



FINAL ENVIRONMENTAL IMPACT REPORT

VOLUME 4

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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¹ Tables may appear more than once in this document. The page number indicated refers to its first appearance in the FEIR.

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APPENDIX A

Initial Study



SAN FRANCISCO PLANNING DEPARTMENT

NOTICE OF AVAILABILITY OF INITIAL STUDY

Date of This Notice: March 15, 2008

Lead Agency: Planning Department, City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103

Agency Contact Person: Debra Dwyer

Telephone: (415) 575-9031

Project Title: The San Francisco Bicycle Plan Project

Case No. 2007.0347E

Project Sponsors: San Francisco Municipal Transportation Agency (MTA)

Project Contact Person: Oliver Gajda

Telephone: (415) 415-701-4467

Project Address: San Francisco (citywide)

Assessor's Block(s) and Lot(s): Not applicable

City and County: San Francisco

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

Reception:
415.558.6378

Fax:
415.558.6409

**Planning
Information:**
415.558.6377

Project Description: The San Francisco Bicycle Plan Project (Proposed Project) would involve the adoption of a citywide bicycle transportation plan (comprised of both the "Policy Framework" and "Network Improvement" planning documents) and phasing of implementation of near-term, long-term and other improvements to the bicycle route network, as well as amendments to the *San Francisco General Plan*, the *San Francisco Planning Code*, and the *San Francisco Traffic Code*. The Proposed Project sets objectives and identifies policy changes that would enhance the City's bikeability. It also describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged), and identifies gaps within the citywide bicycle route network that require improvement.

The Proposed Project is an update of the existing 1997 San Francisco Bicycle Plan. By maintaining an approved bicycle plan, the City and County of San Francisco is eligible for selected State and regional funds to develop bikeways and related facilities. Additionally, San Francisco City Charter Sections 16.102 and 8A.113 state that San Francisco should develop "a safe, interconnected bicycle circulation network; travel...by bicycle and on foot must be an attractive alternative to travel by private automobile" and "bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking." For more information about the Bicycle Plan, please visit the Municipal Transportation Agency's Bicycle Program website at: www.sfmta.com/bikeplan.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on April 14, 2008. Written comments should be sent to Bill Wycko, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Ste. 400, San Francisco, CA 94103.

State Agencies: We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

March 13, 2008
Date

Bill Wycko
Bill Wycko, Acting Environmental Review Officer

Initial Study
www.sfplanning.org

INITIAL STUDY

Case No. 2007.0347E: The San Francisco Bicycle Plan Project

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INITIAL STUDY

Case No. 2007.0347E: The San Francisco Bicycle Plan Project

A. PROJECT DESCRIPTION

INTRODUCTION

The overall goal of the San Francisco Bicycle Plan is to make bicycling an integral part of daily life in the City. An update of the existing 1997 San Francisco Bicycle Plan was initiated in 2002. The resulting San Francisco Bicycle Plan Project (Bicycle Plan) amends the existing objectives and policies to encourage bicycle use in the City, describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged), and identifies improvements that would achieve the established objectives. Adoption and implementation of the Bicycle Plan would qualify the City for funding from the State Bicycle Transportation Account for bicycle facilities and programs.

In June 2005, the San Francisco Board of Supervisors (BOS) approved the Bicycle Plan Policy Framework, which had been determined to be exempt under the California Environmental Quality Act (CEQA) Guidelines Section 15061(b)(3), the General Rule Exclusion (GRE). Under a GRE, no CEQA review is required; thus, no Mitigated Negative Declaration or Environmental Impact Report (EIR) was prepared. An injunction to stop implementation of the Bicycle Plan improvements was issued in June 2006 by the Superior Court of California at the request of groups seeking greater environmental review of the proposed Plan Policy Framework. In November 2006, the Superior Court of California found that the City failed to properly evaluate the Bicycle Plan under CEQA and that an injunction would remain in effect until the City complies with CEQA. This Initial Study is the next step towards completing an EIR to comply with CEQA.

The proposed project ("Proposed Project") consists of the San Francisco Bicycle Plan Policy Framework (Policy Framework), the draft San Francisco Bicycle Plan Network Improvement Document and Proposition K 5-Year Prioritization Program (Network Improvement Document), and the phasing of implementation of near-term, long-term and other minor improvements to the bicycle route network, as well as amendments to the *San Francisco General Plan (General Plan)*, the *San Francisco Planning Code (Planning Code)*, and the *San Francisco Traffic Code (Traffic Code)*. Near-term bicycle route network improvement projects (near-term improvements) have been designed and are anticipated to be constructed within the next five years following completion of environmental review and approval of the specific project. Long-term bicycle route network improvement projects (long-term improvements) are either

proposed along the existing bicycle route network, or consist of potential additions to the bicycle route network at a future date. Specific designs for these future projects have not been developed at this time. Minor improvements would include minor pavement marking and signage changes to improve bicycle travel such as the installation of colored pavement materials, the installation of sharrows (shared roadway bicycle markings)¹, minor changes to parking configurations, minor changes to intersection traffic signal timing plans, and the installation of bicycle racks in the public right-of-way.

The environmental review for the Bicycle Plan includes project-level review of specific near-term improvements to the bicycle route network, and program-level review of the Policy Framework, *General Plan* amendments, *Planning Code* amendments, *Traffic Code* amendments, potential long-term improvements, and, as described above, minor improvements that may be made to further the goals of the Bicycle Plan.

The Project Sponsor is the San Francisco Municipal Transportation Agency (MTA), and the San Francisco Planning Department (Planning Department) is the CEQA-reviewing agency. The MTA, the San Francisco Recreation and Park Department (RPD), or the San Francisco Department of Public Works (DPW), under the direction of MTA or RPD, would implement improvements depending on which entity has jurisdiction.

As stated in the Notice of Preparation and in this Initial Study, the Planning Department has determined that an EIR must be prepared for the Proposed Project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the Proposed Project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the Proposed Project. The Initial Study discusses the environmental factors which the Proposed Project may affect and identifies mitigation to minimize significant effects, when possible. It also identifies the environmental factors for which additional environmental review and analysis are required. The following environmental factors will be addressed in the EIR: Transportation and Circulation, Noise and Air Quality. The Proposed Project's potential effects regarding the other environmental factors from the Initial Study checklist are adequately addressed in this document and therefore, will not be addressed in the EIR.

¹ 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, please see <http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camutcd/CAMUTCD-Part9.pdf>.

Project Location. The Proposed Project would include improvements to the bicycle route network that would be located on public land, primarily within the public right-of-way on streets throughout San Francisco. Many of the project-specific changes to the existing bicycle route network would be located within the City’s right-of-way under DPW jurisdiction. However, some segments of the bicycle route network and potential future additions to the network would be in parks or on other public land under the jurisdiction of these other local, state, and federal agencies: RPD, the Port of San Francisco (the Port), the San Francisco Public Utilities Commission (the PUC), the San Francisco Redevelopment Agency, San Francisco State University, the California Department of Transportation (Caltrans), and the National Park Service (The Presidio). The project location, as described above, is shown in Figure 1, Project Location and Site Plan, on the following page.





Project Features. The Proposed Project is described in two documents published by the MTA including:

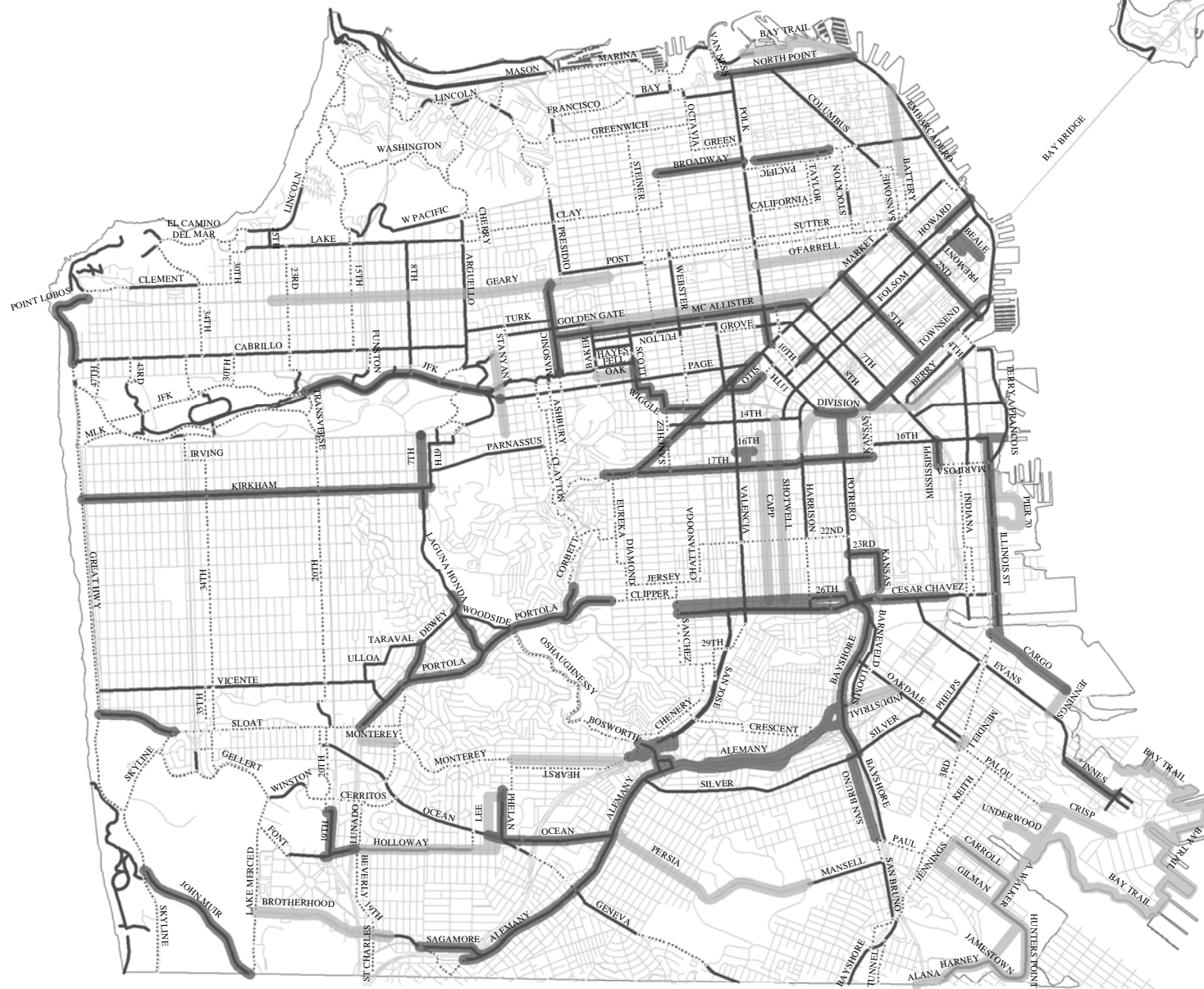
- The “San Francisco Bicycle Plan Policy Framework” (Policy Framework), which provides an overview of the policies and components of a successful bicycle program including education, outreach, enforcement and bicycle parking. The goals and objectives listed in the Executive Summary for the Policy Framework are based on the goals and objectives in the 1997 San Francisco Bicycle Plan.
- The “Draft San Francisco Bicycle Plan: Network Improvement Document and Proposition K 5-Year Prioritization Program” (Network Improvement Document), which identifies gaps in the bicycle route network and describes proposed network improvements.

These documents will be updated and amended to reflect modifications to the proposed Bicycle Plan that the MTA Board of Directors has authorized since their publication. In addition, the Proposed Project would include amendments to the *General Plan*, the *Planning Code*, and the *Traffic Code* to reflect the Bicycle Plan or implement its policies.

Bicycle program policies are described in the Policy Framework, prepared in May 2005. Seven major goals are identified within this document: (1) increase safe bicycle use; (2) refine and expand the existing bicycle route network; (3) ensure plentiful, high-quality bicycle parking to complement the bicycle route network; (4) adopt bicycle-friendly practices and policies (such as ensuring other planning efforts contain bicycle transportation sections); (5) promote safe bicycling; (6) increase enforcement of bicycle-related violations; and (7) prioritize and increase bicycle funding.



-  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



NORTH

0 0.25 0.5 1 Miles

Data Source: SFMTA
February 8, 2008

SAN FRANCISCO BICYCLE ROUTE NETWORK
FIGURE 1: PROJECT LOCATION & SITE PLAN

The Bicycle Plan sets objectives and identifies policy changes to the existing 1997 Bicycle Plan that would further enhance and encourage bicycling within the City. It establishes a framework for the continued development and implementation of future bicycle route network improvements that may be required in order to meet the City's goals of improving and increasing bicycle travel within the City.

The existing bicycle route network and potential improvements are described in the Network Improvement Document, which was prepared in April 2005 and is subject to further refinement based upon modifications that the MTA Board of Directors has authorized and the project-level analysis provided in this environmental review process. Figure 1, Project Location and Site Plan, graphically illustrates proposed improvements to the bicycle route network. The Site Plan shows the location of the existing bicycle route network (both inside and outside the City's jurisdiction), as well as the location of proposed near-term improvements, long-term improvements, and minor improvements.

Existing Bicycle Route Network. As shown in Figure 1, the existing San Francisco bicycle route network includes bicycle routes in the public right-of-way and on some park land both within and outside of the City's jurisdiction as described in the Project Location above. Bicycle routes that are outside of the City's permitting jurisdiction are not subject to the City's review and approval procedures. However, these routes form part of the San Francisco bicycle route network; therefore, they will be included as part of the existing conditions for the purposes of this analysis.

In addition, there are two areas in San Francisco where specific proposed bicycle routes received environmental clearance and were approved prior to the 2005 Bicycle Plan, but have not yet been constructed. Those areas are the Redevelopment Areas at Phase I of the Hunters Point Shipyard and at Mission Bay. Construction of these bicycle routes is expected to occur, and these routes have also been included as part of the existing conditions for the purposes of this analysis.

Project-level Review. The EIR resulting from this analysis will provide project-level CEQA review for specific near-term physical improvements to portions of the bicycle route network where sufficient project detail is available to allow for such environmental review. No further environmental analysis would be required to implement these improvements.

The following near-term improvements could be implemented within the next five years and are specifically evaluated as part of the Proposed Project (see Appendix A for project drawings).²

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

This project would involve the installation of Class II bicycle lanes in both directions on Broadway between Polk Street and Webster Street. This project is divided into three segments.

Segment I would extend on Broadway from Polk Street to Van Ness Avenue and would install Class II bicycle lanes in both directions. The proposal for Segment I would remove approximately 14 parking spaces on the south side of the street. Also, between Larkin Street and Van Ness Avenue, this proposal would change the existing Tow-Away No Stopping 4PM-6PM regulation along the north side of Broadway to a Tow-Away Lane Must Turn Right 4PM-6PM regulation.

Segment II would extend on Broadway from Van Ness Avenue to Franklin Street and would install Class II bicycle lanes in both directions. The proposal for Segment II would remove a travel lane in the westbound direction of Broadway from approximately 100 feet west of Van Ness Avenue to Franklin Street, remove a travel lane in the eastbound direction from Franklin Street to approximately 280 feet easterly, and add a two-way center left turn lane from Franklin Street to approximately 140 feet easterly. The proposal for Segment II would remove approximately 12 parking spaces on the south side of the street.

Segment III would extend on Broadway from Franklin Street to Webster Street and would install Class II bicycle lanes in both directions. The proposal for Segment III would remove one travel lane in each direction and add a two-way center left-turn lane. No parking removal would be required along this segment.

² The California Department of Transportation defines bicycle facilities as follows:

- Class I Bikeway (Bike Path) – Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
- Class II Bikeway (Bike Lane) – Provides a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. For example, a marked lane for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route) – Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

Project 1-2 Broadway Tunnel Signage Improvements

This project would involve the installation of electronic bicycle warning signs with lighted beacons at both approaches of the Broadway Tunnel to alert motorists when bicyclists are present in the tunnel. The signs would be activated by a push-button and a loop detector, which would be located near the intersections of Larkin Street for the west end of the tunnel and Powell Street for the east end of the tunnel. The proposed signs would be mounted on the Hyde Street overpass approximately 400 feet east of Larkin Street for the eastbound direction and on the overpass between Powell Street and Mason Street for the westbound direction.

Project 1-3 North Point Street Bicycle Lanes, The Embarcadero to Van Ness Avenue

This project would involve the installation of Class II bicycle lanes in both directions on North Point Street between The Embarcadero and Van Ness Avenue.

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. This project would lengthen bus zones along 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 parking space.

Project 2-1 2nd Street Bicycle Lanes, King Street to Market Street

This project would involve the installation of Class II and Class III bicycle facilities in both directions on 2nd Street between King and Market Streets. This project includes two design options:

Option 1

Option 1 would add Class II bicycle lanes on 2nd Street in both directions between King Street and Market Street, except in the following segments: Northbound approaching Market Street (mid-block between Mission Street and Market Street), northbound between Bryant Street and Harrison Street, and southbound approaching King Street (mid-block between Townsend Street and King Street). Sharrows would be added to the existing Class III bicycle route along these segments.

Option 1 would remove one southbound travel lane between Market Street and Mission Street, remove one travel lane in each direction between Mission Street and Harrison Street, remove one northbound travel lane between Townsend Street and Harrison Street, add a northbound right-turn pocket at Mission Street, add northbound left-turn

pockets at Mission Street, Howard Street, and Harrison Street, add southbound right-turn pockets at Mission Street, Howard Street, and Harrison Street, and add southbound left-turn pockets at Mission Street, Folsom Street, and Harrison Street.

Option 1 would remove 64 parking spaces on the east side and 33 parking spaces on the west side of 2nd Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

Option 2

Option 2 would add Class II bicycle lanes on 2nd Street in both directions between King Street and Market Street, except in the following segments: Northbound approaching Market Street (mid-block between Mission Street and Market Street), northbound between Bryant Street and Harrison Street, and southbound approaching King Street (mid-block between Townsend Street and King Street). Sharrows would be added to the existing Class III bicycle route along these segments.

Option 2 would remove one southbound travel lane between Market Street and Mission Street, remove one travel lane in each direction between Mission Street and Harrison Street, remove one southbound travel lane between Harrison Street and Townsend Street, add a northbound right-turn pocket at Mission Street, add northbound left-turn pockets at Mission Street, Howard Street, and Harrison Street, add southbound right-turn pockets at Mission Street, Howard Street, and Harrison Street, and add southbound left-turn pockets at Mission Street, Folsom Street, Harrison Street, and Bryant Street.

Option 2 would remove 64 parking spaces on the east side and 31 parking spaces on the west side of 2nd Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

Project 2-2 5th Street Bicycle Lanes, Market Street to Townsend Street

This project would involve the installation of Class II and Class III bicycle facilities in both directions on 5th Street between Market Street and Townsend Street. This project includes two design options:

Option 1

Option 1 would add Class II bicycle lanes on 5th Street in both directions between Market Street and Townsend Street, except in the following segments: both directions

between Market Street and Mission Street and between Howard Street and Tehama Street. Sharrows would be added to the existing Class III bicycle route along these segments.

Option 1 would remove one northbound travel lane between Harrison Street and Howard Street and between Townsend Street and Bryant Street, add a northbound right-turn pocket at Folsom Street, add northbound left-turn pockets at Howard Street, Harrison Street, and Brannan Street, and add southbound right-turn pockets at Howard Street, Harrison Street, and Brannan Street.

Option 1 would remove 13 parking spaces on the east side and 27 parking spaces on the west side of 5th Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

Option 2

Option 2 would add Class II bicycle lanes on 5th Street in both directions between Market Street and Townsend Street, except in the following segments: both directions between Market Street and Mission Street, both directions between Folsom Street and approximately 100 feet northerly and northbound between Harrison Street and approximately 100 feet northerly. Sharrows would be added to the existing Class III bicycle route along these segments.

Option 2 would remove one northbound travel lane between Townsend Street and Brannan Street, remove one southbound travel lane between Natoma Street and Folsom Street, remove one southbound travel lane between Harrison Street and Bryant Street, add a northbound left-turn pocket at Brannan Street, add southbound right-turn pockets at Howard Street and Brannan Street, and add a southbound left-turn pocket at Folsom Street.

Option 2 would remove three parking spaces on the east side and 68 parking spaces on the west side of 5th Street. The anticipated parking loss would include both metered and un-metered spaces, metered and un-metered commercial loading spaces, passenger loading spaces, accessible parking spaces, and metered motorcycle spaces.

Project 2-3 14th Street Bicycle Lane, Dolores Street to Market Street

This project was implemented prior to the Bicycle Plan injunction. This project involved adding a Class II bicycle lane on eastbound 14th Street between Market Street and Dolores Street and

the conversion of 14th Street from two-way operation to one-way eastbound operation between Market Street and Dolores Street.

Although this project has already been implemented, a second design option is being evaluated in the Bicycle Plan EIR. This project includes two design options:

Option 1, implemented prior to the Bicycle Plan injunction, involved converting 14th Street from two-way operation to one-way eastbound operation between Market Street and Dolores Street, and installing an eastbound bicycle lane. Option 1 included minor modifications to the existing median island at the intersection of 14th Street and Market Street. Further modifications to this median island proposed under Option 1, but not yet implemented, include connecting it to the existing sidewalk on the southeast corner of the intersection, in order to prevent vehicles traveling westbound on 14th Street from accessing Market Street, and to reduce the crossing distance for pedestrians crossing the east side of 14th Street at Market Street.

Option 2 would involve restoring this block of 14th Street to two-way operation, removing one eastbound travel lane and installing an eastbound Class II bicycle lane between Market Street and Dolores Street.

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 16th Street and to Division Street via Potrero Avenue

This project would involve the installation of Class II and Class III bicycle facilities primarily on 17th Street between Corbett Avenue and Kansas Street, with several possible branches onto adjacent streets.

The primary component of this project is located on 17th Street and is divided into three sections: West End (Corbett Avenue to Church Street), Center Segment (Church Street to Potrero Avenue), and East End (Potrero Avenue to Kansas Street).

All options for this project would provide an enhanced connection to the 16th Street BART Station by adding a new Class III bicycle route and sharrows on Hoff Street between 16th Street and 17th Street and on 16th Street between Mission and Valencia Streets in both directions. All options for this project would also include minor striping and signage improvements on 17th Street between Corbett Avenue and Market Street. Additionally, all options for this project would add a new bicycle route and Class II bicycle lanes on Potrero Avenue in both directions between 17th Street and Division Street by removing one travel lane in each direction between

17th Street and Division Street and adding a two-way center left turn lane between 17th Street and Alameda Street.

The West End section of 17th Street includes two design options:

West End Option 1 would add Class II bicycle lanes on 17th Street between Castro and Church Streets in both directions by narrowing travel lanes. West End Option 1 would remove approximately two parking spaces on each side of 17th Street near Church Street.

West End Option 2 would move the existing Bicycle Route #40 off of 17th Street between Castro and Sanchez Streets onto Sanchez Street between 16th and 17th Streets, onto 16th Street between Market Street and Sanchez Street, and onto Market Street between 16th and 17th Streets. West End Option 2 would add sharrows on these segments of 16th Street and Sanchez Street in both directions. West End Option 2 would add a westbound Class II bicycle lane on 17th Street between Church and Sanchez Streets, and would add sharrows in the eastbound direction on the existing 17th Street Class III bicycle route between Sanchez Street and Church Street. West End Option 2 would remove approximately two parking spaces on the north side of 17th Street near Church Street.

The Center Segment of 17th Street includes two design options:

Center Segment Option 1 would add Class II bicycle lanes on 17th Street in both directions between Church Street and Potrero Avenue. Center Segment Option 1 would not involve removing any travel lanes or parking between Church Street and Harrison Street.

Center Segment Option 2 would add a Class II bicycle lane in the westbound direction between Harrison Street and Church Street, and add sharrows in the eastbound direction on the existing Class III bicycle route between Church Street and Harrison Street. Center Segment Option 2 would not involve removing any travel lanes or parking between Church Street and Harrison Street.

Both Center Segment Options 1 and 2 would add Class II bicycle lanes on 17th Street between Harrison Street and Potrero Avenue in both directions by narrowing travel lanes and by removing approximately 49 parking spaces on the north side of 17th Street. Some parking spaces would be added on adjacent streets by converting parallel parking to perpendicular parking.

The East End section of 17th Street includes two design options:

East End Option 1 would add Class II bicycle lanes on 17th Street in both directions between Kansas Street and Potrero Avenue by removing approximately 37 parking spaces on the south side of 17th Street. East End Option 1 would also add Class II bicycle lanes on Kansas Street in both directions between 16th and 17th Streets by narrowing travel lanes.

East End Option 2 would move the existing Bicycle Route #40 off of 17th Street between Kansas Street and Potrero Avenue onto Potrero Avenue between 16th Street and 17th Street, and onto 16th Street between Kansas Street and Potrero Avenue. East End Option 2 would add bicycle lanes on 16th Street in both directions between Kansas Street and Potrero Avenue by removing one westbound travel lane between San Bruno Avenue and Potrero Avenue. On the eastbound 16th Street approach to Potrero Avenue, East End Option 2 would establish a “Right Lane Must Turn Right Except for Muni” regulation.

Project 2-5 Beale Street Bicycle Lane, Bryant Street to Folsom Street

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of a Class II bicycle lane in the southbound direction on Beale Street between Folsom Street and Bryant Street.

The reopening of Beale Street as a through street in 2006, after it was closed as a post-9/11 security measure for the Bay Bridge, involved converting the street from one-way southbound operation to two-way operation, with one travel lane in each direction. This conversion resulted in parking layout changes on both sides of the street with a net loss of 42 parking spaces. This project would add a southbound Class II bicycle lane between Folsom Street and Bryant Street and would not involve any travel lane or parking removal.

Project 2-6 Division Street Bicycle Lanes, 9th Street to 11th Street

This project would involve the installation of Class II bicycle lanes in both directions on Division Street between 9th Street and 11th Street. This project includes two design options:

Option 1 would remove a travel lane in the eastbound direction from approximately 200 feet east off 11th Street to 10th Street, and in the westbound direction, from approximately 200 feet west of 10th Street to 11th Street and remove approximately 20 total parking spaces between 10th and 11th Streets. This project would also narrow

travel lanes between 9th and 10th Streets, and add Class II bicycle lanes in both directions between 9th and 11th Streets.

Option 2 would remove approximately 65 total parking spaces between 10th and 11th Streets, narrow travel lanes between 9th and 10th Streets, and add Class II bicycle lanes in both directions between 9th Street and 11th Street.

Project 2-7 Fremont Street Bicycle Lane, Folsom Street to Harrison Street

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Fremont Street between Folsom Street and Harrison Street.

This project would add a new Class III bicycle route, including sharrows, on northbound Fremont Street between Harrison Street and Howard Street, and would add a Class II bicycle lane on southbound Fremont Street between Folsom Street and Harrison Street by narrowing northbound travel lanes and removing one southbound travel lane. Sidewalks on both sides of Fremont Street are proposed to be widened to 15' in accordance with the already approved Rincon Hill Area Plan, an area plan of the San Francisco General Plan.

Project 2-8 Howard Street Bicycle Lane, Extension at 9th Street

This project would involve the installation of a Class II bicycle lane in the westbound direction on Howard Street for approximately 200 feet approaching 9th Street.

This project would change one shared thru/right-turn lane on westbound Howard Street approaching 9th Street into a thru-only lane, and would change an existing 200-foot tow-away 4PM-6PM zone along the north side of Howard Street to a permanent tow-away zone (creating a full-time right-turn only lane in place of the existing 4PM-6PM right-turn only lane). This project would add a westbound Class II bicycle lane for approximately 200 feet east of 9th Street between a thru-lane and a right-turn only lane. This project would remove three metered parking spaces on the north side of Howard Street.

Project 2-9 Howard Street Bicycle Lane, The Embarcadero to Fremont Street

This project would involve the installation of a Class II bicycle lane in the westbound direction on Howard Street between The Embarcadero and Fremont Street.

This project would add a westbound Class II bicycle lane between The Embarcadero and Fremont Street by narrowing travel lanes in both directions on Howard Street from The Embarcadero to Steuart Street, removing one eastbound travel lane between Spear Street and

Steuart Street, converting one of the two eastbound travel lanes between Main Street and Spear Street to a right-turn only lane (excepting Muni), and removing one westbound travel lane between Main Street and Fremont Street during the AM and PM peak hours. This project would result in a gain of 17 parking spaces on the north side of Howard Street during the afternoon peak hours and a gain of 10 parking spaces during the morning peak hours. This project also would establish a part-time bus zone on the southeast corner of Howard Street and Spear Street, which would result in a loss of four parking spaces from 6AM to 10 AM.

Project 2-10 Market Street and Valencia Street Intersection Improvements

This project would involve traffic signal modifications and installing a Class II left-turn bicycle lane on the westbound Market Street approach to the intersection.

This project 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.

This project would reduce the width of a 40-foot section of the sidewalk along the north side of Market Street by five feet to create a queuing area for westbound bicyclists waiting for the signal to cross Market Street and continue onto southbound Valencia Street. The sidewalk width in this affected area would be reduced to 10 feet.

Project 2-11 Market Street Bicycle Lanes, 17th Street to Octavia Boulevard

This project would involve the installation of short segments of Class II bicycle lanes in both directions on Market Street between 17th Street and Octavia Boulevard to close gaps in otherwise continuous Class II bicycle lanes. This project includes two design options:

Option 1 would add Class II bicycle lanes by removing right-turn lanes 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, 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, 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. 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.

Option 2 would reduce the sidewalk widths approaching all of the intersections in both directions by five feet to add Class II bicycle lanes. Option 2 would narrow the sidewalk at certain areas from 15 feet to 10 feet, and would relocate traffic signal hardware and other sidewalk fixtures. Option 2 would remove approximately four parking spaces on the south side of Market Street near Guerrero Street.

Project 2-12 Market Street Bicycle Lanes, Octavia Boulevard to Van Ness Avenue

This project was implemented prior to the Bicycle Plan injunction. This project involved the installation of Class II and Class III bicycle facilities in both directions on Market Street between Octavia Boulevard and Van Ness Avenue.

A Class II bicycle lane was added in the westbound direction on Market Street between Van Ness Avenue and Octavia Boulevard and in the eastbound direction on Market Street between Gough Street and 12th Street. Class II bicycle lanes existed on eastbound Market Street between Octavia Boulevard and Valencia Street and between 12th Street and Van Ness Avenue prior to the implementation of this project. This project involved adding sharrows to the existing Class III bicycle route on eastbound Market Street between Valencia Street and Gough Street. One westbound travel lane was removed between Van Ness Avenue and Rose Street to add a Class II bicycle lane in the westbound direction. Thirty metered parking spaces and six metered motorcycle spaces were removed from Market Street between 12th Street and Octavia Boulevard as part of this project. Six metered parking spaces were added to the north side of Market Street between Franklin Street and Rose Street. Twenty metered parking spaces were added on 12th Street between Market Street and Van Ness Avenue by converting parallel parking spaces to perpendicular parking spaces. Four metered parking spaces were added to the east side of Gough Street between Market Street and Colton Street by converting parallel parking spaces to angle parking spaces and by removing one northbound travel lane on Gough Street approaching Market Street.

Project 2-13 McCoppin Street Bicycle Path, Market Street to Valencia Street

This project would involve the addition of a bi-directional Class I bicycle path connecting the intersection of Market Street and Octavia Boulevard to the western terminus of McCoppin Street, and the addition of Class II bicycle lanes on McCoppin Street in both directions between Valencia Street and the western terminus of McCoppin Street.

The construction of the Class I bicycle path was completed as part of the Central Freeway Project. Approximately four parking spaces would be removed from the north side of McCoppin Street between Valencia Street and the western terminus of McCoppin Street to accommodate the Class II bicycle lanes.

Project 2-14 McCoppin Street Bicycle Lane, Gough Street to Valencia Street

This project would involve the installation of a Class II bicycle lane in the westbound direction on McCoppin Street between Gough Street and Valencia Streets.

This project 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. Three parking spaces would be added on the south side of McCoppin Street between Jessie Street and Stevenson Streets by converting parallel parking to perpendicular parking. This project would result in a net loss of approximately four parking spaces.

Project 2-15 Otis Street Bicycle Lane, Gough Street to South Van Ness Avenue

This project would involve the installation of a Class II bicycle lane in the westbound direction on Otis Street between South Van Ness Avenue and Gough Street.

The Proposed Project would not involve removal of travel lanes or parking, but would narrow existing travel lanes.

Project 2-16 Townsend Street Bicycle Lanes, 8th Street to The Embarcadero

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Townsend Street between 8th Street and The Embarcadero.

Sharrows would be added in both directions on Townsend Street between 2nd Street and The Embarcadero, which is an existing Class III bicycle route. The existing front-in-angled parking spaces on both sides of the street would be converted to back-in-angled parking. This project would require revisions to the *Traffic Code* to allow back-in-angled parking.

This project would add Class II bicycle lanes on Townsend Street in both directions between 2nd Street and 4th Street. This project would remove one travel lane in each direction between 2nd Street and 4th Street and add a two-way center left-turn lane between 2nd Street and 4th Street, including left-turn pockets eastbound at 2nd Street and 3rd Street and westbound at 4th Street. This project would add parking along a portion of the south side of Townsend Street between 3rd Street and Lusk Street.

This project would add Class II bicycle lanes on Townsend Street in both directions between 7th Street and 8th Street by narrowing travel lanes and adding a right-turn pocket on eastbound Townsend Street approaching 7th Street. No travel lane or parking removals would be required along this segment.

The segment of this project between 4th Street and 7th Street includes two design options:

Both options would add Class II bicycle lanes on Townsend Street in both directions between 4th Street and 7th Street by narrowing travel lanes and reconfiguring existing parking. Both options would require a change in the *Traffic Code* to allow back-in-angled parking, would provide space for the construction of continuous sidewalks on both sides of Townsend Street between 4th and 7th Streets, and would require travel lane configuration changes on 4th Street approaching Townsend Street, including the removal of one northbound right-turn lane, the conversion of one southbound left-turn lane into a thru-lane, and the conversion of one southbound thru-lane into a right-turn lane.

Option 1 one would convert the existing front-in-angled parking on the south side of Townsend Street to back-in-angled parking between 4th Street and 7th Street and would convert the existing perpendicular parking on the north side of Townsend Street to parallel parking between 4th Street and 7th Street. Option 1 would result in a loss of approximately 80 parking spaces and six part-time parking spaces that are currently restricted to truck loading during certain hours.

Option 2 would convert the existing angled parking on the south side of Townsend Street to parallel parking between 4th Street and 7th Street and would convert the existing parallel and perpendicular parking on the north side of Townsend Street to back-in-perpendicular parking between 4th Street and Townsend Street, except for approximately 200 feet east of 7th Street, which would remain parallel parking. Option 2 would result in a loss of approximately 26 parking spaces and a gain of 16 part-time parking spaces that are currently restricted to truck loading during certain hours.

Project 3-1 Fell Street and Masonic Avenue Intersection Improvements

This project would involve installation of bicycle improvements at the intersection of Fell Street and Masonic Avenue. This project includes two design options:

Option 1 would add an exclusive bicycle and pedestrian signal phase for the Panhandle Pathway crossing of Masonic Avenue at Fell Street. Option 1 would require modification of the signal timing at this intersection to include an exclusive left-turn phase for westbound Fell Street traffic turning left onto southbound Masonic Avenue.

Option 1 would also add an exclusive left-turn lane to westbound Fell Street approaching Masonic Avenue. Option 1 would reduce the overall crossing time on Masonic Avenue for bicyclists and pedestrians, but would provide an exclusive signal phase for this crossing and remove conflicts between crossing bicycles/pedestrians and traffic turning left from westbound Fell Street onto southbound Masonic Avenue. Option 1 would remove two to four parking spaces on Fell Street near Masonic Avenue to create the exclusive left-turn lane and would create a tow-away zone on the south side of Fell Street east of Masonic Avenue during peak periods by removing two additional parking spaces.

Option 2 would modify the existing alignment of the Panhandle Pathway in both directions approaching Masonic Avenue and reconstruct portions of the Pathway to enhance its users' visibility to adjacent motor vehicle traffic on Fell Street. Option 2 would build curb extensions into Masonic Avenue to reduce the crossing distance for bicyclists and pedestrians and to reduce the speed of motorists turning from westbound Fell Street onto southbound Masonic Avenue.

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

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Masonic Avenue between Fell Street and Geary Boulevard. This project is divided into four segments.

Segment I would extend from Fell Street to Hayes Street and includes two design options:

Segment I Option 1 would install a Class II bicycle lane in the southbound direction from Hayes Street to Fell Street. In the northbound direction, Segment I Option 1 would install a Class II bicycle lane from Fell Street to 150 feet northerly. From 150 feet north of Fell Street to Hayes Street, this Option would remove a travel lane, establish a "Tow-Away No Parking" restriction from 7AM to 9 AM, Monday to Friday and install a northbound transit/bicycle-only lane that would be in effect during the morning peak hours only. At all other times the transit/bicycle-only lane would be used as parking and a Class II bicycle lane. Segment I Option 1 would remove a travel lane in the southbound direction, remove approximately two parking spaces, and rescind the afternoon tow-away zone. This option would result in a gain of approximately five parking spaces during afternoon hours.

Segment I Option 2 would install Class II bicycle lanes in both directions by removing a travel lane in each direction, removing approximately six parking spaces, and rescinding

the afternoon tow-away zone. This option would result in a gain of approximately five parking spaces during afternoon hours.

Segment II would extend from Hayes Street to Grove Street and includes two design options:

Segment II Option 1 would remove one travel lane in the northbound direction and remove two travel lanes in the southbound direction and install a transit/bicycle-only lane in both directions. The transit/bicycle-only lanes would be in effect during the morning and afternoon peak hours only. During the off-peak hours, the transit/bicycle-only lanes would be used as parking and Class II bicycle lanes. Segment II Option 1 does not involve parking removal.

Segment II Option 2 would convert one travel lane in each direction into a transit/bicycle-only lane from 7AM to 6PM, Monday through Friday, by removing approximately 14 parking during this time period. Segment II Option 2 would add sharrows to the existing Class III bicycle route that would be in effect at all other times. Segment II Option 2 reduces the travel lanes and parking from 7AM to 6PM, Monday through Friday only.

Segment III would extend from Grove Street to Anza/O'Farrell Streets and includes two design options:

Segment III Option 1 would be similar to Segment II Option 1, but would remove two travel lanes in the northbound direction and one travel lane in the southbound direction.

Segment III Option 2 would be similar to Segment II Option 2, but would remove 107 parking spaces on both sides of the street.

Segment IV would extend from Anza/O'Farrell Streets to Geary Boulevard and includes two design options:

Segment IV Option 1 would install Class II bicycle lanes in both directions by removing a travel lane in one direction and approximately 15 parking spaces. This option would establish a "Tow-Away Lane Must Turn Right" regulation from 4PM to 7PM, Monday through Friday.

Segment IV Option 2 would install Class II bicycle lanes in both directions by removing approximately 25 parking spaces. This option does not remove any travel lanes.

Project 3-3 McAllister Street Bicycle Lane, Market Street to Masonic Avenue

This project would involve the installation of Class II and Class III bicycle facilities in the westbound direction on McAllister Street between Market Street and Masonic Avenue. This project is divided into three segments.

Segment I would extend from Market Street to Franklin Street and would add sharrows to the existing Class III bicycle route in the westbound direction. The proposal for Segment I would not involve travel lane or parking removal.

Segment II would extend from Franklin Street to Fillmore Street and would install a Class II bicycle lane in the westbound direction. The proposal for Segment II would not involve travel lane or parking removal. The project would shift the existing centerline south by approximately two and one-half feet.

Segment III would extend from Fillmore Street to Masonic Avenue and would add sharrows to the existing Class III bicycle route in the westbound direction. The proposal for Segment III would not involve travel lane or parking removal.

Project 3-4 Polk Street Bicycle Lane, Market Street to McAllister Street

This project would involve moving a portion of the existing northbound Bicycle Route #25 from Market Street, Larkin Street, and McAllister Street onto Polk Street.

This project would involve the installation of a Class II bicycle lane in the northbound direction on Polk Street between Market Street and McAllister Street. A segment of this Class II bicycle lane would be contra-flow (it would allow northbound bicycle travel on an otherwise one-way southbound street). Polk Street is a one-way southbound street between Grove Street and Market Street. Polk Street (Dr. Carlton B. Goodlett Place) is a two-way street between Grove Street and McAllister Street.

This project would install a northbound Class II bicycle lane between McAllister Street and Grove Street by narrowing travel lanes. The existing angled parking on the east side of Polk Street would be converted from front pull-in to back-in. This project would require revisions to the *Traffic Code* to allow back-in-angled parking.

The segment between Grove Street and Market Street includes two design options:

Option 1 would establish a northbound contra-flow Class II bicycle lane on the east side of Polk Street from Market Street to Grove Street. This bicycle lane would be separated from traffic by a concrete median. The concreted median would have openings where

truck loading docks currently exist on the east side of Polk Street north and south of Hayes Street. Option 1 would narrow travel lanes, narrow sidewalk and median widths on Polk Street near Market Street, remove 11 metered parking spaces, and remove one metered loading space. The existing white zone on the east side of Polk Street between Market Street and Hayes Street would be moved from the curb to the west side of the proposed median. Option 1 would remove approximately 12 parking spaces.

Option 2 would convert the segment of Polk Street from Market Street to Hayes Street to two-way operation, narrow travel lanes, narrow sidewalk and median widths, and add a northbound travel lane on Polk Street between Market Street and Hayes Street. Northbound Polk Street traffic would be forced to turn left onto westbound Hayes Street, except for bicycle traffic. Option 2 would add sharrows to the new northbound travel lane between Market Street and Hayes Street, and add a northbound Class II bicycle lane approaching Hayes Street. One metered loading space would be removed. The design for Option 2 between Hayes Street and Grove Street would be the same as for Option 1, including the removal of 11 metered parking spaces. Option 2 would remove approximately 12 parking spaces.

Project 3-5 Scott Street Bicycle Lane, Fell Street to Oak Street

This project would involve the installation of a Class II left-turn bicycle lane in the northbound direction on Scott Street between Oak Street and Fell Street. This project includes two design options:

Option 1 would add a northbound Class II left-turn bicycle lane by removing the left-turn lanes on northbound Scott Street approaching Fell Street and on southbound Scott Street approaching Oak Street. No parking spaces would be removed under Option 1.

Option 2 would add a northbound Class II left-turn bicycle lane by narrowing travel lanes and removing approximately three parking spaces from the west side of Scott Street between Fell Street and Oak Street. The existing left-turn lanes approaching Fell Street and Oak Street would not change under Option 2.

Project 3-6 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.)

This project was implemented prior to the Bicycle Plan injunction. This project added sharrows in both directions to portions of existing Bicycle Route #30 in the following locations: Duboce

Avenue between Market Street and Steiner Street, Steiner Street between Duboce Avenue and Waller Street, Waller Street between Steiner Street and Pierce Street, Pierce Street between Waller Street and Haight Street, and Haight Street between Pierce Street and Scott Street. On Haight Street between Pierce Street and Scott Street, travel lane widths were also modified. On Scott Street between Haight Street and Fell Street, sharrows were added to the existing Class III bicycle route in the southbound direction. On northbound Scott Street between Haight Street and Oak Street, a Class II bicycle lane was added to the existing Class III bicycle route. On northbound Scott Street at Oak Street, a bicycle box was added, and a “No Turn On Red” restriction was added. No travel lane or parking removals were required to implement this project.

Project 4-1 16th Street Bicycle Lanes, 3rd Street to Terry Francois Boulevard

This project would add a new route to the City's existing bicycle route network on 16th Street between Illinois Street and Terry Francois Boulevard.

This project would involve the installation of Class II bicycle lanes in both directions on 16th Street between 3rd Street and Illinois Street by narrowing travel lanes. Class II bicycle lanes would be added in both directions on 16th Street between Illinois Street and Terry Francois Boulevard when that segment of 16th Street is constructed.

This project would not involve travel lane or parking removal.

Project 4-2 Cargo Way Bicycle Lanes, 3rd Street to Jennings Street

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class I or Class II bicycle facilities on Cargo Way between 3rd Street and Jennings Street. The resulting bicycle facilities would connect to the existing Bay Trail at the eastern terminus of Cargo Way at Heron's Head Park. This project includes two design options:

Option 1 would install Class II bicycle lanes in both directions by removing approximately 160 under-utilized parking spaces on the south side of Cargo Way. Option 1 would not involve travel lane removal.

Option 2 would involve the installation of a Class I two-way bicycle path on the south side of Cargo Way between Illinois Street and Jennings Street. Option 2 would not involve travel lane or parking removal.

Both Options 1 and 2 would install a Class II left-turn bicycle lane on eastbound Cargo Way approaching Illinois Street and Amador Street.

Project 4-3 Illinois Street Bicycle Lanes, 16th Street to Cargo Way

This project would involve the installation of Class II bicycle lanes in both directions on Illinois Street between 16th Street and Cargo Way.

This project would install Class II bicycle lanes in both directions on Illinois Street from 16th Street to Cargo Way by changing parking on Illinois Street. The existing perpendicular parking, mainly on the east side of the street, would be reconfigured to either back-in-angled parking or parallel parking. This project would require a change in the *Traffic Code* to allow back-in-angled parking. This project would result in the loss of approximately 45 parking spaces on Illinois Street. Additional parking spaces would be provided on Tennessee Street, 22nd Street, and 24th Street, resulting in a net gain of approximately 105 parking spaces near the project area. No travel lane removals would be required. The proposed Class II bicycle lanes on Illinois Street would connect to the proposed bicycle facilities on Cargo Way via the recently completed Islais Creek Bridge.

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

This project would involve the installation of Class II or Class III bicycle facilities in both directions on Innes Avenue between Donahue Street and Hunters Point Boulevard. This project includes two design options:

Option 1 would remove approximately 75 parking spaces on the south side of Innes Avenue from Hunters Point Boulevard to Earl Street, and install Class II bicycle lanes in both directions. From Earl Street to Donahue Street, Class II bicycle lanes would be installed by removing approximately 60 parking spaces and adding a planted median in the center of the roadway. There would be no travel lane removals associated with Option 1.

Option 2 would be similar to Option 1, except for the segment from Hunters Point Boulevard to Earl Street, where sharrows would be added to the existing Class III bicycle route in both directions. There would be no parking or travel lane removals associated with Option 2 between Hunters Point Boulevard and Earl Street.

The two options described above are consistent with Department of Public Works led Bayview Transportation Improvement Project (BTIP). The future lane configuration on Innes Avenue depends on whether a new football stadium for the San Francisco 49ers is

built. If a new stadium is built, Innes Avenue could serve as an important access/egress route, and the Class II bicycle lanes proposed on Innes Avenue could be re-routed as either Class I or Class II bicycle facilities on a proposed new roadway (Hudson Street).

Project 4-5 Mississippi Street Bicycle Lanes, 16th Street to Mariposa Street

This project would involve the installation of Class II bicycle lanes in both directions on Mississippi Street between 16th Street and Mariposa Street.

Class II bicycle lanes would be added by narrowing travel lanes. This project would not require travel lane or parking removal.

Project 5-1 23rd Street Bicycle Lanes, Kansas Street to Potrero Avenue

This project would involve the installation of Class II and Class III bicycle facilities on 23rd Street between Kansas Street and Potrero Avenue adjacent to San Francisco General Hospital.

This project would involve the installation of a Class II bicycle lane in the eastbound direction and the addition of sharrows to the existing Class III bicycle route in the westbound direction. This project would not involve travel lane or parking removal. However, travel lanes would be narrowed to create space for the eastbound bicycle lane.

Project 5-2 Alemany Boulevard Bicycle Lanes, Bayshore Boulevard to Rousseau Street

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Alemany Boulevard between Bayshore Boulevard and Rousseau Street.

This project would involve the installation of Class II bicycle lanes in both directions on 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 Street and Ellsworth Street, removing parking on the north side of Alemany Boulevard between Ellsworth Street and Rousseau Street, and removing parking on the south side of Alemany Boulevard between Rousseau Street and Putnam Street. A total of approximately 375 under-utilized parking spaces would be removed. This project would add sharrows in both directions on Alemany Boulevard between Bayshore Boulevard and Putnam Street. This project would add a left-turn Class II bicycle lane on eastbound Alemany Boulevard approaching Bayshore Boulevard.

Project 5-3 Alemany Boulevard Bicycle Lanes, Rousseau Street to San Jose Avenue

This project was implemented prior to the Bicycle Plan injunction. This project involved the installation of a mixed Class II and Class III bicycle facility on Alemany Boulevard between Rousseau Street and San Jose Avenue.

This project involved adding bicycle lanes on Alemany Boulevard in both directions between Rousseau Street and San Jose Avenue by removing a travel lane in each direction, except for the following segments: Northbound Alemany Boulevard between Niagara Avenue and Geneva Avenue, and southbound Alemany Boulevard between Seneca Avenue and Geneva Avenue. No travel lanes were removed along these segments, and sharrows were added to the existing Class III bicycle route along these segments. On westbound Alemany Boulevard approaching San Jose Avenue, travel lanes were narrowed to install a bicycle lane, but no westbound travel lanes were removed. On eastbound Alemany Boulevard approaching San Jose Avenue, travel lanes were narrowed to install a bicycle lane and one travel lane was converted to a right-turn only lane. Approximately two parking spaces were removed on southbound Alemany Boulevard at Ocean Avenue to create a southbound right-turn only lane.

Project 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue

This project would involve the installation of Class II bicycle lanes in both directions on Bayshore Boulevard between Cesar Chavez Street and Silver Avenue. This project would involve moving portions of existing southbound Bicycle Route #25 from Jerrold Avenue, Barneveld Avenue, Loomis Street, and Industrial Street onto Bayshore Boulevard.

The project is divided into two segments:

Segment I would extend between Cesar Chavez Street and Industrial Street, and has two design options:

Segment I Option 1 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing a travel lane in each direction.

Segment I Option 2 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing parking on both sides of the street. This option would remove a total of approximately 220 parking spaces.

Segment II would extend between Industrial Street and Silver Avenue, and has two design options:

Segment II Option 1 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing a northbound travel lane from approximately 150 feet north of Silver Avenue to Industrial Street and by removing approximately 15 parking spaces on the east side of Bayshore Boulevard between Silver Avenue and Boutwell Street.

Segment II Option 2 would install Class II bicycle lanes in both directions on Bayshore Boulevard by removing a northbound travel lane from Helena Street to approximately 320 feet northerly and by establishing a northbound right-turn lane from 320 feet north of Helena Street to Industrial Street. This option would remove approximately 40 parking spaces on the east side of Bayshore Boulevard between Silver Avenue and Helena Street.

Both Segment II options above would remove approximately 70 under-utilized parking spaces on the west side of Bayshore Boulevard between Industrial Street and Silver Avenue.

Project 5-5 Cesar Chavez Street Bicycle Lanes, I-280 to US 101 Freeways

This project would involve the installation of Class II bicycle lanes in both directions on Cesar Chavez Street between Kansas Street (near US 101 Freeway) and Mississippi Street (near I-280 Freeway). This project includes two design options:

Option 1 would remove a travel lane in either the eastbound or the westbound direction and install Class II bicycle lanes in both directions. The eastbound and westbound lane removals would be analyzed separately and the least impactful scenario would be carried forward and be included in the plan. Depending on which direction is chosen for the travel lane removal the resulting lane configuration would be: a) two lanes eastbound and one lane westbound, plus the turn lanes approaching Evans Avenue; or b) one lane eastbound and two lanes westbound, plus the turn lanes approaching Evans Avenue. Option 1 would not involve parking removal.

Option 2 would involve the installation of Class II bicycle lanes in both directions by removing approximately 94 parking spaces on the north side of Cesar Chavez Street. The estimated parking loss does not account for existing curb cuts or red zones, therefore the actual number of parking spaces removed would likely be lower. This option would not involve travel lane removal.

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

The Cesar Chavez Street section of this project would involve the installation of Class II and Class III bicycle facilities in both directions between Hampshire Street (near US 101 Freeway) and Sanchez Street.

The Cesar Chavez Street section of this project would be divided into three segments.

Segment I of the Cesar Chavez Street section of this project would extend between Hampshire Street and Valencia Street and includes two design options:

Segment I Option 1 would remove one travel lane in each direction, maintain or widen the existing median, and install Class II bicycle lanes in both directions. This option would not involve parking removal.

Segment I Option 2 would remove one travel lane in each direction, remove the existing median, and install Class II bicycle lanes in both directions and a center two-way left-turn lane. This option would not involve parking removal.

Segment II of the Cesar Chavez Street section of this project would extend between Valencia Street and Guerrero Street and includes two design options:

Segment II Option 1 would remove one through travel lane in the eastbound direction and a left turn lane in the westbound direction, maintain or widen the existing median, and install Class II bicycle lanes in both directions. This option would also install a Class II bicycle left turn lane in the eastbound intersection approach to Valencia Street. This option would not involve parking removal.

Segment II Option 2 would remove one through travel lane in the westbound direction, remove the existing median, and install Class II bicycle lanes in both directions. This option would also install a Class II bicycle left turn lane in the eastbound intersection approach to Valencia Street. This option would not involve parking removal.

Segment III of the Cesar Chavez Street section of this project would extend from Guerrero Street to Sanchez Street, and has two design options:

Segment III Option 1 would install Sharrows in both directions to the existing Class III bicycle route along Segment III. This option would change the lane configuration in the eastbound intersection approach to Guerrero Street to a left turn lane and a through-right turn lane. This option would not involve travel lane or parking removal.

Segment III Option 2 would install Sharrows in both directions to the existing Class III bicycle route along Segment III. This option would not change the lane configuration and would not involve travel lane or parking removal.

The 26th Street section of this project would establish a new Class III bicycle route with sharrows in both directions on 26th Street between Hampshire Street and Sanchez Street. This project would result in the loss of approximately four parking spaces per block (approximately 76 total spaces), typically at the corners, where bulb-outs and chokers would be installed to calm traffic. This option would not involve travel lane removal.

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

a. Connection between Alemany Boulevard and San Jose Avenue via Arlington Street, Bosworth Street, Lyell Street, Milton Street, Rousseau Street, and Still Street

This project would add a new route to the City's existing bicycle route network on northbound Milton Street between Bosworth Street and San Jose Avenue.

This project would involve the installation of Class II and Class III bicycle facilities along portions of Bicycle Route #45 and #55 to close a gap between the existing bicycle lanes on San Jose Avenue and Alemany Boulevard on both sides of the I-280 Freeway.

This project would add a southbound Class II bicycle lane on Arlington Street between Wilder Street and Bosworth Street by removing approximately 11 parking spaces on the east side of the street, add an eastbound Class II bicycle lane on Bosworth Street between Diamond Street and Lyell Street by removing approximately 36 parking spaces on the west side of the street, add a southbound Class II bicycle lane on Lyell Street between Still Street and Cayuga Street by narrowing travel lanes, and add a southbound Class II bicycle lane on Lyell Street between Cayuga Street and Alemany Boulevard by removing one of the two southbound left-turn lanes approaching Alemany Boulevard.

This project would also add a northbound Class II bicycle lane on Rousseau Street between Alemany Boulevard and Cayuga Street by narrowing travel lanes, add a northbound Class II bicycle lane on Rousseau Street between Cayuga Street and Still Street by removing approximately three parking spaces on the east side of Rousseau Street, add a westbound Class II bicycle lane on Still Street between Rousseau Street and Lyell Street by narrowing travel lanes, add a northbound Class II bicycle lane on Lyell Street between Still Street and Bosworth Street by narrowing the travel lanes and the medians as needed, add an eastbound Class II

bicycle lane on Bosworth Street between Lyell Street and Milton Street by narrowing the travel lanes, and add sharrows on northbound Milton Street between Bosworth Street and San Jose Avenue. This project would remove a total of approximately 50 parking spaces.

b. Connection between Monterey Boulevard and San Jose Avenue via Monterey Boulevard and San Jose Avenue ramps

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of Class I, Class II, and Class III bicycle facilities to close a gap between the existing bicycle lanes on San Jose Avenue, Route #45, and the existing Class III bicycle Route #70 on Circular Avenue.

In the southbound direction, this project would extend the existing Class II bicycle lane on San Jose Avenue approaching the Arlington Street off-ramp to Diamond Street by installing a Class II bicycle lane along the Arlington Street off-ramp, installing a Class I bike path across the median island of San Jose Avenue to connect the Arlington Street and Monterey Boulevard off-ramps, and installing a Class II bicycle lane along the Monterey Boulevard off-ramp approaching Diamond Street. Sharrows would be added to the existing Class III bicycle route on Monterey Boulevard from Diamond Street to Circular Avenue.

In the northbound direction, this project would install Class II bicycle lanes on Monterey Boulevard and San Jose Avenue from Circular Avenue to Milton Street by removing one travel lane from Circular Avenue to the San Jose Avenue freeway overpass. There would be no parking removal associated with this project.

Project 5-8 Kansas Street Bicycle Lanes, 23rd Street to 26th Street

This project would involve the installation of Class II bicycle lanes in both directions on Kansas Street between 23rd Street and 26th Street.

This project would install Class II bicycle lanes in both directions, with painted or raised pedestrian refuges added at the intersections. This project would not involve travel lane or parking removal. However, the travel lanes would be narrowed at the intersections to create the pedestrian refuge areas.

Project 5-9 Ocean Avenue Bicycle Lanes, Alemany Boulevard to Lee Avenue

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Ocean Avenue between Alemany Boulevard and Lee Avenue.

The project is divided into two segments.

Segment I would extend from Alemany Boulevard to San Jose Avenue. This project would install Class II bicycle lanes in both directions without parking or lane removals along Segment I.

Segment II would extend from San Jose Avenue to Lee Avenue. Segment II includes two design options:

Segment II Option 1 would add a Class II bicycle lane in the westbound direction from San Jose Avenue to Phelan Avenue by removing approximately 24 parking spaces on the north side of the street and removing one of the westbound travel lanes from the I-280 Freeway southbound off-ramp to Phelan Avenue.

Segment II Option 1 would add a Class II bicycle lane in the eastbound direction from Lee Avenue to the I-280 Freeway southbound on-ramp by removing approximately 25 parking spaces on portions of the south side of the street and removing one of the eastbound travel lanes from Geneva Avenue to 330 feet west of the I-280 Freeway northbound on-ramp. This option also would reconfigure the optional eastbound through/right turn lane approaching Geneva Avenue to a dedicated right-turn lane.

Segment II Option 2 would add a Class II bicycle lane in the westbound direction from San Jose Avenue to the I-280 Freeway southbound off-ramp by removing approximately 20 parking spaces on the north side of the street. From the I-280 Freeway southbound off-ramp to Lee Avenue sharrows would be added in the westbound direction to the existing Class III bicycle route.

Segment II Option 2 would add a Class II bicycle lane in the eastbound direction by removing approximately 70 parking spaces from Lee Avenue to the I-280 northbound on-ramp. No travel lanes would be removed under Segment II Option 2.

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

This project would involve the installation of Class II bicycle lanes in both directions on Phelan Avenue between Judson Avenue and Ocean Avenue. This project would include installation of traffic signals at the intersections of Phelan Avenue and South Cloud Circle, Phelan Avenue and North Cloud Circle, and the new intersection of Phelan Avenue and Lee Avenue. This project also would include adding bulb-outs and raised crosswalks along Phelan Avenue. This project includes two design options:

Option 1 would remove a travel lane in each direction and install Class II bicycle lanes in both directions and build raised median islands with left-turn pockets at intersections from Ocean Avenue to Judson Avenue. This design option is consistent with the Balboa Park Station Area Plan Draft EIR, which was released in October 2007.

Option 2 would remove approximately 140 parking spaces and approximately 30 motorcycle parking spaces on Phelan Avenue to install Class II bicycle lanes in both directions. This option would not provide sidewalk bulb-outs at crosswalks. There would be no travel lane removal under Option 2.

Project 5-11 Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25th to Cesar Chavez Streets

This project would involve the installation of Class II bicycle lanes in both directions on Potrero Avenue and Bayshore Boulevard between 25th Street and Cesar Chavez Street.

In the northbound direction, travel lanes would be narrowed to add a curbside Class II bicycle lane along Bayshore Boulevard from approximately 200 feet south of the intersection of Potrero Avenue and the US-101 off-ramp to this intersection. A northbound Class II bicycle lane exists on Potrero Avenue, beginning approximately 300 feet south of 25th Street. This Class II bicycle lane would be extended southerly to the intersection of Potrero Avenue and the US-101 off-ramp by removing approximately 20 parking spaces. In the southbound direction, a Class II bicycle lane exists on Potrero Avenue, but ends approximately 120 feet south of 25th Street. This Class II bicycle lane would be extended southerly to Cesar Chavez Street by narrowing travel lanes. No parking removal would be required to extend the southbound Class II bicycle lane.

Project 5-12 Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany Boulevard to Brotherhood Way

This project would involve the installation of Class II bicycle lanes in both directions on Sagamore Street and Sickles Avenue, between Alemany Boulevard and Brotherhood Way. This project includes two design options:

Option 1 would add a Class II bicycle lane in the westbound direction on Sagamore Street from Plymouth Avenue to Orizaba Avenue by narrowing the travel lanes from Plymouth Avenue to Capitol Avenue and removing one westbound travel lane from 250 feet west of Capitol Avenue to Orizaba Avenue. The westbound lane configuration approaching Orizaba Avenue would change to include a dedicated right turn lane onto Orizaba Avenue, a westbound lane approaching Brotherhood Way, and a westbound lane approaching Alemany Boulevard. The angled parking on the north side of

Sagamore Street between Capitol Avenue and Orizaba Avenue would be converted to back-in-angled parking and would not result in parking loss. This project would require revisions to the *Traffic Code* to allow back-in-angled parking.

Option 1 would add a Class II bicycle lane in the eastbound direction on Sagamore Street from Orizaba Avenue to Capitol Avenue by removing eight parking spaces just west of Capitol Avenue. There is an existing Class II bicycle lane on Sagamore Street in the eastbound direction from Capitol Avenue to 130 feet west of Plymouth Avenue. A Class II bicycle lane would be added on Sagamore Street from 130 feet west of Plymouth Avenue to Plymouth Avenue by removing an eastbound travel lane along that segment. In addition, a Class II bicycle lane would be added in the eastbound direction along Sickles Avenue from Plymouth Avenue to Alemany Boulevard by narrowing the traffic lane.

Option 2 would add a Class II bicycle lane in the westbound direction from Plymouth Avenue to Capitol Avenue, similar to Option 1. From Capitol Avenue to Orizaba Avenue, a westbound Class II bicycle lane would be added by changing the parking layout and removing 15 parking spaces on the north side of Sagamore Street and creating a westbound right-turn pocket approaching Orizaba Avenue. In the eastbound direction from Orizaba Avenue to Alemany Boulevard a Class II bicycle lane would be added by removing 15 parking spaces on the south side of Sagamore Street. In addition, a Class II bicycle lane would be added in the eastbound direction along Sickles Avenue from Plymouth Avenue to Alemany Boulevard by narrowing the traffic lane.

Project 5-13 San Bruno Avenue Bicycles Lanes, Paul Avenue to Silver Avenue

This project would involve moving a portion of the existing Bicycle Route #25 from Bayshore Boulevard onto San Bruno Avenue.

This project would involve the installation of Class II bicycle lanes in both directions on San Bruno Avenue between Paul Avenue and Silver Avenue. This project is divided into two segments.

Segment I would extend from Paul Avenue to Silliman Street and includes two design options:

Segment I Option 1 would install Class II bicycle lanes in both directions between Paul Avenue and Silliman Street. The bicycle lanes would be provided between eight-foot wide parking and ten-foot wide travel lanes.

Segment I Option 2 would install Class II bicycle lanes in both direction between Paul Avenue and Silliman Street. The bicycle lanes would be provided between seven-foot wide parking and eleven-foot wide travel lanes.

Segment II would extend from Silliman Street to Silver Avenue and includes one design option:

Class II bicycle lanes would be installed in both directions along Segment II by removing 22 parking spaces.

Project 6-1 Claremont Boulevard Bicycle Lanes, Dewey Boulevard to Portola Drive

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Claremont Boulevard between Dewey Boulevard and Portola Drive.

This project would install a Class II bicycle lane in the northbound direction from Portola Drive to Dewey Boulevard. In the southbound direction, this project would add sharrows to the existing Class III bicycle route from Dewey Boulevard to Ulloa Street and add a Class II bicycle lane from Ulloa Street to Portola Drive. This project would not involve travel lane or parking removal.

Project 6-2 Clipper Street Bicycle Lanes, Douglass Street to Portola Drive

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Clipper Street between Douglass Street and Portola Drive. This project is divided into two segments.

Segment I would extend between Diamond Heights Boulevard and Douglass Street and includes one design option:

This project 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 between Diamond Heights Boulevard and Portola Drive and includes two design options:

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.

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.

Project 6-3 Laguna Honda Boulevard Bicycle Lanes, Plaza Street to Woodside Avenue

This project would involve the installation of Class II bicycle lanes in both directions on Laguna Honda Boulevard between Plaza Street and Woodside Avenue. This project includes two design options:

Option 1 would install a Class II bicycle lane on Laguna Honda Boulevard in the northbound direction by removing one northbound travel lane from Woodside Avenue to approximately 320 feet north of Plaza Street. Option 1 would install a Class II bicycle lane in the southbound direction on Laguna Honda Boulevard by removing one southbound travel lane from 115 feet south of Plaza Street to Dewey Boulevard. Option 1 would also install a Class II left-turn bicycle lane on southbound Laguna Honda Boulevard approaching the Laguna Honda Boulevard/Dewey Boulevard intersection. Option 1 does not involve parking removal.

Option 2 would install Class II bicycle lanes in both directions on Laguna Honda Boulevard by widening the roadway and narrowing portions of the median. Option 2 does not involve travel lane or parking removal.

Project 6-4 Laguna Honda Boulevard Bicycle Lanes, Portola Drive to Woodside Avenue

This project would add a new route to the City's existing bicycle route network on northbound Laguna Honda Boulevard from Portola Drive to Woodside Avenue.

This project would involve creating a new bicycle route with a Class II bicycle lane in the northbound direction on Laguna Honda Boulevard from Portola Drive to Woodside Avenue and adding a Class II bicycle lane to the existing Class III bicycle route in the southbound direction.

This project would narrow travel lanes and establish Class II bicycle lanes in both directions by removing approximately five parking spaces. This project 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. The proposed bus stop modification would remove approximately eight parking spaces.

Project 6-5 Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard

This project would involve the installation of Class II bicycle lanes in both directions on Portola Drive between Corbett Avenue and the intersection of O'Shaughnessy Boulevard and Woodside Avenue.

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 300 feet east of O'Shaughnessy Boulevard to 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. This project 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. 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.

Project 6-6 Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard

This project would involve the installation of Class II and Class III bicycle facilities in both directions between the intersections of O'Shaughnessy Boulevard/Woodside Avenue and Sloat Boulevard/St. Francis Boulevard. This project includes two design options:

Option 1

Option 1 would install a Class II bicycle lane in the eastbound direction on Portola Drive as follows: from St. Francis Boulevard to Evelyn Way by removing approximately 240 parking spaces and from Evelyn Way to O'Shaughnessy Boulevard by removing one eastbound travel lane.

Option 1 would install a Class II bicycle lane in the westbound direction on Portola Drive as follows: from Woodside Avenue to Sydney Way/Fowler Avenue by removing one left-turn lane approaching Fowler Avenue from Sydney Way to Evelyn Way by narrowing travel lanes; and from Laguna Honda Boulevard to Waitham Way by narrowing travel lanes.

Option 1 would add sharrows to the existing Class III bicycle route on Portola Drive in the westbound direction as follows: from Evelyn Way to Laguna Honda Boulevard and from Waitham Way to Sloat Boulevard.

Option 2

Option 2 would install a Class II bicycle lane in the eastbound direction on Portola Drive from St. Francis Boulevard to Evelyn Way by narrowing travel lanes.

Option 2 would install sharrows on the existing Class III bicycle route in the eastbound direction on Portola Drive from Evelyn Way to Woodside Avenue.

Option 2 would install sharrows on the existing Class III bicycle route in the westbound direction on Portola Drive as follows: from Woodside Avenue to Laguna Honda Boulevard and from Waitham Way to Sloat Boulevard.

Option 2 would install a Class II bicycle lane in the westbound direction by narrowing travel lanes from Laguna Honda Boulevard to Waitham Way.

Project 7-1 Intersection Improvements at 7th Avenue and Lincoln Way

This project was implemented prior to the Bicycle Plan injunction. It involved the modification of the raised median on Lincoln Way at 7th Avenue to allow southbound bicyclists to cross Lincoln Way without riding in the crosswalk.

The raised median on the west side of the intersection was cut back from the west crosswalk to five feet easterly. There were no travel lane removals or parking changes associated with this project.

Project 7-2 7th Avenue Bicycle Lanes, Lawton Street to Lincoln Way

This project would add a new route to the City's existing bicycle route network.

The project would involve the installation of Class II and Class III bicycle facilities in both directions on 7th Avenue between Lawton Street and Lincoln Way.

This project would install Class II bicycle lanes in both directions on 7th Avenue between Lawton Street and Judah Street by removing one southbound travel lane. From Lincoln Way to Judah Street, one travel lane would be converted to a center two-way left turn lane and sharrows would be added in both directions.

Project 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes, El Camino Del Mar to Cabrillo Street

This project would involve the installation of Class II and Class III bicycle facilities in both directions on Great Highway and Point Lobos Avenue between Cabrillo Street and El Camino Del Mar.

This project is divided into two segments:

Segment I would extend along Point Lobos Avenue to Great Highway from 48th Avenue/El Camino Del Mar to Balboa Street. This project would install Class II bicycle lanes in both directions by removing one travel lane in each direction along Segment I. The southbound Class II 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. The Class II southbound bicycle lane would continue on Great Highway from approximately 600 feet north of Balboa Street to Balboa Street. Sharrows will be added on the travel lane at this downhill section of the road. This project would remove approximately ten parking spaces along Segment I.

Segment II would extend on Great Highway from Balboa Street to Cabrillo Street. This project would install Class II bicycle lanes in both directions by narrowing the northbound travel lanes along Segment II. This project would convert the painted buffer area between the southbound travel lanes and the parking area into a southbound Class II bicycle lane. This project would provide a connection to the existing Class II bicycle lanes on Cabrillo Street through the Cabrillo Plaza. There would be no travel lane or parking removals along Segment II.

Project 7-4 John F. Kennedy Drive Bicycle Lanes, Kezar to Transverse Drives

This project would involve the installation of Class II bicycle lanes in both directions on John F. Kennedy Drive from Kezar Drive to Transverse Drive in Golden Gate Park.

This project 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.

Project 7-5 Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway

This project would involve the installation of Class II bicycle lanes in both directions on Kirkham Street between 9th Avenue and Great Highway. This project would be divided into six segments.

Segment I would include Kirkham Street between 9th Avenue and Funston Avenue, Kirkham Street between 17th Avenue and 18th Avenue, Kirkham Street between 20th Avenue and 36th Avenue, and Kirkham Street between 37th Avenue and Great Highway. The proposed option

for this segment would involve installation of Class II bicycle lanes in both directions. The proposed option would not involve travel lane or parking removal.

Segment II would include Kirkham Street between Funston Avenue and 17th Avenue. The proposed option for this segment would involve installation of Class II bicycle lanes in both directions, with painted or raised pedestrian refuges added at the intersections. The proposal for this segment would not involve travel lane or parking removal. However, the travel lanes would be narrowed at the intersections to create the pedestrian refuge areas.

Segment III would include Kirkham Street between 18th Avenue and 19th Avenue. There are two design options for this segment:

Segment III Option 1 would involve removal of approximately 10 parking spaces on the north side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment III Option 2 would involve installation of a Class II bicycle lane in the eastbound direction and installation of sharrows along the existing Class III bicycle route in the westbound direction on Kirkham Street. This option would not involve travel lane or parking removal.

Segment IV would include Kirkham Street between 19th Avenue and 20th Avenue. There are two design options for this segment:

Segment IV Option 1 would involve removal of approximately 12 parking spaces on the south side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment IV Option 2 would involve installation of a Class II bicycle lane in the westbound direction and installation of sharrows along the existing Class III bicycle route in the eastbound direction on Kirkham Street. This option would not involve travel lane or parking removal.

Segment V would include Kirkham Street between 36th Avenue and Sunset Boulevard. There are two design options for this segment:

Segment V Option 1 would involve removal of approximately four parking spaces on the north side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment V Option 2 would involve installation of a Class II bicycle lane in the eastbound direction and installation of sharrows along the existing Class III bicycle route in the westbound direction on Kirkham Street. This option would not involve travel lane or parking removal.

Segment VI would be Kirkham Street between 37th Avenue and Sunset Boulevard. There are two design options for this segment:

Segment VI Option 1 would involve removal of approximately four parking spaces on the south side of Kirkham Street and installation of Class II bicycle lanes in both directions. This option would not involve travel lane removal.

Segment VI Option 2 would involve installation of a Class II bicycle lane in the westbound direction and installation of sharrows along the existing Class III bicycle facility route in the eastbound direction of Kirkham Street. This option would not involve travel lane or parking removal.

Project 7-6 Page and Stanyan Streets Intersection Traffic Signal Improvements

This project would involve signalization of the intersection of Page and Stanyan Streets and would include other improvements, as described below.

The proposed signal at this intersection would facilitate pedestrian and bicycle access to the existing Class I pedestrian and bicycle multi-use path in Golden Gate Park, west of Stanyan Street. Improvements would include new traffic signals and improved curb ramps. This project would not remove any travel lanes or parking.

Project 8-1 19th Avenue Mixed-Use Path, Buckingham Way to Holloway Avenue

This project would add a new route to the City's existing bicycle route network.

This project would involve the installation of a two-way Class I bicycle path between Buckingham Way and Holloway Avenue either along the west side of 19th Avenue or through the San Francisco State University (SFSU) campus. This project includes two design options:

Option 1 would add a two-way Class I bicycle path along the west side of 19th Avenue between Buckingham Way and Holloway Avenue by removing approximately 45 vehicle and 35 motorcycle parking spaces and by shifting the existing sidewalk westerly into the SFSU campus right-of-way. Approximately 300 feet north of Holloway Avenue, the path would shift westerly into the campus to avoid conflicts with the existing transit

stop and main pedestrian entrance to campus, and would terminate at Holloway Avenue near Cardenas Avenue.

Option 2 would add a two-way Class I bicycle path through the SFSU campus between Buckingham Way and Holloway Avenue, as called for in the SFSU Campus Master Plan.³ Long-term SFSU plans include building a new bicycle and pedestrian bridge with a 32-foot wide deck through SFSU. The proposed bridge would connect the student housing complex University Park North, with the north side of Thornton Hall. The proposed bridge would provide two 10-foot sidewalks for pedestrians and two 6-foot Class I unidirectional bicycle paths for bicyclists.

Project 8-2 Buckingham Way Bicycle Lanes, 19th Avenue to 20th Avenue

This project would involve the installation of Class II bicycle lanes in both directions on Buckingham Way between 19th Avenue and 20th 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.

Project 8-3 Holloway Avenue Bicycle Lanes, Junipero Serra Boulevard to Varela Avenue

This project would involve the installation of Class II bicycle lanes in both directions on Holloway Avenue between Junipero Serra Boulevard and Varela Avenues. This project includes two design options:

Option 1 would remove one travel lane in each direction and install Class II bicycle lanes in both directions on Holloway Avenue.

Option 2 would install Class II bicycle lanes in both directions by removing approximately 50 parking spaces on Holloway Avenue between Junipero Serra Boulevard and 19th Avenue and removing approximately seven parking spaces on the south side of Holloway Avenue between 19th and Varela Avenues. The eastbound Holloway Avenue approach to 19th Avenue would be striped with a Class II bicycle lane, one shared through and right traffic lane, and one left-turn only lane.

³ San Francisco State University Campus Master Plan, reviewed online February 27, 2008 at <http://www.sfsu-masterplan.org/MasterPlan.html>.

Project 8-4 John Muir Drive Bicycle Lanes, Lake Merced Boulevard to Skyline Boulevard

This project would involve the installation of Class II bicycle lanes in both directions on John Muir Drive between Lake Merced Boulevard and Skyline Boulevard.

This project would add continuous Class II bicycle lanes in both directions except for the segment in front of the Lake Merced Apartments where there is currently angled parking on the south side of the street and where Muni buses stop in the travel lanes. Sharrows would be added in the eastbound direction to the existing Class III bicycle route along this segment. This project would not involve travel lane or parking removals.

Project 8-5 Sloat Boulevard Bicycle Lanes, Great Highway to Skyline Boulevard

This project would involve the installation of Class II bicycle lanes in both directions on Sloat Boulevard between Great Highway and Skyline Boulevard.

This project would remove one travel lane in the westbound direction between Skyline Boulevard and Lower Great Highway and remove one travel lane in the eastbound direction from Lower Great Highway to 41st Avenue. There would be no parking loss associated with this project.

This project would include the installation of a bicycle box at the intersection of Sloat Boulevard at Great Highway in the westbound direction. A bicycle box is a striping treatment that includes a Class II bicycle lane leading to a box situated in advance of a crosswalk, with an advance stop limit bar for motor vehicles to allow bicyclists to move in front of a queue of motor vehicle traffic and position themselves for a through or left-turn movement during a red signal.

On the eastbound approach to Skyline Boulevard, this project would establish a “Right Lane Must Turn Right Except for Muni” regulation on Sloat Boulevard from 350 feet west of Skyline Boulevard to Skyline Boulevard. This project would convert a Muni bus stop on eastbound Sloat Boulevard at Skyline Boulevard into a bus zone and would relocate the westbound mid-block bus zone at Sloat Boulevard and Lower Great Highway to 47th Avenue.

This project would establish a “Right Lane Must Turn Right Except for Muni” regulation for westbound Sloat Boulevard between 37th Avenue and 39th Avenue, reducing the through movement to one travel lane. This would allow the addition of a westbound bicycle lane on Sloat Boulevard beginning at 37th Avenue.

Programmatic Review. Program-level 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 be logical parts in the chain of contemplated actions. Program-level review is used in connection with issuance of rules, plans or other general criteria to govern the conduct of a continuing program.

Programmatic review also is appropriate for individual activities carried out under the same authorizing statutory or regulatory authority, that have generally similar environmental effects which can be mitigated in similar ways. [CEQA Guidelines, Section 15168.]

Program-level review has been selected as the appropriate level of CEQA review for this revision to the San Francisco Bicycle Plan, as well as amendments to the *General Plan*, *Planning Code*, and the *Traffic Code*, because the Bicycle Plan generally promulgates policies and goals that would result in a logical series of contemplated actions to further enhance and encourage bicycling within the City. Adoption and implementation of the Bicycle Plan would be accompanied by amendments to the *General Plan*, *Planning Code*, and the *Traffic Code* to reflect the updated Bicycle Plan and implement its policies.

A. Long-term improvements

Long-term improvement projects are either major improvements to segments of the existing bicycle route network or are potential future additions of new streets and pathways to the bicycle route network and may require additional environmental review in the future. Specific designs for these projects have not been developed as of publication of this document. These proposed long-term improvements include a wide range of potential design features that would, in accordance with the goals of the Bicycle Plan, enhance the overall connectivity and safety of the bicycle route network for bicyclists and help increase bicycle use.

The impacts of these future improvements are evaluated at a program level in this analysis with regard to the Proposed Project footprint (the affected street right-of-way and park land, as indicated in Figure 1) and may require further project-level analysis that would consider the potential environmental impacts of these improvements in a separate environmental review process once specific project designs are developed.

The anticipated long-term improvements, which are encompassed by the present environmental review, may include, but are not limited to, the following design elements to improve bicycle travel: signage changes; pavement marking such as the installation of colored pavement materials and the installation of sharrows; modifications to bus zones and parking configurations such as changes to the location, configuration, and number of metered or unmetered parking spaces and loading zones; changes to the locations and configurations of

curbs, sidewalks, and medians (including both planted and unplanted), including widening of roadways; reconfiguration of intersections to improve bicycle crossings, including installation of bicycle traffic signals; the installation of traffic calming devices, including designation of bicycle boulevards that prioritize bicycle travel over other transportation modes; installation of bicycle lanes, pathways or other bicycle facilities, including those created in conjunction with the narrowing of traffic lanes; and the designation of shared bicycle and transit lanes.

In addition, long-term improvements along the following rights-of-way are analyzed at a program level:

- Battery Street between Clay Street to The Embarcadero
- Bay Trail improvements in the vicinity of Fisherman's Wharf and Hunters Point Boulevard
- Brotherhood Way between Arch Street and Lake Merced Boulevard
- Capp Street between 15th Street and 26th Street
- Geary Boulevard between 25th Avenue and Divisadero Street
- Golden Gate Avenue between Baker Street and Market Street
- Harold Avenue between Holloway Avenue and Ocean Avenue
- Holloway Avenue between Harold Avenue and Junipero Serra Boulevard
- Industrial Street between Loomis Street and Oakdale Avenue
- Lee Avenue between Holloway Avenue and Phelan Avenue
- Mansell Street/Persia Avenue between Ocean Avenue and University Street
- Mendell Street between Oakdale Avenue and Palou Avenue
- Mission Creek Bikeway between 4th Street and Harrison Street
- Monterey Boulevard between Circular Avenue and Genessee Street
- Monterey Boulevard between Junipero Serra Boulevard and San Benito Way
- Oak Street between Baker Street and Scott Street
- O'Farrell Street between Market Street and Polk Street
- Pier 70 between 18th Street and 22nd Street
- Shotwell Street between 14th Street and 26th Street
- Stanyan Street between Frederick Street and Fulton Street

Other program-level analysis is provided for bicycle routes along the street right-of-way in the Bayview neighborhood. The City is currently working with the Bayview Hunters Point community (BVHP) to develop plans to reduce truck traffic along Third Street and in the surrounding residential areas. This effort has resulted in development of the Bayview

Transportation Improvements Project (BTIP).⁴ Currently, the BTIP includes consideration of several truck route alternatives referred to as Build Alternatives. Each Build Alternative consists of one (1) northern and one (1) southern truck route alignment. Preliminary analysis has resulted in four (4) southern and two (2) northern build alternatives, which are undergoing environmental review in a separate process from this one. The BTIP Build Alternatives propose several changes to the bicycle route network to reduce conflicts between bicyclists and trucks on streets that are proposed as designated truck routes. The bicycle route network changes associated with the BTIP will be analyzed at a program-level in this analysis and are summarized below.

For all BTIP Build Alternatives:

Proposed relocation of Bicycle Route #805:

From: Arelious Walker Drive (between Carroll and Gilman Avenues) and Carroll Avenue (between Arelious Walker Drive and Jennings Street).

To: Gilman Avenue (between Arelious Walker Drive and Jennings Street) and Jennings Street (between Gilman and Carroll Avenues).

For all BTIP Southern Build Alternatives:

Proposed bicycle lanes on Gilman Avenue between Donahue Street and Arelious Walker Drive.

Proposed bicycle lanes on Harney Way Extension between Jamestown Avenue and Gilman Avenues.

Proposed bicycle lanes on Jamestown Avenue Extension and Hunters Point Expressway.

Proposed bicycle lanes on Alana Way between US 101 and Harney Way.

Proposed bicycle lanes on Harney Way between Alana Way and Jamestown Avenue.

For BTIP S1-Walker Bridge Build Alternative:

Proposed bicycle lanes on Arelious Walker Drive Extension between Bancroft Avenue and Crisp Avenue.

Proposed bicycle lanes on Crisp Avenue between Arelious Walker Drive Extension and Spear Street.

⁴ For more information regarding the BTIP, please see <http://www.bayviewtrans.org>.

Proposed bicycle path along Crisp Avenue right-of-way between the intersection of Palou/Griffith and Arelious Walker Drive Extension.

For BTIP S2-Griffith Bridge and S3-Ingalls Street Build Alternatives:

Proposed bicycle lanes on Crisp Avenue between the intersection of Palou Avenue/Griffith Street and Spear Street.

For BTIP S4-Underwood Avenue Build Alternative:

Proposed bicycle lanes on Underwood Avenue between Hawes Street and Arelious Walker Drive Extension.

Proposed bicycle lanes on Crisp Avenue between Arelious Walker Drive Extension and Spear Street.

Proposed bicycle path along Crisp Avenue right-of-way between the intersection of Palou Avenue/Griffith Street and Arelious Walker Drive Extension.

B. Minor Improvements

Program-level review also is provided for minor improvements that include the following design elements to improve bicycle travel: minor pavement marking and signage changes such as the installation of colored pavement materials or installation of sharrows; minor changes to intersection traffic signal timing plans; and the installation of bicycle racks in the public right-of-way. These improvements would require minimal physical modifications to the roadway. The aim of this analysis is to provide program-level environmental review of these types of minor physical modifications such that they may be implemented with minimal, if any, additional CEQA documentation.

In particular, the environmental analysis provided for the installation of sharrows should be sufficient such that sharrows may be added to any segment of the bicycle route network without further CEQA review. Sharrows assist bicyclists with proper placement within a traffic lane where bicyclists and motorists share the same travel lane. Sharrows are a type of traffic control device that consists of simple pavement markings with minimal physical environmental impacts. Please see Figure 2 for an illustration of sharrows and their typical placement in the street right-of-way. Sharrows would typically be installed along existing bicycle route network streets where there is not sufficient room to install bicycle lanes, in order to assist bicyclists with proper lane placement and to remind motorists to expect the presence of bicyclists. The addition of sharrows to the existing bicycle route network within the street right-of-way in San Francisco would likely result in similar potential environmental impacts no matter where



SAN FRANCISCO BICYCLE PLAN PROJECT
FIGURE 2: ILLUSTRATION OF SHARROWS

sharrows are installed, and these potential environmental impacts may be addressed in a similar way. Therefore, program-level review is appropriate. Any issues related to the installation of sharrows not anticipated by this review would be addressed through site-specific design treatments.

Bicyclists need bicycle parking facilities that provide reasonable protection against theft, vandalism, and weather. In 1993, the City's Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) approved Bicycle Rack Placement Criteria.⁵ These criteria describe appropriate placement of bicycle racks along the public right-of-way, as well as the minimum area required by the racks. These guidelines address how bicycle racks may be installed while maintaining adequate sidewalk clearance width for pedestrians and limiting impediments within the public right-of-way. The Bicycle Plan proposes to amend the guidelines governing the installation of bicycle racks within the City. Analysis of potential environmental impacts resulting from the amended guidelines would be provided in this CEQA analysis under the assumption that bicycle racks anywhere in the City within the public right-of-way, generally on sidewalk areas with adequate disability access clearance, would have similar environmental impacts that may be mitigated in a similar way. The environmental analysis provided for the installation of bicycle racks, which follow the amended guidelines, should be sufficient at a programmatic level such that bicycle racks may be added in the public right-of-way in locations throughout the City subject to the amended guidelines without further CEQA review.

Project Schedule. Near-term improvements would be implemented within the five years following approval of the Proposed Project, which cannot occur until completion of the environmental review process and the lifting of the Superior Court's injunction. No schedule currently exists for the long-term improvements or minor improvements. However, it is anticipated that minor improvements would be implemented as necessary following approval of the Proposed Project and the lifting of the Superior Court's injunction.

Project Approvals. The Proposed Project would not require any variances, special authorizations, or changes to the City zoning maps. After certification of the EIR by the San Francisco Planning Commission (CPC) and any appeal to the San Francisco Board of Supervisors (BOS), approvals required for the Proposed Project are listed here as well as in Section C, Compatibility with Existing Zoning and Plans.

- Approval of Bicycle Plan by the MTA Board of Directors and the BOS
- Recommendation by the CPC and approval by the BOS of amendments to the *General Plan* and *Planning Code*

⁵ To review the Bicycle Rack Placement Criteria, please see the MTA website at: http://www.sfmta.com/cms/uploadedfiles/dpt/bike/Bike_Parking/BIKEPARKINGGuidelines.pdf.

- Recommendation by the MTA Board of Directors and approval by the BOS of amendments to the *Traffic Code*
- Legislation from BOS and/or MTA action to implement specific projects
- Approval of the Recreation and Park Commission for implementation of certain bicycle improvements on RPD lands
- Certification by the Metropolitan Transportation Commission (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

As noted above, long-term improvements will be evaluated in the EIR at a program-level. Impacts of these improvements are evaluated with regard to the Proposed Project footprint, and may require further project-level analysis in separate environmental review processes once specific project descriptions are developed. Near-term improvements analyzed at a project-level would not require further environmental analysis.

B. PROJECT SETTING

Existing Site Conditions. As described above and illustrated in Figure 1, the project site consists of various locations throughout San Francisco. The project site is primarily along the public street right-of-way, but also includes bicycle facilities on other public land. The existing site conditions consist of the existing bicycle route network that is laid out primarily along streets and thoroughfares throughout the City. For those segments within park land, many are within street right-of-ways such as the bicycle routes along Lincoln Boulevard in the Presidio or John F. Kennedy Drive in Golden Gate Park. Other bicycle network routes located in parks are typically paved paths such as the bicycle paths through the Panhandle near Golden Gate Park or around Lake Merced.

San Francisco's neighborhood districts are conducive to neighborhood bicycle trips. There also are opportunities to access recreational resources, employment, schools and public services throughout the City. As described in the Policy Framework, unique City resources, such as Golden Gate Park, Crissy Field, the Presidio, Ocean Beach, Lake Merced, Candlestick Point Recreation Area, John McLaren Park, and the Golden Gate Bridge, provide "bikeable" recreation opportunities in or near most neighborhoods. Commercial activities and employment districts are scattered across the City, attracting bicycle commuters and creating many "bikeable" shopping opportunities. Major public buildings, such as City Hall and the Main Library, are near the center of the City where traffic and parking are difficult; consequently, a comprehensive network of bicycle facilities provides another viable option to access these public services.

San Francisco has approximately 780,000 residents within approximately 47 square miles and an average population density of 16,500 persons per square mile. According to the Policy Framework, San Francisco has the highest bicycle-to-work mode share of major U.S. cities having more than 500,000 inhabitants. According to the Rides for Bay Area Commuters 2003 Commute Profile, about 2 percent of all San Francisco residents cycle to work, five times the national average of 0.4 percent, and about two and one-half times the state average of 0.8 percent.⁶ Twenty-two percent of all Bay Area residents surveyed consider bicycling a viable option for their commute choice, while 32 percent of those surveyed cited that travel distance was the greatest obstacle for them to bicycle to work. The average San Francisco resident travels 10 miles to work in 29 minutes and three out of four residents live and work in the City.

The City's topography and high traffic volumes are among the existing obstacles to bicycle use. San Francisco's densely-built urban environment sometimes constrains the ability to provide exclusive right-of-way to many competing transportation modes, including pedestrians, motor vehicles, transit, and bicyclists. When transportation-related improvements are made, the impacts to other modes must be taken into consideration and balanced with the overall transportation system in the City.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Planning Code and Zoning. The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. The Proposed Project would not require variances, special authorizations, or changes to the Zoning Maps. However, incorporation of the Policy Framework would include changes to the *Planning Code*, primarily related to requirements for bicycle parking facilities, such as a reduction in the number of vehicle spaces required in buildings where Class I bicycle parking is provided.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City's *Planning Code* to establish eight *Priority Policies*. These policies, and the sections of this Environmental Evaluation addressing

⁶ October 2003 Commuter Profile, accessed online at http://rideshare.511.org/research/commuter_profile2003.asp on February 11, 2008.

the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the Proposed Project or legislation is consistent with the Priority Policies.

The consistency of the Proposed Project with the environmental topics associated with the Priority Policies is discussed in Section E, Evaluation of Environmental Effects, which provides information for use in the case report for the Proposed Project. The case report and approval motions for the Proposed Project will contain the Department's comprehensive project analysis and findings regarding consistency of the Proposed Project with the Priority Policies.

General Plan. The City's *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the Proposed Project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the Proposed Project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision regarding whether to approve the Proposed Project. Any potential conflicts identified as part of this process would not alter the physical environmental effects of the Proposed Project.

As described in Checklist Item 1, Land Use and Land Use Planning, p. 52, the Proposed Project would amend the *General Plan* to reflect the goals and objectives of the updated Bicycle Plan.

The Metropolitan Transportation Commission (MTC) is the transportation, planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The MTC Regional Bicycle Plan (Regional Bicycle Plan) is a component of the 2001 Regional Transportation Plan for the San Francisco Bay Area, which will be updated in 2009. The Regional Bicycle Plan provides a framework for identifying regional priorities for bicycle routes and facilities. It recommends a series of activities and policies to encourage bicycling at the regional level. As MTC defers to local decision making about specific bicycle routes and

facilities, the San Francisco Bicycle Plan is consistent with the Regional Bicycle Plan and would continue to be so following approval and implementation of the current project.

Approvals and Permits. The Proposed Project would not require any variances, special authorizations, or changes to the City's zoning maps. After certification of the EIR by the San Francisco Planning Commission (CPC) and any appeal to the Board of Supervisors (BOS), the Proposed Project would require the following approvals:

- Approval of Bicycle Plan by MTA Board of Directors and the BOS
- Recommendation by the CPC and approval by the BOS for amendments to the *General Plan* and the *Planning Code*
- Recommendation from the MTA Board of Directors and approval by the BOS of amendments to the *Traffic Code*
- Legislation from BOS and/or MTA action to implement specific projects
- Approval of the Recreation and Park Commission for implementation of certain bicycle improvements on RPD lands
- Certification by the Metropolitan Transportation Commission (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

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The Proposed Project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

<input type="checkbox"/> Land Use	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology/ Water Quality
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Recreation	<input type="checkbox"/> Hazards/Hazardous Materials
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input checked="" type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agricultural Resources
<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Significance

E. EVALUATION OF ENVIRONMENTAL EFFECTS

This Initial Study examines the Proposed Project to identify potential effects on the environment. For all items checked "Less than significant Impact," "No Impact," or "Not Applicable," staff has determined that the Proposed Project would not have a significant adverse environmental effect. These issues are analyzed below, and conclusions regarding effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*. For issues requiring

mitigation to reduce the impact to a less-than-significant level, which include construction air quality, archeological resources, and biological resources, mitigation measures are specified at the end of this document, pp. 84 to 86, and are referred to in the environmental analysis.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Community and Character. The Proposed Project would include implementation of a bicycle transportation policy framework and improvements to the existing bicycle route network located within the public street right-of-way and on some park land in San Francisco. While the Proposed Project would result in physical changes to such right-of-ways and park land, there would be no changes to the surrounding land uses as a result of the Proposed Project and above-grade structures would not be constructed. Therefore, the Proposed Project would not physically divide an established community, nor would it have a substantial impact on the character of the vicinity.

Land Use Plan, Policies, and Regulations. As noted above under Section C, Compatibility with Existing Zoning and Plans, the Proposed Project would not conflict with any zoning regulations because all work would occur within the public right-of-way or on park land and no above-ground structures would be constructed. The Proposed Project would not conflict with any elements in the *General Plan* and would be consistent with the principles found in the City's Transit-first Policy. The Proposed Project would serve to supplement, amend and implement policies from the *General Plan* that would reflect the updated Bicycle Plan and promote an alternative transportation mode. Thus, the Proposed Project would not have significant adverse land use impacts.

Cumulative Effects. The Proposed Project is consistent with zoning regulations and the *General Plan* and would not have any significant cumulative land use impacts with any known past, present, or future projects in the City. The Project only would result in physical changes to the public right-of-way or park land. Surrounding land uses would not be affected, and thus, the Proposed Project would not have any cumulative impacts with other projects involving these surrounding land uses.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Scenic Vistas, Light, and Glare. The Proposed Project would result in physical changes within the street right-of-way as well as to existing and future bicycle facilities on some park land. Some portions of the project site are along streets that have been identified in the *General Plan* as important to urban design and views or which have excellent or good views.⁷ The Proposed Project would include the addition of signs along some of these streets, but such signs would not be excessively large and would not obstruct views or cast perceptible shadows.

In addition, no above-grade structures would be constructed. The Proposed Project would require lighting of not less than one foot-candle at ground-level for bicycle parking areas, but no street lights would be added or removed. As a result, the Proposed Project would not affect a scenic vista, nor would it create new sources of substantial light or glare, or cast shadows. Therefore, the Proposed Project would have no significant impacts with respect to scenic vistas, light, or glare.

Scenic Resources. Implementation of the Proposed Project would occur entirely within the public right-of-way and on some park land. Portions of State Highway 1, which includes 19th Avenue within San Francisco, are eligible for Scenic Highway Status.⁸ However, 19th Avenue is not an Officially Designated Scenic Highway, nor are bicycle facilities proposed within the 19th

⁷ Urban Design Element of the *General Plan*. Maps titled, *Street Areas Important to Urban Design and Views* and *Quality of Street Views*. Accessed online November 8, 2007 at http://www.sfgov.org/site/planning_index.asp?id=41416.

⁸ The status of a state scenic highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway.

Avenue traffic right-of-way. The Proposed Project would not remove or construct above-grade structures along a scenic highway.

Article 6 of the *Planning Code* governs signs in the City. Section 603 exempts governmental traffic control signs from the provisions of Article 6. Portions of the Proposed Project would include improvements along designated scenic streets, which are identified in *Planning Code* Section 608.6. *Planning Code* Section 608.6 regulates the placement of signs along these designated scenic streets, and states that no general advertising sign and no other sign exceeding 200 square feet in area can be placed along such streets. The Proposed Project would include the addition of street signage. However, any new signs installed as a result of the Proposed Project would be smaller than those regulated under *Planning Code* Section 608.6. Therefore, there would not be a significant impact with respect to scenic street resources.

No other scenic resources would be affected, with the possible exception of trees within the street right-of-way and on some park land. Certain proposed improvement projects would require the removal of select street trees for implementation. However, as described below, the Urban Forestry Ordinance in the *Public Works Code* would require that appropriate permits be acquired to remove and replace any trees.

Public Works Code Sections 801 et seq. requires a permit from DPW to remove any protected trees.⁹ Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character. A landmark tree must have been found worthy of landmark status after public hearings at both the Urban Forestry Council and the BOS. A significant tree is a tree: a) either on private property or DPW property, b) within 10 feet of a public right-of-way, and c) that has a diameter at breast height (DBH)¹⁰ greater than 12 inches, a height greater than 20 feet, or a canopy greater than 15 feet. A street tree is a tree within the public right-of-way or on DPW's property. Removal of any landmark, significant, or street tree requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards.

The Planning Department, Department of Building Inspection (DBI) and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure Statement"

⁹ Board of Supervisors, Ordinance No. 17-06, amending *Public Works Code* Sections 801 et seq.

¹⁰ Diameter at Breast Height is 4.5 feet above the ground surface surrounding the tree.

accompany all permit applications that could potentially impact a protected tree whether the tree is on the subject site or on adjacent sites.

The Proposed Project may include the removal or relocation of significant or street trees. Accordingly, MTA would be required to obtain a permit from DPW.¹¹ In addition, the *Public Works Code* requires that another significant or street tree be planted in place of a removed tree, or that an in-lieu planting fee be paid. MTA would comply with these requirements; therefore, the Proposed Project would have a less-than-significant impact on scenic and biological street tree resources under DPW jurisdiction.

Trees on public park land outside of a DPW right-of-way may be affected by bicycle improvements. Any tree removal on RPD land would be carried out by RPD staff pursuant to *Recreation and Park Department Tree Removal Procedures*, which describe the circumstances for tree removal that would require public notification and a public comment period.¹² RPD staff responsible for care and maintenance of the landscape are trained in maintaining the scenic quality of San Francisco parks and public areas. Removal of trees on property maintained by the Port or the PUC would be subject to approval by those City agencies.

Bicycle routes that are not within the City's jurisdiction are not subject to the City's review and approval procedures. Any tree removal on land under the jurisdiction of the National Park Service or the State of California would be subject to the regulations and procedures of the responsible agency.

All non-DPW agencies would be expected to be sensitive to the removal of any tree that would otherwise be classified as a significant tree, but for lack of DPW jurisdiction. Thus, the Proposed Project would have a less-than-significant impact on scenic tree resources in areas outside of DPW's jurisdiction.

¹¹ As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, a notice regarding the tree removal will be posted for a period of up to 30 days. If objections to the removal are received, the removal will be scheduled for public hearing. If DPW denies the removal, the applicant can request the case be scheduled for a public hearing. After the hearing, a hearing officer will make a recommendation to the DPW Director, who in turn will issue a final decision. The DPW Director's decision may be appealed to the Board of Appeals.

¹² San Francisco Recreation and Park Department. 1997. *Tree Removal Procedures*. Adopted July 31, 1997. A copy of these procedures is available for review by appointment at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

No other scenic resources besides those discussed above exist within the project site. Therefore, the Proposed Project would result in less than significant impacts with respect to scenic resources.

Visual Character. Implementation of the Proposed Project would occur entirely within the public right-of-way and on some park land. The Proposed Project would not involve any changes to above-ground structures. Signs installed for identification of routes and traffic control measures would not be excessively large and would likely be similar to that found on many urban streets. Cyclists on the road affect the visual character of the urban environment. However, as with all kinds of traffic, such effects are temporary in nature and do not permanently alter the visual character of the environment. Therefore, the visual character and quality of the project site would not substantially change with implementation of the Proposed Project. There would be no significant adverse impacts related to visual character resulting from the Proposed Project.

Cumulative Effects. The Proposed Project would not involve any changes to above-ground structures and would not have a cumulative impact with other projects involving obstruction of scenic vistas, or excessive light or glare. Any removal of significant trees or street trees required by the Proposed Project would be subject to compliance with the *Public Works Code* and DPW regulation and would not have a significant cumulative impact with other projects. Any new signage required by the Proposed Project would comply with the *Planning Code* and thus would not contribute to any cumulative visual impacts beyond those already anticipated by the *Planning Code*. Therefore, there would be no cumulative significant adverse impacts related to visual character resulting from the Proposed Project.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Population. 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 (see Checklist Item 10, Utilities and Service Systems, p. 68). Therefore, the Proposed Project would have a less than significant impact on population.

Displacement. The Proposed Project consists of improvements that would occur within the public right-of-way and on some park land, and thus would not displace housing or persons. Therefore, there would be no significant adverse impacts related to the displacement of housing or persons.

Cumulative Effects. The Proposed Project would not induce growth and therefore, would not contribute to the City's overall population growth. Thus, the Proposed Project would not contribute to a cumulative impact on population or housing.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historic Resources. The Proposed Project would not affect above-ground infrastructure, nor would the Proposed Project result in the construction of new structures. Therefore, the Proposed Project would not directly affect historical architectural resources. As discussed under Checklist Item 2, Aesthetics, signage installed as part of the Proposed Project would comply with *Planning Code* requirements in Articles 6, 10 and 11, as appropriate, and would not affect the character of any nearby historic resources. Portions of the Proposed Project would be located in Golden Gate Park, which is listed on the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). Golden Gate Park also contains many individually-listed historic resources within its boundary. Cycling is a common existing use in the park. The Proposed Project might increase levels of bicycle use in Golden Gate Park.

This use would be consistent with current and projected uses for the Park. Thus, the Proposed Project would have a less-than-significant impact on Golden Gate Park and historic architectural resources.

Archeological Resources and Human Remains. The Planning Department has reviewed the Proposed Project for any potential impacts to archeological resources or human remains.¹³ The Planning Department found that the Proposed Project may require excavation in places to widen or narrow the roadway in the process of reconfiguring traffic lanes or parking, or to modify, install or remove medians. Excavation would be to a depth no greater than 24 inches. No project activities were identified that would result in a potential to adversely affect CEQA-significant archeological resources. However, three near-term improvement projects would be located in areas that contain or potentially contain archeological resources, as discussed below.

Project No. 2-3. Installation of 14th Street eastbound bike lane, Market Street to Dolores Street, resulted in converting 14th Street from two-way operation to one-way eastbound operation and the modification of the existing median island at the southeast intersection of 14th Street and Market Street. The project site is in the vicinity of Mission- and Mexican-period archeological resources from the period 1776 to the 1840s. However, this project has been implemented and this alteration did not adversely affect any potential archeological resources in the project vicinity.

Project No. 8-1. Installation of 19th Avenue mixed-use path, Buckingham Way to Holloway Avenue. One option for this project would occur within the campus of San Francisco State University (SFSU) and to occur would have to be implemented by the university. The alignment of the Proposed Project would be located in the vicinity of a recorded prehistoric archeological site (CA-SFR-25). SFSU completed an EIR for its Campus Master Plan, which was certified in November 2007.¹⁴ In addition to an inadvertent discovery mitigation measure, SFSU would implement additional mitigation measures with respect to potential archaeological resources. These mitigation measures specify subsurface testing to determine the presence of archeological resources by an archeologist for projects within 200 feet of CA-SFR-25, as well as appropriate procedures and requirements should any archeological resources be discovered. SFSU and the City and County of San Francisco have a Memorandum of Understanding (MOU)

¹³ Memorandum from Randall Dean to William Wycko, San Francisco Planning Department. The San Francisco Bicycle Plan Project (*Preliminary Archeological Evaluation*), March 4, 2008. This memorandum is available for review by appointment at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

¹⁴ San Francisco State University Campus Master Plan Environmental Impact Report, State Clearinghouse No. 2006102050, August 2007 (Certified November 13-14, 2007). Reviewed online February 27, 2008 at <http://www.sfsumasterplan.org/eir.html>.

that should the bicycle path be constructed that the EIR mitigation measures would be implemented.¹⁵

Project No. 4-4. Installation of Innes Avenue bike lanes, Donahue Street to Hunters Point Boulevard, would involve the installation of a Class II or Class III bicycle facility. One option would be to install sharrows in both directions, which would not involve soils disturbance. The other option would be to remove approximately 75 parking spaces on the south side of Innes Avenue from Hunters Point to Earl Street, and install bicycle lanes on both sides of the street. From Earl to Donahue Streets, bicycle lanes would be installed by removing approximately 60 parking spaces on both sides of the street and building an 8-foot wide planted median. These proposals are not expected to adversely affect an archeological resource. However, there are three recorded prehistoric midden sites within the project vicinity (CA-SFR-110, CA-SFR-11 and the Thomas Hawes Mound). In addition, a Chinese shrimp-fishing village, a potential historical archeological resource, was located near the intersection of Innes Avenue and Hunters Point Boulevard.

Given the possibility that unanticipated archeological resources may be impacted by the Proposed Project, MEA Standard Archeological Mitigation Measure 1 (Accidental Discovery) will be implemented. With this mitigation measure, the potential of the Proposed Project to affect significant archeological resources would be reduced to a less-than-significant level.

Since long-term improvements proposed in the Bicycle Plan are only being analyzed at a program-level in this analysis, potential effects on archeological resources resulting from future projects will require evaluation pursuant to CEQA as specific designs are developed. As previously discussed in the Project Description, portions of the long-term improvements are within the area included in the Bayview Transportation Improvements Project (BTIP). An Environmental Impact Statement/Environmental Impact Report for the BTIP is currently in preparation by the Federal Highway Administration (FHWA), Caltrans, and the City and County of San Francisco. Potential effects to archeological resources from the BTIP have been addressed in the *Final Historic Property Survey Report, Bayview Traffic Improvements Project* and the *Final Archeological Survey Report, Bayview Traffic Improvements Project*.¹⁶

Since minimal ground disturbance would occur as part of the Proposed Project (solely within the public right-of-way or on some park land) and recorded archeological sites occur in

¹⁵ Memorandum of Understanding between the City and County of San Francisco and California State University/San Francisco State University. October 29-30, 2007. MOU regarding environmental impacts and mitigation measures related to the Final Environmental Impact Report for the SFSU Campus Master Plan.

¹⁶ Jones and Stokes, October 2007.

proximity to some area of expected disturbance, subsurface cultural resources could be affected. Known or expected archeological sites within the project vicinity are, or potentially may be, CEQA-significant (CRHR-/NRHP-eligible) archeological resources. Thus, impacts to subsurface cultural resources could be potentially significant. Mitigation Measure 1, pp. 34 to 38, addresses how to treat cultural resources in the case that any are discovered during construction of the Proposed Project. Implementation of Mitigation Measure 1 would reduce potential impacts to archeological resources and human remains to a less-than -significant level.

Paleontological Resources. With respect to unique paleontological resources or sites, paleontological resources typically would be located below the depth of expected soils disturbance. Therefore, the Proposed Project is not anticipated to adversely affect paleontological resources.

Cumulative Effects. The Proposed Project would not affect above-ground infrastructure or involve the construction of new structures. Therefore, the Proposed Project would not directly affect historic resources nor would the project contribute to any potentially-significant cumulative effects to historic resources.

As stated above, the Proposed Project would involve minimal ground disturbance, which may impact subsurface cultural resources. However, implementation of Archeological Mitigation Measure 1 would reduce impacts to a less-than-significant level. Therefore, the Proposed Project would not contribute to potentially significant cumulative effects related to archeological resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Traffic. The Proposed Project could have potentially significant traffic and transit impacts. These impacts will be analyzed in the Transportation Impact Analysis report, which will serve as the basis of the analysis of transportation impacts in the EIR.

Traffic Code Amendments. The Proposed Project would amend the *Traffic Code*. Changes would include the allowance of back-in-angled parking, the allowance of bikeways on sidewalks in limited circumstances and locations, and the allowance of bicyclists to ride in exclusive right-curb bus lanes on two-way streets. Potential environmental impacts related to implementation of these *Traffic Code* amendments will be analyzed in the transportation analysis in the EIR.

Air Traffic. 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. No above-ground structures would be constructed that could affect air traffic patterns. Therefore, Checklist Item 5(c) is not applicable.

Emergency Access. The Proposed Project would not change the existing street network in the City. Compliance with the *Public Works Code* and the *Fire Code* would ensure that neither construction activities nor the reconfiguration of features within the existing public right-of-way proposed by the project would affect existing emergency response or evacuation plans. Therefore, there would be a less than significant impact with respect to emergency response.

Alternative Transportation. The Proposed Project would support alternative transportation policies in the *General Plan*. The Proposed Project would have beneficial impacts for alternative transportation; thus, there would be no significant adverse impacts related to alternative transportation.

Cumulative Effects. Cumulative transportation and circulation impacts will be analyzed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction Noise. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *San Francisco Police Code*). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA)¹⁷ at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of DPW to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 P.M. and 7:00 A.M., unless the Director of the DPW authorizes a special permit for conducting the work during that period.

As previously stated, no buildings would be constructed as part of the Proposed Project. The Proposed Project would consist of street improvements within the public right-of-way. Many of the near-term improvements primarily involve applying pavement markings within the public

¹⁷ A decibel, or “dBA”, is a unit of measure for sound. “A” denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

right-of-way and would not result in significant noise generation. In a relatively small number of instances, the Proposed Project would result in street improvements that would require construction activities such as excavation, grading, repavement, and the installation or reconfiguration of medians. During those aspects of the Proposed Project occupants of nearby properties could be disturbed by construction noise. However, the increase in noise during construction of the Proposed Project would not be considered a significant impact because the construction noise would be temporary, intermittent, and restricted in occurrence and level, in compliance with the City's Noise Ordinance.

The construction industry, in general, is an existing source of noise 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. 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. Therefore, the contribution of construction noise associated with the Proposed Project would not be cumulatively considerable.

Operational Noise. Ambient noise levels in the vicinity of the Proposed Project are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, buses, emergency vehicles, and commercial activities. Noises generated by residential and commercial uses are common and generally tolerated in urban areas.

Since the Proposed Project consists of improvements to the bicycle route network, operational noise associated with the Proposed Project would be related to traffic. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. Traffic impacts will be analyzed in the EIR. Therefore, traffic-related noise impacts will also be analyzed in the EIR.

Airports. 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. Therefore, Checklist items 6(e) and 6(f) are not applicable.

Existing Noise Levels. As noted above, noises generated by residential and commercial uses are common and generally accepted in urban areas. Furthermore, the Proposed Project consists of transportation-related improvements, which are not affected by existing noise levels. There would be no significant adverse impacts related to existing noise levels.

Cumulative Effects. Cumulative noise impacts will be analyzed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Air Quality Plans and Standards. The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) set ambient air standards and related air quality reporting systems for regional regulatory agencies. Regional regulatory agencies develop mobile and stationary source control measures to meet the ambient air standards. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing and enforcing the federal and state ambient standards for criteria pollutants.¹⁸ Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀ & PM_{2.5}), and lead. The San Francisco Bay Area Air Basin encompasses the following counties: San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa and parts of Solano and Sonoma Counties. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM₁₀, and PM_{2.5}.¹⁹ The BAAQMD has adopted air quality management plans to address control methods and strategies for meeting air quality standards, the latest plans being the *Bay Area 2000 Clean Air Plan* and *2001 Ozone Attainment Plan*.

The Proposed Project consists of improvements to the bicycle route network for the purpose of encouraging bicycle use. While the improvements may serve to decrease automobile use and thus lessen automobile emissions, the near-term and long-term traffic impacts of the Proposed

¹⁸ State and federal air quality standards for and the Bay Area's attainment status can be viewed on the BAAQMD website at <http://www.baaqmd.gov>.

¹⁹ Ibid.

Project require analysis in the EIR. Therefore, air quality impacts are considered potentially significant and the analysis regarding whether the Proposed Project would conflict with or obstruct implementation of the applicable air quality plan will be provided in the EIR.

Construction Emissions. Air quality could potentially be affected during construction of the Proposed Project. Heavy-duty construction equipment would emit nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), hydrocarbons (HC), and PM₁₀ as a result of diesel fuel combustion. PM₁₀ also would be generated from construction activities such as excavation or soil movement.

Construction emissions during excavation and site grading could cause adverse effects on local air quality by adding wind-blown dust to the particulate matter in the atmosphere while soil is exposed. The BAAQMD, in its CEQA Guidelines, has identified a set of feasible PM₁₀ control measures for construction activities such as frequent watering of exposed soil, covering trucks hauling debris, and sweeping of adjacent streets that would be included as project conditions. In order to reduce or avoid potential impacts to air quality associated with the Proposed Project's construction (i.e., dust generation), MTA would implement Mitigation Measure 2, p. 38, which identifies dust control measures to be taken by the project contractor(s). With implementation of this measure, construction-related air quality effects of the Proposed Project would be reduced to a less-than-significant level.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. 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. Because construction activities at the site would be temporary and intermittent, the contribution to the cumulative context would not be significant. All of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented through Mitigation Measure 2, and the contribution of construction emissions associated with the Proposed Project would not be cumulatively considerable.

Operational Project and Cumulative Impacts. The determination of significant cumulative impacts is based on an evaluation of consistency of the Proposed Project with the local general plan and with the current air quality management plans. The *San Francisco General Plan* includes the 1997 Air Quality Element, updated in 2000, which is consistent with the *Bay Area 2000 Clean Air Plan*.

Since the Proposed Project consists of improvements to the bicycle route network, operational air quality associated with the Proposed Project would be related to traffic. Traffic and associated air-quality impacts will be analyzed in the EIR.

Odors. Diesel trucks used for construction and repaving efforts might generate diesel fuel exhaust. These effects would be limited to brief periods of construction in specific areas of the City, and would not generate intense or prolonged objectionable odors. The Proposed Project would have a less than significant effect on odors on or in the vicinity of the project site because construction activities under the Proposed Project would be brief in any given area of the project site.

Cumulative Effects. Cumulative impacts on air quality will be analyzed in the EIR. Climate change and effects of Green House Gases (GHGs), which are considered cumulative air impacts, will be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Wind. The Proposed Project would not result in the construction or removal of above-grade structures that could affect street-level wind conditions. Therefore, the Proposed Project would have no wind impacts.

Shadow. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from additional shadowing by new structures in all zoning districts. The Proposed Project would not result in the construction of above-ground structures which could cast shadows, and would not be subject to Section 295. Therefore, the Proposed Project would have no shadow impacts.

Cumulative Effects. The Proposed Project would not involve above-ground construction, and therefore, would not have any significant cumulative wind or shadow impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Use of Recreational Facilities and Resources. As described under Checklist Item 3, Population and Housing, the proposed improvements would not induce population growth. However, the Proposed Project may result in the increased use of existing parks and other recreational facilities due to increased accessibility of these facilities by bicycle along the existing and proposed bicycle route network. The increase in use of existing parks and recreational facilities would be throughout the City and not concentrated on a particular facility. Therefore, increased access and use would not result in the substantial physical deterioration of existing parks and recreational facilities. The Proposed Project would have less than significant impacts related to the use of recreational facilities and resources.

Construction/Degradation of Recreational Facilities and Resources. The Proposed Project would not physically degrade existing recreational resources. The Proposed Project may result in the construction of recreational facilities in the form of bicycle paths or bicycle lanes on park land. Bicycle facilities on RPD land would be constructed by RPD staff and would be built so as to avoid any significant adverse physical effects on a specific park resources or to public areas. As discussed above in Checklist item 2, Aesthetics, tree removal may be required as part of the Proposed Project, including projects on park land. As previously discussed, tree removal on RPD land would follow RPD's Tree Removal Procedures. Trees that are on property maintained by the Port or the PUC would be subject to approval by those City agencies. Bicycle routes that are not within the City's jurisdiction are not subject to the City's review and approval procedures. Any tree removal on land under the jurisdiction of the National Park Service or the State of California would be subject to the regulations and procedures of that agency. Therefore, the Proposed Project would not result in significant impacts with respect to the construction or degradation of recreational facilities and resources.

Cumulative Effects. The Proposed Project would have a dispersed, City-wide effect on recreational facilities that will not have any cumulative significant impact on any one, specific location.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is served by existing utilities and service systems including solid waste collection and disposal, wastewater and storm water collection and treatment, and water facilities. The Proposed Project consists of bicycle route network improvements and would not affect the demand for utilities and service systems.

Water, Wastewater, and Stormwater. No new water delivery or wastewater collection and treatment facilities would be required to serve the Proposed Project. The area of the Proposed Project's impact is within the public right-of-way within the City's street system and some park land. While drainage patterns in some places may change due to the reconfiguration of features in the right-of-way such as curb cuts and medians, storm water would continue to flow to the City's combined storm water and sewer system. It would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit prior to discharge into the Pacific Ocean. Changes in drainage resulting from the Proposed Project would not require expansion of wastewater treatment facilities or an extension of a sewer trunk line. Therefore, the Proposed Project would not result in significant adverse impacts related to water, wastewater, or stormwater.

Solid Waste. Solid waste associated with the Proposed Project would be solely related to construction; there would be no solid waste associated with operation of the Proposed Project. San Francisco's solid waste, following the sorting of recyclable materials at the Norcal transfer station near Candlestick Park, is disposed of at the Altamont Landfill in Alameda County and is required to meet federal, state and local solid waste regulations. With waste diversion and expansions that have occurred at the Altamont Landfill, the landfill has adequate capacity to accommodate San Francisco's solid waste. The solid waste associated with the Proposed Project's construction would be minimal, and therefore, would not substantially affect the projected life of the landfill. Thus, no associated significant impacts related to solid waste would occur as a result of the Proposed Project.

Cumulative Effects. Because construction activities at the site would be temporary and intermittent, the Proposed Project's contribution to cumulative impacts on utilities and service systems would not be significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Public Services. The project site is within an urban area that is served by existing public services including fire protection, police protection, schools, and parks. Because the Proposed Project would not induce growth or construct new buildings, the Proposed Project would not result in an increase in demand for fire protection, schools or parks. The Proposed Project would recommend increased enforcement by the SFPD of both motorist and bicyclist traffic violations that pose the greatest threat to safety.²⁰ The Proposed Project also would recommend increased enforcement of motorist violations in bicycle facilities, such as double parking or the operation of a motorcycle in a bicycle lane. However, increased enforcement of such violations committed by both motorists and bicyclists is not anticipated to result in an increased demand

²⁰ The top five causes of bicycle-related collisions in the City, accounting for 42 percent of reported accidents from 1998 to mid-2003, are (1) opening a car door when not safe, (2) failure to stop at the limit line on a red light, (3) moving at an unsafe speed, (4) failure to yield when turning left, and (5) driving on the wrong side of the roadway. With the exception of the first item, these collisions are caused by both motorists and cyclists in violation of California Vehicle Code. (Source: *Statewide Integrated Traffic Records System (SWITRS) data for 01/01/1998 through 06/01/2003.*)

for police service to a level that would necessitate the need for additional police facilities. Because the Proposed Project would not increase demand of public services, no new facilities would be required. Therefore, project impacts related to public services would be less than significant.

Cumulative Effects. The Proposed Project would not induce growth and thus would not contribute cumulatively to demand for public services.

Each public service provider must plan to accommodate growth within its service area under cumulative conditions. The Proposed Project would not exceed growth projections for the area, and as such, would be accommodated in the cumulative demand for public services.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Biological Resources. The Proposed Project would be completed within the existing public street right-of-way and on some park land, which consists primarily of paved surfaces and may also include trees located along the streets. The project site is in a densely developed urban area and, in general, does not support or provide habitat for rare or endangered species. RPD has

jurisdiction regarding bicycle facilities on RPD land. MTA has worked and would continue to work with RPD to design bicycle facilities within park land to avoid significant adverse effects on designated natural resource management areas and other biological resources as described below.

Any bicycle routes constructed on land owned by the Port or the PUC would be subject to City review by those agencies and would be required to comply with state and federal wildlife regulations. Bicycle routes that are not within the City's jurisdiction are not subject to the City's review and approval procedures. Any tree removal on land under the jurisdiction of the National Park Service, the State of California, Caltrans or the San Francisco Redevelopment Agency would be subject to the regulations and procedures of that agency. All City and non-City agencies would be required to comply with state and federal wildlife regulations. There would be no significant impacts regarding these biological resources.

The Proposed Project would include the removal of some trees (primarily street trees) in the DPW right-of-way. Therefore, the Proposed Project could affect migratory nesting birds. Nests of most birds (excluding only starlings and English sparrows) are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA) and California Department of Fish and Game (DFG) Codes 3503 and 3513. The DFG regulations protect nesting birds, their nests, and eggs prior to, during, and at the conclusion of construction activities. It is unknown at this time the exact location and number of trees affected by the Proposed Project. Mitigation Measure 3, p. 86, addresses how to comply with DFG regulations and avoid potential adverse impacts to nesting birds for near-term improvements where trees would be removed. Mitigation Measure 3 would mitigate potential impacts to these biological resources to a less-than-significant level.

Tree Preservation. As described under Checklist Item 2, Aesthetics, removal of protected trees within the DPW right-of-way or significant trees within ten feet of the right-of-way requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards.²¹ Protected trees include landmark trees, significant trees, or street trees located on private or public property within San Francisco as defined and described in the City's Urban Forestry Ordinance in the *Public Works Code*. Descriptions of these trees also are provided under Checklist Item 2, p. 53.

²¹ Board of Supervisors, Ordinance No. 17-06, amending *Public Works Code* Sections 801 et seq.

The Proposed Project may include the removal or relocation of significant or street trees. Accordingly, MTA would be required to obtain a permit from the DPW.²² In addition, the *Public Works Code* requires that another significant or street tree be planted in place of a removed tree or that an in-lieu planting fee be paid. MTA would comply with these requirements. Therefore, impacts related to significant or street tree removal would be less than significant.

The project site is not within a Habitat or Natural Community Conservation Plan area. Nor is it within any approved habitat conservation plan. Therefore, Checklist item 12(f) is not applicable.

Cumulative Effects. Biological resources potentially impacted by the Proposed Project would include street trees and possibly some trees on park land. In addition, nesting birds may exist within trees proposed for removal. As discussed above, removal of street trees would be regulated by permits from DPW and would include relocation or replacement at some other location. Thus, cumulative effects related to street tree removal would be less than significant. Potential impacts related to nesting birds would be mitigated by compliance with DFG regulations related to conducting biological surveys and the timing of tree removal. Therefore, the Proposed Project would not result in any cumulative significant impacts to biological resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology [now the California Geological Survey] Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

²² As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, it will be posted for a period of up to 30 days. If objections to the removal are received, the removal will be scheduled for public hearing. If DPW denies the removal, the applicant can request the case be scheduled for a public hearing. After the hearing, a hearing officer will make a recommendation to the DPW Director, who in turn will issue a final decision. The DPW Director's decision may be appealed to the Board of Appeals.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-A of the San Francisco Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Seismic Hazards. The Bay Area is one of the most seismically-active regions in the United States. Each year, low- and moderate-magnitude earthquakes occurring in or near the Bay Area are felt by residents of the City. The *General Plan* Community Safety Element and other local resources contain maps of areas of the City subject to geologic hazards. The project site is not within an Alquist-Priolo Earthquake Fault Zone. However, the project site would be subject to groundshaking from earthquakes along faults in the Bay Area, including the San Andreas and Northern Hayward faults. Because the Proposed Project is in a seismically active region, there is a potential for seismic-related ground failure at the project site. Portions of the project site may be subject to seismic-related liquefaction or landslides.²³ Although the potential for seismic groundshaking and ground failure to occur at the project site is unavoidable, no structures would be constructed which could expose people to new seismic-related hazards. Therefore, project impacts related to seismic hazards would be less than significant.

Soil Stability. The Proposed Project would involve minor excavation and grading for the reconfiguration of the street rights-of-way and sidewalks in places. The project site is mostly paved, with the exception of street trees located along the streets and sidewalks. The project site would remain mostly paved with implementation of the Proposed Project. Thus, operation of the Proposed Project would not result in substantial soil erosion or loss of topsoil. A grading

²³ State of California Division of Mines and Geology, *Seismic Hazard Zone Map* for San Francisco; *San Francisco General Plan*, Community Safety Element, Maps 4 and 5, 1995; and ABAG Liquefaction Hazard Maps, 2003.

permit would not be required for the Proposed Project, per *San Francisco Building Code* Section 3306 which exempts “Grading necessary for and incidental to and in connection with the construction of any parks, public streets or roadways, or the construction of sewers, or utilities under or within the boundaries of such roadways or streets when such work is under the direct supervision of the Recreation and Park Department (RPD), the Department of Public Works (DPW), the Public Utilities Commission (PUC) or other governmental agencies.” Although the Proposed Project would not require a grading permit, the Proposed Project would be constructed by RPD or DPW, as directed by MTA or RPD. Thus, it would comply with DPW or other applicable requirements from the department with jurisdiction over the area subject to improvement. Because the Proposed Project would not construct structures or alter the topography of the project site impacts related to soil stability would be less than significant.

Wastewater Disposal. Wastewater disposal would not be required for the Proposed Project. Therefore, Checklist Item 13(e) is not applicable.

Unique Geologic or Physical Features. The Proposed Project would be constructed within the public right-of-way and on some park land. There are no unique geologic or physical features found within the street right-of-way. Therefore, segments of the Proposed Project in the street right-of-way would not impact unique geologic or physical features. Development of bicycle facilities on park land would be designed to avoid unique geologic or physical features. Therefore, there would be no impacts with respect to unique geologic or physical features.

Cumulative Effects. The Proposed Project would not have a significant impact on geology or soil resources, nor would the Proposed Project contribute to any potential significant cumulative effects on geology or soils.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Water Quality and Runoff. The Proposed Project, located within the existing street right-of-way, would not change the amount of impervious surface area substantially, or alter the drainage pattern for the affected streets significantly. There are elements of the Proposed Project that would involve minor excavation and grading; however, the Proposed Project would generally replace paved surfaces with paved surfaces, with the exception of trees along streets and sidewalks. In the case of removed trees, some areas that are currently not paved might be paved over and rendered impervious, adding to stormwater runoff. These effects would be limited to small areas and would not be expected to significantly change runoff patterns. The Proposed Project would not measurably affect related levels of stormwater runoff or groundwater recharge, nor increase the demand for stormwater treatment or stormwater capacity needs substantially. During and after Proposed Project construction, stormwater flow would be similar to existing conditions; stormwater would continue to flow to the City's combined storm-sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit prior to discharge. Therefore, the Proposed Project would not generate or result in a discharge that would have the potential to degrade water quality, contaminate a public water supply, or violate water or wastewater discharge requirements. Project impacts related to water quality and run-off would be less than significant.

Construction. Construction of portions of the Proposed Project would involve minor excavation and grading. These activities could cause erosion and transportation of soil particles that, once in surface water runoff, could cause sediment and other pollutants to leave the site. The amount of sediment and pollutants would be minimal, and would not result in significant impacts to water quality. Furthermore, any stormwater runoff from the Proposed Project's construction would be directed to the City's combined storm-sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, project impacts to water quality resulting from project construction would be less than significant.

Groundwater. No groundwater would be used by the Proposed Project; therefore, there would be no impacts regarding depletion of groundwater resources. No significant groundwater recharge occurs along the Proposed Project alignment, most of which is paved; the post-construction conditions would be substantially the same.

Regarding groundwater quality, refer to the water quality discussion above, and Checklist Item 15, below, concerning hazardous materials.

Flood and Other Hazards.²⁴ The City of San Francisco does not participate in the National Flood Insurance Program (NFIP) and no final flood maps are published for the City. The Federal Emergency Management Agency (FEMA) released a preliminary Flood Insurance Rate Map (FIRM) for the City and County of San Francisco on September 21, 2007. The preliminary map is for review and comment only. FEMA anticipates that the final map will be published in September 2008.²⁵ According to the preliminary map, portions of the existing bicycle route network and some of the proposed improvements would be within a coastal flood hazard zone.²⁶ However, the Proposed Project would consist of bicycle facilities within the public right-of-way and on some park land, and it would not include the construction of any housing or other structures. Therefore, no impacts related to placement of housing or other structures in a 100-year flood zone would occur, and this topic will not be analyzed in the EIR.

As stated above, portions of the project site are located in areas identified for potential flooding including inundation resulting from reservoir damage following an earthquake. However, the

²⁴ *San Francisco General Plan Community Safety Element, Maps 6 and 7.*

²⁵ City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed January 22, 2008.

²⁶ Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panels 92A, 94A, 110A, 111A, 112A, 120A, 130A, 140A, 210A, 235A, and 255A, September 21, 2007, available on the Internet at http://www.sfgov.org/site/risk_management_index.asp?id=69690, accessed January 31, 2008.

Proposed Project would consist of bicycle facilities within the public right-of-way and on some park land, and it would not include the construction of any housing or other structures. Thus, it would not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, no impact would occur and this topic will not be analyzed in the EIR.

A tsunami is an advancing ocean wave originating from an earthquake epicenter. In San Francisco, the potential for damage due to direct wave action resulting from a tsunami would be expected to be limited to the coastline along the Pacific Ocean, including Ocean Beach between the Golden Gate Bridge and Fort Funston.²⁷ Because the advancing ocean wave would be restricted at the Golden Gate, damage due to direct wave action along the San Francisco Bay shoreline is not considered likely. However, the Bay shoreline between the Palace of Fine Arts and the Central Basin could be subjected to a seiche, or oscillation of the Bay water surface, as a result of a tsunami reaching the Golden Gate and damage could occur in inundated areas.

Portions of the project site are located in areas identified for potential inundation in the event of a tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Map 6 of the Community Safety Element of the San Francisco General Plan). Although extremely rare, a tsunami could cause damage to potentially affected areas. However, the Proposed Project would not substantially change or worsen this existing condition and there is a well-established warning system in place that would provide early notification of an advancing tsunami. This system would allow for evacuation of people from potentially-affected areas. In addition, it is unlikely that the project site would be subject to mudflow. Therefore, impacts related to tsunami, seiche, and mudflow are considered less than significant and this topic will not be analyzed in the EIR.

Cumulative Effects. The Proposed Project would result in brief, site specific effects on water quality and runoff during construction and would not contribute to significant cumulative impacts in these areas. The Proposed Project would not contribute to cumulative hydrology impacts as it would have a less-than-significant impact on hydrology.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

²⁷ ABAG, <http://www.abag.ca.gov/cgi-bin/pickdamx.pl>, accessed January 31, 2008.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazardous Materials. The Proposed Project could involve handling or disposal of hazardous materials that might be encountered during construction, but would not generate hazardous emissions or hazardous materials once constructed.

There are portions of the project site that may contain hazardous materials. The general area south and southeast of Market Street is known to contain fill materials from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Furthermore, the areas along the eastern and northeastern edges of the City may also contain fill materials from the 1906 Earthquake and Fire. The City has adopted the Maher Ordinance²⁸ which requires analyzing soil for hazardous wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The Maher Ordinance specifically includes sites, such as some segments of the

²⁸ San Francisco Board of Supervisors, 1986. Ordinance 253-86, signed by the Mayor on June 27, 1986.

project site, which are bayward of the high tide line as shown on maps available from the Department of Public Health (DPH) and referred to as Maher Sites.²⁹

Where hazardous wastes are found in excess of state or federal standards, the Project Sponsor would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP prior to issuance of any permit. Where toxics are found for which no standards are established, the project sponsor would request a determination from state and federal agencies as to whether an SMP is needed.

Ten of the near-term improvement projects receiving project-level environmental review are within or border areas designated as Maher Sites on the map provided by DPH. However, of these ten projects only two would require excavation. These are the installation of bicycle lanes along Townsend Street between The Embarcadero and Eighth Street (Project 2-17), and the installation of bicycle lanes along Innes Avenue between Donahue Street and Hunters Point Boulevard (Project 4-4). The Townsend Street project would require minor excavation to a depth of up to 24 inches. The Innes Avenue project may require excavation for building a new road along Hudson and/or the installation of an eight-foot planted median along Innes Avenue between Earl Street and Donahue Street.

Minimal groundbreaking would be anticipated for the Townsend Street project and the amount of soil excavation for the Innes Avenue project is unknown at this time. There remains some potential for soil excavation to occur in Maher-designated areas, and soil with hazardous concentrations of metals or petroleum hydrocarbons could be encountered. Therefore, the Proposed Project has the potential to create a significant hazardous materials impact relating to excavation and transport exposure to contaminated soil during the construction phase of the Proposed Project. MTA would be required to adhere to existing local, state, and federal requirements regarding handling and disposal of soil and groundwater containing chemical contaminants.

Pursuant to *San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material*, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state,

²⁹ San Francisco Department of Public Health, Environmental Health Hazardous Waste Program, Maher Sites Map. Available online at <http://www.sfdph.org/dph/comupg/oprograms/EHS/HazWaste/MaherSiteMap.asp>. Accessed January 15, 2008.

and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."

The Project Sponsor is required to consult DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, the Project Sponsor conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.

Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board.

MTA would follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction for the Proposed Project would not pose a direct or indirect public health hazard to the surrounding neighborhood and the Proposed Project and cumulative impacts would be less than significant.

Although segments of the Proposed Project would be within a quarter-mile of several schools, as described above, existing regulations in *Public Works Code Article 2.4* would ensure that impacts would remain less than significant.

The project site is not listed on the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List.³⁰ However, the project site may be located near sites included on this list. As described above, existing regulations would ensure that impacts remained less than significant.

Airport Hazards. The Proposed Project is not located within two miles of a public-use airport, or in an area covered by an airport land use plan, or within the vicinity of a private airstrip. Therefore, Checklist Items 15 (e) and 15(f) are not applicable to the Proposed Project.

³⁰ Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese List), www.dtsc.ca.gov/database/Calsites/Cortese_List.cfm, accessed July 16, 2007.

Emergency Response. The Proposed Project consists of improvements to the bicycle route network within the public right-of-way and on some park lands. Compliance with the *Public Works Code* and the *Fire Code* would ensure that neither construction activities nor the reconfiguration of streets would affect existing emergency response or evacuation plans. Therefore, there would be a less than significant impact with respect to emergency response or evacuation plans.

Fire Hazards. The Proposed Project would not demolish or construct structures, nor would the Proposed Project alter the current exposure of people or structures to potential hazards involving fires. Accordingly, there would be no significant impacts with respect to fire hazards

Cumulative Effects. As described above, potential impacts related to hazards and hazardous materials would be less than significant. Procedures in effect through DPW, the Fire Department and DPH would ensure that any impacts would be reduced to a less than significant effect. Therefore, the Proposed Project would not have a significant impact on hazardous material conditions in the City, nor would the project contribute to any potentially-significant cumulative effects with respect to hazards and hazardous materials.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mineral Resources. All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is adequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. There are no operational mineral resource recovery sites in the Proposed Project area whose operations or accessibility would be affected by the construction or operation of the Proposed Project.

As no known mineral deposits exist within the project site, there would be no impacts with respect to mineral resources.

Energy Use. While the Proposed Project would result in physical changes to the public street right-of-way and some park land, there would be no change to the street lighting that currently exists. The Proposed Project would recommend lighting at the ground level of not less than one foot-candle illumination in all bicycle parking areas. Installation of this level of lighting would provide for the safety of cyclists and the prevention of theft. It would not result in the use of large amounts of energy, and consequently, would not be considered wasteful. Therefore, the Proposed Project would have a less than significant impact related to energy use.

Cumulative Mineral and Energy Resources. The Proposed Project would not impact mineral resources, directly or indirectly, and therefore would not contribute to cumulative mineral resource impacts. The Proposed Project would have a less than significant impact related to energy, and therefore, would not contribute to cumulative energy resource impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. AGRICULTURE RESOURCES					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.					
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Agricultural Resources. The project site is located within an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as "Urban and Built-up Land" (Department of Conservation, 2002). Because the site does not contain agricultural uses and is not zoned for such uses, the Proposed Project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use. It would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Therefore, there would be no impacts to agricultural resources.

Cumulative Agricultural. As the Proposed Project would have no impact on agricultural resources, it would not contribute to cumulative impacts on agricultural resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Biological and Cultural Resources. The Proposed Project would not have the potential to degrade the quality of the environment, reduce fish or wildlife habitat, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal. Biological resources that could be affected by the Proposed Project would be trees located along streets or sidewalks where improvements would be implemented and any migratory birds nesting in such trees at the time of tree removal. Existing requirements regarding tree removal and DFG regulations with respect to migratory nesting birds, in addition to Mitigation Measure 3, p. 82, would ensure that impacts would be less than significant. Potential impacts to archeological resources and human remains would be mitigated to a less-than-significant level with implementation of Mitigation Measure 1, p. 84.

Cumulative Impacts. Potentially-significant cumulative impacts would be related to transportation, and transportation-related noise and air quality impacts. These impacts will be analyzed in the EIR.

Effects on Human Beings. There would be no significant adverse effects on human beings because no buildings would be constructed that could introduce or increase hazards to persons. Potential air quality and hazardous materials impacts that could occur during construction

would be mitigated to a less-than-significant level through compliance with local hazardous materials ordinances and the implementation of Mitigation Measures 2, described below.

F. NEIGHBORHOOD NOTICE

A “Notification of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting” was sent out on June 5, 2007 to interested persons, neighborhood organizations and responsible agencies. Nine comments were received at the Scoping Meeting on June 26, 2007, in response to the Notice. Additional comments were mailed or faxed to the Planning Department. The comments were generally about the project description, bicycle route network alternatives and public safety, and appropriate methods for transportation, transit and air quality analysis in the environmental review process. Issues of concern raised in these comments regarding potential adverse environmental impacts associated with the Proposed Project included transportation, transit, parking, air quality, land use, and public safety. Public scoping comments regarding these issues will be taken into account in the analysis. The EIR will include analysis of different options for segments of the existing and proposed bicycle route network. Comments that do not pertain to physical environmental issues and comments regarding the merits of the Proposed Project will not be addressed and are more appropriately directed to the decision-makers. The decision to approve or disapprove a Proposed Project is independent of the environmental review process.

G. MITIGATION AND IMPROVEMENT MEASURES

The following mitigation measures would be necessary to reduce the potential impacts of the Proposed Project and have been agreed to by the Project Sponsor.

Mitigation Measure 1: Archaeological Resources: Accidental Discovery

The following mitigation measure is required to avoid any potential adverse effect from the Proposed Project on accidentally-discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The Project Sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The Project Sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor,

subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or Project Sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the Project Sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the Project Sponsor.

Measures might include: preservation *in situ* of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances

of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure 2: Construction Air Quality

Implement feasible control measures for construction emission of PM₁₀. The Project Sponsor shall ensure implementation of the following mitigation measures during construction of the Proposed Project, in accordance with BAAQMD standard mitigation requirements:

- a. Water all active construction areas at least twice daily.
- b. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- c. Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- e. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Mitigation Measure 3: Biological Resources

To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

H. DETERMINATION

On the basis of this initial study:

- ☐ I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Project, no further environmental documentation is required.

March 13, 2008
Date

Bill Wycko
Bill Wycko
Acting Environmental Review Officer

for

John Rahaim
Director of Planning

I. INITIAL STUDY AUTHORS AND PROJECT SPONSOR TEAM

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