 630 seconds (10.5 minutes) would be greater than the transit delay threshold of 6 minutes. Therefore, a significant transit impact would result to Muni bus lines 48 and 52 with implementation of Projects 6-2, 6-5, and 6-6 combined under 2025 Cumulative plus Project conditions.

**COMBINED PROJECTS DISCUSSION**

The transit delay analysis below (Projects 6-5 and 6-6 combined) reflects the combined impact of Projects 6-5 and 6-6 modifications to the Woodside Avenue/O'Shaughnessy Boulevard/Portola Drive intersection on transit delay.

• ~~Option 1~~

~~Existing and Existing plus Project Conditions for Projects 6-2 and 6-5 combined~~

~~Please see Project 6-2 discussion on p. V.A.3-540.~~

~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-2 and 6-5 combined~~

~~Please see Project 6-2 discussion on p. V.A.3-540.~~

• ~~Option 2~~

~~Existing and Existing plus Project Conditions for Projects 6-2 and 6-5 combined~~

~~Please see Project 6-2 discussion on p. V.A.3-540.~~

~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-2 and 6-5 combined~~

~~Please see Project 6-2 discussion on p. V.A.3-540.~~

• **Option 1**

**Existing plus Project Conditions (Projects 6-5 and 6-6 Combined)**

With Option 1 under Existing plus Project conditions, approximately 35 seconds of delay would be added in the eastbound direction for the PM peak

hour. This added delay would result from the removal of a travel lane in the eastbound direction between Evelyn Way and Woodside/O'Shaughnessy Boulevard and delays caused by eastbound bus line 48 stopping in the travel lane for passenger loading/unloading at the bus stop on the nearside of the Portola Drive/O'Shaughnessy Boulevard intersection. The headways for Muni bus lines 36, 43, and 48 are 20, 10 and 12 minutes, respectively; the total added delay of 35 seconds would be less than the transit delay threshold of 6 minutes. Therefore, a significant transit impact would not occur with the implementation of Projects 6-5 and 6-6 combined Option 1 under Existing plus Project conditions.

**2025 Cumulative and 2025 Cumulative plus Project Conditions (Projects 6-5 and 6-6 Combined)**

With Option 1 under 2025 Cumulative plus Project conditions, approximately 212 seconds (3.5 minutes) of delay would be added in the eastbound direction for the PM peak hour. This added delay would result from the removal of a travel lane in the eastbound direction between Evelyn Way and Woodside/O'Shaughnessy Boulevard and delays caused by eastbound bus line 48 stopping in the travel lane for passenger loading/unloading at the bus stop on the nearside of the Portola Drive/O'Shaughnessy Boulevard intersection. The headways for Muni bus lines 36, 43, and 48 are 20, 10 and 12 minutes, respectively; the total added delay of 212 seconds (3.5 minutes) would be less than the transit delay threshold of 6 minutes. Therefore, a significant transit impact would not occur with the implementation of Projects 6-5 and 6-6 combined Option 1 under 2025 Cumulative plus Project conditions.

**Existing and Existing plus Project Conditions for Project 6-5 alone**

With Project 6-5 under Existing plus Project conditions, approximately 31 seconds of delay would be added in the eastbound direction; delay would be decreased in the westbound direction by approximately 132 seconds for each bus line for the PM Peak hour. The headways for Muni bus lines 37, 48, and 52 in the PM peak period are 15, 12 and 15 minutes, respectively; no total delay would be added with Project 6-5. Therefore, a significant transit impact would not occur with the implementation of Project 6-5 under Existing plus Project conditions.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone**

With Project 6-5 under 2025 Cumulative plus Project conditions, approximately 202 seconds (3.4 minutes) of delay would be added eastbound and approximately 428 seconds (7.1 minutes) of delay added westbound for the PM peak period. The total added delay for Muni bus line 37, which operates only in the eastbound direction, would be less than the transit delay

threshold of 6 minutes. For Muni bus lines 48 and 52, the total added delay of 630 seconds (10.5 minutes) would be greater than the transit delay threshold of 6 minutes. Therefore, a significant transit impact (Significant Impact TR-P6-5j and TR-P6-5k) would result to Muni bus lines 48 and 52 with implementation of Project 6-5 under 2025 Cumulative plus Project conditions.

- **Option 2**

**Existing and Existing plus Project Conditions for Projects 6-5 and 6-6 combined**

With Option 2 no travel lanes would be removed; impacts on transit service resulting from narrowing of travel lanes would be minor. Therefore, there would be no significant impacts with Projects 6-5 and 6-6 combined Option 2 under Existing plus Project conditions.

**2025 Cumulative and 2025 Cumulative plus Project Conditions for Projects 6-5 and 6-6 combined**

With Option 2 no travel lanes would be removed; impacts on transit service resulting from narrowing of travel lanes would be minor. Therefore, there would be no significant impacts with Projects 6-5 and 6-6 combined Option 2 under 2025 Cumulative plus Project conditions.

Since there are no significant transit impacts under Existing plus Project and 2025 Cumulative plus Project conditions for either Option 1 or Option 2 of Projects 6-5 and 6-6 combined, there would be no significant transit impact from individual Project 6-6.

**~~Existing and Existing plus Project Conditions for Project 6-5 alone~~**

~~With Project 6-5 under Existing plus Project conditions, approximately 31 seconds of delay would be added in the eastbound direction; delay would be decreased in the westbound direction by approximately 132 seconds for each bus line for the PM Peak hour. The headways for Muni bus lines 37, 48, and 52 in the PM peak period are 15, 12 and 15 minutes, respectively; no total delay would be added with Project 6-5. Therefore, a significant transit impact would not occur with the implementation of Project 6-5 under Existing plus Project conditions.~~

**~~2025 Cumulative and 2025 Cumulative plus Project Conditions for Project 6-5 alone~~**

~~With Project 6-5 under 2025 Cumulative plus Project conditions, approximately 202 seconds (3.4 minutes) of delay would be added eastbound and approximately 428 seconds (7.1 minutes) of delay added westbound for the PM peak period. The total added delay for Muni bus line 37, which operates only in the eastbound direction, would be less than the transit delay threshold of 6 minutes. For Muni bus lines 48 and 52, the total added delay of~~

~~630 seconds (10.5 minutes) would be greater than the transit delay threshold of 6 minutes. Therefore, a significant transit impact (Significant Impact TR-P6-5j and TR-P6-5k) would result to Muni bus lines 48 and 52 with implementation of Project 6-5 under 2025 Cumulative plus Project conditions.~~

*Significant Impact TR-P6-5j (Projects 6-2, 6-5, and 6-6 combined):*

Muni bus line 48 would experience significant delays under 2025 Cumulative plus Project conditions with Projects 6-2, 6-5, and 6-6 combined, under Option 1.

*Significant Impact TR-P6-5k (Projects 6-2, 6-5, and 6-6 combined):*

Muni bus line 52 would experience significant delays under 2025 Cumulative plus Project conditions with Projects 6-2, 6-5, and 6-6 combined, under Option 1.

## **PARKING**

There are a total of approximately 60 on-street parking spaces on both sides of Portola Drive between Corbett and Burnett Avenues. On-street parking is not permitted on either side of the remaining portion of Portola Drive between Burnett Avenue/Diamond Heights Boulevard and O'Shaughnessy Boulevard. Project 6-5 would remove approximately four on-street parking spaces on the west side of Portola Drive on the far-side of Corbett Avenue, at a location where parking occupancy is relatively moderate. Project 6-5 would also revoke the Tow-Away No Stopping Anytime zone on the west side of Portola Drive on the nearside of Burnett Avenue and add 15 on-street parking spaces at this location. As a result of Project 6-5, a net total of 11 spaces would be gained. Therefore, there would be no significant parking impacts resulting from the implementation of Project 6-5.

## **PEDESTRIAN**

Pedestrian volumes are generally low, and there would be no changes in sidewalk width or crosswalk layout. The interactions between pedestrians and bicyclists would not change as a result of Project 6-5. Therefore, there would be no pedestrian impacts as a result of Project 6-5.

## **BICYCLE**

Bicyclists would benefit from the installation of bicycle lanes with the designation of a clear right-of-way for their use. Hence, Project 6-5 would not

have a significant impact on cyclists but could have the beneficial effect of improving roadway conditions and safety for bicyclists.

### **LOADING**

This segment of Portola Drive has mostly residential buildings, except near O'Shaughnessy Boulevard where there are commercial uses. On the south side of Portola Drive, retail businesses are located behind a row of metered parking, and loading activities occur within the parking lot area and would not be affected by the proposed bicycle lane. While there are relatively high volumes of vehicular traffic to and from the side streets, their access is regulated by traffic signals and would not conflict with bicycle traffic along Portola Drive. Therefore, there would be no significant loading impacts as a result of Project 6-5.

#### **PROJECT 6-6 PORTOLA DRIVE BICYCLE LANES, O'SHAUGHNESSY BOULEVARD/ WOODSIDE AVENUE TO SLOAT BOULEVARD/ ST. FRANCIS BOULEVARD**

The preferred project design for near-term Project 6-6 is Project 6-6 Modified Option 2. Transit, pedestrian, bicycle and freight loading impacts for the modified project are the same as those described on pp. V.A.3-582 through V.A.3-586 of the Draft EIR. Supplemental text presented below is required as a result of the preferred design.

### **Project Description**

The following text supplements Project Description text provided on Draft EIR p. IV.B-43 for Project 6-6.

Project 6-6 would provide a combination of Class II and Class III bicycle facilities in both directions of Portola Drive between O'Shaughnessy Boulevard/Woodside Avenue and Sloat Boulevard/ St. Francis Boulevard. Two design options were presented in the Draft EIR. The preferred design is consistent with design Option 2, with the following changes. The modified project would install a Class II bicycle lane in the northeast direction on Portola Drive from Sloat Boulevard to O'Shaughnessy Boulevard by narrowing the travel lanes and by removing approximately six parking spaces on the south side of Portola Drive along the traffic island at Miraloma Drive. The modified project would install a Class II bicycle lane in the southwest direction on Portola Drive from Woodside Avenue to Waithman Way by removing one left-turn lane approaching Fowler Avenue and by narrowing travel lanes between Sydney Way and Waithman Way.

Sharrows would be installed to the existing Class III bicycle route in the southwest direction on Portola Drive between Waithman Way and Sloat Boulevard.

### **Project Summary**

The following text supplements project summary text on pp. V.A.3-147 and V.A.3-571 of the Draft EIR for Project 6-6.

Project 6-6 Modified Option 2 would install Class II bicycle lanes on Portola Drive in the northeast direction by narrowing the travel lanes and by removing approximately six parking spaces on the south side of Portola Drive along the traffic island at Miraloma Drive. A combination of Class II and Class III bicycle facilities would be provided on Portola Drive in the southwest direction by removing one left-turn lane at Fowler Avenue and by narrowing travel lanes. The preferred project is referred to as Modified Option 2. Sharrows would be installed to the existing Class III bicycle route in the southwest direction on Portola Drive between Waithman Way and Sloat Boulevard.

### **Impact Analysis**

#### *Traffic*

The following text supplements the traffic analysis on pp. V.A. 3-572 to V.A.3-582 of the Draft EIR for Project 6-6.

Modified Option 2 would retain the existing lane configurations at the intersection Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. At the eastbound approach to this intersection, a Class II bicycle lane would be provided by narrowing existing traffic lanes, as analyzed under Option 2. Therefore, there would be no significant impact at this intersection with the implementation of Modified Option 2.

Modified Option 2 would remove one southwest left-turn lane on Portola Drive approaching Fowler Avenue. The existing dual left-lane configuration includes one left-turn only lane to Fowler and one U-turn only lane into the adjacent parking area. Although there may be some minor increase in delay, the proposed lane removal would not cause a significant impact to traffic operations because the existing dual turn lanes are fed by only one lane of traffic on Portola



Drive and the U-turn volumes are relatively low. A traffic simulation of this intersection was developed to verify this conclusion, and it showed that the left-turn queue would not exceed the length of the proposed single left-turn pocket. Therefore there would be no significant traffic impact with implementation of Modified Option 2.

### *Parking*

The following text supplements the parking analysis on p. V.A. 3-584 of the Draft EIR for Project 6-6.

Parking occupancy along the majority of this section of Portola Drive is generally low; however in certain locations it is moderate to high. Therefore the removal of six vehicular parking spaces is not expected to exacerbate parking demand areas along Portola Drive. Therefore, there would be no significant parking impacts as a result of the implementation of Project 6-6 Modified Option 2.

### PROJECT 7-3 GREAT HIGHWAY AND POINT LOBOS AVENUE BICYCLE LANES, 48<sup>TH</sup> AVENUE/EL CAMINO DEL MAR TO FULTON STREET

One project option was analyzed in the Draft EIR for Project 7-3. The preferred project design is a modification to that option. Transit, pedestrian, bicycle and freight loading impacts for the revised project are the same as those described on pp. V.A.3-606 through V.A.3-608 of the Draft EIR. Supplemental text presented below is required as a result of the preferred design.

### **Project Description**

The following text supplements the Project Description provided on Draft EIR pp. IV.B-44 through IV.B-45.

The limits of the modified project are from 48<sup>th</sup> Avenue/El Camino Del Mar to Fulton Street. The modified project would provide a Class II bicycle lane on Great Highway and Point Lobos Avenue, in the northbound and eastbound directions, respectively, from Fulton Street to 48<sup>th</sup> Avenue. Modified Project 7-3 would provide a Class II bicycle lane on Point Lobos Avenue in the westbound direction from El Camino Del Mar to approximately 725 feet westerly (at entrance to Sutro Heights parking lot). Modified Project 7-3 would provide a Class II bicycle lane on Great Highway in the southbound direction from approximately 575 feet north of Balboa Street (at entrance to parking lot on west

side of street) to Balboa Street. Modified Project 7-3 would provide a Class III bicycle route on Balboa Street in both directions between Great Highway and La Playa Street, and on La Playa Street in both directions between Balboa Street and Cabrillo Street. The modified project is referred to as Modified Project 7-3.

### **Project Summary**

The following text supplements the project summary provided on Draft EIR pp. V.A.3-164 and V.A.3-604.

This project includes one design option in the Draft EIR. Modified Project 7-3 is consistent with that option, with the following changes. The southern limit of the project has moved from Cabrillo Street to Fulton Street. The project limits are now 48<sup>th</sup> Avenue/El Camino Del Mar to Fulton Street. Modified Project 7-3 would add a northbound right-turn only lane on Point Lobos Avenue approaching the parking lot next to Sutro Heights Park. The modified project would add the following roadway segments to the Bicycle Route Network: Balboa Street, between Point Lobos/Great Highway and La Playa Street; La Playa Street between Balboa and Cabrillo Streets.

### **Impact Analysis**

#### *Traffic*

The following text supplements the traffic analysis provided on Draft EIR pp. V.A.3-605 through V.A.3-606.

The northbound bicycle lane on Great Highway from Fulton Street to Cabrillo Street is part of the existing Bicycle Route Network and would be installed in the existing shoulder of the roadway. There are no lane reductions or parking removals required therefore there would be no significant impact as a result of this project revision.

The addition of the right-turn only lane on northbound Point Lobos Avenue approaching the parking lot next to Sutro Heights Park would not remove any parking or change the through travel lane configuration from what was analyzed in the Draft EIR. Therefore, there would be no significant traffic impact associated with the implementation of this project revision.

The addition of the southbound bicycle lane on Great Highway from 600 feet north of Balboa Street to Balboa Street would not require a travel lane reconfiguration or parking removal. Therefore, there would be no significant traffic impact associated with this project revision.

The modified project would establish a new Class III bicycle route, with sharrows, on Balboa Street between Great Highway and La Playa Street and on La Playa Street between Balboa and Cabrillo Streets, closing a gap in the existing bicycle route network between the Class II bicycle lanes on Cabrillo Street and the proposed Class II bicycle lanes on Great Highway. The Draft EIR analyzed the presence of sharrows on the existing bicycle route network, concluding that the installation of sharrows would not significantly impact traffic or transit operations (see p. V.A.4-13 of the Draft EIR). The proposed roadway segments of Balboa Street and Cabrillo Street are low-speed, low-volume, two-lane streets with manageable grades, criterion that was used in the past to establish the existing bicycle route network. Consequently the Draft EIR analysis of sharrows on existing bicycle network streets also would apply to sharrows on new bicycle network streets that are chosen in a similar manner and intended for the same purpose. In summary, there would be no significant traffic impact as a result of the implementation of Modified Project 7-3.

***D. Near-term improvements for which the Preferred Project has not yet Been Determined.***

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For the following five near-term improvements, a Preferred Project design has not yet been determined. These five proposed near-term improvements may be refined further based on additional study and input from stakeholders and City agencies. SFMTA staff will continue to coordinate on these projects with an array of City agencies and the public. However, since a preferred design has not been developed, there are no staff initiated changes to the project design options analyzed in the Draft EIR. It is anticipated that the preferred project design would be within the range of project alternatives analyzed in the Draft EIR. Once the preferred project design has been determined, an assessment will be made regarding whether or not supplemental environmental analysis would be required.

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

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

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

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

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

To reflect all of the above information, the text below will be inserted at the beginning of each cluster as indicated.

The following text will be added after the first paragraph on Page V.A.3-192 of the Draft EIR for Cluster 1 near-term improvements:

A preferred project design has not been developed for Project 1-1. The preferred project design for Project 1-2 is described and analyzed below with no text changes. Project 1-3 is the modified project as described and analyzed in this section.

The following text will be added after the first paragraph on Page V.A.3-211 of the Draft EIR for Cluster 2 near-term improvements:

The preferred project design for near-term improvements in Cluster 2 are the following options: Project 2-3 Option 1, Project 2-5 Option 1, Project 2-6 Option 2, Project 2-7 Option 1, Project 2-8 Option 1, Project 2-9 Option 1, Project 2-12 Option 1, and Project 2-13 Option 1. These are described and analyzed below with no text changes. Project 2-1 Modified Option 1, Project 2-2 Modified Option 2, Modified Project 2-4, Modified Project 2-10, Project 2-11 Modified Option 1, Project 2-14, and Project 2-16 Modified Option 1 are the modified projects as described and analyzed in this section.

The following text will be added after the first paragraph on Page V.A.3-363 of the Draft EIR for Cluster 3 near-term improvements:

A preferred project design has not been developed for Project 3-2. The preferred project design for Cluster 3 near-term improvements are Option 1 of Project 3-1, Project 3-3, Project 3-4, Project 3-5, and Project 3-6. These are described and analyzed below with no text changes.

The following text will be added after the first paragraph on Page V.A.3-407 of the Draft EIR for Cluster 4 near-term improvements:

A preferred project design has not been developed for Project 4-4. The preferred project design for Cluster 4 near-term improvements are Option 1 of Project 4-1, Project 4-2, Project 4-3, and Project 4-5. These are described and analyzed below with no text changes.

The following text will be added after the first paragraph on Page V.A.3-418 of the Draft EIR for Cluster 5 near-term improvements:

A preferred project design has not been developed for either Project 5-6 or Project 5-10. The preferred project design for near-term improvements in Cluster 5 are the following options: Project 5-3 Option 1, Project 5-5 Option 1, Project 5-11 Option 1, and Project 5-13 Option 1. These are described and analyzed below with no text changes. Project 5-1 Modified Option 1, Project 5-2 Modified Option 1, Project 5-4 Modified Option 1, Project 5-9 Modified Option 2, and Project 5-12 Modified Option 1 are modified projects as described and analyzed in this section.

The following text will be added after the first paragraph under the Cluster 6 heading on Page V.A.3-537 of the Draft EIR for Cluster 6 near-term improvements:

The preferred project design for Cluster 6 near-term improvements are the following options: Project 6-2 Segment I Option 1 and Segment II Option. This is described and analyzed below with no text changes. Project 6-1 Modified Option 1, Project 6-3 Modified Option 2, Project 6-4 Modified Option 1, Modified Project 6-5, and Project 6-6 Modified Option 2 are the modified projects as described and analyzed in this section.

The following text will be added after the first paragraph under the Cluster 7 heading on Page V.A.3-596 of the Draft EIR for Cluster 7 near-term improvements:

The preferred project design for Cluster 7 near-term improvements are the following options: Project 7-2 Option 1, Project 7-5 Option 1, and Project 7-6 Option 1. These are described and analyzed below with no text changes. Only one option was analyzed in the Draft EIR for each of the following projects: Project 7-1, Project 7-3, and Project 7-4. Modified Project 7-1, Modified Project 7-

3, and Modified Project 7-4 are the modified project as described and analyzed in this section.

The following text will be added as the first paragraph at the top of the page on Page V.A.3-614 of the Draft EIR for Cluster 8 near-term improvements:

The preferred project design for Cluster 8 near-term improvements are: Project 8-1 Option 2 and Option 1 of Project 8-3, Project 8-4 and Project 8-5. These are described and analyzed below with no text changes. For Project 8-2, only one option was analyzed in the Draft EIR. Project 8-2 Modified Option 1 is the modified project as described and analyzed in this section.

Matrix 1.2 on pp. V.A.3-627 through V.A.3-634 of the Draft EIR has been updated to reflect changes associated with modification of the projects and options. Revised Matrix 1.2 is inserted in the Draft EIR to replace Matrix 1.2.

**MATRIX 1.2 SUMMARY OF PROJECT LEVEL IMPACTS**

KEY: NI = No Impact; LTS = Less Than Significant Impact; PSUI = Potentially Significant and Unavoidable Impact;

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
Project 1-1: Broadway Bicycle Lanes, Polk Street to Webster Street		LTS	LTS	LTS	NI	LTS	PSI-FMA
Project 1-2: Broadway Tunnel Signage Improvements		LTS	NI	LTS	NI	LTS	NI
Project 1-3: North Point Street Bicycle Lanes, The Embarcadero to Van Ness Avenue		PSI-FMA	LTS	LTS	NI	LTS	PSUI
	<u>Modified</u>	<u>PSI-FMA</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>PSUI</u>
Project 2-1: 2nd Street Bicycle Lanes, King Street to Market Street	Option 1	PSUI	LTS	PSUI	NI	LTS	PSUI
	<u>Modified Option 1</u>	<u>PSUI</u>	<u>LTS</u>	<u>PSUI</u>	<u>NI</u>	<u>LTS</u>	<u>PSUI</u>
	Option 2	PSUI	LTS	PSUI	NI	LTS	PSUI
Project 2-2: 5th Street Bicycle Lanes, Market Street	Option 1	PSUI	LTS	LTS	NI	LTS	NI

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
to Townsend Street	Option 2	PSUI	LTS	LTS	NI	LTS	LTS
	<u>Modified Option 2</u>	<u>PSUI</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 2-3:</b> 14th Street Bicycle Lanes, Dolores Street to Market Street	Option 1	LTS	NI	NI	LTS	LTS	LTS
	Option 2	LTS	NI	NI	<del>NI</del> <u>LTS</u>	LTS	LTS
<b>Project 2-4:</b> 17th Street Bicycle Lanes, Corbett Avenue to Kansas Street, including connections to the 16th Street BART Station via Hoff Street or Valencia Street and 16th Street and to Division Street via Potrero Avenue	Option 1	LTS	LTS	LTS	<del>NI</del> <u>LTS</u>	LTS	LTS
	<u>Modified Option 1</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>
	Option 2	PSUI	LTS	PSUI	NI	LTS	LTS
<b>Project 2-5:</b> Beale Street Bicycle Lane, Bryant Street to Folsom Street		LTS	NI	NI	NI	LTS	LTS



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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
<b>Project 2-6:</b> Division Street Bicycle Lanes, 9th Street to 11th Street	Option 1	PSUI	LTS	LTS	NI	LTS	LTS
	Option 2	LTS	LTS	LTS	NI	LTS	LTS
<b>Project 2-7:</b> Fremont Street Bicycle Lane, Harrison Street to Howard Street		LTS	NI	LTS	LTS	LTS	LTS
<b>Project 2-8:</b> Howard Street Bicycle Lane, Extension at 9th Street		LTS	LTS	NI	NI	LTS	LTS
<b>Project 2-9:</b> Howard Street Bicycle Lane, The Embarcadero to Fremont Street		PSUI	LTS	LTS	NI	LTS	NI
<b>Project 2-10:</b> Market Street and Valencia Street Intersection Improvements		LTS	<del>NI</del> <u>LTS</u>	LTS	LTS	LTS	NI
	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>
<b>Project 2-11:</b> Market Street Bicycle Lanes, 17th	Option 1	PSUI	LTS	LTS	LTS	LTS	PSUI

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
Street to Octavia Boulevard	<u>Modified Option 1</u>	<u>PSUI</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>PSUI</u>
	Option 2	LTS	LTS	LTS	LTS	LTS	NI
<b>Project 2-12:</b> Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue		LTS	LTS	LTS	LTS	LTS	LTS
<b>Project 2-13:</b> McCoppin Street Bicycle Path, Market Street to Valencia Street		LTS	LTS	NI	NI	LTS	NI
<b>Project 2-14:</b> McCoppin Street Bicycle Lane, Gough Street to Valencia Street		LTS	LTS	LTS	NI	LTS	NI
	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>NI</u>
<b>Project 2-15:</b> Otis Street Bicycle Lane, Gough Street to South Van Ness Avenue		LTS	NI	LTS	NI	LTS	NI
<b>Project 2-16:</b> Townsend Street Bicycle Lanes, 8th	Option 1	PSUI	LTS	PSUI	LTS	LTS	LTS

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
Street to The Embarcadero	<u>Modified Option 1</u>	<u>PSUI</u>	<u>LTS</u>	<u>PSUI</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>
	Option 2	PSUI	LTS	PSUI	LTS	LTS	LTS
<b>Project 3-1:</b> Fell Street and Masonic Avenue Intersection Improvements		LTS	LTS	LTS	LTS	LTS	NI
<b>Project 3-2:</b> Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard	Option 1	PSUI	LTS	PSUI	NI	LTS	LTS
	Option 2	PSUI	LTS	LTS	LTS	LTS	LTS
<b>Project 3-3:</b> McAllister Street Bicycle Lane, Market Street to Masonic Avenue		LTS	NI	LTS	NI	LTS	NI
<b>Project 3-4:</b> Polk Street Bicycle Lane, Market Street to McAllister Street	Option 1	LTS	LTS	LTS	NI	LTS	LTS
	Option 2	LTS	LTS	LTS	LTS	LTS	LTS

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
<b>Project 3-5:</b> Scott Street Bicycle Lane, Fell Street to Oak Street	Option 1	LTS	NI	NI	NI	LTS	LTS
	Option 2	LTS	LTS	NI	NI	LTS	LTS
<b>Project 3-6:</b> The “Wiggle” Improvements, Duboce Avenue between Market and Steiner Streets, Steiner Street between Duboce Avenue and Waller Street, Waller Street between Steiner and Pierce Streets, Pierce Street between Waller and Haight Streets, Haight Street between Pierce and Scott Streets, and Scott Street between Haight and Fell Streets		LTS	NI	LTS	NI	LTS	NI
<b>Project 4-1:</b> 16 <sup>th</sup> Street Bicycle Lanes, 3 <sup>rd</sup> Street to Terry François Boulevard		LTS	NI	NI	LTS	LTS	NI
<b>Project 4-2:</b> Cargo Way Bicycle Lanes, 3 <sup>rd</sup> Street to Jennings Street	Option 1	LTS	LTS	NI	LTS	LTS	LTS
	Option 2	LTS	NI	NI	LTS	LTS	LTS

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
<b>Project 4-3:</b> Illinois Street Bicycle Lanes, 16 <sup>th</sup> Street to Cargo Way		LTS	LTS	LTS	NI	LTS	LTS
<b>Project 4-4:</b> Innes Avenue Bicycle Lanes, Donahue Street to Hunters Point Boulevard	Option 1	LTS	LTS	LTS	NI	LTS	LTS
	Option 2	LTS	LTS	LTS	NI	LTS	LTS
<b>Project 4-5:</b> Mississippi Street Bicycle Lanes, 16 <sup>th</sup> Street to Mariposa Street		LTS	NI	NI	NI	LTS	LTS
<b>Project 5-1:</b> 23 <sup>rd</sup> Street Bicycle Lanes, Kansas Street to Potrero Avenue		LTS	LTS	LTS	NI	LTS	LTS
	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 5-2:</b> Alemany Boulevard Bicycle Lanes, Bayshore Boulevard to Rousseau Street		LTS	LTS	LTS	NI	LTS	NI
	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>NI</u>

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
<b>Project 5-3:</b> Alemany Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue		LTS	LTS	LTS	LTS	LTS	LTS
<b>Project 5-4:</b> Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue	Option 1	PSUI	LTS	PSI-FMA	<del>NI</del> <u>LTS</u>	LTS	LTS
	Option 2	LTS	LTS	LTS	<del>NI</del> <u>LTS</u>	LTS	PSUI
	<u>Modified Option 2</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>PSUI</u>
<b>Project 5-5:</b> Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways	Option 1	PSUI	LTS	LTS	NI	LTS	LTS
	Option 2	LTS	LTS	LTS	NI	LTS	LTS
<b>Project 5-6:</b> Cesar Chavez Street/26 <sup>th</sup> Street Bicycle Lanes, Sanchez Street to US 101	Option 1	PSUI	LTS	PSUI	LTS	LTS	LTS
	Option 2	PSUI	LTS	LTS	NI	LTS	LTS
<b>Project 5-7a:</b> Glen Park Area Bicycle Lanes,	Option 1	LTS	LTS	LTS	NI	LTS	LTS

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
a. Connection between Alemany Boulevard and San Jose Avenue	Option 2	LTS	LTS	NI	NI	LTS	
	<u>Modified Option 2</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 5-7b:</b> Glen Park Area Bicycle Lanes, b. Connection between Monterey Boulevard and San Jose Avenue	Option 1	LTS	NI	NI	NI	LTS	NI
	<del>Option 2</del>	<del>LTS</del>	<del>NI</del>	<del>NI</del>	<del>NI</del>	<del>LTS</del>	<del>NI</del>
<b>Project 5-8:</b> Kansas Street Bicycle Lanes, 23 <sup>rd</sup> Street to 26 <sup>th</sup> Street		LTS	NI	LTS	LTS	LTS	LTS
	<u>Modified</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 5-9:</b> Ocean Avenue Bicycle Lanes, Alemany Boulevard to Lee Avenue	Option 1	LTS	LTS	LTS	NI	LTS	NI
	Option 2	LTS	LTS	LTS	NI	LTS	<del>NI</del> <u>LTS</u>

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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
	<u>Modified Option 2</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>NI</u>
<b>Project 5-10:</b> Phelan Avenue Bicycle Lanes, Judson Avenue to Ocean Avenue	Option 1	LTS	NI	LTS	LTS	LTS	NI
	Option 2	LTS	LTS	LTS	LTS	LTS	NI
<b>Project 5-11:</b> Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25 <sup>th</sup> to Cesar Chavez Streets		LTS	LTS	LTS	NI	LTS	NI
<b>Project 5-12:</b> Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany Boulevard to Brotherhood Way	Option 1	LTS	LTS	LTS	NI	LTS	NI
	<u>Modified Option 1</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>NI</u>
	Option 2	LTS	LTS	LTS	NI	LTS	NI
<b>Project 5-13:</b> San Bruno Avenue Bicycles Lanes,	Option 1	LTS	LTS	LTS	NI	LTS	PSUI



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		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
Paul Avenue to Silver Avenue	Option 2	LTS	LTS	LTS	NI	LTS	PSUI
<b>Project 6-1:</b> Claremont Boulevard Bicycle Lanes, Dewey Boulevard to <del>Portola Drive</del> <u>Ulloa Street</u>		LTS	NI	NI	NI	LTS	NI
	<u>Modified</u>	<u>LTS</u>	<u>NI</u>	<u>NI</u>	<u>NI</u>	<u>LTS</u>	<u>NI</u>
<b>Project 6-2:</b> Clipper Street/ <u>Diamond Heights Boulevard</u> Bicycle Lanes, Douglass Street to Portola Drive <u>(One design option is proposed for both Segment I and Segment II)</u>	<u>Option 1</u>	PSUI	NI	LTS	NI	LTS	NI
	<u>Option 2</u>	LTS	NI	LTS	NI	LTS	NI
<b>Project 6-3:</b> Laguna Honda Boulevard Bicycle Lanes, Plaza Street to Woodside Avenue	Option 1	LTS	NI	LTS	NI	LTS	NI
	Option 2	LTS	NI	LTS	LTS	LTS	NI
	<u>Modified Option 2</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>
<b>Project 6-4:</b> Laguna Honda Boulevard Bicycle		LTS	LTS	LTS	NI	LTS	NI

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The shaded options indicate the preferred project design if one has been determined. Where no option is indicated, only one option was developed and analyzed in the Draft EIR.

		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
Lanes, Portola Drive to Woodside Avenue	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>NI</u>
<b>Project 6-5:</b> Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard	<del>Option 1</del>	PSUI	LTS	LTS	NI	LTS	LTS
	<u>Modified</u>	<u>PSUI</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>
	<del>Option 2</del>	LTS	LTS	LTS	NI	LTS	LTS
<b>Project 6-6:</b> Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard	Option 1	PSUI	LTS	LTS	NI	LTS	LTS
	Option 2	LTS	LTS	LTS	NI	LTS	LTS
	<u>Modified Option 2</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 7-1:</b> Intersection Improvements at 7 <sup>th</sup> Avenue and Lincoln Way		LTS	LTS	LTS	LTS	LTS	NI
	<u>Modified</u>	<u>LTS</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>

**MATRIX 1.2 SUMMARY OF PROJECT LEVEL IMPACTS**

KEY: NI = No Impact; LTS = Less Than Significant Impact; PSUI = Potentially Significant and Unavoidable Impact;

PSI-FMA = Potential Significant Impact - Feasible Mitigation Available

The shaded options indicate the preferred project design if one has been determined. Where no option is indicated, only one option was developed and analyzed in the Draft EIR.

		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
<b>Project 7-2:</b> 7 <sup>th</sup> Avenue Bicycle Lanes, Lawton Street to Lincoln Way		LTS	NI	NI	NI	LTS	NI
<b>Project 7-3:</b> Great Highway and Point Lobos Avenue Bicycle Lanes, El Camino Del Mar to <del>Cabrillo</del> <u>Fulton</u> Street		LTS	LTS	LTS	LTS	LTS	LTS
	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 7-4:</b> John F. Kennedy Drive and Kezar Drive Bicycle Lanes, Stanyan Street to Transverse Drive		LTS	LTS	NI	LTS	LTS	<del>NI</del> <u>LTS</u>
	<u>Modified</u>	<u>LTS</u>	<u>NI</u>	<u>NI</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>
<b>Project 7-5:</b> Kirkham Street Bicycle Lanes, 9 <sup>th</sup> Avenue to Great Highway	Option 1	LTS	LTS	NI	NI	LTS	LTS
	Option 2	LTS	NI	NI	NI	LTS	LTS
<b>Project 7-6:</b> Page and Stanyan Streets Intersection Traffic Signal Improvements		LTS	NI	LTS	LTS	LTS	NI
<b>Project 8-1:</b> 19 <sup>th</sup> Avenue mixed-use path,	Option 1	LTS	LTS	LTS	LTS	LTS	LTS

**MATRIX 1.2 SUMMARY OF PROJECT LEVEL IMPACTS**

KEY: NI = No Impact; LTS = Less Than Significant Impact; PSUI = Potentially Significant and Unavoidable Impact;

PSI-FMA = Potential Significant Impact - Feasible Mitigation Available

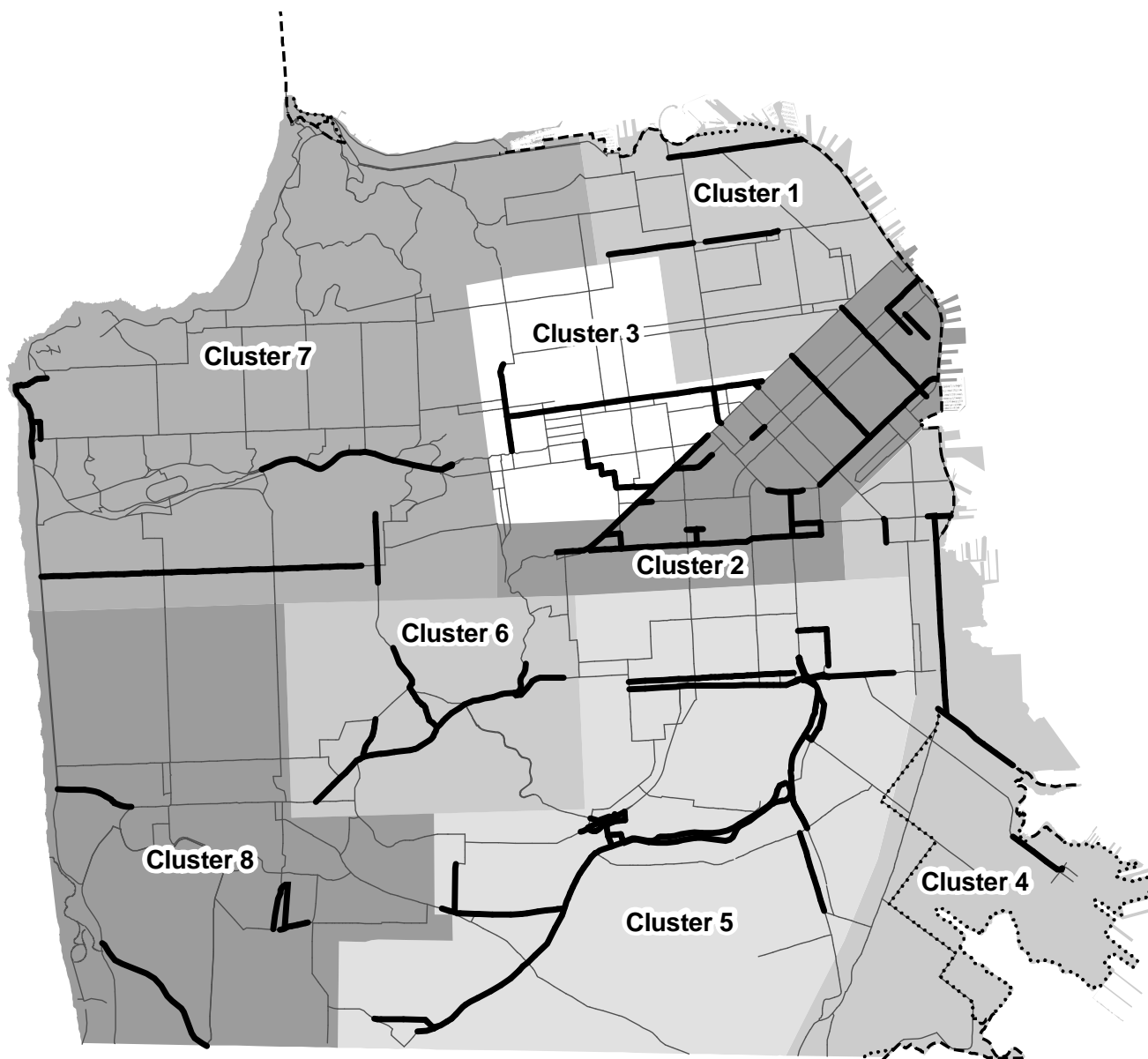
The shaded options indicate the preferred project design if one has been determined. Where no option is indicated, only one option was developed and analyzed in the Draft EIR.

		Thresholds of Significance					
Projects		Traffic	Parking	Transit	Pedestrian	Bicycle	Loading
Buckingham Way to Holloway Avenue	Option 2	LTS	NI	LTS	LTS	LTS	LTS
<b>Project 8-2:</b> Buckingham Way Bicycle Lanes, 19 <sup>th</sup> Avenue to 20 <sup>th</sup> Avenue		LTS	LTS	LTS	LTS	LTS	NI
	<u>Modified</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>LTS</u>	<u>NI</u>
<b>Project 8-3:</b> Holloway Avenue Bicycle Lanes, Junipero Serra Boulevard to Varela Avenue	Option 1	LTS	NI	LTS	LTS	LTS	NI
	Option 2	LTS	LTS	LTS	LTS	LTS	LTS
<b>Project 8-4:</b> John Muir Drive Bicycle Lanes, Lake Merced Boulevard to Skyline Boulevard	<del>Option 1</del>	LTS	LTS	LTS	NI	LTS	NI
<b>Project 8-5:</b> Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard	<del>Option 1</del>	LTS	NI	LTS	NI	LTS	NI
	<del>Option 2</del>						

### **Revised Cluster Maps**

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Figures V.A.3-2 and V.A.3-6 through V.A.3-11 of the Draft EIR are revised to incorporate the modifications in this section. These figures are provided on the following pages.



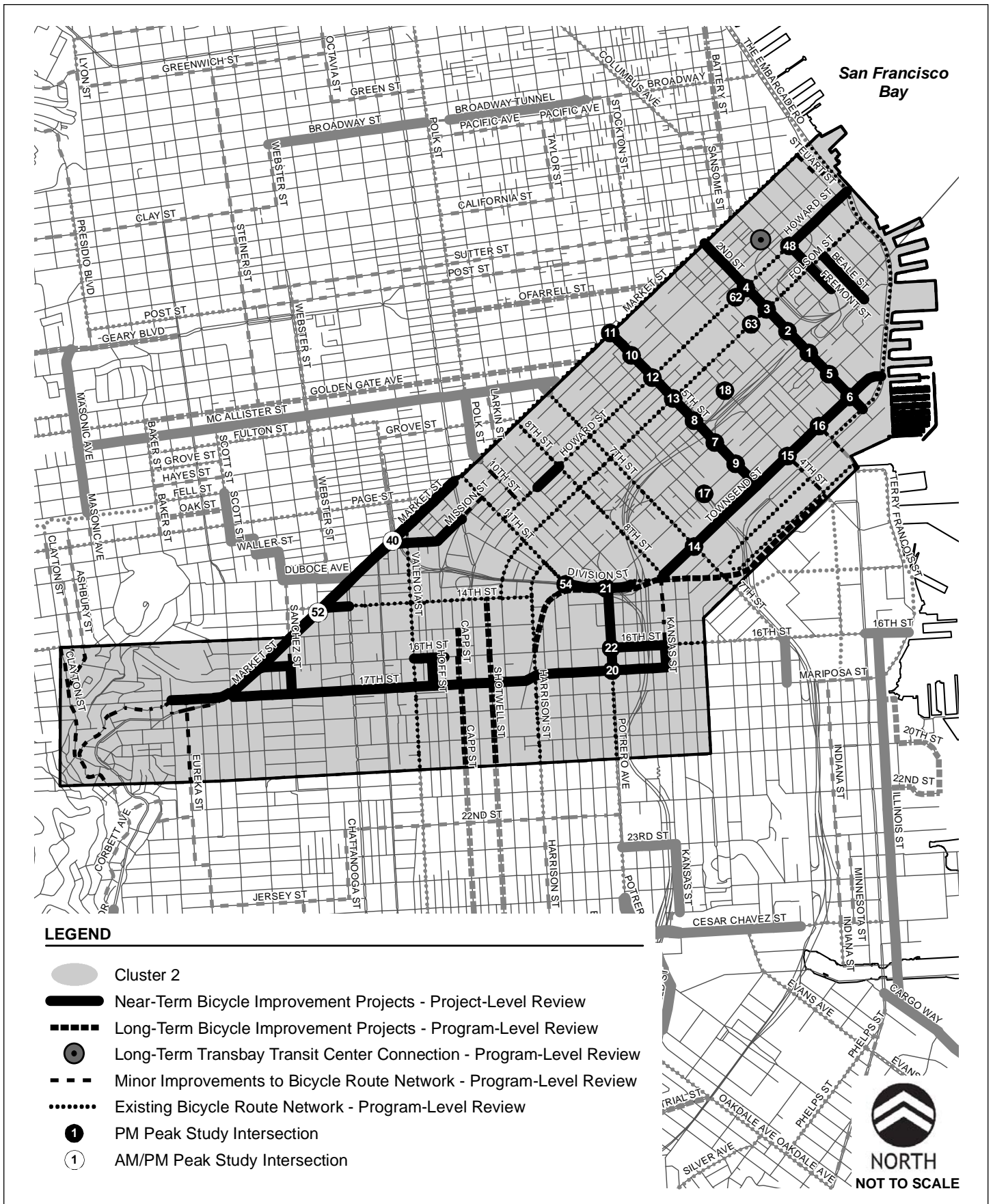
#### LEGEND

- Near-Term Bicycle Improvement Projects - Project-Level Review
- Existing Bicycle Route Network - Program-Level Review
- - -** Existing Bay Trail (ABAG)
- .....** Proposed Bay Trail (ABAG)

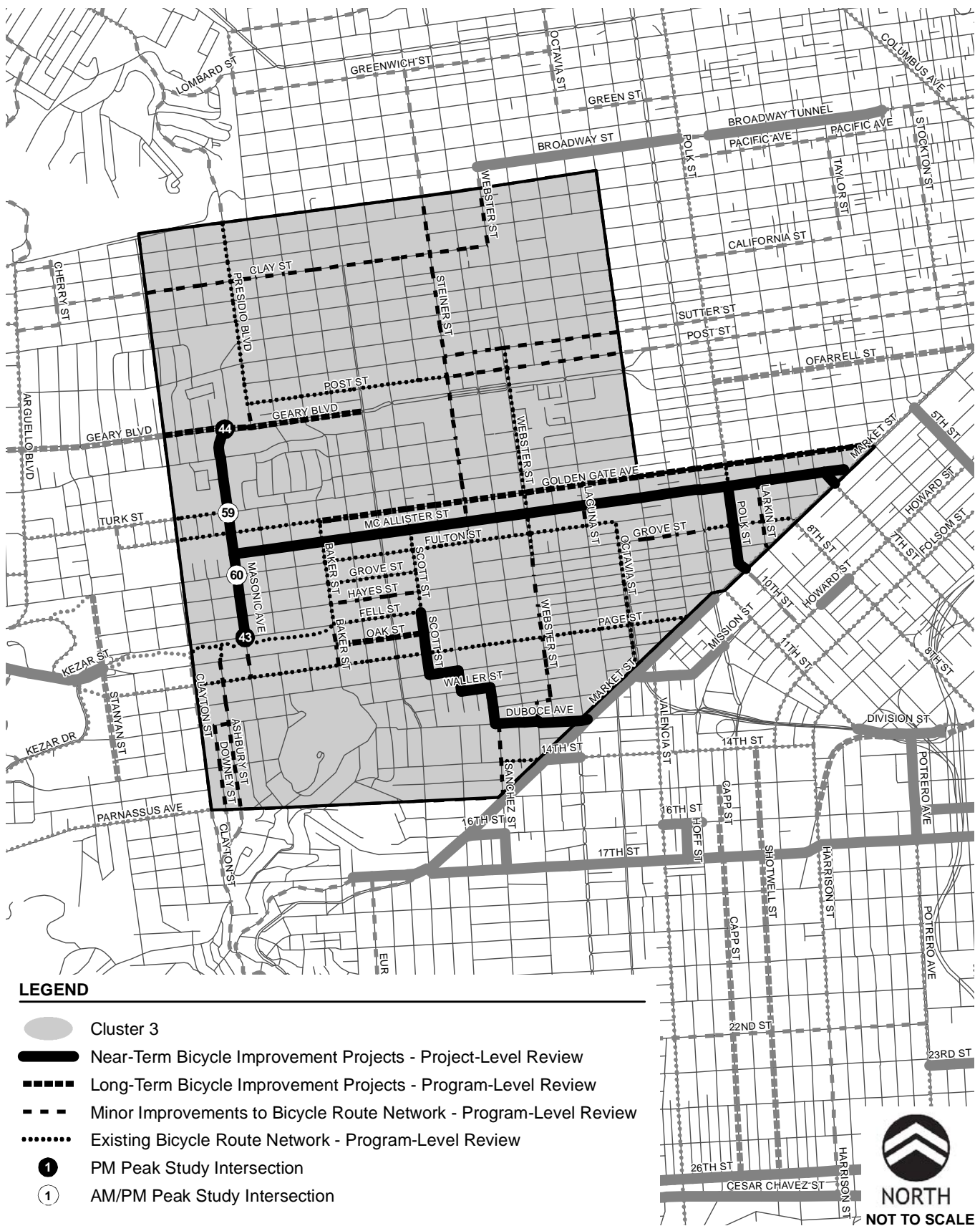


**NORTH**  
NOT TO SCALE

SOURCE: Wilbur Smith and Associates, 2008.



SOURCE: Wilbur Smith and Associates, 2008.










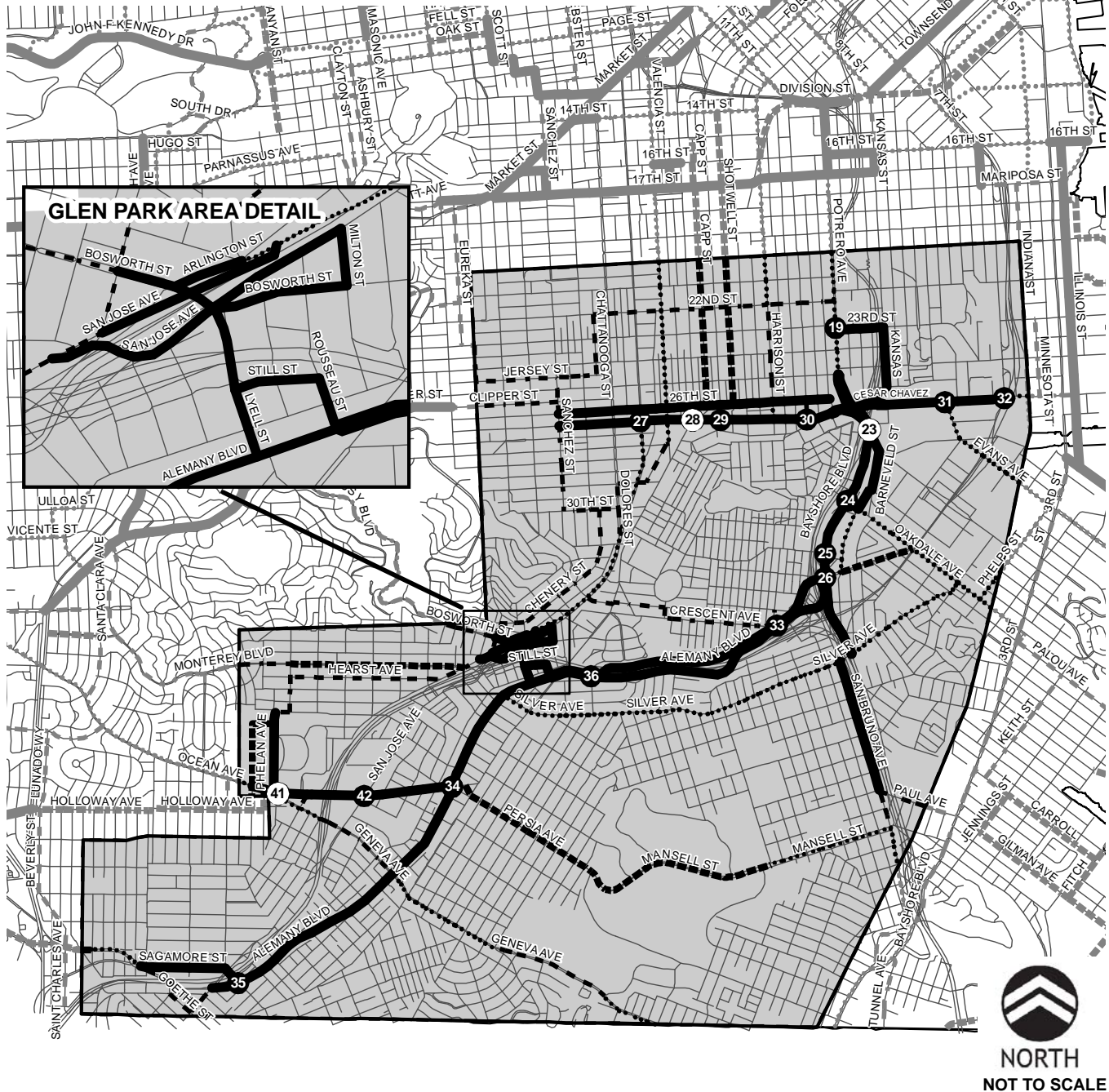
SOURCE: Wilbur Smith and Associates, 2008.

SAN FRANCISCO BICYCLE PLAN  
 REVISED FIGURE V.A.3-7: CLUSTER 3 - STUDY AREA

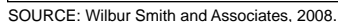


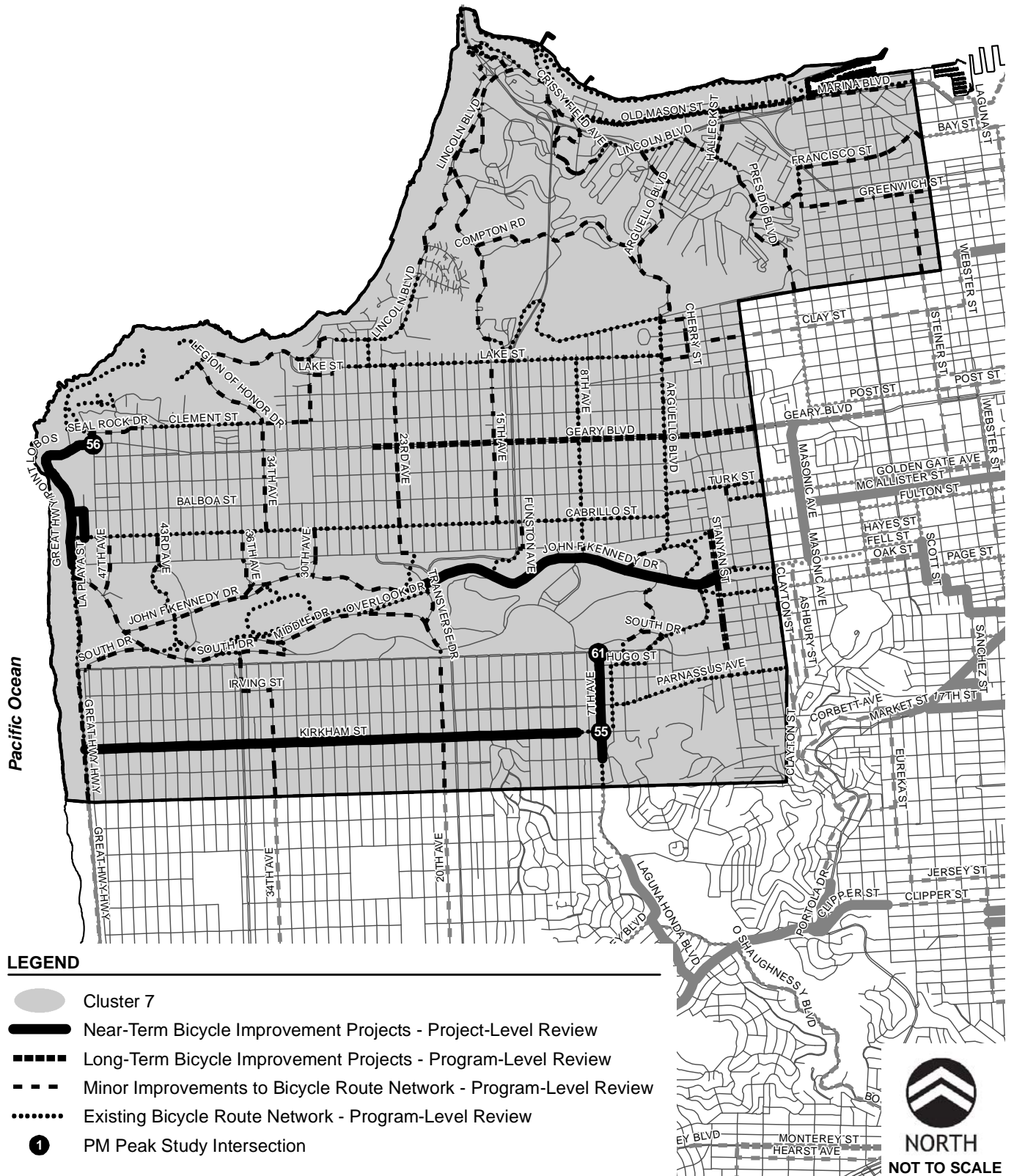
## LEGEND

-  Cluster 5
-  Near-Term Bicycle Improvement Projects - Project-Level Review
-  Long-Term Bicycle Improvement Projects - Program-Level Review
-  Minor Improvements to Bicycle Route Network - Program-Level Review
-  Existing Bicycle Route Network - Program-Level Review
-  PM Peak Study Intersection
-  AM/PM Peak Study Intersection



SOURCE: Wilbur Smith and Associates, 2008.





SOURCE: Wilbur Smith and Associates, 2008.

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### EXHIBIT 3

## ERRATA TO THE COMMENTS AND RESPONSES DOCUMENT FOR THE SAN FRANCISCO BICYCLE PLAN PROJECT

Therefore, the following is a list of corrections to the C&R Document organized by page number. Deleted words are indicated by ~~striketrough~~. Additions are indicated by double underline. For clarity, where applicable, full paragraphs are identified to be replaced by revised paragraphs.

#### C&R Page 185, the text in the first paragraph is revised as follows:

Therefore, the existing capacity at this intersection is maintained and there would be no significant traffic impact as a result of the implementation of Modified Project 6-5. Therefore, significant traffic ~~impact TR-P6-5a~~ impacts TR-6-5c, TR-6-5d, TR-6-5g, TR-6-5h, TR-6-5i would not occur.

The implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined would maintain the existing capacity at the intersection Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. Therefore, there would be no physical impacts to transit. However, in taking a conservative approach for 2025 Cumulative plus Project conditions the following transit impacts would still occur with the implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined: Significant Impact TR-P6-5j on Muni bus route 48 and Significant Impact TR-6-5k on Muni bus route 52.

#### C&R Page 188, is revised as follows:

Therefore, there would be no significant impact to transit operations as a result of the implementation of Modified Project 6-5. However, in taking a conservative approach for 2025 Cumulative plus Project conditions the following transit impacts would still occur with the implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined: Significant Impact TR-P6-5j on Muni bus route 48 and Significant Impact TR-6-5k on Muni bus route 52.

#### C&R Page 239, Table C&R-8:

Table C&R-8			
Near-term Improvements for which			
Preferred Project Design is the Draft EIR Design Option Indicated			
Project	DEIR Option 1	DEIR Option 2	Draft EIR Page References
<u>5-7B Glen Park Area Bicycle Lanes, (B) Connection Between Monterey Boulevard and San Jose Avenue</u>		<u>✓</u>	<u>I.V. B-34-I.V. B-36, V.A. 3-113-V.A.3-115, V.A.3-133-V.A.3-135, V.A.3-478-, V.A.3-482, V.A.3-630, and Appendix B</u>

**C&R Pages 257 - 279:**

The word “Modified” should be replaced by the double underlined word so it will read Modified everywhere it appears on these pages.

**C&R Page 261:**

The word “configuration” should be double underlined so it will read configuration.

**C&R Page 265 is revised to reflect the correct format for added text:**

Improvement Measure

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.

**C&R Page 266 is revised as follows:** Replace the paragraph under Parking with the paragraph below to reflect the correct ~~striketrough~~ and double underline.

**PARKING**

Modified Project 2-14 would result in a net ~~loss~~ gain of approximately four on-street parking spaces by converting parallel parking to 60-degree back-in angle parking on the south side of McCoppin Street between Jessie and Stevenson Streets. Changes to the configuration of on-street parking were analyzed in the Draft EIR as Minor Improvement 4.1-9 on pp. V.A.4-25 to V.A.4-27. Parking occupancy along McCoppin Street is high but the loss of four spaces is minimal and can be accommodated within the vicinity of Project 2-14. Because the proposed project would add four parking spaces to the project vicinity. Therefore, there would be no significant parking impacts with the implementation of Modified Project 2-14.

**C&R Page 282, Table C&R-9, Column 1 is revised as follows:**

The Existing Condition Column of Table C&R-9 should be revised to include the Average Delay data for the following intersections:

1. 2 <sup>nd</sup> Street/Bryant Street	<del>E; 1.238</del> <u>60.3</u>
2. 2 <sup>nd</sup> Street/Harrison Street	<del>E; 128</del> <u>64.9</u>
3. 2 <sup>nd</sup> Street/Folsom Street	<del>D</del> <u>44.7</u>
4. 2 <sup>nd</sup> Street/Howard Street	<del>E</del> <u>20.1</u>
5. 2 <sup>nd</sup> Street/Brannan Street	<del>B</del> <u>14.1</u>
6. 2 <sup>nd</sup> Street/Townsend Street	<del>B</del> <u>14.8</u>
62. Howard Street/New Montgomery Street	<del>B</del> <u>14.8</u>
63. Folsom Street/Hawthorne Street	<del>E</del> <u>24.2</u>

**C&R Page 279:** Replace existing paragraph under Bicycle with the following paragraph:

## **BICYCLE**

The installation of sharrows 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' of bicycle lanes would provide bicyclists with a designated right of way for travel. The Draft EIR analyzes the physical environmental effects of the implementation of sharrows in Section V, pp. V.A.4-1 to V.A.4-31. There would be no significant impact as a result of installing sharrows on the bicycle route network. Therefore, Modified Project 8-2 would not result in a significant impact to bicyclists but could have the beneficial effect of improving roadway conditions and bicycling safety.

**C&R Page 279 the last paragraph is revised as follows:**

For the following near-term improvements, only one project option was presented in the Draft EIR: Projects 5-1, 5-2, ~~5-12~~, 6-5, and 7-3. The preferred project is a modification of the option presented in the Draft EIR. For near-term improvement Projects 2-1, 2-4, 2-16, ~~5-4~~, and ~~6-3~~ 5-12, the preferred project design is a modification to Option 1 presented in the Draft EIR. For near-term improvements Projects 2-2, ~~5-4~~, 5-9, ~~6-3~~, and 6-6, the preferred project design is a modification to Option 2 presented in the Draft EIR

**C&R Page 295, the text for the Improvement Measure is revised as follows:**

### Improvement Measure I-P2-1a:

To improve freight loading conditions in the 2<sup>nd</sup> Street corridor, metered parking spaces ~~immediately adjacent to the two commercial freight loading zones on the west side of Hawthorne Street north of Folsom Street on Mission Street east of 2<sup>nd</sup> Street~~ would be converted to yellow commercial freight loading zones.

**C&R Page 330:**

Therefore, there would be no significant traffic impact associated with the implementation of the project revision. Hence, significant traffic impacts TR-6-5c, TR-6-5d, TR-6-5g, TR-6-5h, and TR-6-5i would not occur.

**Modified Project 6-5 and Project 6-6 Modified Option 2 Combined**

Modified Project 6-5 would not change lane configuration at the intersection Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue. Similarly, Modified Option 2 for Project 6-6, which is discussed in detail separately later in this document, also would not change the lane configuration at this intersection. Therefore, the existing capacity at this intersection is maintained and there will be no significant traffic impact as a result of the implementation of Modified Project 6-5 and Project 6-6 Modified Option 2 Combined. ~~Therefore, significant traffic impact TR-P6-5a would not occur at this intersection as a result of the implementation of Modified Project 6-5.~~

**C&R Page 331:**

*Transit*

The following text supplements text provided on Draft EIR pp. V.A.3-567 through V.A.3-568 of the Draft EIR for Project 6-5.

As described in the Traffic impact analysis above, Modified Project 6-5 would not remove any traffic lanes on the approach to the Woodside Avenue/O'Shaughnessy Boulevard/Portola Avenue intersection. Therefore, the implementation of Modified Project 6-5 would not have a significant impact on Transit.

**C&R Page 332:**

Therefore, there would be no significant impact to transit operations as a result of the implementation of Modified Project 6-5. However, in taking a conservative approach for 2025 Cumulative plus Project conditions the following transit impacts would still occur with the implementation of Project 6-2 Segment I Option 1 and Segment II Option 2 (now the only option for this segment), Modified Project 6-5 and Project 6-6 Modified Option 2 Combined: Significant Impact TR-P6-5j on Muni bus route 48 and Significant Impact TR-6-5k on Muni bus route 52.

**C&R Page 370: Matrix 1.2, Project 5-7a: Glen Park Area Bicycle Lanes, a. Connection between Alemany Boulevard and San Jose Avenue.**

Please add LTS in the loading column of this project.



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