APPENDIX C
MSAT Model Output

Bicycle Plan EIR projects requiring excavation/construction (sidewalk/median modification) for implementation.

Project No.	Project Location	Excavation/Construction Volume (ft^3)
1-1	Broadway bike lanes, Polk Street to Webster Street	none
1-2	Broadway Tunnel signage improvements	none
1-3	North Point Street bike lanes, Van Ness Avenue to The Embarcadero	none
2-1	2nd Street bike lanes, Market Street to King Street	none
2-2	5th Street bike lanes, Market Street to Townsend Street	none
2-3	14th Street eastbound bike lane, Market to Dolores Streets	895
2-4	17th Street Corridor, Corbett Avenue to Kansas Street Including connections to 16th Street BART Station (via Hoff or Valencia Streets and 16th Street) and to Division Street (via Potrero Avenue)	none
2-5	Beale Street southbound bike lane, Folsom Street to Bryant Street	none
2-6	Division Street bike lanes, 9th Street to 11th Street	none
2-7	Fremont Street southbound bike lane, Folsom Street to Howard Street	none
2-8	Howard Street westbound bike lane, short extension at 9th Street	none
2-9	Howard Street westbound bike lane, The Embarcadero to Fremont Street	none
2-10	Market and Valencia Streets intersection and traffic signal improvements	none
2-11	Market Street bike lanes, Octavia Boulevard to 17th Street	8,960
2-12	Market Street bike lanes, Van Ness Avenue to Octavia Boulevard	none
2-13	McCoppin Street bike path, Market to Valencia Streets	none
2-14	McCoppin Street westbound bike lane, Gough Street to Valencia Street	none
2-15	Otis Street westbound bike lane, South Van Ness Avenue to Gough Street	none
2-16	Townsend Street bike lanes, The Embarcadero to 8th Street	none
3-1	Fell Street and Masonic Avenue signal improvements	none
3-2	Masonic Avenue Corridor, Fell Street to Geary Boulevard	none
3-3	McAllister Street bike lanes, Market Street to Masonic Avenue	none
3-4	Polk Street contraflow bike lane, Market Street to McAllister Street	1,580
3-5	Scott Street Northbound left turn bike lane, Oak Street to Fell Street	none
3-6	“The Wiggle” improvements - Duboce, Steiner, Waller, Pierce, Haight, Scott	none
4-1	16th Street bike lanes, 3rd Street to Terry Francois Boulevard	none

Project No.	Project Location	Excavation/Construction Volume (ft^3)
4-2	Cargo Way bike lanes, 3rd Street to Jennings Street	140,060
4-3	Illinois Street bike lanes, 16th Street to Cargo Way	none
4-4	Innes Avenue bike lanes, Donahue Street to Hunters Point Boulevard	none
4-5	Mississippi Street bike lanes, Mariposa Street to 16th Street	none
5-1	23rd Street bike lanes, Kansas Street to Potrero Avenue	none
5-2	Alemany Boulevard bike lanes, Rousseau Street to Bayshore Boulevard	none
5-3	Alemany Boulevard bike lanes, San Jose Avenue to Rousseau Street	none
5-4	Bayshore Boulevard bike lanes, Cesar Chavez Street to Silver Avenue	none
5-5	Cesar Chavez Street bike lanes, US 101 to I-280	none
5-6	Cesar Chavez/26th Streets corridor bike lanes, US 101 to Sanchez Street;	66,230
5-7	Glen Park Area Bike Lanes (Connection between San Jose Avenue and Monterey Boulevard via San Jose Avenue and Monterey Boulevard ramps) (Connection between San Jose Avenue and Alemany Boulevard via Arlington, Bosworth, Lyell, Milton, Rousseau, and Still	845
5-8	Kansas Street bike lanes, 26th Street to 23rd Street	none
5-9	Ocean Avenue bike lanes, Alemany Boulevard to Lee Avenue	none
5-10	Phelan Avenue bike lanes, Ocean Avenue to Judson Avenue	none
5-11	Potrero Avenue and Bayshore Boulevard bike lanes, 25th Street to Cesar Chavez Street	none
5-12	Sagamore Street/Sickles Avenue bike lanes, Brotherhood Way to Alemany Boulevard	none
5-13	San Bruno Avenue bike lanes, Silver Avenue to Paul Avenue	none
6-1	Claremont Boulevard bike lanes, Portola Drive to Dewey Boulevard	none
6-2	Clipper Street bike lanes, Douglass Street to Portola Drive	none
6-3	Laguna Honda Boulevard bike lanes, Plaza to Woodside Avenue	19,636
6-4	Laguna Honda Boulevard bike lanes, Woodside Avenue to Portola Drive	none
6-5	Portola Drive bike lanes, Corbett Avenue to O'Shaughnessy Blvd	none
6-6	Portola Drive bike lanes, O'Shaughnessy Boulevard to Sloat Boulevard	none
7-1	7th Avenue at Lincoln Way intersection improvements	145

Project No.	Project Location	Excavation/Construction Volume (ft^3)
7-2	7th Avenue bike lanes/sharrows, Lawton Street to Lincoln Way	none
7-3	Great Highway and Point Lobos Avenue bike lanes, El CamiNo del Mar to Cabrillo Street	none
7-4	John F. Kennedy Drive bike lanes, Kezar Drive to Transverse Drive	none
7-5	Kirkham Street bike lanes, 6th Avenue to Great Highway Note: Bike lanes already exist (installed pre-injunction) on segment between 6th Ave and 9th Ave.	none
7-6	Page and Stanyan Streets traffic signal improvements	2,260
8-1	19th Avenue mixed-use path, Buckingham Way to Holloway Avenue	137,630
8-2	Buckingham Way bike lanes, 19th Avenue to 20th Avenue	none
8-3	Holloway Avenue bike lanes, J. Serra Boulevard to Varela Avenue Note: Holloway from Harold to J. Serra - Design options pending traffic calming project	none
8-4	John Muir Drive bike lanes, Lake Merced Blvd to Skyline Boulevard	none
8-5	Sloat Boulevard bike lanes, The Great Highway to Skyline Boulevard	none
	Total volume =	378,241

Note: The Excavation/Construction volume was calculated by: (Area (sq. ft.) x 1.33 (ft) road depth)

SF Bike Plan		Existing PM				Cumulative PM				Cumulative+Project PM			
Volumes for TNM Input		Total	Auto	MT	HT	Total	Auto	MT	HT	Total	Auto	MT	HT
Residential on Broadway E of Van Ness	EB	**944**	916	28	0	**1084**	1051	33	0	**1084**	1051	33	0
	WB	**1109**	1076	33	0	**1133**	1099	34	0	**1133**	1099	34	0
			1991	62	0	**1.1**	2150	67	0	**1.1**	2150	67	0
Residential on 4th N of Harrison	NB	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0
	SB	**1768**	1680	88	0	**2051**	1948	103	0	**2051**	1948	103	0
			1680	88	0	**1.2**	1948	103	0	**1.2**	1948	103	0
Residential on Masonic N of Fell	NB	**958**	948	10	0	**1090**	1079	11	0	**1090**	1079	11	0
	SB	**1690**	1673	17	0	**1793**	1775	18	0	**1793**	1775	18	0
			2622	26	0	**1.1**	2854	29	0	**1.1**	2854	29	0
Residential on Illinois S of Mariposa	NB	**187**	183	2	2	**560**	549	6	5	**560**	549	6	5
	SB	**98**	96	1	1	**330**	323	3	3	**330**	323	3	3
			279	3	3	**3.1**	872	9	9	**3.1**	872	9	9
Residential on Chavez E of Mission	EB	**914**	841	46	27	**1367**	1258	68	41	**1367**	1258	68	41
	WB	**1809**	1664	90	54	**2281**	2099	114	68	**2281**	2099	114	68
			2505	136	82	**1.3**	3356	182	109	**1.3**	3356	182	109
Residential on Portola W of Oshaugnessy	EB	**1386**	1344	28	14	**1457**	1413	29	15	**1457**	1413	29	15
	WB	**1663**	1613	33	17	**1804**	1750	36	18	**1804**	1750	36	18
			2958	61	30	**1.1**	3163	65	33	**1.1**	3163	65	33
Residential on 7th S of Krikham	NB	**646**	646	0	0	**1107**	1107	0	0	**1107**	1107	0	0
	SB	**1055**	1055	0	0	**1273**	1273	0	0	**1273**	1273	0	0
			1701	0	0	**1.4**	2380	0	0	**1.4**	2380	0	0

Noise Levels at Residential Receptors	Model Leq	Cal Fac	Existing Cal Adj Leq	Existing Cal Adj Ldn	Cumulative Traf Vol Ratio	Cumulative Cal Adj Ldn	Cumulative+Project Traf Vol Ratio	Cumulative+Project Cal Adj Ldn
Residential on Broadway E of Van Ness	65.7	4.8	70.5	**68.5**	1.1	**68.8**		**68.6**
Residential on 4th N of Harrison	67.9	1.0	68.9	**66.9**	1.2	**67.5**		**67.5**
Residential on Masonic N of Fell	66.2	5.7	71.9	**69.9**	1.1	**70.3**		**70.1**
Residential on Illinois S of Mariposa	55.8	3.1	58.9	**56.9**	3.1	**61.8**		**61.7**
Residential on Chavez E of Mission	69.9	3.5	73.4	**71.4**	1.3	**72.7**		**72.5**
Residential on Portola W of Oshaugnessy	69.2	2.9	72.1	**70.1**	1.1	**70.4**		**70.0**
Residential on 7th S of Krikham	66.9	3.7	70.6	**68.6**	1.4	**70.1**		**69.9**

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: 4th Street calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: 4th Street Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: 7th Avenue Calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: 7th Avenue Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
22 September 2008
TNM 2.5
Calculated with TNM 2.5
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Broadway Calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
22 September 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Broadway Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Chavez Calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ 22 September 2008
G Hornek TNM 2.5
Calculated with TNM 2.5
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Chavez Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Illinois Calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Illinois Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
22 September 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Masonic Calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Masonic Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Portola Calibrate
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier LAeq1h	Noise Reduction		
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated	Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

PBSJ
G Hornek
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: SF Bike Plan
RUN: Portola Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

22 September 2008
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc					
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

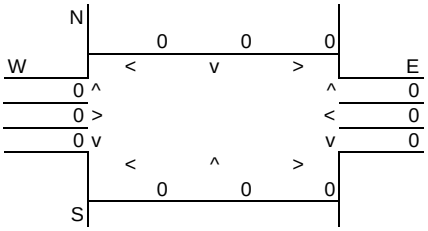
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

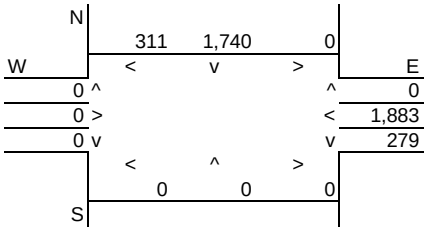
Intersection: 4th/Harrison
Analysis Condition: Cumulative with Bicycle Plan

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	4th	At Grade	4	10	10
East-West Roadway:	Harrison	At Grade	4	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,051
E-W Road:	0	E-W Road:	2,194

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,051	1.85	0.10	0.08	0.06
East-West Road	7.0	5.4	3.8	2,194	1.85	0.28	0.22	0.15

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.4	3.8
50 Feet from Roadway Edge	0.0	0.3	3.7
100 Feet from Roadway Edge	0.0	0.2	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

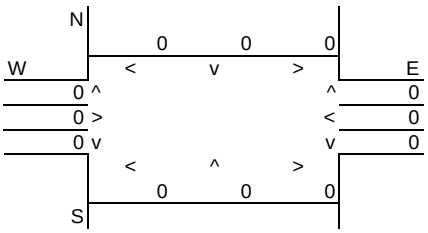
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

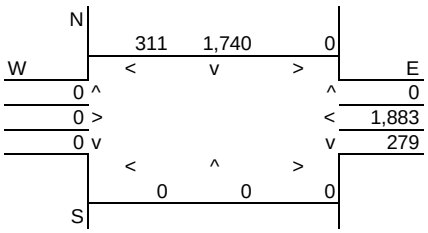
Intersection: 4th/Harrison
Analysis Condition: Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	4th	At Grade	4	10	15
East-West Roadway:	Harrison	At Grade	4	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,051
E-W Road:	0	E-W Road:	2,194

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,051	1.59	0.08	0.07	0.06
East-West Road	7.0	5.4	3.8	2,194	1.59	0.24	0.19	0.13

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.3	3.7
50 Feet from Roadway Edge	0.0	0.3	3.7
100 Feet from Roadway Edge	0.0	0.2	3.6

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

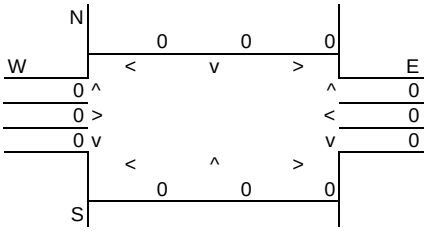
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

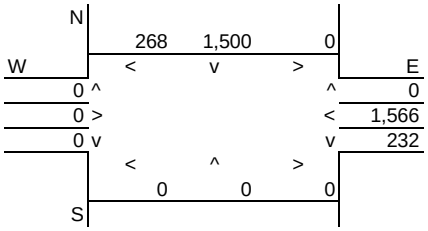
Intersection: 4th/Harrison
Analysis Condition: Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	4th	At Grade	4	10	15
East-West Roadway:	Harrison	At Grade	4	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,768
E-W Road:	0	E-W Road:	1,834

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	7.71	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,768	6.39	0.29	0.25	0.19
East-West Road	7.0	5.4	3.8	1,834	6.39	0.82	0.63	0.45

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	1.1	4.3
50 Feet from Roadway Edge	0.0	0.9	4.1
100 Feet from Roadway Edge	0.0	0.6	3.9

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

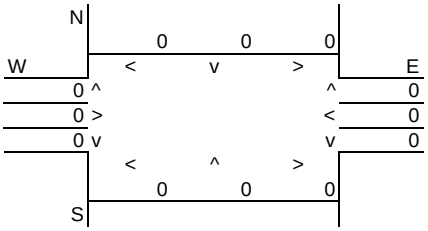
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

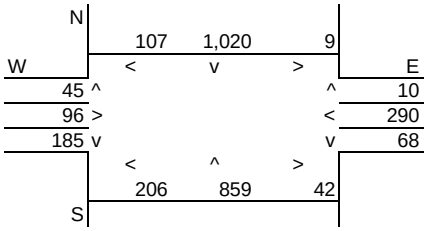
Intersection: 7th/Kirkham
Analysis Condition: Cumulative

			No. of	Average Speed	
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	7th	At Grade	4	10	10
East-West Roadway:	Kirkham	At Grade	2	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,380
E-W Road:	0	E-W Road:	929

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	B	C			
	Reference CO Concentrations			Traffic	Emission	Estimated CO Concentrations		
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	2,380	1.85	0.31	0.24	0.17
East-West Road	2.7	2.2	1.7	929	1.85	0.05	0.04	0.03

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.4	3.7
50 Feet from Roadway Edge	0.0	0.3	3.7
100 Feet from Roadway Edge	0.0	0.2	3.6

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

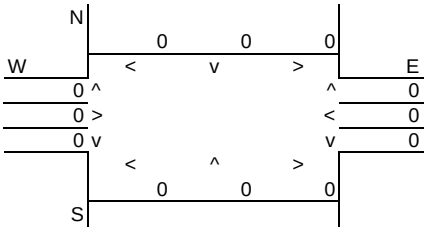
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

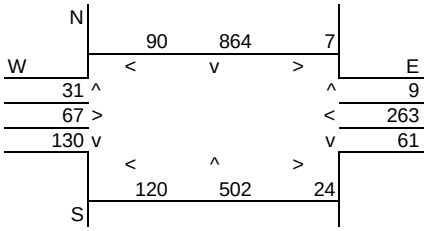
Intersection: 7th/Kirkham
Analysis Condition: Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	7th	At Grade	4	10	10
East-West Roadway:	Kirkham	At Grade	2	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,701
E-W Road:	0	E-W Road:	701

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	7.71	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	1,701	7.71	0.92	0.71	0.50
East-West Road	2.7	2.2	1.7	701	7.71	0.15	0.12	0.09

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	1.1	4.2
50 Feet from Roadway Edge	0.0	0.8	4.1
100 Feet from Roadway Edge	0.0	0.6	3.9

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

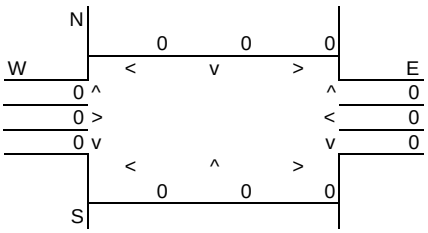
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

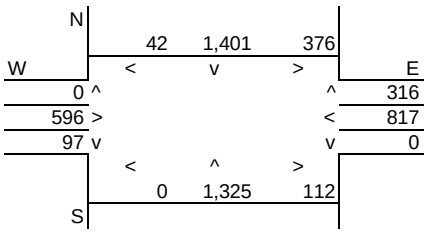
Intersection: Broadway/VanNess
Analysis Condition: Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Broadway	At Grade	4	10	15
East-West Roadway:	VanNess	At Grade	6	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	3,460
E-W Road:	0	E-W Road:	2,217

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.3	2.0	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	3,460	1.59	0.38	0.30	0.21
East-West Road	2.3	2.0	1.7	2,217	1.59	0.08	0.07	0.06

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.5	3.8
50 Feet from Roadway Edge	0.0	0.4	3.8
100 Feet from Roadway Edge	0.0	0.3	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

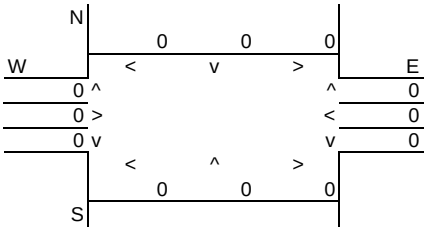
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

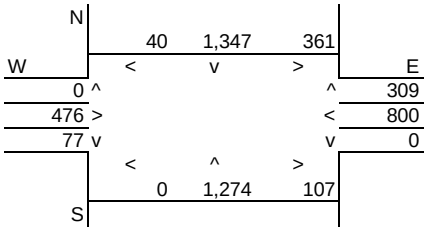
Intersection: Broadway/VanNess
Analysis Condition: Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Broadway	At Grade	4	10	15
East-West Roadway:	VanNess	At Grade	6	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	3,331
E-W Road:	0	E-W Road:	2,053

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	7.71	0.00	0.00	0.00
East-West Road	2.3	2.0	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	3,331	6.39	1.49	1.15	0.81
East-West Road	2.3	2.0	1.7	2,053	6.39	0.30	0.26	0.22

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	1.8	4.8
50 Feet from Roadway Edge	0.0	1.4	4.5
100 Feet from Roadway Edge	0.0	1.0	4.2

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

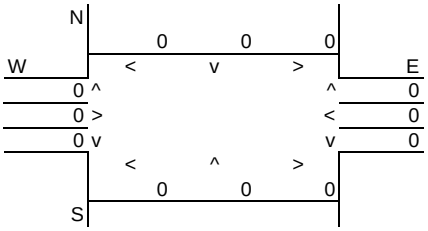
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

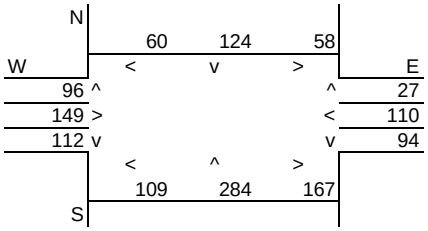
Intersection: Illinois/Mariposa
Analysis Condition: Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Illinois	At Grade	2	10	20
East-West Roadway:	Mariposa	At Grade	2	10	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	890
E-W Road:	0	E-W Road:	636

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.6	5.7	4.0	0	1.85	0.00	0.00	0.00
East-West Road	2.7	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.6	5.7	4.0	890	1.41	0.10	0.07	0.05
East-West Road	2.7	2.2	1.7	636	1.41	0.02	0.02	0.02

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.1	3.6
50 Feet from Roadway Edge	0.0	0.1	3.6
100 Feet from Roadway Edge	0.0	0.1	3.5

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

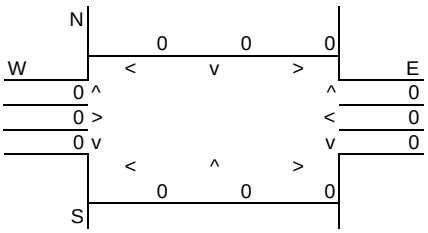
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

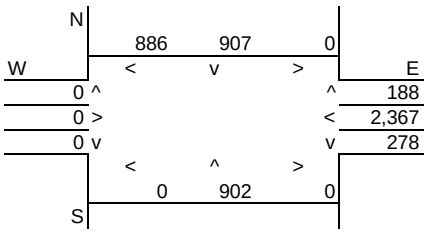
Intersection: Masonic/Fell
Analysis Condition: Cumulative with Bicycle Plan

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Masonic	At Grade	4	10	10
East-West Roadway:	Fell	At Grade	4	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,883
E-W Road:	0	E-W Road:	3,253

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,883	1.85	0.14	0.12	0.09
East-West Road	7.0	5.4	3.8	3,253	1.85	0.42	0.32	0.23

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.6	3.9
50 Feet from Roadway Edge	0.0	0.4	3.8
100 Feet from Roadway Edge	0.0	0.3	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

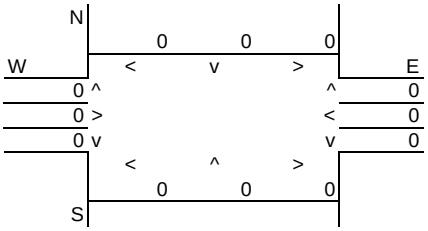
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

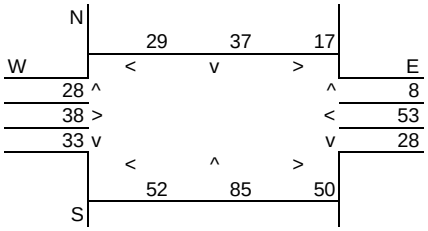
Intersection:	Illinois/Mariposa
Analysis Condition:	Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Illinois	At Grade	4	10	20
East-West Roadway:	Mariposa	At Grade	4	10	20

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	285
E-W Road:	0	E-W Road:	233

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	7.71	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	285	5.47	0.11	0.08	0.06
East-West Road	2.6	2.2	1.7	233	5.47	0.03	0.03	0.02

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.1	3.6
50 Feet from Roadway Edge	0.0	0.1	3.6
100 Feet from Roadway Edge	0.0	0.1	3.6

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

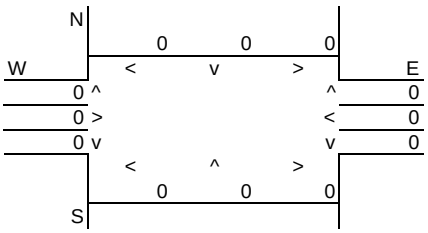
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

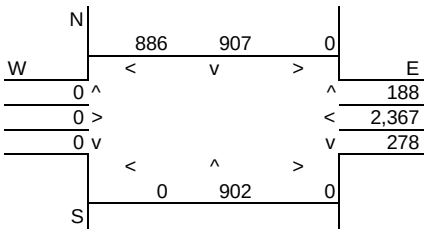
Intersection: Masonic/Fell
Analysis Condition: Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Masonic	At Grade	4	10	15
East-West Roadway:	Fell	At Grade	4	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,883
E-W Road:	0	E-W Road:	3,253

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,883	1.59	0.12	0.10	0.08
East-West Road	7.0	5.4	3.8	3,253	1.59	0.36	0.28	0.20

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.5	3.8
50 Feet from Roadway Edge	0.0	0.4	3.8
100 Feet from Roadway Edge	0.0	0.3	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

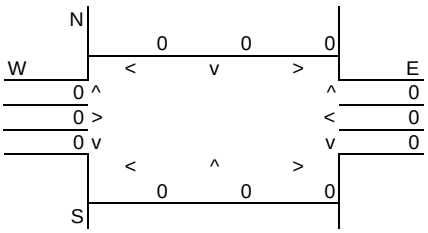
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

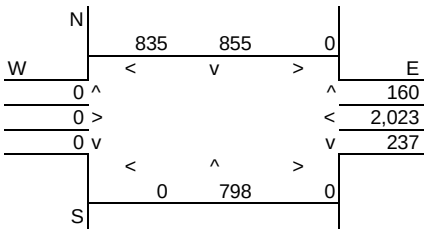
Intersection: Masonic/Fell
Analysis Condition: Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Masonic	At Grade	4	10	15
East-West Roadway:	Fell	At Grade	4	10	15

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,648
E-W Road:	0	E-W Road:	2,858

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 Reference CO Concentrations 50 Feet	A_3 Reference CO Concentrations 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	Estimated CO Concentrations 50 Feet	Estimated CO Concentrations 100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	7.71	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	2,648	6.39	0.44	0.37	0.29
East-West Road	7.0	5.4	3.8	2,858	6.39	1.28	0.99	0.69

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	1.7	4.7
50 Feet from Roadway Edge	0.0	1.4	4.5
100 Feet from Roadway Edge	0.0	1.0	4.2

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

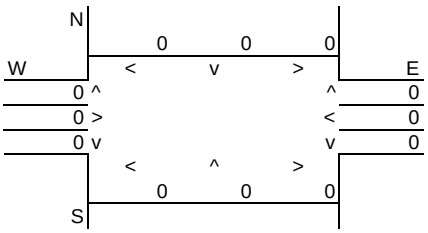
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

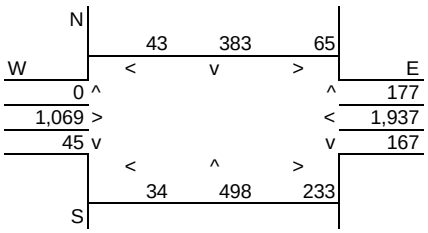
Intersection: Mission/Chavez
Analysis Condition: Cumulative with Bicycle Plan

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Mission	At Grade	4	10	5
East-West Roadway:	Chavez	At Grade	4	10	5

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,360
E-W Road:	0	E-W Road:	3,648

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,360	2.09	0.07	0.06	0.05
East-West Road	7.0	5.4	3.8	3,648	2.09	0.53	0.41	0.29

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.6	3.9
50 Feet from Roadway Edge	0.0	0.5	3.8
100 Feet from Roadway Edge	0.0	0.3	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

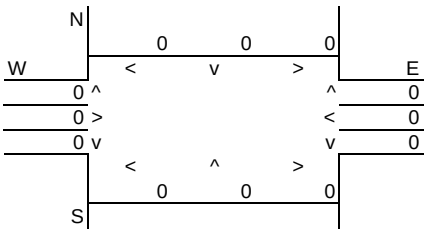
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

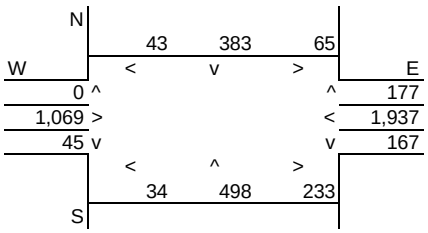
Intersection: Mission/Chavez
Analysis Condition: Cumulative

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Mission	At Grade	4	10	10
East-West Roadway:	Chavez	At Grade	4	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,360
E-W Road:	0	E-W Road:	3,648

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	1.85	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,360	1.85	0.07	0.06	0.04
East-West Road	7.0	5.4	3.8	3,648	1.85	0.47	0.36	0.26

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.5	3.9
50 Feet from Roadway Edge	0.0	0.4	3.8
100 Feet from Roadway Edge	0.0	0.3	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

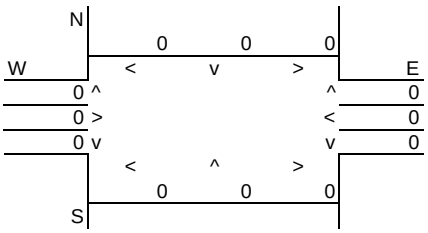
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

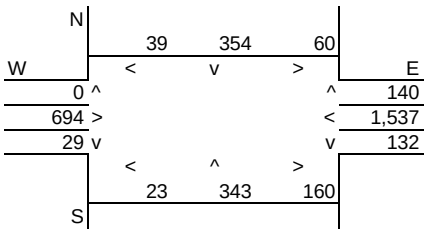
Intersection: Mission/Chavez
Analysis Condition: Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Mission	At Grade	4	10	10
East-West Roadway:	Chavez	At Grade	4	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	1,041
E-W Road:	0	E-W Road:	2,723

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	7.0	5.4	3.8	0	7.71	0.00	0.00	0.00
East-West Road	2.6	2.2	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.6	2.2	1.7	1,041	7.71	0.21	0.18	0.14
East-West Road	7.0	5.4	3.8	2,723	7.71	1.47	1.13	0.80

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	1.7	4.7
50 Feet from Roadway Edge	0.0	1.3	4.4
100 Feet from Roadway Edge	0.0	0.9	4.2

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

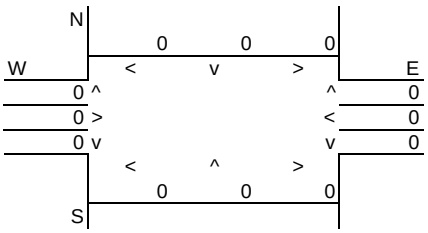
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2025

Roadway Data

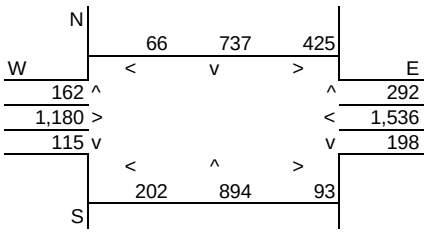
Intersection: Portola/Oshaughnessy
Analysis Condition: Cumulative

			No. of	Average Speed	
		Roadway Type	Lanes	A.M.	P.M.
North-South Roadway:	Oshaughnessy	At Grade	6	10	10
East-West Roadway:	Portola	At Grade	6	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,576
E-W Road:	0	E-W Road:	3,724

Roadway CO Contributions and Concentrations
Emissions = (A x B x C) / 100,000[1]

	A_1	A_2	A_3	B	C			
	Reference CO Concentrations			Traffic	Emission	Estimated CO Concentrations		
Roadway	25 Feet	50 Feet	100 Feet	Volume	Factors[2]	25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	0	1.85	0.00	0.00	0.00
East-West Road	2.3	2.0	1.7	0	1.85	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	2,576	1.85	0.11	0.10	0.08
East-West Road	6.1	4.9	3.5	3,724	1.85	0.42	0.34	0.24

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations
Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	0.5	3.9
50 Feet from Roadway Edge	0.0	0.4	3.8
100 Feet from Roadway Edge	0.0	0.3	3.7

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

SIMPLIFIED CALINE4 CARBON MONOXIDE ANALYSIS

Project Number: X
Project Title: SF Bicycle Plan

Background Information

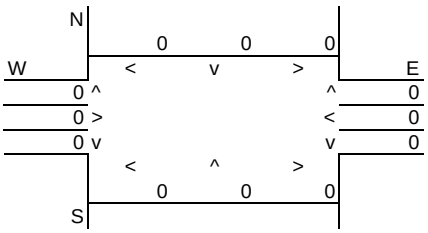
Nearest Air Monitoring Station measuring CO:	BAAQMD Guidelines Proceedure
Background 1-hour CO Concentration (ppm):	0.0
Background 8-hour CO Concentration (ppm):	3.5
Persistence Factor:	0.7
Analysis Year:	2008

Roadway Data

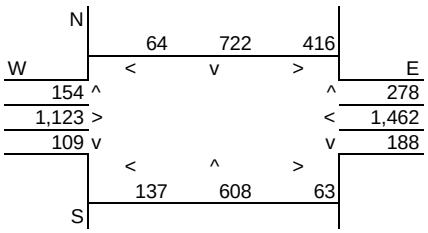
Intersection: Portola/Oshaughnessy
Analysis Condition: Existing

		Roadway Type	No. of Lanes	Average Speed A.M.	Average Speed P.M.
North-South Roadway:	Oshaughnessy	At Grade	6	10	10
East-West Roadway:	Portola	At Grade	6	10	10

A.M. Peak Hour Traffic Volumes



P.M. Peak Hour Traffic Volumes



Highest Traffic Volumes (Vehicles per Hour)

N-S Road:	0	N-S Road:	2,242
E-W Road:	0	E-W Road:	3,530

Roadway CO Contributions and Concentrations

Emissions = (A x B x C) / 100,000[1]

Roadway	A_1 Reference CO Concentrations 25 Feet	A_2 50 Feet	A_3 100 Feet	B Traffic Volume	C Emission Factors[2]	Estimated CO Concentrations 25 Feet	50 Feet	100 Feet
A.M. Peak Traffic Hour								
North-South Road	6.1	4.9	3.5	0	7.71	0.00	0.00	0.00
East-West Road	2.3	2.0	1.7	0	7.71	0.00	0.00	0.00
P.M. Peak Traffic Hour								
North-South Road	2.3	2.0	1.7	2,242	7.71	0.40	0.35	0.29
East-West Road	6.1	4.9	3.5	3,530	7.71	1.66	1.33	0.95

[1] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).
[2] Emission factors from EMFAC2007; Winter Average, Temp = 40F, RH = 60%

Total Roadway CO Concentrations

Peak Hour Emissions = North-South Concentration + East-West Concentration + Background 1-hour Concentration[2]
8-Hour Emissions = ((Highest Peak Hour Concentration - Background 1-hour Concentration) x Persistence Factor) + Background 8-hour Concentration[2]

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
25 Feet from Roadway Edge	0.0	2.1	4.9
50 Feet from Roadway Edge	0.0	1.7	4.7
100 Feet from Roadway Edge	0.0	1.2	4.4

[2] Methodology from Bay Area Air Quality Management District ***BAAQMD CEQA Guidelines*** (1996).

10/29/2008 10:30:20 AM

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\21478\Application Data\Urbemis\Version9a\Projects\SF Bicycle Plan Construction.urb924

Project Name: SF Bicycle Plan Construction

Project Location: San Francisco County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	CO2
2009 TOTALS (tons/year unmitigated)	642.10
2010 TOTALS (tons/year unmitigated)	642.11
2011 TOTALS (tons/year unmitigated)	639.65
2012 TOTALS (tons/year unmitigated)	642.12
2013 TOTALS (tons/year unmitigated)	642.13

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

10/29/2008 10:30:20 AM

	CO2
2009	642.10
Building 01/01/2009-12/31/2013	183.11
Building Off Road Diesel	183.11
Building Vendor Trips	0.00
Building Worker Trips	0.00
Mass Grading 01/01/2009-12/31/2013	458.99
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	293.27
Mass Grading On Road Diesel	152.40
Mass Grading Worker Trips	13.32
2010	642.11
Building 01/01/2009-12/31/2013	183.11
Building Off Road Diesel	183.11
Building Vendor Trips	0.00
Building Worker Trips	0.00
Mass Grading 01/01/2009-12/31/2013	459.00
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	293.27
Mass Grading On Road Diesel	152.40
Mass Grading Worker Trips	13.33

2011	639.65
Building 01/01/2009-12/31/2013	182.41
Building Off Road Diesel	182.41
Building Vendor Trips	0.00
Building Worker Trips	0.00
Mass Grading 01/01/2009-12/31/2013	457.25
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	292.15
Mass Grading On Road Diesel	151.81
Mass Grading Worker Trips	13.28
2012	642.12
Building 01/01/2009-12/31/2013	183.11
Building Off Road Diesel	183.11
Building Vendor Trips	0.00
Building Worker Trips	0.00
Mass Grading 01/01/2009-12/31/2013	459.01
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	293.27
Mass Grading On Road Diesel	152.40
Mass Grading Worker Trips	13.34

2013	642.13
Building 01/01/2009-12/31/2013	183.11
Building Off Road Diesel	183.11
Building Vendor Trips	0.00
Building Worker Trips	0.00
Mass Grading 01/01/2009-12/31/2013	459.02
Mass Grading Dust	0.00
Mass Grading Off Road Diesel	293.27
Mass Grading On Road Diesel	152.40
Mass Grading Worker Trips	13.34

Phase Assumptions

Phase: Mass Grading 1/1/2009 - 12/31/2013 - Type Your Description Here

Total Acres Disturbed: 1

Maximum Daily Acreage Disturbed: 0.25

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 290.06

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 1/1/2009 - 12/31/2013 - Type Your Description Here

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

1 Surfacing Eqipment (362 hp) operating at a 0.45 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Calculation of total project emissions

Current Scenario: **2025**

San Francisco Bicycle Plan 4th/Harrison Cumulative Bicycle Plan

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	**144**	**12162**	**14**	**1216**	**6**	**10**	**1**	**2**	**0**	**6**
	Off-peak	**96**	**8108**	**10**	**811**	**2**	**2**	**0**	**0**	**0**	**1**

Calculation of total project emissions

Current Scenario: 2025

San Francisco Bicycle Plan 4th/Harrison Cumulative

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	144	12162	14	1216	5	6	1	1	0	4
	Off-peak	96	8108	10	811	2	2	0	0	0	1

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2004**										
San Francisco Bicycle Plan 4th/Harrison											
	Peak	**114**	**10494**	**11**	**1049**	**7**	**20**	**4**	**4**	**1**	**13**
	Off-peak	**76**	**6996**	**8**	**700**	**2**	**6**	**1**	**1**	**0**	**4**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2025**										
San Francisco Bicycle Plan 7th/Kirkham Cumulative											
	Peak	**167**	**14113**	**17**	**1411**	**5**	**7**	**1**	**1**	**0**	**5**
	Off-peak	**111**	**9409**	**11**	**941**	**2**	**2**	**0**	**0**	**0**	**1**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2004**										
San Francisco Bicycle Plan 7th_Kirkham											
	Peak	**110**	**10096**	**11**	**1010**	**7**	**19**	**3**	**4**	**1**	**13**
	Off-peak	**73**	**6731**	**7**	**673**	**2**	**5**	**1**	**1**	**0**	**4**

Calculation of total project emissions

Current Scenario: **2025**

San Francisco Bicycle Plan Broadway/VanNess Cumulative

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	**155**	**13147**	**16**	**1315**	**5**	**7**	**1**	**1**	**0**	**5**
	Off-peak	**104**	**8764**	**10**	**876**	**2**	**2**	**0**	**0**	**0**	**1**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2004**										
San Francisco Bicycle Plan Broadway/VanNess											
	Peak	**133**	**12185**	**13**	**1219**	**9**	**23**	**4**	**4**	**1**	**15**
	Off-peak	**88**	**8124**	**9**	**812**	**3**	**6**	**1**	**1**	**0**	**4**

Motor Vehicle Traffic TAC Emissions on Selected Streets in the Plan Area

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

Calculation of total project emissions

Current Scenario: **2025**

San Francisco Bicycle Plan Illinois/Mariposa Cumulative

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	62	5278	6	528	2	3	0	1	0	2
	Off-peak	42	3518	4	352	1	1	0	0	0	1

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2025**										
San Francisco Bicycle Plan Masonic/Fell Cumulative BP											
	Peak	**202**	**17096**	**20**	**1710**	**9**	**14**	**2**	**3**	**0**	**9**
	Off-peak	**135**	**11397**	**13**	**1140**	**2**	**2**	**0**	**1**	**0**	**2**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2004**										
San Francisco Bicycle Plan Illinois/Mariposa											
	Peak	**18**	**1692**	**2**	**169**	**1**	**3**	**1**	**1**	**0**	**2**
	Off-peak	**12**	**1128**	**1**	**113**	**0**	**1**	**0**	**0**	**0**	**1**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2025**										
San Francisco Bicycle Plan Masonic/Fell Cumulative											
	Peak	**202**	**17096**	**20**	**1710**	**7**	**9**	**1**	**2**	**0**	**6**
	Off-peak	**135**	**11397**	**13**	**1140**	**2**	**2**	**0**	**1**	**0**	**2**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2004**										
San Francisco Bicycle Plan Masonic/Fell											
	Peak	**171**	**15717**	**17**	**1572**	**11**	**29**	**5**	**6**	**1**	**20**
	Off-peak	**114**	**10478**	**11**	**1048**	**4**	**8**	**2**	**2**	**0**	**6**

Calculation of total project emissions

Current Scenario: **2025**

San Francisco Bicycle Plan Mission/Chavez Cumulative BP

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	**256**	**21632**	**26**	**2163**	**11**	**18**	**2**	**3**	**1**	**11**
	Off-peak	**170**	**14422**	**17**	**1442**	**3**	**3**	**0**	**1**	**0**	**2**

Calculation of total project emissions

Current Scenario: **2025**

San Francisco Bicycle Plan Mission/Chavez Cumulative

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	**256**	**21632**	**26**	**2163**	**8**	**11**	**2**	**2**	**0**	**8**
	Off-peak	**170**	**14422**	**17**	**1442**	**3**	**3**	**0**	**1**	**0**	**2**

Calculation of total project emissions

Current Scenario: **2004**

San Francisco Bicycle Plan Mission/Chavez

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
	Peak	**176**	**16162**	**18**	**1616**	**11**	**30**	**5**	**6**	**1**	**20**
	Off-peak	**117**	**10775**	**12**	**1077**	**4**	**8**	**2**	**2**	**0**	**6**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2025**										
San Francisco Bicycle Plan Portola/OShuaghnessy Cumulative											
	Peak	**229**	**19337**	**23**	**1934**	**8**	**10**	**1**	**2**	**0**	**7**
	Off-peak	**152**	**12892**	**15**	**1289**	**3**	**3**	**0**	**1**	**0**	**2**

Calculation of total project emissions

		Traffic Activity				Emissions					
		Diesel volume (veh per day)	**Non-Diesel volume** (veh per day)	**Diesel VMT** (daily miles)	**Non-Diesel VMT** (daily miles)	**Diesel PM** (grams/day)	**Benzene** (grams/day)	**1,3-Butadiene** (grams/day)	**Acetaldehyde** (grams/day)	**Acrolein** (grams/day)	**Formaldehyde** (grams/day)
Current Scenario:	**2004**										
San Francisco Bicycle Plan Portola/Oshaugh											
	Peak	**197**	**18097**	**20**	**1810**	**13**	**34**	**6**	**7**	**1**	**23**
	Off-peak	**131**	**12065**	**13**	**1206**	**4**	**10**	**2**	**2**	**0**	**7**

SF Bike Plan Volumes for TNM Input		Calibration Count (10 min.) Total	Auto	MT	HT	One-Hour Volumes Total	Auto	MT	HT	Posted SL	Meas Leq	Calc Leq	Adj Spd	Spd Adj Leq	Cal Fac
Residential on Broadway E of Van Ness	EB	80	78	2	0	480	468	12	0		67.9		30	63.1	**4.8**
	WB	104	100	4	0	624	600	24	0						
	Total					1104	1068	36	0						
Residential on 4th N of Harrison	NB	0	0	0	0	0	0	0	0		66.6		35	65.6	**1.0**
	SB	173	165	8	0	1038	990	48	0						
	Total					1038	990	48	0						
Residential on Masonic N of Fell	NB	142	138	4	0	852	828	24	0		70.9		30	65.2	**5.7**
	SB	196	195	1	0	1176	1170	6	0						
	Total					2028	1998	30	0						
Residential on Illinois S of Mariposa	NB	19	17	1	1	114	102	6	6		62.4		20	59.3	**3.1**
	SB	11	9	1	1	66	54	6	6						
	Total					180	156	12	12						
Residential on Chavez E of Mission	EB	140	129	5	6	840	774	30	36		71.5		35	68.0	**3.5**
	WB	145	132	10	3	870	792	60	18						
	Total					1710	1566	90	54						
Residential on Portola W of Oshaugnessy	EB	142	137	5	0	852	822	30	0		68.7		35	65.8	**2.9**
	WB	98	96	1	1	588	576	6	6						
	Total					1440	1398	36	6						
Residential on 7th S of Krikham	NB	115	115	0	0	690	690	0	0		70.2		35	66.5	**3.7**
	SB	140	139	1	0	840	834	6	0						
	Total					1530	1524	6	0						

APPENDIX D
COMMENT LETTERS

Letter 1

John Daniel
97 Cortland Avenue
San Francisco, CA 94110

12-3-08

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Ste 400
San Francisco, CA 94103

Re: Draft EIR for San Francisco Bicycle Plan

Dear Sir or Ma'am:

4.8 Typical of San Francisco planning, the summary of the Draft EIR misses the forest for the trees. As a result, fewer people will be riding bicycles than could be realized if the city basically "got its head out of its ass" so to speak on the issue of bike safety. Further, the actual costs of
1.10 producing as well as driving motor vehicles should be taken into account.

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

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

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

4.12 Imagine Howard Street instead of in its current configuration as a street with bicycle lanes going both directions and a physical barrier like a pedestrian island physically separating the bike lanes from the street lane, and perhaps with only one lane of car traffic taking up one side of Howard with a bi-directional bike lanes on the other side of Howard. The cars could park along the pedestrian island sidewalk, which could be door width to avoid bicyclists being "doored", and use the pedestrian island as a refuge till traffic passes then cross to the main sidewalk when traffic is clear to conduct whatever business. Or reimagine Howard Street as a bicycle thoroughfare with only access to Howard being for delivery trucks. Or imagine Mission Street out to the San Jose split (30th Street) being similarly set up with bus and bicycle transport in addition to delivery trucks. That shows you what the gold standard in street design should be, not the crummy, car-oriented, 40,000 deaths per year type of streets that our dependence on being carried about on our asses around town like ancient royalty in cars and SUVs that weigh in at 1.5 tons for a Honda Accord and 3 tons for a Ford Expedition or Hummer. !

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

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

6.1 Rather the overriding goal of the city should be to make bicycling safe for anyone age 8 to 80 and up. That means separate bicycle streets in which second hand car exhaust is not being constantly consumed by those who operate without producing such cancer-laden car exhaust.

4.12 It means at the minimum putting up barriers to keep the cars out of the bicycle lanes, barriers that could be "greened" with planted trees and the cars parked outside the bike lane area so that bicycles can move about without doors and other impositions blocking the lanes, as in Amsterdam.

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

There are several strategies we can muster in our city:

4.13 1. 25 mph maximum speed limit city wide with 15 mph on bicycle routes and camera enforcement of speeding (a Washington D.C. suburban city – I forget which one, either Alexandria or Richmond Virginia or perhaps Arlington or Bethesda – tried the speed limit enforcement of speed laws with automatic ticketing of violators and not only paid for the equipment and its installation, but also made the city $2 million in the first year of operation as well as made traffic calmer and safer immediately).

4.12 2. Bicycle routes around town in a network of protected bicycle pathways that cannot be obstructed by virtue of their design as discussed above, greened bicycle arteries that would be inviting for the public especially those presently too scared such as the 3 dozen or so folks who have told me they would use bicycles to get around if only the cars and their sometimes completely inattentive and sometimes malicious drivers weren't right next to them regardless of the bicycle lane and it's illusion of protection.

4.14 3. Announce these measures with prominent signs on all major highways and bridges coming into the city so that everyone is forewarned.

4.15 4. Fix up intersections so that bicycles can yield on red lights and proceed if no vehicles are coming, and be able to roll through stop signs and not have to make a complete stop followed by a knee-hurting start again.

4.16 5. Really concentrate on making it as easy to get around by bike as possible and allow contra flow bicycle operation on certain 1 lane One Way streets in which it is much more reasonable to go that way than to go thru gnarly traffic streets such as taking Precita instead of being legally forced to navigate the Mission/Cesar Chavez intersection.

4.8 There, that's half a dozen of things that can be done and should be done immediately to make it much easier to get along by bicycle in this City. True, it's more than the "nip and tuck around the edges" that San Francisco seems so much more capable of than truly insightful

4.8
Con't

planning, but we should be building something for the next century not something that might have been more appropriate had it been built in the 1960's.

Rather than bringing up the rear, let's get out in front on this one and really make SAFETY for bicycles and pedestrians our NUMBER 1 PRIORITY, and that means more than simply some "targeted enforcement" in other words a little "nip and tuck" here and there with City leaders patting themselves on the back with self-congratulatory affirmations of "Oh how great we are" when we're really about a C minus when it comes to having truly insightful planning.

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

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

To close, as in the Field of Dreams, "BUILD IT AND THEY WILL COME!"

Sincerely,

John Daniel

Letter 2

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

December 9, 2008

RE: SF Bicycle Plan Case Number 2007.0347E Page IV.B-2(Designs for long term projects delay)

Thank you for providing me with a copy of the Draft Environmental Impact Review. I originally commented on only one point: I urged the inclusion of Mansell Street through McLaren Park in the near term project list rather in the later projects. I am disappointed but I'll repeat my urging even though it may be inappropriate comment on the EIR. If it is, please accept my apology.

I'm doing this in case it may be possible to separate out this one segment from the overall plan, for the following reasons.

Mansell is a four-lane street from San Bruno Avenue to just short of Persia, divided by a broad, planted strip. Shortly before it turns into Persia it becomes a two-lane road. Several years ago a bike lane was installed on the portion of Mansell from San Bruno to University Street, the boundary of McLaren Park, reducing auto traffic to one lane. Traffic on the one lane in each direction has not been delayed, and parking is not adversely affected.

5.67 At University, Mansell changes to two lanes in each direction through the park. The right lane is the same width, now given over to cars. There is no need for two lanes through the park. Traffic does not stack up on the one-lane segment of Mansell and it makes even less sense that bikers are suddenly in a traffic lane where the speed limit is increased by being a four lane divided street. In addition to this odd configuration of a bike lane, I point out that Shelley Drive, which intersects with Mansell at two points, is a very broad one-lane-in-each-direction street, and I believe should also be marked with a bike lane. It's a park, for Pete's sake.

Installing bike lanes on Mansell over to Persia and on Shelley would leave room for parking, would not adversely affect trees or other plants, could accommodate Muni buses just as they are accommodated on the one lane sections of Mansell, and would not cause traffic stacking up, concerns that are certainly valid on most other city streets.

While I really don't expect this letter to have any weight in the review of the draft EIR, maybe there is a way to take Mansell out of the Plan and get some painted lines on these streets *in McLaren Park*. This is just a guess on my part, but if these streets come under Rec & Park jurisdiction maybe that's why there is a truncated bike lane on Mansell up to the park boundary. And if that is so, maybe Rec & Park can unilaterally install bike lanes in the park?? I will send a copy of this letter to that Department.

Thank you again for the generous pile of information. Even though I'm not a biker myself I support the effort to accommodate bicycle traffic, and have found the Draft EIR most impressive and educational for me.

Yours truly,

Betty Parshall

Betty Parshall
386 Wilde Ave.
SF CA 94134

1.11 P.S. In the interest of economy, it is not necessary to send me a copy of the final EIR. I will share the Draft with others in the community.

cc: Jared Blumenfeld, Rec & Park Dept.

TO: SNA
PO BOX 27615
SAN FRANCISCO, CA
94127

DEC.12, 2008

ATTN:SNA EXECUTIVE BOARD

5.37 INTERESTING: TWO BIKE LANES ON PHELAN , GOING NO WHERE? PHELAN IS THE ONLY THROUGH WIDE STREETFOR EMERGENCY AND FIRE EQUIPMENT TO HAVE FAST ACCESS TO THE SUNNEYSIDE, MONTEREY NEIGHBORHOOD ARES. RATHER THAN BIKE LANES FOR 8 TO 12 BIKES ADAY, WHY NOT DO THE SAFE THING AND ALSO MAKE THE CITY CEQO PEOPLE HAPPY-ELIMINATE THE 140 PARKING SPACES AND 30 MOTORCYLE SPACES AND PUT AN EMERGENCY FIRE AND EMERGCENCY LANE IN THE MIDDLE OF PHELAN , THUS GIVING THE SUNNYSIDE-MONTEREY NEIGHBORHOODS ,A MUCH NEEDEDSAFE AND FASTER RESPONSE TIME FOR EMERGENCIES, WHEN TIME COUNTS.

5.38 I AM ALSO UPSET AT CITY COLLEGE AND THEIR CONTINUAL LIES TO US OF WHAT THEY PROPOSE.WHEN SNA GOT BEHIND THEM TO GET THEM THE CONTROL OF THE RESERVOIES, THEY PROMISED THAT THEY WOULD HAVE 100PLUS PARKING SPACES UNDER GROUND ,IN THE RESERVOIES. I GUESS THAT THINK ALL THOSE PERSONS THAT HELPED THEM, ARE EITHER DEAD OR MOVED OUT OF THE NEIGHBORHOOD. SO NOW THEY CAN SPEND LARGE $$$,S FILLING IN THE "BIG HOLE" TO BUILD THEIR NEW CAMPUS.PARKING BE DAMNED, MOST OF THEIR CURRENT STUDENTS COME FROM SOUTH OF SAN FRANCISCO AN USE CARS TO GET S.F.C.C CAMPUS(CHECK THE ,WHAT IS NOW TEMP. PARKING) I WONDER, DO WE AS SAN FRANCISCO TAX PAYERS PAY FOR THIS ?????

J.A. MARSHALL
218 JUDSON AVE.
SAN FRANCISCO, CA
94112

CC: MR. BILL WYCKO
S.F. PLANNING DEPT.

Letter 4

STATE OF CALIFORNIA
Arnold Schwarzenegger, *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

December 9, 2008

Debra Dwyer
San Francisco Planning Department
Major Environmental Analysis
1650 Mission Street, Ste. 400
San Francisco, CA 94103

Re: Notice of Preparation, Draft Environmental Impact Report (DEIR)
San Francisco Bicycle Plan
SCH# 2008032052

Dear Ms. Dwyer:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian traffic at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers. 1.11

The Commission has jurisdiction over both railroad and rail transit crossings. The CPUC Rail Transit and Crossing Branch regularly works with the City of San Francisco Municipal Transportation Authority and Port of San Francisco to address railroad and rail transit safety throughout the City.

Action 1.17 of the DEIR states: "Create an inventory of locations along the bicycle route network that intersect or run parallel to railroad tracks, and identify appropriate measures to mitigate the impacts of the track crossings to bicyclists."

There are numerous bicycle routes in San Francisco that parallel or cross light-rail-transit tracks. Action 1.17 should be amended to include not only railroad tracks, but also light-rail-transit track. Safety impacts should be considered when changes are made near the light-rail-transit tracks. Such changes may impact the safety not only of bicyclists, but also potentially increase the hazard of train-vehicle or train-pedestrian collisions. 4.9

We request that the inventory to be compiled under Action 1.17 be provided to CPUC. The Commission can provide a listing of all light-rail-transit crossings in the City. We also recommend a review of the incident history at identified rail crossing locations. 5.23

5.23 Con't

Of particular concern is Project 4-2 and Project 4-3, which would involve the construction of bicycle lanes in the vicinity of Illinois Street and Cargo Way. There are a number of new railroad tracks in this area, including a track in the roadway on the Illinois Street bridge. CPUC staff has been in recent discussion with Port of San Francisco regarding the configuration of this track (signals, signage, markings, etc.). Proposed modifications in this area should be reviewed by the Port of San Francisco and CPUC.

Thank you for your consideration of these comments. If you have any questions in this matter, please call me at (415) 703-1306.

Sincerely,

Daniel Kevin

Daniel Kevin
Regulatory Analyst
Consumer Protection and Safety Division

Letter 5

Date: December 22, 2008
To: Bill Wycko, Environmental Review Officer
From: Jane Stavropoulos
Regarding Draft EIR of the Bicycle Plan, Case # 2007.0347E
Project 1-3: North Point Street Bicycle Lanes
Removal of a bus stops at Larkin and North Point

Project 1-3: North Point Bicycle Lanes, of the Bicycle Plan recommends the removal of the bus stops at North Point and Larkin Streets. This draft EIR does not significantly address the impacts of the proposed removals. Hence the following issues need to be addressed:

1. Negative impact on public transit riders, especially seniors and people with disabilities versus the positive impact on bicyclists

5.16

- What is the estimated number of cyclists using North Point Bicycle Route and the projected number of cyclists using this route if the Project 1-3 is implemented?
- What is the estimated number of seniors and persons with disabilities currently using the North Point / Larkin bus stops?
- If Project 1-3 is implemented, will this same population be significantly impacted? And why?
- How do the positive benefits of Project 1-3 for the bicyclists compare to the negative impact on the seniors and persons with disabilities?
- Will Project 1-3 have a significant impact on tourists using Public Transit?

5.19

2. Overall Project 1-3 creates more parking. How will this impact on bicyclists and public transit?

5.16

The Transportation Effectiveness Project recommendations are scheduled to under go an EIR review. The set of recommendations include removal of bus routes and bus stops. The Bicycle Plan recommends the removal of bus stops at North Point and Larkin Streets. So it is important for the Bicycle Plan Draft EIR to set the ground work for future EIR reports of removing a bus stop, especially for seniors and people with disabilities.

Jane Stavropoulos

JANE STAVROPOULOS
901 ½ NORTH POINT STREET
SAN FRANCISCO, CA. 94109
(415) 776-6109

Letter 6

Date: December 22, 2008
To: Bill Wycko, Environmental Review Officer
From: ROBERT CLUTTON
Regarding Draft EIR of the Bicycle Plan, Case # 2007.0347E
Project 1-3: North Point Street Bicycle Lanes
Removal of a bus stops at Larkin and North Point

Project 1-3: North Point Bicycle Lanes, of the Bicycle Plan recommends the removal of the bus stops at North Point and Larkin Streets. This draft EIR does not significantly address the impacts of the proposed removals. Hence the following issues need to be addressed:

1. Negative impact on public transit riders, especially seniors and people with disabilities versus the positive impact on bicyclists

5.16
- What is the estimated number of cyclists using North Point Bicycle Route and the projected number of cyclists using this route if the Project 1-3 is implemented?
- What is the estimated number of seniors and persons with disabilities currently using the North Point / Larkin bus stops?
- If Project 1-3 is implemented, will this same population be significantly impacted? And why?
- How do the positive benefits of Project 1-3 for the bicyclists compare to the negative impact on the seniors and persons with disabilities?
- Will Project 1-3 have a significant impact on tourists using Public Transit?

5.19 **2. Overall Project 1-3 creates more parking. How will this impact on bicyclists and public transit?**

5.16 The Transportation Effectiveness Project recommendations are scheduled to under go an EIR review. The set of recommendations include removal of bus routes and bus stops. The Bicycle Plan recommends the removal of bus stops at North Point and Larkin Streets. So it is important for the Bicycle Plan Draft EIR to set the ground work for future EIR reports of removing a bus stop, especially for seniors and people with disabilities.

whole heartedly endorsed by R. CLUTTON

ROBERT CLUTTON
901 ½ NORTH POINT STREET
SAN FRANCISCO, CA. 94109
(415) 409-3030 AM ONLY

Robert Clutton
901 ½ North Point St.
San Francisco
CA 94109-1111

Letter 7

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Thursday, January 08, 2009 9:14 AM
To: Gajda, Oliver; Taylor, Gretchen P; Armentrout, Lucy A; Levine, Carol R
Subject: Fw: Comments to the Board #1Fw: San Francisco Bicycle Plan DEIR, #2007.0347E

Good Morning -

I've overlooked you when I forwarded this email to Dustin and Mike Davis.

Regards,

Monica Cristina Pereira
Environmental Planner
San Francisco Planning Department
Major Environmental Analysis (MEA)
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479
T:415.575.9107
F:415.558.6409
www.sfplanning.org

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 09:11 AM -----

Monica Pereira/CTYPLN/SFGOV 01/08/2009 09:08 AM		To "White, Dustin" <Dustin.White@sfmta.com>, "Davis, Mike (Oakland)" <Mike.W.Davis@jacobs.com> cc Subject Comment to the Board #1Fw: San Francisco Bicycle Plan DEIR, #2007.0347E

FYI -

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 09:07 AM -----

Bill Wycko/CTYPLN/SFGOV 01/06/2009 09:04 AM		To Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV cc Subject Fw: San Francisco Bicycle Plan DEIR, #2007.0347E

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/06/2009 09:05 AM -----

NINERSAM@aol.com 01/05/2009 08:18 PM		To bill.wycko@sfgov.org cc Subject Re: San Francisco Bicycle Plan DEIR, #2007.0347E

Re: San Francisco Bicycle Plan DEIR, #2007.0347E

Item 11 on Planning Commission Agenda, 8 January 2008

President Olague, Commissioners, Mr. Wycho

2.1 The Coalition for San Francisco Neighborhoods (CSFN) urges the Planning Commission to continue the public comment period on the Bicycle Plan DEIR to at least February 13, 2009 (30 days).

We respectfully request the continuance for the following reasons:

1.7 1.) The DEIR is 1457 pages long, probably the longest DEIR in City history, and is extroardinarily complex with at least eight cross-references for proposed changes to each street, and other physical changes to city streets and sidewalks.

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

3.) Because the DEIR was released during the holiday period, it did not allow the public adequate time to review it.

2.4 4.) Supporting and background studies have not been made available, files and documents were not publicly available during the public comment period.

1.9 5.) The Project will have direct, indirect and cumulative impacts on traffic, transit and parking on major thoroughfares throughout San Francisco, by eliminating traffic lanes and hundreds of parking spaces, and changing street configurations affecting travel throughout the entire city.

2.1 6.) CEQA requires public participation in the EIR process.

Thank you for your consideration,

Gary Noguera, President CSFN

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Thursday, January 08, 2009 9:14 AM
To: Gajda, Oliver; Taylor, Gretchen P; Armentrout, Lucy A; Levine, Carol R
Subject: Fw: Comments to the board #2 Fw: Item #11 -- 2007.0347E

Same here.

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 09:13 AM -----

Monica Pereira/CTYPLN/SFGOV 01/08/2009 09:09 AM		To: "White, Dustin" <Dustin.White@sfmta.com>, "Davis, Mike (Oakland)" <Mike.W.Davis@jacobs.com> cc: Subject: Comments to the board #2 Fw: Item #11 -- 2007.0347E

FYI -

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 09:05 AM -----

Bill Wycko/CTYPLN/SFGOV 01/08/2009 08:55 AM		To: Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV cc: Subject: Fw: Item #11 -- 2007.0347E

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/08/2009 08:56 AM -----

JoMazz@aol.com 01/07/2009 09:02 PM		To: Christina.Olague@sfgov.org, Ron.Miguel@sfgov.org, michael.antonini@sfgov.org, gwyneth.Borden@sfgov.org, bill.lee@sfgov.org, Kathrin.Moore@sfgov.org, Hisashi.Sugaya@sfgov.org, bill.wycko@sfgov.org cc: Linda.avery@sfgov.org Subject: RE: Item #11 -- 2007.0347E

January 7, 2009

President Christina Olague
Vice President Ron Miguel
Commissioner Michael Antonini
Commissioner Gwyneth Borden
Commissioner Bill Lee
Commissioner Kathrin Moore
Commissioner Hisashi Sugaya
Bill Wycko- Environmental Review Officer- Planning Department

RE: EIR Bicycle Plan Case # 2007-0347E
Project 1-3 – North Point Bicycle Lanes
Removal of Bus Stops at Larkin and North Point

Dear President Olague and Commissioners,

5.16 I am writing to express my concern regarding the proposed bike lanes and elimination of bus stops at North Point and Larkin Streets.

5.21 Based on information published, the Bicycle Plan is recommending the removal of the bus stops at North Point and Larkin Streets. There are issues that need to be addressed as part of the above plan. Has this study physically counted the number of people who
5.13 ride their bikes on North Point street on a daily basis? Does this truly warrant a specific bike lane designation and removal of one lane of traffic? The current traffic
5.12 patterns on the streets need to be conducted during commute hours between 3-5 PM and on the weekends. The current study has not taken into consideration the
5.20 amount of Golden Gate transits and Muni Buses that travel along North Point. Taking away a lane of traffic would only add to the already congested streets. Biking on this street during rush hour would become a safety issue for bikers trying to go around the buses and weaving in and out of traffic.

Numerous residents including seniors and businesses depend on the bus stops on Larkin and North Point. 500 signatures were collected opposing the elimination of these bus
5.16 stops. These bus stops are a gateway to Fishermen's Wharf for tourists. They start at Ghiradelli Square have a piece of chocolate or sundae and work their way through Aquatic Park to the Cannery and wharf spending thousands of dollars along the way, which in turn benefits the businesses and city.

Please consider this issue carefully before removing a lane of traffic and bus stops.

Should you have any questions, feel free to contact me.

Thank you for your time and consideration.

Sincerely,

Josephine Mazzucco
2948 Larkin Street
San Francisco, CA 94109
jomazz@aol.com

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Thursday, January 08, 2009 12:17 PM
To: Gajda, Oliver; Taylor, Gretchen P; Armentrout, Lucy A; Levine, Carol R; White, Dustin; Davis, Mike (Oakland)
Subject: Comment 3 to the commissionFw: Item 11 - 2007.0347E Planning Commission andFormal Comment re: SF Bike Plan DEIR due 1/13/09

Attachments: Alioto-Pier Recap Issues Bike EIR Concerns Version 01-08-09.doc

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 12:16 PM -----

Bill Wycko/CTYPLN/SFGOV
01/08/2009 11:32 AM

To: Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc:
Subject: Fw: Item 11 - 2007.0347E Planning Commission and Formal Comment re: SF Bike Plan DEIR due 1/13/09

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/08/2009 11:33 AM -----

FONTANA WEST APTS <fontanawest@sbcglobal.net>
01/08/2009 10:25 AM
Please respond to fontanawest@sbcglobal.net

To: Christina.Olague@sfgov.org, Ron.Miguel@sfgov.org, michael.antonini@sfgov.org, gwyneth.Borden@sfgov.org, bill.lee@sfgov.org, Kathrin.Moore@sfgov.org, Hisashi.Sugaya@sfgov.org, bill.wycko@sfgov.org
cc: linda.avery@sfgov.com, Debra.Dwyer@sfgov.org, Karen Collingwood <kcollingwood@chandlerproperties.com>, Herbert Lindenberger <lindenberger@stanford.edu>, Aquatic Park Neighbors <update@aquaticpark.org>, Liliana Patterson DeMello <liliana.demello@sbcglobal.net>, Jane Stavropoulos <northpointinn@yahoo.com>, Michela Alioto-Pier <michela.alioto-pier@sfgov.org>, Judson True <judson.true@sfmta.com>, Sarah Ballard <sarah.ballard@sfgov.org>
Subject: Item 11 - 2007.0347E Planning Commission and Formal Comment re: SF Bike Plan DEIR due 1/13/09

President Christina Olague

Vice President Ron Miguel

Commissioner Michael Antonini

Commissioner Gwyneth Borden

Commissioner Bill Lee

Commissioner Kathrin Moore

Commissioner Hisashi Sugaya

Bill Wycko- Environmental Review Officer- Planning Department

RE: EIR Bicycle Plan Case # 2007-0347E

Project 1-3 – North Point Bicycle Lanes

Bus Stop Analysis within Bicycle Lane Project

Dear President Olague and Commissioners,

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

1.11 Attached is our prior communication with our District 2 Supervisor, Michela Alioto-Pier dated october 22, 2008, where we outlined our concerns regarding traffic and bicycle co-existence on North Point. Key points are in bold and most relevant to this item.

5.16 In addition, we are concerned with the removal of the Bus Stop at Larkin and North Point as part of the proposed traffic lane removal within the bike lane plan. We question the analysis upon which this decision was made, and believe it warrants further study within the bike lane plan context.

1.2 Fontana West as a member of Aquatic Park Neighbors, want the plan to be a success by dampening down the type of traffic conflicts on North Point, i.e. Tour Buses, Golden Gate Transit, Trucks, etc. in favor of pedestrians, bicycles, and smaller passenger vehicles.

Best regards,

Claudio Micor, Treasurer Fontana West Board of Directors & FWAC Representative

(See attached file: Alioto-Pier Recap Issues Bike EIR Concerns Version 01-08-09.doc)

FONTANA WEST

Apartment Corporation

1050 North Point
San Francisco CA 94109
Doorman 415/775-5242 or 415/775-5020 Office 415/775-5264 FAX 415/775-0924 Email: fontanawest@sbcglobal.net
C/o Chandler Properties
415/921-5733 Fax 415/921-0841 Email: kc@chandlerproperties.com

October 22, 2008

Supervisor Michela Alioto-Pier
District 2
City Hall Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94012
Michela.Alioto-Pier@sfgov.org

(Delivered Via Email)

Dear Supervisor Alioto-Pier,

1.11 First of all the owners and residents of Fontana West thank you for your continuing support and your office's assistance in navigating the myriad of governmental agencies, departments, and committees to have our issues and concerns heard and addressed.

5.10 As I noted in my letter of October 10, 2008 to Judson True of the MTA on which you were copied, in 2008 Fontana West started to participate in the Aquatic Park Neighbors Association and the Fisherman's Wharf Community Benefit District (both of which span District 2 and District 3), through which many converging impacts regarding Van Ness and North Point have come to light. To us it seems that a disturbing trend is developing to load more traffic onto North Point, using outdated or non-existent traffic volume studies to justify each constituency's initiatives.

5.8 At the City Operations and Neighborhood Services Committee that was held Monday, January 22, 2007, you asked the MTA to "think outside the box" regarding pedestrian safety, bus traffic, rest stop locations, and general traffic congestion at the intersection of Van Ness and North Point adjacent to Fontana West. The redesign and repaving of Van Ness north of North Point earlier this year with its associated pedestrian island was a major improvement, but safety and traffic challenges remain at the intersection. To this date we have not heard from any City Department commenting on the situation at the intersection or if any formal studies were undertaken.

5.9 The San Francisco Planning Department's City Design Group Fisherman's Wharf Public Realm Plan shows their definition of North Point, with a clear indication of the importance of the Van Ness and North Point intersection by labeling it a "Gateway Opportunity". (Reference attachments Base-Street Types & Base Map – Open Space).

5.11 We attended the Fisherman's Wharf Community Benefit District's Urban Planning Committee Meeting that was held on October 2, 2008. Jeremy Nelson from Nelson/Nygaard (a world renowned traffic planning company hired by the CBD) discussed average daily traffic patterns in the area. Unfortunately he was using data from a four year old MTA study. As input we suggested that though the major flow of traffic arrives at Fisherman's Wharf via the Embarcadero near Pier 39, another major flow comes from

5.11 Con't

Lombard / Van Ness via North Point. Fontana West is very concerned that the planners feel that North Point has capacity to carry more traffic. I asked Nelson/Nygard to contact the MTA to ascertain if any traffic flow study was conducted at Van Ness and North Point as part of the 2007 redesign and repaving project to bolster their position.

5.15

The "Elephant in the Room" is the San Francisco Bicycle Plan Major Environmental Analysis. Project 1-3 of said plan states: "This project would remove one westbound travel lane on North Point Street between Stockton Street and Van Ness Avenue, and remove one eastbound travel lane between Stockton Street and The Embarcadero". (Reference attachment 1.3NorthPointStreet TheEmbarcaderotoVanNessAvenue_Proposed). Besides the obvious impacts to the Fontana West driveways, the Valet Parking of Fairmont Heritage Place at 900 North Point, and Golden Gate transit, there does not seem to be a coordinated effort to mitigate these impacts and support the City's transit first and bicycle plan policies while acknowledging the needs of our residential neighborhood now being advocated by the Aquatic Park Neighbors Association.

5.17

Other pressures on North Point include what we believe is a redundant cable car stop at Hyde and North Point just one block away from the beginning of the line at Aquatic Park. The stop light at Hyde and North Point is set to stop traffic on North Point when a cable car approaches. As the free-for-all of riders try to embark in the middle of the intersection onto the usually packed car, the light remains red causing huge backups in either direction of North Point. Our naïve suggestion is to just keep the light as is to give the cable car the right of way, but remove the cable car stop thus easing the disruption to North Point.

5.14

Besides other modes of transport, MUNI vehicles themselves contribute major congestion in the area. An obvious question is why the MTA reversed its intent to sell or lease the property on which the Kirkland Bus Yard sits, and not relocate the operation to Cesar Chavez and I-280? **Also per the Van Ness Avenue Bus Rapid Transit (BRT) Feasibility Study (Reference attachment BRTsection1_2006me) more frequent movement of more MUNI vehicles is planned for. In addition the study notes that the Polk Street bike lines are the preferred routes for bicycle traffic instead of Van Ness, contradicting the San Francisco Bicycle Plan which extends the bike lanes to Van Ness instead of terminating at Polk to connect with the existing bike lanes on that street.**

5.22

5.18

Other concerns of Fontana West revolve around plans for Van Ness north of the City property line where Van Ness extends to the Muni Pier on National Park Service land. The proposed historic F-Line extension (E-Line) would continue three blocks west to the San Francisco Maritime NHP and then through the Fort Mason Tunnel, crossing Van Ness. We testified at the Public Scoping meetings which ended on May 29, 2006, that though supportive of the concept we were concerned about trolley noise and traffic backing up Van Ness to the North Point intersection. The E-line would compete for right-of-way with the Bocce Ball courts, reserved NPS on street parking, and vehicle and pedestrian traffic. Of more concern, but difficult to find specific planning documents, is the rumored relocation option of the Alcatraz Tour boats to the Alcatraz Pier (the small pier adjacent to the foot of the Muni Pier), once the lease is up with Horn Blower tours now located at Pier 3.

4.6

1.11

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

Regards,

Mr. Claudio Micor

Treasurer, Fontana West Board of Directors

Attachments:

Base - Street Types
Base Map – Open Space
1.3NorthPointStreet_TheEmbarcaderotoVanNessAvenue_Proposed
BRTsection1_2006me

CC: Via Email

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Board of Directors of the Fontana West Apartment Corporation

Bill Wycko/CTYPLN/SFGOV
01/13/2009 09:12 AM To
Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc

bcc

Subject
Fw: Response to San Francisco 2009 Bicycle Plan Update and EIR

History:
This message has been forwarded.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 09:13 AM -----
Joseph Story <sfplannerguy@yahoo.com>
01/13/2009 08:41 AM
To
bill.wycko@sfgov.org
cc

Subject
Response to San Francisco 2009 Bicycle Plan Update and EIR

Attached are comments on the Bicycle Plan Update and EIR.

Joe Story

Joseph A. Story
5036 Diamond Heights Boulevard
San Francisco, CA 94131

January 11, 2008

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
bill.wycko@sfgov.org

Dear Sirs:

1.11 This letter contains my responses to the release of the San Francisco Bicycle Plan update and associated EIR. This letter is prepared and sent before the closing of the comment period of January 13, 2008.

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

Several of the proposals in this report significantly disrupt local traffic and buses, greatly increase greenhouse gas emissions due to delayed and rerouted vehicles, and have not been studied in sufficient depth to justify the proposed designs; others are simple, logical projects. There are many intersections not studied (especially in the AM peak hour) which should be studied as these project will significantly affect the neighborhoods where the new delay will be created. Each project should be designed and evaluated carefully.

2.9 To comply with the requirements of the EIR comments and responses, I am addressing specific technical concerns and mistakes that I have identified in the EIR. Addressing these will likely require major changes to the EIR document, and I suspect that a recirculation will be likely. One

1.7 alternative may be to remove the "projects" from this document, and present those as separate studies. This would allow for more adequate studies to be made on the proposed projects and for better designs to evolve.

General Comments on Project Level Analysis of the EIR

5.4 **Reports of delay at Level of Service F at ">80" seconds for traffic inadequately describes the actual delay being induced by the project. This is also inconsistent with the transit analysis methodology in the EIR, which discusses use of intersection delays of up to 100 seconds in**

those calculations. The *Transportation Impact Analysis Guidelines for Environmental Review* requires disclosure of all volume-capacity ratios at Levels of Service E or F; these are not provided and should be to bring the document into compliance. The use of ">80" is inaccurately portrays the impacts of the lane reductions on traffic. The EIR should be recirculated to show the actual estimated intersection delay, and not merely the anticipated delays as ">80" seconds. I also request that the comment and response specifically disclose the amount of anticipated delay to the nearest second so that the decision-makers and citizens in San Francisco have full knowledge of the actual delay that they will soon experience. The Highway Capacity Manual and accompanying available software analysis packages report actual anticipated delay significantly over 80 seconds. The City *Transportation Impact Analysis Guidelines for Environmental Review* posted by the Planning Department require the reporting of volume-to-capacity ratios at Level of Service E or F; these are not reported, recognizing that high delays should be further illustrated – while this EIR introduces LESS technical descriptions of the effect of congestion. The EIR further discloses on Page V.A.3-15 through V.A.3-17 (transit impacts discussion) that intersection delays of 100 seconds are discussed as central to the analysis; more detailed delay information IS AVAILABLE AND IS USED IN OTHER PARTS OF THE EIR. Further, Figure V.A.3-3 (referencing the relationship between volume/capacity ratio and taken from the 2000 Highway Capacity Manual, suggest that the analysis should be able to report delay of up to over 700 seconds (over 11 minutes), so that the vehicular traffic results ARE NOT CONSISTENT WITH THE METHODOLOGIES PRESENTED IN OTHER SECONDS when they are presented as only ">80".

5.4 Con't

The Planning Department Guidelines require that any "project" that affects any intersection over Level of Service D must have a published report that fulfills the requirements of these guidelines (page 1) of the *Transportation Impact Analysis Guidelines for Environmental Review* at:
http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf
These guidelines also require that the volume-capacity ratios be reported for every intersection that operates at Levels of Service E or F. There are many intersections in this report that indicate that this objective is met. The quantitative effect of the reduced capacity on to the intersection Level of Service must be more extensively documented, as set forth in the published City Guidelines for traffic studies and EIRs.

The impacts should be recirculated to the public with the actual intersection delays reported for the wider public. These delays must be reported at least 100 seconds to be consistent with the transit impacts, and should be reported to be at least at delays greater than two signal cycle lengths of the approaching intersections (which suggest that delays of up to 180 seconds should be reported if the intersection has a 90 second cycle). Otherwise, the analysis reported in this Draft EIR are inadequate, inconsistent with the City's own *Transportation Impact Analysis Guidelines for Environmental Review*, and do not accurately disclose the true environmental impact of the Bicycle Plan.

5.6

Queue lengths are a required consideration in the design of any street project. This EIR does not report these lengths, and is thus an inadequate Project Level report for discussion and decision-making purposes. Disclosure of traffic queue lengths of approaches with lane reductions should be reported, especially where the reductions are significant and lead to Level of Service F operations. Adjacent property owners (including myself) have the right to know

5.6 whether or not the bicycle plan will result in queued traffic being introduced past the front of my property. The public cannot determine any additional queue lengths that would result from the reduction of lanes. The public cannot determine whether or not the additional queues will disrupt adjacent intersections. Idling vehicles results in significant carbon monoxide emissions, which have been shown to have detrimental health effects. The introduction of additional feet of carbon

6.2 monoxide represents an additional hazard, not only to adjacent properties, but to pedestrians, bicyclists and other users that must wait in the additional idled traffic. The project level analysis should report queue lengths that result from lane reductions.

5.5 **The transit delay threshold of 6 minutes is too high, arbitrary and inadequately reports the impacts of additional traffic on Muni routes. Further, this is inconsistent with the analysis methodology in the *Transportation Impact Analysis Guidelines for Environmental Review* published by the City Planning Department, which requires the reporting of effects on the overall system capacity, and defined Transit Levels of Service. The EIR should be modified and recirculated to report the additional delay impacts on system capacity and Transit Levels of Service, and should use Transit Level of Service based-threshold (which would be substantially less than 6 minutes).** There is a direct relationship between transit speed and capacity. If a bus route is forecast to experience additional delays and the number of buses assigned to a route is fixed, then the additional travel time will effectively reduce the capacity of the bus system. For example, a 60-minute round trip route with a 10-minute headway would normally have 6 buses assigned to that route during that peak hour. If delay was only an additional 5 minutes for that hour (50 seconds per bus), this would represent the need to add "a half of bus" to the route or to reduce the headways of the current buses. This represents 19 percent DECREASE in the carrying capacity of that Muni route. The Planning Department Guidelines require that any "project" that affects any intersection over LOS D must have a published report that fulfills the requirements of these guidelines (page 1 of the *Transportation Impact Analysis Guidelines for Environmental Review* at: http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf
There are many intersections in this report that indicate that this objective is met. The effect of the reduced capacity on the Transit Level of Service must be documented, as set forth in the published City Guidelines for traffic studies and EIRs.

6.3 **The Greenhouse Gas Emissions of the additional delay and increased VMT that result from the significant lane reductions across the City is not discussed, and could represent a significant increase in the Greenhouse Gas Emissions created by mobile sources within San Francisco.** This EIR fails to address Greenhouse Gas Emissions. The Mayor's Office and the Board of Supervisors have indicated that this is an important priority for the City, yet there is no analysis within the EIR of how the additional idling and more circuitous routing of vehicles will increase these emissions within San Francisco. The negative impacts of additional traffic congestion to Greenhouse Gas Emissions should be disclosed.

2.7 **All affected property owners should be notified of projects directly in front of their homes, which appears to be a Sunshine Ordinance Violation and Planning Department procedures.** I did not receive notice of how my street would change. My neighbors would have not known had I not actually studied the plan in detail. Planning Department EIRs require notification of all affected persons within a certain distance. This qualifies as a project, and is thus subject to these requirements.

Cluster 6 Project 6-2 Option 1 Analysis Comments

5.40 I believe that Project 6-2 Option 1 is an ill-conceived, badly designed, and congestion-inducing change to a major constraint point within the City's transportation system, and is inadequately studied within the EIR. Strategies to provide a Class 1 or Class 2 bicycle lane are available without removing a traffic lane. Specific comments on this project and the accompanying EIR analysis are provided on the following pages.

5.41 **Project 6-2 Option 1 should be removed from the San Francisco Bicycle Plan because it was developed AFTER the Notice of Preparation was issued and has not been presented in any neighborhood meetings or workshops, or scoping of appropriate intersections that should be studied.** Project 6-2 Alternative 1 represents a significant modification to the Bicycle Plan made after the Notice of Preparation was issued on June 5, 2007. The change was not published until January 15, 2008. The first introduction of this project appears to be reported here: (*http://www.sfmta.com/cms/bnews/documents/Bicycle_Plan_Update_Jan_2008_000.pdf*)
I am an affected property owner, and have been given no notice about this proposed change which directly affects the roadway in front of my home. This project has not been properly developed, and has not bee screened in widely-publicized public meetings in our neighborhood. Further, the impacts from Option 1 have been woefully unreported and have mistakes, and the significant impact of Option 1 should be more extensively studied, as presented below.

5.43 **Project 6-2 Option 1 represents a major change to San Francisco's transportation system and it not a minor modification to the Bicycle Plan.** The reduction of the traffic movement from northbound Clipper Street to westbound Portola Drive is the sole traffic location that traffic directly can use between 18th Street (in the Castro Neighborhood) and O'Shaughnessy Boulevard (in the Glen Park neighborhood). Avoiding this intersection will require drivers to drive at least two miles of additional travel to use alternative routes, increasing local vehicle miles of travel and greenhouse gas emissions. This is THE single "bridge" across the Twin Peaks area between the east central and west central areas of the City. This intersection frequently has back-ups and queued traffic at both the AM and PM peak hours. A reduction of capacity by 50 percent at this intersection should be considered a major reduction in the overall capacity of the street system. It is similar to what would happen if 2.5 lanes of the Bay Bridge were removed for a 500 segment of roadway between Treasure Island and the remainder of San Francisco. The effects are profound for upstream traffic! Clearly, Project 6-2 should be considered in relation to the overall impact on the Citywide Circulation System. Further, drivers seeking to avoid the newly-created bottleneck will have to travel up to 3 miles out of direction (through either the Castro or Glen Park neighborhoods), increasing the impact of this project on greenhouse gas emissions contributed by the City of San Francisco.

5.44 **Project 6-2 Option 1 is a discontinuous piece of the Bicycle Plan and is unsafe for bicyclists.** Project 6-2 is an isolated set of bicycle lanes that are quite short and do not extend to a distance even as far as vehicles will be queued at this intersection. Bicycles will need to weave through queued traffic to reach them if Option 1 is implemented! As shown in diagrams in the Appendix of the EIR, they do not connect to proposed bicycle lanes on Clipper Street and they are running in only the westbound/northbound direction. The purpose and need for these lanes is clearly illogical because they do not connect to any other lanes and rather than encourage bicyclists sharing the roadway with vehicles, it will instead encourage bicyclists to weave between queued vehicles. Many of these vehicles will be queued through two signal cycles, encouraging more impatient behavior by the drivers in the vehicles.

5.45 **Project 6-2 Option 1 does not analyze a newly-affected intersection currently operating at significant delays -- Clipper Street/Diamond Heights Boulevard. The EIR is incomplete without studies at this intersection.** This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at the PM peak hour. This will significantly increase idling delay for both vehicles and buses that travel through this intersection. It was not initially reasonable to request studies on this intersection, as the Notice of Preparation did not include the segment of Project 6-2 Option 1 between Diamond Heights Boulevard and Portola Drive, so that this intersection has not been identified as critical. The anticipated queues are not reported, so a reader is unable to determine the magnitude of the impact at this intersection. The EIR should be recirculated with this significantly-impacted intersection included.

5.46 The adoption of the Option 1 recommendation will likely lead to back-ups into and through this intersection and into adjacent neighborhoods. One probable outcome may be the requirement that this intersection also have a new traffic signal installed at this intersection. The cost of installing a traffic signal here, as well as the cost of operating the signal, and the cost of developing a coordinated signal system with signals at these two closely-spaced signals, must be disclosed as a probable outcome. The costs of installing a signal here will be significant, and can easily be avoided by lower-cost design mitigations, or by removing Option 1 from the bicycle plan. (Potential low-cost mitigations are presented below.)

5.47 **Project 6-2 Option 1 should be considered in light of the effects during the AM peak hour at both affected intersections. The EIR is incomplete without an AM peak hour analysis, and the AM peak hour congestion appears to be much worse than the PM peak hour congestion.** As a neighbor, I routinely witness vehicles needing 2 or 3 cycles to clear this Portola Drive/Clipper Street/Burnett Avenue during the AM peak hour. It appears that this movement has more congestion in the AM peak hour than in the PM peak hour. Traffic from the signal at this location backs up at least two to three blocks, and often extends past Duncan Street on northbound Diamond Heights Boulevard, and almost reaches High Street on westbound Clipper Street – well through the Clipper Street/Diamond Heights Boulevard intersection. This has not been previously identified as needing study as the Notice of Preparation issued for the plan did not include the lane reduction in this option. There is a significant impact to traffic flows at the AM peak hour when reducing this lane, and this has not been studied or reported in the EIR. Studies at the AM peak hour should be presented

5.52

5.48 **Project 6-2 Option 1 appears to have a significant transit impact for Projects 6-2 Option 1 and 6-5, and mistakes in the calculation are presented in the EIR; this section must be corrected and the corrections should include a more detailed discussion of how the impact was calculated to fully understand where the error is located.** The transit impacts discussed in the Bicycle Plan EIR on Page V.A.3-645 and V.A. 3-546 are in error. The report indicates that delay is 3.4 minutes "for each route" (Routes 48 and 52) then proceeds to report a cumulative delay also at 3.4 minutes. If each route is forecast to experience a 3.4 minute delay, the combined impact would be 6.8 minutes -- which then becomes a significant impact.

5.50 The report inaccurately states that the Route 52 operates at a 15-minute headway, when it actually operates at a 10-minute headway during the time period used for the analysis (PM peak hour). (The 15-minute headway is the headway is the condition during the AM peak hour.)

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Further, the analysis states that it is based on delays in one direction. However, the level of service for the adjacent intersection is reported as an **average for all movements** in the intersection. It is improper to discuss transit delay only in one direction for what is an average condition at the intersection. The delays should either be analyzed for that specific approach (in which case one direction would be fine) or the delay should be calculated as if the bus route passes through in both directions. **This is a significant math error in this instance, as the author is mixing overall intersection delay with approach delay; this significantly underreports the impacts to the transit system.** Correcting this math error would result in a peak hour impact of either 6.8 or 13.6 minutes for transit service, depending on how the inconsistency in the report presented in the above paragraph is explained.

5.54

As defined in the Highway Capacity Manual, if the LOS goes from E to F, queued traffic will not be able to clear the intersection, including buses. If every bus will miss an entire signal cycle, this will result in at least 60 seconds of delay per bus to allow for the Portola Drive traffic to move through the intersection. If there are 11 buses at peak hour having to wait 60 additional seconds, this is an impact of 11 minutes total at peak hour, which exceeds the 6 minutes of delay at peak hour criteria established in the methodology. Clearly, this impact in the EIR is underestimated and the analysis of the potential delays from this project are clearly too little, and this represents a significant impact well above and beyond the artificial 6 minute threshold presented in the EIR criteria.

5.51

Transit will also be impacted by additional delays discussed previously at the Clipper Street/Diamond Heights Boulevard. This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from the Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at both the AM and PM peak hours; this will significantly increase idling delay for buses that travel through this intersection. This additional delay should be reported in the transit impacts and a determination of whether or not this will further deteriorate transit speed and reliability should be further disclosed.

5.3

The impacts of this project to the Transit Level of Service, required in the Planning Department *Transportation Impact Analysis Guidelines for Environmental Review*, are not discussed. As noted in the general comments above, additional delay has an effect on transit capacity, and this effect is not presented for this project. The Transit Level of Service calculations should be presented in order to fulfill the requirements of these guidelines.

5.55

The three routes in this area – Routes 37, 48 and 52 -- have packed buses at peak hours. Standees are common and sometimes riders are actually unable to board buses. Increasing bus travel times would increase overcrowding on these line, as the slower speeds would mean that bus frequencies would have to be decreased. This could also jeopardize the recent Muni restructuring proposal, which has bus routes carefully designed to be able to operate within certain headways; this plan would jeopardize the extensive work already done to set up the new routes in the restructuring. For these reasons, the Transit Level of Service Analysis, required in transportation impact studies, should be examined in this EIR.

5.49

There is no attempt to mitigate Alternative 1 for Project 6-2 when low-cost, feasible design alternatives exist. There is no reason to take one of the left-turn lanes from northbound Clipper Street to westbound Portola Drive for bicyclists. Available low cost, feasible mitigations are clearly available that would provide a Class 2 bicycle lane at this same location! Further, the project may

5.49 Con't

create the need to install a signal at the Diamond Heights Boulevard/Clipper Street intersection (not evaluated in the draft EIR), which would be more costly than other mitigations available. Possible mitigations include:

1 Conversion of the southbound receiving lane to a single lane at the Portola Drive/Clipper Street/Burnett Avenue, accomplished by shifting the very small concrete median further westward/southward, adding the additional northbound left-turn lane back into the intersection, restriping southbound/eastbound Clipper Street to be one lane, and to remove one through movement on the southbound Burnett Avenue approach. In fact, removing one southbound/eastbound lane could provide enough pavement for a bicycle lane in the other direction!

2 Widening of the northbound approach to the Portola Drive/Clipper Street/Burnett Avenue intersection to allow for bicycle lanes to be added, but without eliminating the second left turn lane. There is adequate right-of-way (the parcel diagram attached is from SFGIS files showing the property line follows this comment).

3 Creation of a Class 1 bicycle path directly between Noe Valley and the Portola Drive Corridor. A Class 1 bicycle path facility would enable bicyclists to completely avoid the need for Project 6-2. Alternative routes could be a path that uses (a) the "scenic overlook" property between High Street and Portola Drive (1 blocks north of the Clipper Street intersection), or (b) the Market Street underpass at the top of 24th Street, which would tie into Portola Drive at Corbett Avenue. This would be a more desirable and attractive Class 1 bicycle facility connecting Noe Valley to the Portola Drive corridor, improving the bicyclists connectivity to the Noe Valley business district.

3.2 There are examples where the "projects" are not fully diagrammed in the report, but are only described as cross-sections (such as Cesar Chavez Street between US Highway 101 and Valencia Street). This does not represent an adequate project description and thus should be not considered for acceptance within the EIR.

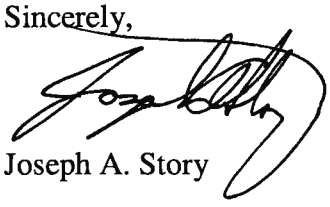
1.1 I am disappointed that the Bicycle Plan does not "seize the moment" to provide separate Class 1 bicycle facilities, enabling a safer and more desirable experience for residents and inspiring new bicyclists. Bicycle routes in other Bay Area counties and bicycle systems in European countries such as Denmark and the Netherlands are increasingly geared to separating bicycles from traffic, rather than merely aligning bicycle lanes on streets next to vehicles placed in narrow lanes. Bicycle lanes provide dangerous situations to bicyclists, including risks from people opening doors from their parked cars, or people driving into the bicycle lane from the narrowed traffic lane.

5.39 One lost opportunity is with Portola Drive. The entirety of Portola Drive (which has frontage roads and remaining open space) could be completely redesigned from property line to property line to turn this facility into a signature parkway for San Francisco. Instead, bicyclists are only given a narrow corridor while higher-speed vehicles travel by them. This does not encourage more people to become bicyclists! This plan clearly is avoiding adequate consideration of improvements which could require the City to do more than restripe lanes.

Conclusion

1.7 To address the myriad of impacts and issues with the projects in the Bicycle Plan should not be studied and environmentally cleared at a Citywide level. The plans should be implemented in coordination with Neighborhood Circulation Plans, or detailed design discussion studies for each of the project "clusters". the appropriate design and implementation of the projects in this EIR should be as a neighborhood or cluster document, rather than a single citywide EIR for the 30 proposed projects. Finally, the public deserves to be informed of the real costs or benefits of lane reductions for every project – to not only vehicles, but to transit and to greenhouse gas emissions.

Sincerely,



Joseph A. Story

Joseph J. Acosta
5036 Diamond Heights Boulevard
San Francisco, CA 94131

January 11, 2008

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
bill.wycko@sfgov.org

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1.7 alternative may be to remove the "projects" from this document, and present those as separate studies. This would allow for more adequate studies to be made on the proposed projects and for better designs to evolve.

General Comments on Project Level Analysis of the EIR

5.4 **Reports of delay at Level of Service F at ">80" seconds for traffic inadequately describes the actual delay being induced by the project. This is also inconsistent with the transit analysis methodology in the EIR, which discusses use of intersection delays of up to 100 seconds in**

those calculations. The *Transportation Impact Analysis Guidelines for Environmental Review* requires disclosure of all volume-capacity ratios at Levels of Service E or F; these are not provided and should be to bring the document into compliance. The use of ">80" is inaccurately portrays the impacts of the lane reductions on traffic. The EIR should be recirculated to show the actual estimated intersection delay, and not merely the anticipated delays as ">80" seconds. I also request that the comment and response specifically disclose the amount of anticipated delay to the nearest second so that the decision-makers and citizens in San Francisco have full knowledge of the actual delay that they will soon experience. The Highway Capacity Manual and accompanying available software analysis packages report actual anticipated delay significantly over 80 seconds. The City *Transportation Impact Analysis Guidelines for Environmental Review* posted by the Planning Department require the reporting of volume-to-capacity ratios at Level of Service E or F; these are not reported, recognizing that high delays should be further illustrated – while this EIR introduces LESS technical descriptions of the effect of congestion. The EIR further discloses on Page V.A.3-15 through V.A.3-17 (transit impacts discussion) that intersection delays of 100 seconds are discussed as central to the analysis; more detailed delay information IS AVAILABLE AND IS USED IN OTHER PARTS OF THE EIR. Further, Figure V.A.3-3 (referencing the relationship between volume/capacity ratio and taken from the 2000 Highway Capacity Manual, suggest that the analysis should be able to report delay of up to over 700 seconds (over 11 minutes), so that the vehicular traffic results ARE NOT CONSISTENT WITH THE METHODOLOGIES PRESENTED IN OTHER SECONDS when they are presented as only ">80".

5.4 Con't

The Planning Department Guidelines require that any "project" that affects any intersection over Level of Service D must have a published report that fulfills the requirements of these guidelines (page 1) of the *Transportation Impact Analysis Guidelines for Environmental Review* at:
http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf
These guidelines also require that the volume-capacity ratios be reported for every intersection that operates at Levels of Service E or F. There are many intersections in this report that indicate that this objective is met. The quantitative effect of the reduced capacity on to the intersection Level of Service must be more extensively documented, as set forth in the published City Guidelines for traffic studies and EIRs.

The impacts should be recirculated to the public with the actual intersection delays reported for the wider public. These delays must be reported at least 100 seconds to be consistent with the transit impacts, and should be reported to be at least at delays greater than two signal cycle lengths of the approaching intersections (which suggest that delays of up to 180 seconds should be reported if the intersection has a 90 second cycle). Otherwise, the analysis reported in this Draft EIR are inadequate, inconsistent with the City's own *Transportation Impact Analysis Guidelines for Environmental Review*, and do not accurately disclose the true environmental impact of the Bicycle Plan.

5.6

Queue lengths are a required consideration in the design of any street project. This EIR does not report these lengths, and is thus an inadequate Project Level report for discussion and decision-making purposes. Disclosure of traffic queue lengths of approaches with lane reductions should be reported, especially where the reductions are significant and lead to Level of Service F operations. Adjacent property owners (including myself) have the right to know

5.6 whether or not the bicycle plan will result in queued traffic being introduced past the front of my property. The public cannot determine any additional queue lengths that would result from the reduction of lanes. The public cannot determine whether or not the additional queues will disrupt adjacent intersections. Idling vehicles results in significant carbon monoxide emissions, which have been shown to have detrimental health effects. The introduction of additional feet of carbon 6.2 monoxide represents an additional hazard, not only to adjacent properties, but to pedestrians, bicyclists and other users that must wait in the additional idled traffic. The project level analysis should report queue lengths that result from lane reductions.

The transit delay threshold of 6 minutes is too high, arbitrary and inadequately reports the impacts of additional traffic on Muni routes. Further, this is inconsistent with the analysis methodology in the *Transportation Impact Analysis Guidelines for Environmental Review* published by the City Planning Department, which requires the reporting of effects on the overall system capacity, and defined Transit Levels of Service. The EIR should be modified and recirculated to report the additional delay impacts on system capacity and Transit Levels of Service, and should use Transit Level of Service based-threshold (which would be substantially less than 6 minutes). There is a direct relationship between transit speed and capacity. If a bus route is forecast to experience additional delays and the number of buses assigned to a route 5.5 is fixed, then the additional travel time will effectively reduce the capacity of the bus system. For example, a 60-minute round trip route with a 10-minute headway would normally have 6 buses assigned to that route during that peak hour. If delay was only an additional 5 minutes for that hour (50 seconds per bus), this would represent the need to add "a half of bus" to the route or to reduce the headways of the current buses. This represents 19 percent DECREASE in the carrying capacity of that Muni route. The Planning Department Guidelines require that any "project" that affects any intersection over LOS D must have a published report that fulfills the requirements of these guidelines (page 1 of the *Transportation Impact Analysis Guidelines for Environmental Review* at: http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf There are many intersections in this report that indicate that this objective is met. The effect of the reduced capacity on the Transit Level of Service must be documented, as set forth in the published City Guidelines for traffic studies and EIRs.

The Greenhouse Gas Emissions of the additional delay and increased VMT that result from the significant lane reductions across the City is not discussed, and could represent a significant increase in the Greenhouse Gas Emissions created by mobile sources within San 6.3 **Francisco.** This EIR fails to address Greenhouse Gas Emissions. The Mayor's Office and the Board of Supervisors have indicated that this is an important priority for the City, yet there is no analysis within the EIR of how the additional idling and more circuitous routing of vehicles will increase these emissions within San Francisco. The negative impacts of additional traffic congestion to Greenhouse Gas Emissions should be disclosed.

All affected property owners should be notified of projects directly in front of their homes, which appears to be a Sunshine Ordinance Violation and Planning Department procedures. I 2.7 did not receive notice of how my street would change. My neighbors would have not known had I not actually studied the plan in detail. Planning Department EIRs require notification of all affected persons within a certain distance. This qualifies as a project, and is thus subject to these requirements.

Cluster 6 Project 6-2 Option 1 Analysis Comments

5.40 I believe that Project 6-2 Option 1 is an ill-conceived, badly designed, and congestion-inducing change to a major constraint point within the City's transportation system, and is inadequately studied within the EIR. Strategies to provide a Class 1 or Class 2 bicycle lane are available without removing a traffic lane. Specific comments on this project and the accompanying EIR analysis are provided on the following pages.

5.41 **Project 6-2 Option 1 should be removed from the San Francisco Bicycle Plan because it was developed AFTER the Notice of Preparation was issued and has not been presented in any neighborhood meetings or workshops, or scoping of appropriate intersections that should be studied.** Project 6-2 Alternative 1 represents a significant modification to the Bicycle Plan made after the Notice of Preparation was issued on June 5, 2007. The change was not published until January 15, 2008. The first introduction of this project appears to be reported here: *(http://www.sfmta.com/cms/bnews/documents/Bicycle_Plan_Update_Jan_2008_000.pdf)*
I am an affected property owner, and have been given no notice about this proposed change which directly affects the roadway in front of my home. This project has not been properly developed, and has not bee screened in widely-publicized public meetings in our neighborhood. Further, the impacts from Option 1 have been woefully unreported and have mistakes, and the significant impact of Option 1 should be more extensively studied, as presented below.

5.43 **Project 6-2 Option 1 represents a major change to San Francisco's transportation system and it not a minor modification to the Bicycle Plan.** The reduction of the traffic movement from northbound Clipper Street to westbound Portola Drive is the sole traffic location that traffic directly can use between 18th Street (in the Castro Neighborhood) and O'Shaughnessy Boulevard (in the Glen Park neighborhood). Avoiding this intersection will require drivers to drive at least two miles of additional travel to use alternative routes, increasing local vehicle miles of travel and greenhouse gas emissions. This is THE single "bridge" across the Twin Peaks area between the east central and west central areas of the City. This intersection frequently has back-ups and queued traffic at both the AM and PM peak hours. A reduction of capacity by 50 percent at this intersection should be considered a major reduction in the overall capacity of the street system. It is similar to what would happen if 2.5 lanes of the Bay Bridge were removed for a 500 segment of roadway between Treasure Island and the remainder of San Francisco. The effects are profound for upstream traffic! Clearly, Project 6-2 should be considered in relation to the overall impact on the Citywide Circulation System. Further, drivers seeking to avoid the newly-created bottleneck will have to travel up to 3 miles out of direction (through either the Castro or Glen Park neighborhoods), increasing the impact of this project on greenhouse gas emissions contributed by the City of San Francisco.

5.44 **Project 6-2 Option 1 is a discontinuous piece of the Bicycle Plan and is unsafe for bicyclists.** Project 6-2 is an isolated set of bicycle lanes that are quite short and do not extend to a distance even as far as vehicles will be queued at this intersection. Bicycles will need to weave through queued traffic to reach them if Option 1 is implemented! As shown in diagrams in the Appendix of the EIR, they do not connect to proposed bicycle lanes on Clipper Street and they are running in only the westbound/northbound direction. The purpose and need for these lanes is clearly illogical because they do not connect to any other lanes and rather than encourage bicyclists sharing the roadway with vehicles, it will instead encourage bicyclists to weave between queued vehicles. Many of these vehicles will be queued through two signal cycles, encouraging more impatient behavior by the drivers in the vehicles.

5.45 **Project 6-2 Option 1 does not analyze a newly-affected intersection currently operating at significant delays -- Clipper Street/Diamond Heights Boulevard. The EIR is incomplete without studies at this intersection.** This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at the PM peak hour. This will significantly increase idling delay for both vehicles and buses that travel through this intersection. It was not initially reasonable to request studies on this intersection, as the Notice of Preparation did not include the segment of Project 6-2 Option 1 between Diamond Heights Boulevard and Portola Drive, so that this intersection has not been identified as critical. The anticipated queues are not reported, so a reader is unable to determine the magnitude of the impact at this intersection. The EIR should be recirculated with this significantly-impacted intersection included.

5.46 The adoption of the Option 1 recommendation will likely lead to back-ups into and through this intersection and into adjacent neighborhoods. One probable outcome may be the requirement that this intersection also have a new traffic signal installed at this intersection. The cost of installing a traffic signal here, as well as the cost of operating the signal, and the cost of developing a coordinated signal system with signals at these two closely-spaced signals, must be disclosed as a probable outcome. The costs of installing a signal here will be significant, and can easily be avoided by lower-cost design mitigations, or by removing Option 1 from the bicycle plan. (Potential low-cost mitigations are presented below.)

5.47 **Project 6-2 Option 1 should be considered in light of the effects during the AM peak hour at both affected intersections. The EIR is incomplete without an AM peak hour analysis, and the AM peak hour congestion appears to be much worse than the PM peak hour congestion.** As a neighbor, I routinely witness vehicles needing 2 or 3 cycles to clear this Portola Drive/Clipper Street/ Burnett Avenue during the AM peak hour. It appears that this movement has more congestion in the AM peak hour than in the PM peak hour. Traffic from the signal at this location backs up at least two to three blocks, and often extends past Duncan Street on northbound Diamond Heights Boulevard, and almost reaches High Street on westbound Clipper Street – well through the Clipper Street/Diamond Heights Boulevard intersection. This has not been previously identified as needing study as the Notice of Preparation issued for the plan did not include the lane reduction in this option. There is a significant impact to traffic flows at the AM peak hour when reducing this lane,

5.52 and this has not been studied or reported in the EIR. Studies at the AM peak hour should be presented

5.48 **Project 6-2 Option 1 appears to have a significant transit impact for Projects 6-2 Option 1 and 6-5, and mistakes in the calculation are presented in the EIR; this section must be corrected and the corrections should include a more detailed discussion of how the impact was calculated to fully understand where the error is located.** The transit impacts discussed in the Bicycle Plan EIR on Page V.A.3-645 and V.A. 3-546 are in error. The report indicates that delay is 3.4 minutes "for each route" (Routes 48 and 52) then proceeds to report a cumulative delay also at 3.4 minutes. If each route is forecast to experience a 3.4 minute delay, the combined impact would be 6.8 minutes -- which then becomes a significant impact.

5.50 The report inaccurately states that the Route 52 operates at a 15-minute headway, when it actually operates at a 10-minute headway during the time period used for the analysis (PM peak hour). (The 15-minute headway is the headway is the condition during the AM peak hour.)

5.50 Con't

Further, the analysis states that it is based on delays in one direction. However, the level of service for the adjacent intersection is reported as an **average for all movements** in the intersection. It is improper to discuss transit delay only in one direction for what is an average condition at the intersection. The delays should either be analyzed for that specific approach (in which case one direction would be fine) or the delay should be calculated as if the bus route passes through in both directions. **This is a significant math error in this instance, as the author is mixing overall intersection delay with approach delay; this significantly underreports the impacts to the transit system.** Correcting this math error would result in a peak hour impact of either 6.8 or 13.6 minutes for transit service, depending on how the inconsistency in the report presented in the above paragraph is explained.

5.54

As defined in the Highway Capacity Manual, if the LOS goes from E to F, queued traffic will not be able to clear the intersection, including buses. If every bus will miss an entire signal cycle, this will result in at least 60 seconds of delay per bus to allow for the Portola Drive traffic to move through the intersection. If there are 11 buses at peak hour having to wait 60 additional seconds, this is an impact of 11 minutes total at peak hour, which exceeds the 6 minutes of delay at peak hour criteria established in the methodology. Clearly, this impact in the EIR is underestimated and the analysis of the potential delays from this project are clearly too little, and this represents a significant impact well above and beyond the artificial 6 minute threshold presented in the EIR criteria.

5.51

Transit will also be impacted by additional delays discussed previously at the Clipper Street/Diamond Heights Boulevard. This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from the Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at both the AM and PM peak hours; this will significantly increase idling delay for buses that travel through this intersection. This additional delay should be reported in the transit impacts and a determination of whether or not this will further deteriorate transit speed and reliability should be further disclosed.

5.3

The impacts of this project to the Transit Level of Service, required in the Planning Department *Transportation Impact Analysis Guidelines for Environmental Review,* are not discussed. As noted in the general comments above, additional delay has an effect on transit capacity, and this effect is not presented for this project. The Transit Level of Service calculations should be presented in order to fulfill the requirements of these guidelines.

5.55

The three routes in this area – Routes 37, 48 and 52 -- have packed buses at peak hours. Standees are common and sometimes riders are actually unable to board buses. Increasing bus travel times would increase overcrowding on these line, as the slower speeds would mean that bus frequencies would have to be decreased. This could also jeopardize the recent Muni restructuring proposal, which has bus routes carefully designed to be able to operate within certain headways; this plan would jeopardize the extensive work already done to set up the new routes in the restructuring. For these reasons, the Transit Level of Service Analysis, required in transportation impact studies, should be examined in this EIR.

5.49

There is no attempt to mitigate Alternative 1 for Project 6-2 when low-cost, feasible design alternatives exist. There is no reason to take one of the left-turn lanes from northbound Clipper Street to westbound Portola Drive for bicyclists. Available low cost, feasible mitigations are clearly available that would provide a Class 2 bicycle lane at this same location! Further, the project may

5.49 Con't

create the need to install a signal at the Diamond Heights Boulevard/Clipper Street intersection (not evaluated in the draft EIR), which would be more costly than other mitigations available. Possible mitigations include:

1 Conversion of the southbound receiving lane to a single lane at the Portola Drive/Clipper Street/Burnett Avenue, accomplished by shifting the very small concrete median further westward/southward, adding the additional northbound left-turn lane back into the intersection, restriping southbound/eastbound Clipper Street to be one lane, and to remove one through movement on the southbound Burnett Avenue approach. In fact, removing one southbound/eastbound lane could provide enough pavement for a bicycle lane in the other direction!

2 Widening of the northbound approach to the Portola Drive/Clipper Street/Burnett Avenue intersection to allow for bicycle lanes to be added, but without eliminating the second left turn lane. There is adequate right-of-way (the parcel diagram attached is from SFGIS files showing the property line follows this comment).

3 Creation of a Class 1 bicycle path directly between Noe Valley and the Portola Drive Corridor. A Class 1 bicycle path facility would enable bicyclists to completely avoid the need for Project 6-2. Alternative routes could be a path that uses (a) the "scenic overlook" property between High Street and Portola Drive (1 blocks north of the Clipper Street intersection), or (b) the Market Street underpass at the top of 24th Street, which would tie into Portola Drive at Corbett Avenue. This would be a more desirable and attractive Class 1 bicycle facility connecting Noe Valley to the Portola Drive corridor, improving the bicyclists connectivity to the Noe Valley business district.

Comments to Other Sections

5.57 I have restrained my comments to one general and one specific project in the bicycle plan. However, as a San Francisco resident, I believe that there are serious design mistakes made in this plan. There are many instances where the turning radii of buses (both Muni and tour buses) cannot be met in the narrow lanes, so that buses may sideswipe other vehicle or bicycles on the roadway. Examples include Project 6-5 where Portola Drive curves are so sharp that Muni and tour buses will be unable to stay in their lane if they are narrowed. We already witness this problem on Portola Drive and several other street today. The designs of these project suggest that turning radii are not an issue, when they are.

3.2 There are examples where the "projects" are not fully diagrammed in the report, but are only described as cross-sections (such as Project 5-6 on Cesar Chavez Street between US Highway 101 and Valencia Street). This does not represent an adequate project description and thus should be not considered for acceptance within the EIR.

1.1 I am disappointed that the Bicycle Plan does not "seize the moment" to provide separate Class 1 bicycle facilities, enabling a safer and more desirable experience for residents and inspiring new bicyclists. Bicycle routes in other Bay Area counties and bicycle systems in European countries such as Denmark and the Netherlands are increasingly geared to separating bicycles from traffic, rather than merely aligning bicycle lanes on streets next to vehicles placed in narrow lanes. Bicycle lanes provide dangerous situations to bicyclists, including risks from people opening doors from their parked cars, or people driving into the bicycle lane from the narrowed traffic lane.

5.39 One lost opportunity is with Portola Drive. The entirety of Portola Drive (which has frontage roads and remaining open space) could be completely redesigned from property line to property line to turn this facility into a signature parkway for San Francisco. Instead, bicyclists are only given a narrow corridor while higher-speed vehicles travel by them. This does not encourage more people to become bicyclists, but merely satisfies requests of existing bicyclists to have the lane! This plan clearly is avoiding adequate consideration of improvements which could require the City to do more than restripe lanes.

Conclusion

1.7 To address the myriad of impacts and issues with the projects in the Bicycle Plan should not be studied and environmentally cleared at a citywide level. The plans should be implemented in coordination with Neighborhood Circulation Plans, or detailed design discussion studies for each of the project "clusters". The appropriate design and implementation of the projects in this EIR should be as a neighborhood or cluster document, rather than a single citywide EIR for the 30 proposed projects. Finally, the public deserves to be informed of the real costs or benefits of lane reductions for every project – to not only vehicles, but to transit and to greenhouse gas emissions.

Sincerely,

Joseph J. Acosta

Letter 13

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Tuesday, January 13, 2009 9:43 AM
To: Carol Levine; Davis, Mike (Jacobs); Debra Dwyer; Dustin White; Gajda, Oliver; Taylor, Gretchen P; Rana.ahmadi@sfmta.com
Subject: Comment #12 Fw: Proposed bicycle lane Project 6-2 option 1

Monica Cristina Pereira
Environmental Planner
San Francisco Planning Department
Major Environmental Analysis (MEA)
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----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/13/2009 09:42 AM -----

Bill Wycko/CTYPLN/SFGOV		To
01/13/2009 09:15 AM	Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV	cc
	Fw: Proposed bicycle lane Project 6-2 option 1	Subject

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 09:16 AM -----

"Sheffer, Holly" <Holly.Sheffer@McKesson.com>		To
01/12/2009 05:30 PM	bill.wycko@sfgov.org	cc
	Proposed bicycle lane Project 6-2 option 1	Subject

I live at 5024 Diamond Heights Blvd and I am very concerned about the effect the proposed bicycle lane will have on traffic patterns in the neighborhood.

Traffic is very intense during morning and evening rush hour at the Portola/Clipper/Diamond Heights intersection. It is already impossible to make it through the intersection in a reasonable time frame. Eliminating a lane will intensify what is already an impossible situation. Changing the LOS, as Defined in the Highway Capacity manual, from E to F will have a significant impact on traffic trying to clear the intersection.

5.53

The Portola/Diamond Heights corridor is the only way to get to the Glen Park Neighborhood from Portola/Market between 18th Street in the Castro and O'Shaughnessy Blvd. Creating a bottleneck at Diamond Heights will force people to Drive 2 miles out of their way to O'Shaughnessy Blvd.

For those who will continue to use this corridor, there will be a significant delay for both auto's and the Muni. Both the muni 48 and 52 lines will be significantly

5.53 Con't

6.2

impacted. Also cars and buses idling at this intersection will increase the emissions in the neighborhood, raising a significant health factor and decrease of quality-of-life. It appears that an analysis has not been done on the congestion that will be caused by this proposal

The proposed bicycle land does not connect to the Clipper Street lane and will pose a hazard to bicycle riders who will have to weave thru traffic

5.44

It appears that there are other alternatives to restriping lanes that would not have a disastrous effect on the Diamond Heights/Clipper/Portola intersection. One such alternative might be to better utilize Portola Drive.

Hopefully you will take the above concerns into consideration when considering project 6-2 option 1

Sincerely

Holly Sheffer
(415)983-9497 work
(415)806-8691 cell

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/20/2009 08:47 AM -----

Monica Pereira/CTYPLN/SFGOV

01/13/2009 09:43 AM

To: "Carol Levine" <clevine@wilbursmith.com>, "Davis, Mike (Jacobs)" <Mike.W.Davis@jacobs.com>, "Debra Dwyer" <Debra.Dwyer@sfgov.org>, "Dustin White" <Dustin.white@sfmta.com>, "Gajda, Oliver" <Oliver.Gajda@sfmta.com>, <GAParker@pbsj.com>, <Rana.ahmadi@sfmta.com>

cc:

Subject: Comment # 13Fw: EDF Support Letter for

Monica Cristina Pereira
Environmental Planner
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----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/13/2009 09:43 AM -----

Bill Wycko/CTYPLN/SFGOV

01/13/2009 09:18 AM

To: Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV

cc:

Subject:

Fw: EDF Support Letter for

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 09:19 AM -----

"Ashley Rood"
<arood@edf.org>

To

01/12/2009 04:10 PM

<bill.wycko@sfgov.org>

cc

Subject

EDF Support Letter for

Dear Mr. Wycko,

1.11 Attached you should find EDF's support letter for the Draft Environmental Impact Report for the San Francisco Bicycle Plan (DEIR). Please let me know if you have any problems downloading the attachment.

<<EDF Support Ltr for Bike Plan DEIR 01.12.09.pdf>>

Ashley J. Rood
Environmental Defense Fund, San Francisco
123 Mission Street, 28th Floor
San Francisco, CA 94105
t 415.293.6053/ f 415.293.6051
www.blogs.edf.org/waterfront/
Please consider the environment before printing this message.

e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.(See attached file: EDF Support Ltr for Bike Plan DEIR 01.12.09.pdf)

ENVIRONMENTAL DEFENSE FUND
finding the ways that work

January 12, 2009

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Ste 400
San Francisco, CA 94103

Re: Comments on the Draft Environmental Impact Report for the San Francisco Bicycle Plan (Case No. 2007.0347E; State Clearinghouse No. 2008032052)

Dear Mr. Wycko:

1.11 Environmental Defense Fund is a national environmental organization with a California home base in San Francisco. We have long been active in advocating for clean air and transportation systems that move people effectively while minimizing air pollution.

1.6 We are writing now to support finalizing the *Draft Environmental Impact Report for the San Francisco Bicycle Plan* (DEIR), published on November 26, 2008. We believe that it is time for adoption of a Final EIR and implementation of the Bike Plan to make bicycling a more viable transportation alternative in San Francisco.

1.2 Transportation accounts for almost 50% of San Francisco's greenhouse gas emissions. Implementing the policies and projects of the Bike Plan will help reduce those emissions and vehicle-generated health-threatening criteria pollutants.

Sincerely,

Kathryn Phillips
Director, California Transportation and Air Initiative

Ashley Rood
Research and Outreach Associate, Living Cities

YinLan Zhang
<yinlanz@yahoo.com>
01/12/2009 09:10 PM

To Debra.Dwyer@sfgov.org
cc
bcc
Subject bike plan comment letter

History: This message has been forwarded.

BikePlanDEIRComment.doc

January 8, 2009

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Bike Plan DEIR

Dear Mr. Wycko:

1.6 Thank you for the opportunity to comment on the Bike Plan Draft EIR. I am writing in strong support of the DEIR. The Planning Department has produced a more than adequate CEQA document.

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

Thank you,

YinLan Zhang
1475 11th Ave
San Francisco, CA 94122

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Thursday, January 08, 2009 9:14 AM
To: Gajda, Oliver; Taylor, Gretchen P; Armentrout, Lucy A; Levine, Carol R
Subject: Fw: SECOND REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLANPROJECT DEIR, 2007.0347E

Attachments: 1-7-09 PLANNING COMMISSION.doc

...and here.

www.sfplanning.org

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 09:14 AM -----

Monica Pereira/CTYPLN/SFGOV 01/08/2009 09:08 AM	To	"White, Dustin" <Dustin.White@sfmta.com>, "Davis, Mike (Oakland)" <Mike.W.Davis@jacobs.com>
	cc	
	Subject	Fw: SECOND REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, 2007.0347E

FYI

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/08/2009 09:08 AM -----

Lulu Hwang/CTYPLN/SFGOV 01/07/2009 01:57 PM	To	Nannie Turrell/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV, Bill Wycko/CTYPLN/SFGOV@SFGOV, Debra Dwyer/CTYPLN/SFGOV@SFGOV
	cc	
	Subject	Fw: SECOND REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, 2007.0347E

FYI

----- Forwarded by Lulu Hwang/CTYPLN/SFGOV on 01/07/2009 01:56 PM -----

Linda Avery/CTYPLN/SFGOV 01/07/2009 01:39 PM	To	Lulu Hwang/CTYPLN/SFGOV@SFGOV
	cc	
	Subject	Fw: SECOND REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, 2007.0347E

please make sure this is included in the case file for this project.
thanks.

Linda D. Avery-Herbert
Commission Secretary
Chief of Operations
SAN FRANCISCO PLANNING COMMISSION
1650 MISSION STREET – SUITE 400
SAN FRANCISCO, CA 94103-2414
TEL: 415.558.6407 – FAX: 415.558.6409
WEBSITE: www.sfgov.org/planning

----- Forwarded by Linda Avery/CTYPLN/SFGOV on 01/07/2009 01:38 PM -----

Linda Avery/CTYPLN/SFGOV	To	"Mary Miles" <page364@earthlink.net>
01/07/2009 01:37 PM	cc	John Rahaim/CTYPLN/SFGOV@SFGOV, Bill Wycko/CTYPLN/SFGOV@SFGOV
	Subject	Re: SECOND REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, 2007.0347E(Document link: Linda Avery)

Commissioners:

Following is a letter from Ms. Mary Miles requesting an extension of time to review and comment on the Bicycle Plan DEIR document.
The document was released November 26, 2008 and is scheduled for a public hearing tomorrow, 1/8/09.
No action is required of the Commission at this public hearing.
The hearing is scheduled to receive comment from the public and commissioners.
As Commission Secretary I do not have the authority to extend review time for any planning document/project. That is your jurisdiction.
You as the Commission would have the opportunity to respond to or address Ms. Miles' request at the hearing tomorrow.

Linda D. Avery-Herbert
Commission Secretary
Chief of Operations
SAN FRANCISCO PLANNING COMMISSION
1650 MISSION STREET – SUITE 400
SAN FRANCISCO, CA 94103-2414
TEL: 415.558.6407 – FAX: 415.558.6409
WEBSITE: www.sfgov.org/planning

"Mary Miles" <page364@earthlink.net>	To	"Linda Avery" <Linda.Avery@sfgov.org>
01/07/2009 11:35 AM	cc	
	Subject	SECOND REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, 2007.0347E
Please respond to "Mary Miles" <page364@earthlink.net>		

FROM:
Mary Miles (#230395)
Attorney at Law
364 Page Streeet, #36
San Francisco, CA 94102

(415) 863-2310

TO:
Linda Avery
Secretary, San Francisco Planning Commission 1650 Mission St., 4th Floor San Francisco, CA 94103

RE: ATTACHED: REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, Item #11, Planning Commission Meeting of January 8, 2009, No. 2007.0347E.

Dear Ms. Avery:

2.1

As you may recall, just before leaving for your vacation in November, you advised me to submit a letter requesting that the Commission place my Request for Time Extension for public comment on the above-described Project on the Commission Agenda stating you would do so. On that advice I sent a letter to you before your vacation, which you said would extend throughout December. The item was not calendared, and we received no acknowledgment of our letter.

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

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

As you know, CEQA allows submission, and requires consideration, of e-mailed public comments.

Thank you.

Mary Miles
(See attached file: 1-7-09 PLANNING COMMISSION.doc)

FROM:
Mary Miles (SB#230395)
Attorney at Law
and Coalition for Adequate Review
364 Page Street, #36
San Francisco, CA 94102
(415) 863-2310

TO:
President Christina Olague; President, Linda Avery; Secretary; and
Members of the San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

DATE:
January 7, 2009

BY E-MAIL AND HAND DELIVERY

RE: Item #11, Planning Commission Meeting of January 8, 2009
Planning No. 2007.0347E San Francisco Bicycle Plan Project DEIR

REQUEST FOR TIME EXTENSION FOR PUBLIC COMMENT ON BICYCLE PLAN DEIR

Dear President Olague, Ms. Avery and Commissioners:

2.1

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

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

CEQA's mandates require public participation in the DEIR review process, and that mandate is defeated if the public is not given adequate time to review and comment on the DEIR. The City

2.1 cannot be heard to allege that the public has not exhausted administrative remedies if it does not give the public adequate opportunity to do so.

1.7 The DEIR document is extraordinarily long and complex, even for those who may be experienced in reading CEQA documents. It is 1,457 pages long, with nearly-incomprehensible cross-references to other cross-references, at times with more than six cross-references on a single aspect of the Project. This difficult format requires an immense amount of time to navigate, and again, defeats a principal purpose of CEQA, to inform decisionmakers *and* the public of the impacts of the Project. Once identified, the DEIR must also propose mitigation or

8.1 alternatives that will eliminate or significantly reduce each of the impacts.

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

1.4 The Bicycle Plan Project is important and controversial. It proposes to eliminate traffic lanes and thousands of parking spaces on major thoroughfares and neighborhood streets in San Francisco. These proposals will certainly have significant impacts on traffic, transit, parking, air quality, sidewalks, and land use. CEQA requires a full analysis, mitigation, and a full range of

1.7 alternatives to each of the direct, indirect, and cumulative impacts on traffic transit, parking, air quality, sidewalks, and land use, of the proposals in the Project and of the Project as a whole. The size of the DEIR does not alone fulfill these requirements.

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

Therefore, we again ask that the Commission give the public a time extension for public comment on the Bicycle Plan DEIR for at least 30 days, until February 13, 2009.

Mary Miles
Attorney for Petitioners

cc: Bill Wycko, Debra Dwyer

Letter 17

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

Flex your power!
Be energy efficient!

January 8, 2009

SFGEN031
SCH#2008032052

Ms. Debra Dwyer
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Dwyer:

San Francisco Bicycle Plan – Draft Environmental Impact Report (DEIR)

1.11 Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the San Francisco Bicycle Plan. The following comments are based on the DEIR. As lead agency, the City and County of San Francisco is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as

8.2 well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project

2.13 occupancy permits. An encroachment permit is required when the project involves work in the State's right of way (ROW). The Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency

2.11 ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process.

Bicycle Detection

4.11 Please include a section on bicycle detection at traffic signals. Motorcycle and bicycle detection is required by state law. This section should include and discuss existing and future treatments or loop detection at traffic signals.

Encroachment Permit

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

2.11 Con't

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

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,

lisa Carboni

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

Letter 18

SAN FRANCISCO BAY TRAIL

January 5, 2009

Debra Dwyer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: San Francisco Bicycle Plan Update DEIR Comments

Dear Ms. Dwyer:

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

4.5 The Bay Trail is part of the City of San Francisco's Bicycle Plan, and minor modifications to the Trail alignment were made by the Bay Trail Board of Directors in 2006 when the City prepared their Bicycle Plan update. These modifications were made in order for the Bay Trail alignment in San Francisco to be consistent with the City's Bicycle Plan. Our July 5, 2007 comment letter regarding the NOP for the DEIR included a map reflecting these changes, however, the alignment shown in the draft EIR did not incorporate these comments. The attached map shows the current Bay Trail alignment in San Francisco.

2.14 Page V.A.5-5 of the DEIR states that "The Bay Trail runs as an unimproved on-street trail north/south on Ingalls Street and east/west on Yosemite Avenue...The Bay Trail runs for a three-block (0.15 mile) segment of Ingalls Street between Ingalls Street and 3rd Street". The Bay Trail alignment in this area, from north to south, is on Illinois Street, Pehlps, Palou, Keith, Carroll, A. Walker, Gilman, and Hunter's Point Boulevard as shown on the attached map. If changes to the alignment are required as a result of this or any other plan, the Bay Trail Project will be happy to coordinate necessary changes with the City of San Francisco.

1.11 Thank you for the opportunity to comment on the Draft EIR for this project. If you have questions about the San Francisco Bay Trail Project, please do not hesitate to contact me at (510) 464-7909, or by e-mail at maureeng@abag.ca.gov.

Sincerely,

Maureen Gaffney
Bay Trail Planner

Administered by the Association of Bay Area Governments
P.O. Box 2050 • Oakland California 94604 2050
Joseph P. Bort MetroCenter • 101 Eighth Street • Oakland California 94607 4756
Phone: 510•464•7935
Fax: 510•464•7970


Bay Trail in Southern San Francisco
Existing
Proposed
Sunset
Palou
Keith
Carroll
Fitch
Gilman
Alameda Way

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Tuesday, January 13, 2009 5:18 PM
To: Carol Levine; Debra Dwyer; Dustin White; Taylor, Gretchen P; Davis, Mike (Jacobs); Gajda, Oliver; Rana.ahmadi@sfmta.com
Subject: Comment 18 Fw: #47, #19, #30, #10 buses

_____
Monica Cristina Pereira
Environmental Planner
San Francisco Planning Department
Major Environmental Analysis (MEA)
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479
T:415.575.9107
F:415.558.6409
www.sfplanning.org

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/13/2009 05:17 PM -----

Bill Wycko/CTYPLN/SFGOV		To
01/13/2009 04:08 PM	Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV	cc
	Fw: #47, #19, #30, #10 buses	Subject

Much of this seems to be directed to TEP concerns but seems to have been submitted for the Bicycle Plan DEIR.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 04:08 PM -----

carolyn deniz <carolyndeniz@yahoo.com>	bill.wycko@sfgov.org, debra.dwyer@sfgov.org	To
01/13/2009 04:02 PM		cc
Please respond to carolyndeniz@yahoo.com	#47, #19, #30, #10 buses	Subject

4.2

As a rider of all of these lines, I am distressed to find out the that the North Point leg of the #47 is being discontinued, that the stops for all buses on North Point and Larkin are being eliminated.

I use #'s 19 & 47 to get to/from work the 30 to go downtown after work to shop. I get off the 47 at North Point & Larkin or the 19 at Beach & Larkin. Pick up the 30 at North Point & Larkin. As do many Ghirardelli Square workers. By eliminating this stop for the #91 Owl, you will cause late night workers to walk all the way to Van Ness at midnight or later!

As a Ghirardelli Square worker, I use the North Point and Larkin stops to direct tourists to the Exploratorium, Golden Gate Bridge, Chinatown, North Beach and downtown. You will be making my job more complicated and the tourists more confused.

I use the #'s 47 & 10 to get tourists to Pier 39 and to North Point shopping center. You have isolated the Safeway & Walgreen from the west end of North Point.

Looking at the new plan there does not seem to be a connection any longer from Ghirardelli Square to Pier 39.

This will be a hardship for tourists with mobility issues. No, the 'F' won't work if there mobility issues.

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

You are planning to add the #11 causing trasfers and delays for wharf workers. Fisherman's Wharf is a major tourist destination, you need to pay attention to those of us who work here.

If I may be so presumptious (as a 16 year Muni rider) to make a few suggestions;

4.2 Con't

1. The #19 should stop on the southeast corner of Polk and North Point - on Polk Street not on North Point. That stop should be eliminated for all other buses. Otherwise the Polk Street bus is fine except when it gets bogged down in the Tenderloin. And why do none of the Polk Street bus stops have electronic readers? NONE!
2. The articulated #30 buses could be an express from Columbus to Van Ness. It confuses everyone to have to get off at Van Ness if they want to continue to the Marina.
3. The #47 should be left alone with the exception of eliminating the Polk and North Point stops.
4. The #10 bus is exceptionally slow and does not need to run all way to Van Ness. It should be a connector from downtown to the wharf only and make a turnaround some where around where the 47 does.
5. Lastly, if you want to fix a really bad route, you need to work on the #27 - it has to be one of the worst in the system. It is way too long. It is packed until you hit Bush Street incoming then empty to Van Ness. Going outbound it is rarely full. Why??? It is also rarely on time. If the times are going to run backards on any of the electronic readers at the bus stops, it is this one! It is one of the few routes where I have pity on the drivers. Nightmare.

Thank You for listening.

Sincerely,

Carolyn Deniz

Bill Wycko/CTYPLN/SFGOV
01/13/2009 11:37 AM To
Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc

bcc

Subject

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 11:38 AM -----
"Hrudicka, Scott" <ScottHrudicka@officemax.com>
01/13/2009 11:10 AM
To
<bill.wycko@sfgov.org>
cc
"Joe Story" <JAS@DKSAssociates.com>, <SDHINSF@aol.com>
Subject

Bill:

1.11 This letter is on behalf of the 28 condominium units that comprise the Red Rock One Home Owners Association in Diamond Heights. Our building begins at 5000 Diamond Heights Boulevard, very close to the corner of Portola and in-between Portola and the top of Clipper Street.

5.42 Traffic back ups significantly as it is on weekday mornings, at the intersection where you propose removing the left turn lane at Portola/Diamond Heights. As it is now at 8AM, traffic backs up both down Clipper Street and also, on Diamond Heights, and the majority of the drivers turn left onto Portola. Removing the left turn will definitely increase traffic congestion, noise and pollution – right in front of out building. As such, as the President of the HOA, we oppose any alteration to the current traffic lanes and request that you do additional research, as our letter proposes, before any alterations occur.

Sincerely,

Scott Hrudicka
President
Red Rock One HOA
5040 Diamond Heights Blvd
San Francisco, CA 94131

January 11, 2008

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
bill.wycko@sfgov.org

Dear Sir:

1.11 This letter contains my responses to the release of the San Francisco Bicycle Plan update and associated EIR. This letter is prepared and sent before the closing of the comment period of January 13, 2008.

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

Several of the proposals in this report significantly disrupt local traffic and buses, greatly increase greenhouse gas emissions due to delayed and rerouted vehicles, and have not been studied in sufficient depth to justify the proposed designs; others are simple, logical projects. There are many intersections not studied (especially in the AM peak hour) which should be studied as these project will significantly affect the neighborhoods where the new delay will be created. Each project should be designed and evaluated carefully.

2.9 To comply with the requirements of the EIR comments and responses, I am addressing specific technical concerns and mistakes that I have identified in the EIR. Addressing these will likely require major changes to the EIR document, and I suspect that a recirculation will be likely.

1.7 One alternative may be to remove the "projects" from this document, and present those as separate studies. This would allow for more adequate studies to be made on the proposed projects and for better designs to evolve.

General Comments on Project Level Analysis of the EIR

5.4 **Reports of delay at Level of Service F at ">80" seconds for traffic inadequately describes the actual delay being induced by the project. This is also inconsistent with the transit analysis methodology in the EIR, which discusses use of intersection delays of up to 100 seconds in those calculations. The *Transportation Impact Analysis Guidelines for Environmental Review* requires disclosure of all volume-capacity ratios at Levels of Service E or F; these are not provided and should be to**

5.4 Con't

bring the document into compliance. The use of ">80" is inaccurately portrays the impacts of the lane reductions on traffic. The EIR should be recirculated to show the actual estimated intersection delay, and not merely the anticipated delays as ">80" seconds. I also request that the comment and response specifically disclose the amount of anticipated delay to the nearest second so that the decision-makers and citizens in San Francisco have full knowledge of the actual delay that they will soon experience. The Highway Capacity Manual and accompanying available software analysis packages report actual anticipated delay significantly over 80 seconds. The City *Transportation Impact Analysis Guidelines for Environmental Review* posted by the Planning Department require the reporting of volume-to-capacity ratios at Level of Service E or F; these are not reported, recognizing that high delays should be further illustrated – while this EIR introduces LESS technical descriptions of the effect of congestion. The EIR further discloses on Page V.A.3-15 through V.A.3-17 (transit impacts discussion) that intersection delays of 100 seconds are discussed as central to the analysis; more detailed delay information IS AVAILABLE AND IS USED IN OTHER PARTS OF THE EIR. Further, Figure V.A.3-3 (referencing the relationship between volume/capacity ratio and taken from the 2000 Highway Capacity Manual, suggest that the analysis should be able to report delay of up to over 700 seconds (over 11 minutes), so that the vehicular traffic results ARE NOT CONSISTENT WITH THE METHODOLOGIES PRESENTED IN OTHER SECONDS when they are presented as only ">80".

The Planning Department Guidelines require that any "project" that affects any intersection over Level of Service D must have a published report that fulfills the requirements of these guidelines (page 1) of the *Transportation Impact Analysis Guidelines for Environmental Review* at:
http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf
These guidelines also require that the volume-capacity ratios be reported for every intersection that operates at Levels of Service E or F. There are many intersections in this report that indicate that this objective is met. The quantitative effect of the reduced capacity on to the intersection Level of Service must be more extensively documented, as set forth in the published City Guidelines for traffic studies and EIRs.

The impacts should be recirculated to the public with the actual intersection delays reported for the wider public. These delays must be reported at least 100 seconds to be consistent with the transit impacts, and should be reported to be at least at delays greater than two signal cycle lengths of the approaching intersections (which suggest that delays of up to 180 seconds should be reported if the intersection has a 90 second cycle). Otherwise, the analysis reported in this Draft EIR are inadequate, inconsistent with the City's own *Transportation Impact Analysis Guidelines for Environmental Review*, and do not accurately disclose the true environmental impact of the Bicycle Plan.

5.6

Queue lengths are a required consideration in the design of any street project. This EIR does not report these lengths, and is thus an inadequate Project Level report for discussion and decision-making purposes. Disclosure of traffic queue lengths of approaches with lane reductions should be reported, especially where the reductions

5.6 Con't

are significant and lead to Level of Service F operations. Adjacent property owners (including myself) have the right to know whether or not the bicycle plan will result in queued traffic being introduced past the front of my property. The public cannot determine any additional queue lengths that would result from the reduction of lanes. The public cannot determine whether or not the additional queues will disrupt adjacent intersections. Idling vehicles results in significant carbon monoxide emissions, which have been shown to have detrimental health effects. The introduction of additional feet of carbon monoxide represents an additional hazard, not only to adjacent properties, but to pedestrians, bicyclists and other users that must wait in the additional idled traffic. The project level analysis should report queue lengths that result from lane reductions.

6.2

The transit delay threshold of 6 minutes is too high, arbitrary and inadequately reports the impacts of additional traffic on Muni routes. Further, this is inconsistent with the analysis methodology in the *Transportation Impact Analysis Guidelines for Environmental Review* published by the City Planning Department, which requires the reporting of effects on the overall system capacity, and defined Transit Levels of Service. The EIR should be modified and recirculated to report the additional delay impacts on system capacity and Transit Levels of Service, and should use Transit Level of Service based-threshold (which would be substantially less than 6 minutes). There is a direct relationship between transit speed and capacity. If a bus route is forecast to experience additional delays and the number of buses assigned to a route is fixed, then the additional travel time will effectively reduce the capacity of the bus system. For example, a 60-minute round trip route with a 10-minute headway would normally have 6 buses assigned to that route during that peak hour. If delay was only an additional 5 minutes for that hour (50 seconds per bus), this would represent the need to add "a half of bus" to the route or to reduce the headways of the current buses. This represents 19 percent DECREASE in the carrying capacity of that Muni route. The Planning Department Guidelines require that any "project" that affects any intersection over LOS D must have a published report that fulfills the requirements of these guidelines (page 1 of the *Transportation Impact Analysis Guidelines for Environmental Review* at:
http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/SF%20Transportation%20Impact%20Analysis%20Guidelines%20Oct%202002.pdf
There are many intersections in this report that indicate that this objective is met. The effect of the reduced capacity on the Transit Level of Service must be documented, as set forth in the published City Guidelines for traffic studies and EIRs.

5.5

The Greenhouse Gas Emissions of the additional delay and increased VMT that result from the significant lane reductions across the City is not discussed, and could represent a significant increase in the Greenhouse Gas Emissions created by mobile sources within San Francisco. This EIR fails to address Greenhouse Gas Emissions. The Mayor's Office and the Board of Supervisors have indicated that this is an important priority for the City, yet there is no analysis within the EIR of how the additional idling and more circuitous routing of vehicles will increase these emissions within San Francisco. The negative impacts of additional traffic congestion to Greenhouse Gas Emissions should be disclosed.

6.3

2.7 **All affected property owners should be notified of projects directly in front of their homes, which appears to be a Sunshine Ordinance Violation and Planning Department procedures.** I did not receive notice of how my street would change. My neighbors would have not known had I not actually studied the plan in detail. Planning Department EIRs require notification of all affected persons within a certain distance. This qualifies as a project, and is thus subject to these requirements.

Cluster 6 Project 6-2 Option 1 Analysis Comments

5.40 I believe that Project 6-2 Option 1 is an ill-conceived, badly designed, and congestion-inducing change to a major constraint point within the City's transportation system, and is inadequately studied within the EIR. Strategies to provide a Class 1 or Class 2 bicycle lane are available without removing a traffic lane. Specific comments on this project and the accompanying EIR analysis are provided on the following pages.

5.41 **Project 6-2 Option 1 should be removed from the San Francisco Bicycle Plan because it was developed AFTER the Notice of Preparation was issued and has not been presented in any neighborhood meetings or workshops, or scoping of appropriate intersections that should be studied.** Project 6-2 Alternative 1 represents a significant modification to the Bicycle Plan made after the Notice of Preparation was issued on June 5, 2007. The change was not published until January 15, 2008. The first introduction of this project appears to be reported here: (*http://www.sfmta.com/cms/bnews/documents/Bicycle_Plan_Update_Jan_2008_000.pdf*) I am an affected property owner, and have been given no notice about this proposed change which directly affects the roadway in front of my home. This project has not been properly developed, and has not bee screened in widely-publicized public meetings in our neighborhood. Further, the impacts from Option 1 have been woefully unreported and have mistakes, and the significant impact of Option 1 should be more extensively studied, as presented below.

5.43 **Project 6-2 Option 1 represents a major change to San Francisco's transportation system and it not a minor modification to the Bicycle Plan.** The reduction of the traffic movement from northbound Clipper Street to westbound Portola Drive is the sole traffic location that traffic directly can use between 18th Street (in the Castro Neighborhood) and O'Shaughnessy Boulevard (in the Glen Park neighborhood). Avoiding this intersection will require drivers to drive at least two miles of additional travel to use alternative routes, increasing local vehicle miles of travel and greenhouse gas emissions. This is THE single "bridge" across the Twin Peaks area between the east central and west central areas of the City. This intersection frequently has back-ups and queued traffic at both the AM and PM peak hours. A reduction of capacity by 50 percent at this intersection should be considered a major reduction in the overall capacity of the street system. It is similar to what would happen if 2.5 lanes of the Bay Bridge were removed for a 500 segment of roadway between Treasure Island and the remainder of San Francisco. The effects are profound for upstream traffic! Clearly, Project 6-2 should be considered in relation to the overall impact on the Citywide Circulation System. Further, drivers seeking to avoid the newly-created bottleneck will have to

5.43 Con't travel up to 3 miles out of direction (through either the Castro or Glen Park neighborhoods), increasing the impact of this project on greenhouse gas emissions contributed by the City of San Francisco.

5.44 **Project 6-2 Option 1 is a discontinuous piece of the Bicycle Plan and is unsafe for bicyclists.** Project 6-2 is an isolated set of bicycle lanes that are quite short and do not extend to a distance even as far as vehicles will be queued at this intersection. Bicycles will need to weave through queued traffic to reach them if Option 1 is implemented! As shown in diagrams in the Appendix of the EIR, they do not connect to proposed bicycle lanes on Clipper Street and they are running in only the westbound/northbound direction. The purpose and need for these lanes is clearly illogical because they do not connect to any other lanes and rather than encourage bicyclists sharing the roadway with vehicles, it will instead encourage bicyclists to weave between queued vehicles. Many of these vehicles will be queued through two signal cycles, encouraging more impatient behavior by the drivers in the vehicles.

5.45 **Project 6-2 Option 1 does not analyze a newly-affected intersection currently operating at significant delays -- Clipper Street/Diamond Heights Boulevard. The EIR is incomplete without studies at this intersection.** This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at the PM peak hour. This will significantly increase idling delay for both vehicles and buses that travel through this intersection. It was not initially reasonable to request studies on this intersection, as the Notice of Preparation did not include the segment of Project 6-2 Option 1 between Diamond Heights Boulevard and Portola Drive, so that this intersection has not been identified as critical. The anticipated queues are not reported, so a reader is unable to determine the magnitude of the impact at this intersection. The EIR should be recirculated with this significantly-impacted intersection included.

5.46 The adoption of the Option 1 recommendation will likely lead to back-ups into and through this intersection and into adjacent neighborhoods. One probable outcome may be the requirement that this intersection also have a new traffic signal installed at this intersection. The cost of installing a traffic signal here, as well as the cost of operating the signal, and the cost of developing a coordinated signal system with signals at these two closely-spaced signals, must be disclosed as a probable outcome. The costs of installing a signal here will be significant, and can easily be avoided by lower-cost design mitigations, or by removing Option 1 from the bicycle plan. (Potential low-cost mitigations are presented below.)

5.47 **Project 6-2 Option 1 should be considered in light of the effects during the AM peak hour at both affected intersections. The EIR is incomplete without an AM peak hour analysis, and the AM peak hour congestion appears to be much worse than the PM peak hour congestion.** As a neighbor, I routinely witness vehicles needing 2 or 3 cycles to clear this Portola Drive/Clipper Street/Burnett Avenue during the AM peak hour. It appears that this movement has more congestion in the AM peak hour than in the PM peak hour. Traffic from the signal at this location backs up at least two to three blocks, and often extends past Duncan Street on northbound Diamond Heights

5.47 Con't

Boulevard, and almost reaches High Street on westbound Clipper Street – well through the Clipper Street/Diamond Heights Boulevard intersection. This has not been previously identified as needing study as the Notice of Preparation issued for the plan did not include the lane reduction in this option.

5.52

There is a significant impact to traffic flows at the AM peak hour when reducing this lane, and this has not been studied or reported in the EIR. Studies at the AM peak hour should be presented

5.48

Project 6-2 Option 1 appears to have a significant transit impact for Projects 6-2 Option 1 and 6-5, and mistakes in the calculation are presented in the EIR; this section must be corrected and the corrections should include a more detailed discussion of how the impact was calculated to fully understand where the error is located. The transit impacts discussed in the Bicycle Plan EIR on Page V.A.3-645 and V.A. 3-546 are in error. The report indicates that delay is 3.4 minutes "for each route" (Routes 48 and 52) then proceeds to report a cumulative delay also at 3.4 minutes. If each route is forecast to experience a 3.4 minute delay, the combined impact would be 6.8 minutes -- which then becomes a significant impact.

5.50

The report inaccurately states that the Route 52 operates at a 15-minute headway, when it actually operates at a 10-minute headway during the time period used for the analysis (PM peak hour). (The 15-minute headway is the headway is the condition during the AM peak hour.)

Further, the analysis states that it is based on delays in one direction. However, the level of service for the adjacent intersection is reported as an **average for all movements** in the intersection. It is improper to discuss transit delay only in one direction for what is an average condition at the intersection. The delays should either be analyzed for that specific approach (in which case one direction would be fine) or the delay should be calculated as if the bus route passes through in both directions. **This is a significant math error in this instance, as the author is mixing overall intersection delay with approach delay; this significantly underreports the impacts to the transit system.** Correcting this math error would result in a peak hour impact of either 6.8 or 13.6 minutes for transit service, depending on how the inconsistency in the report presented in the above paragraph is explained.

5.54

As defined in the Highway Capacity Manual, if the LOS goes from E to F, queued traffic will not be able to clear the intersection, including buses. If every bus will miss an entire signal cycle, this will result in at least 60 seconds of delay per bus to allow for the Portola Drive traffic to move through the intersection. If there are 11 buses at peak hour having to wait 60 additional seconds, this is an impact of 11 minutes total at peak hour, which exceeds the 6 minutes of delay at peak hour criteria established in the methodology. Clearly, this impact in the EIR is underestimated and the analysis of the potential delays from this project are clearly too little, and this represents a significant impact well above and beyond the artificial 6 minute threshold presented in the EIR criteria.

5.51

Transit will also be impacted by additional delays discussed previously at the Clipper Street/Diamond Heights Boulevard. This intersection, which currently has significant queuing, will likely experience much greater queuing and delay as traffic from the

5.51 Con't

Portola Drive/Clipper Street/Burnett Avenue intersection backs up into it at both the AM and PM peak hours; this will significantly increase idling delay for buses that travel through this intersection. This additional delay should be reported in the transit impacts and a determination of whether or not this will further deteriorate transit speed and reliability should be further disclosed.

5.3

The impacts of this project to the Transit Level of Service, required in the Planning Department *Transportation Impact Analysis Guidelines for Environmental Review,* are not discussed. As noted in the general comments above, additional delay has an effect on transit capacity, and this effect is not presented for this project. The Transit Level of Service calculations should be presented in order to fulfill the requirements of these guidelines.

5.55

The three routes in this area – Routes 37, 48 and 52 -- have packed buses at peak hours. Standees are common and sometimes riders are actually unable to board buses. Increasing bus travel times would increase overcrowding on these line, as the slower speeds would mean that bus frequencies would have to be decreased. This could also jeopardize the recent Muni restructuring proposal, which has bus routes carefully designed to be able to operate within certain headways; this plan would jeopardize the extensive work already done to set up the new routes in the restructuring. For these reasons, the Transit Level of Service Analysis, required in transportation impact studies, should be examined in this EIR.

5.49

There is no attempt to mitigate Alternative 1 for Project 6-2 when low-cost, feasible design alternatives exist. There is no reason to take one of the left-turn lanes from northbound Clipper Street to westbound Portola Drive for bicyclists. Available low cost, feasible mitigations are clearly available that would provide a Class 2 bicycle lane at this same location! Further, the project may create the need to install a signal at the Diamond Heights Boulevard/Clipper Street intersection (not evaluated in the draft EIR), which would be more costly than other mitigations available. Possible mitigations include:

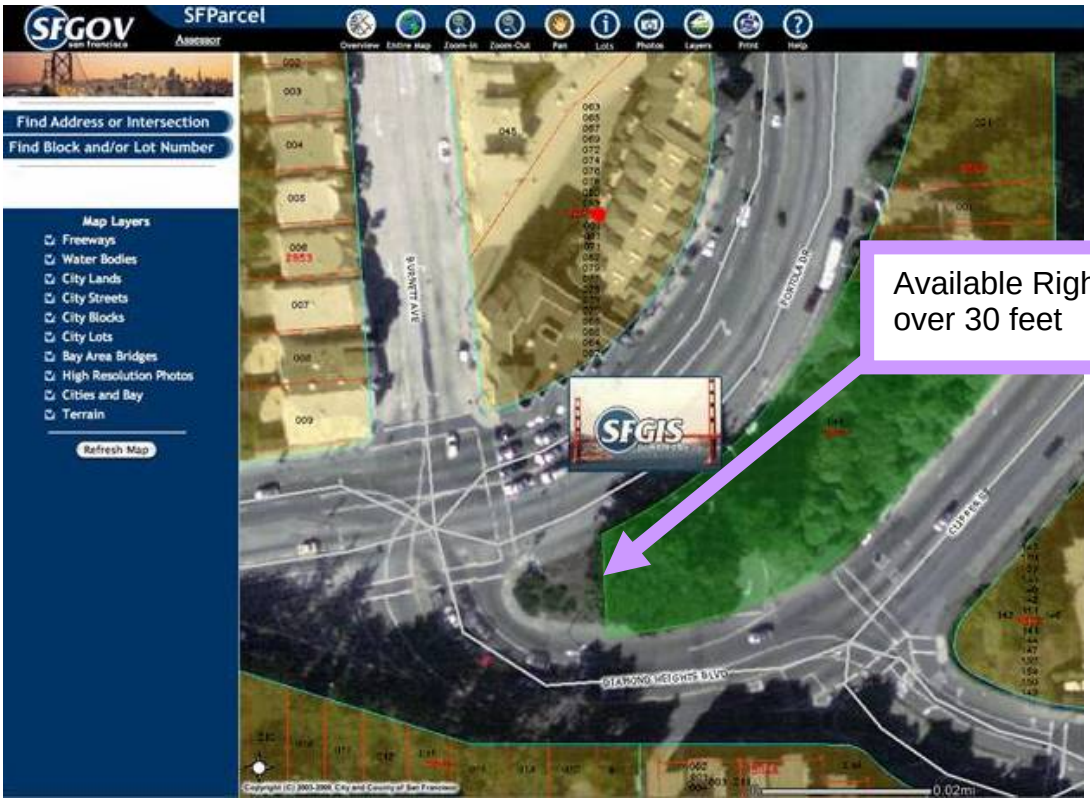
1 Conversion of the southbound receiving lane to a single lane at the Portola Drive/Clipper Street/Burnett Avenue, accomplished by shifting the very small concrete median further westward/southward, adding the additional northbound left-turn lane back into the intersection, restriping southbound/eastbound Clipper Street to be one lane, and to remove one through movement on the southbound Burnett Avenue approach. In fact, removing one southbound/eastbound lane could provide enough pavement for a bicycle lane in the other direction!

2 Widening of the northbound approach to the Portola Drive/Clipper Street/Burnett Avenue intersection to allow for bicycle lanes to be added, but without eliminating the second left turn lane. There is adequate right-of-way (the parcel diagram attached is from SFGIS files showing the property line follows this comment).

3 Creation of a Class 1 bicycle path directly between Noe Valley and the Portola Drive Corridor. A Class 1 bicycle path facility would enable bicyclists to completely avoid the need for Project 6-2. Alternative routes could be a path that uses (a) the “scenic overlook” property between High Street and Portola Drive (1

5.49 Con't

blocks north of the Clipper Street intersection), or (b) the Market Street underpass at the top of 24th Street, which would tie into Portola Drive at Corbett Avenue. This would be a more desirable and attractive Class 1 bicycle facility connecting Noe Valley to the Portola Drive corridor, improving the bicyclists connectivity to the Noe Valley business district.



Comments to Other Sections

5.57

I have restrained my comments to one general and one specific project in the bicycle plan. However, as a San Francisco resident, I believe that there are serious design mistakes made in this plan. There are many instances where the turning radii of buses (both Muni and tour buses) cannot be met in the narrow lanes, so that buses may sideswipe other vehicle or bicycles on the roadway. Examples include Project 6-5 where Portola Drive curves are so sharp that Muni and tour buses will be unable to stay in their lane if they are narrowed. We already witness this problem on Portola Drive and several other street today. The designs of these project suggest that turning radii are not an issue, when they are.

3.2

There are examples where the "projects" are not fully diagrammed in the report, but are only described as cross-sections (such as Project 5-6 on Cesar Chavez Street between US Highway 101 and Valencia Street). This does not represent an adequate project description and thus should be not considered for acceptance within the EIR.

1.1 I am disappointed that the Bicycle Plan does not "seize the moment" to provide separate Class 1 bicycle facilities, enabling a safer and more desirable experience for residents and inspiring new bicyclists. Bicycle routes in other Bay Area counties and bicycle systems in European countries such as Denmark and the Netherlands are increasingly geared to separating bicycles from traffic, rather than merely aligning bicycle lanes on streets next to vehicles placed in narrow lanes. Bicycle lanes provide dangerous situations to bicyclists, including risks from people opening doors from their parked cars, or people driving into the bicycle lane from the narrowed traffic lane.

5.39 One lost opportunity is with Portola Drive. The entirety of Portola Drive (which has frontage roads and remaining open space) could be completely redesigned from property line to property line to turn this facility into a signature parkway for San Francisco. Instead, bicyclists are only given a narrow corridor while higher-speed vehicles travel by them. This does not encourage more people to become bicyclists, but merely satisfies requests of existing bicyclists to have the lane! This plan clearly is avoiding adequate consideration of improvements which could require the City to do more than restripe lanes.

Conclusion

1.7 To address the myriad of impacts and issues with the projects in the Bicycle Plan should not be studied and environmentally cleared at a citywide level. The plans should be implemented in coordination with Neighborhood Circulation Plans, or detailed design discussion studies for each of the project "clusters". The appropriate design and implementation of the projects in this EIR should be as a neighborhood or cluster document, rather than a single citywide EIR for the 30 proposed projects. Finally, the public deserves to be informed of the real costs or benefits of lane reductions for every project – to not only vehicles, but to transit and to greenhouse gas emissions.

Sincerely,

Scott Hrudicka
President
Red Rock One Home Owners Association
5040 Diamond Heights Boulevard
San Francisco, CA 94131-1651

Comment 22 cover sheet.txt

Bill Wycko/CTYPLN/SFGOV
01/13/2009 04:16 PM To
Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc

bcc

Subject
Fw: PUBLIC COMMENT Bicycle Plan Project DEIR, No. 2007.0347E

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 04:18 PM -----
"Mary Miles" <page364@earthlink.net>
01/13/2009 04:02 PM
Please respond to
"Mary Miles" <page364@earthlink.net>

To
"Bill Wycko" <Bill.Wycko@sfgov.org>
cc

Subject
PUBLIC COMMENT Bicycle Plan Project DEIR, No. 2007.0347E

FROM:
Mary Miles (#230395)
Attorney at Law
364 Page Street, #36
San Francisco, CA 94102
(415) 863-2310

TO:
Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94013

RE: PUBLIC COMMENT ON SAN FRANCISCO BICYCLE PLAN PROJECT DEIR, Planning Case No. 2007.0347E

Dear Mr. Wycko:

1.11 Your attention is directed to the attached Public Comment on the above-described DEIR. I will send the original signed hard copy of the Comment by U.S. Mail.

Sincerely,
Mary Miles

FROM:
Mary Miles (SB#230395)
Attorney at Law
and
Coalition for Adequate Review
364 Page Street, #36
San Francisco, CA 94102
(415) 863-2310

TO:
Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

DATE: January 13, 2009

BY E-MAIL AND U.S. MAIL

PUBLIC COMMENT ON BICYCLE PLAN PROJECT DEIR, CASE NO. 2007.0347E.

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

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

Your failure to allow an adequate comment period is an abuse of discretion and a failure to proceed in manner required by law. You may not therefore deny this commenter or others future rights under CEQA. Nor may you claim that we or the public have not exhausted administrative remedies.

4.18 The Project proposes to remove traffic lanes on major streets in San Francisco, impeding travel and access to those and surrounding streets, and to and from freeways by vehicles and public transit. The Project proposes to eliminate *thousands* of parking spaces throughout the City. The Project also proposes illegal measures, including sharrows where there is no parking, riding

4.18 Con't

bicycles in the opposite direction of traffic, and other regulations that are both illegal and preempted by the Vehicle Code and other state laws. Those and other Project proposals will clearly have significant direct, indirect, and cumulative impacts on traffic, transit, parking, air quality, land use, and others.

The DEIR and your process violate CEQA in ways that include but are not limited to the following:

1. Public Comment Has Been Precluded in Violation of CEQA.

2.1

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

1.9

The Project will surely have significant direct, indirect, and cumulative impacts on traffic, public transit, parking, sidewalks, pedestrian safety, community safety, and land use, among others that the DEIR fails to identify and mitigate.

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

2.1

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

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

2.4

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

2.4 Con't

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

2.1

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

3.1 **2. The DEIR Does Not Contain an Accurate Project Description.**

1.5 **3. The DEIR Does Not Use a Valid Baseline for Identifying and Analyzing Impacts.**

1.9 **4. The DEIR Does Not Identify and Analyze the Direct, Indirect, and Cumulative Impacts of the Project on Traffic, Public Transportation, Parking, Sidewalks, Land Use, and Other Impacts.**

8.1 **5. The DEIR Fails To Propose Mitigations that Eliminate or Reduce to Insignificance the Direct, Indirect, and Cumulative Impacts of the Project.**

6. The DEIR Fails to Propose Alternatives that Eliminate or Reduce to Insignificance the Direct, Indirect, and Cumulative Impacts of the Project.

2.1 **7. The Unwieldy and Voluminous Format of the DEIR Defeat the Purposes of CEQA, to Inform Decisionmakers and the Public of the Impacts of the Project and to Give the Public the Opportunity to Participate and Have Input in the EIR and Decisionmaking Processes.**

8. Other (to be provided).

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

2.8 Con't

We will submit additional public comment on the DEIR as soon as possible.

DATED: January 13, 2009

Mary Miles
Attorney for Petitioners

bcdc
Making San Francisco Bay Better

January 13, 2009

Mr. Bill Wycko
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SUBJECT: Draft Environmental Impact Report for the San Francisco Bicycle Plan Project
SCH No. 2008-032-052

Dear Mr. Wycko:

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

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

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

2.12 Con't

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

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

4.4

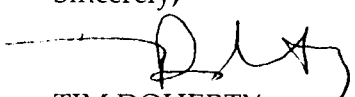
The Final EIR should continue to address the potential for the Bicycle Plan to provide safe bicycle use, expand bicycle access to transit and bridges and to improve bicycle connections to the shoreline.

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

The Bicycle Plan Project and EIR should continue to address the numerous opportunities to connect existing Bayside bicycle recreational and transportation routes with the City-wide bike network.

Thank you for the opportunity to comment on the Draft EIR for the San Francisco Bicycle Plan project. BCDC staff are available for future consultations in order to help achieve the valuable objectives of the San Francisco Bike Plan. If you have any questions regarding this letter, or any other matter, please contact me by phone at 415-352-3667 or email timd@bcdc.ca.gov.

Sincerely,



TIM DOHERTY
Coastal Program Analyst

Sunnyside Neighborhood Association

January 7, 2009

Sunnyside Neighborhood Association
P.O. Box 27615
San Francisco, CA 94127

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Mr. Wycko and SF Planning Department:

5.32 The Sunnyside Neighborhood Association represents over 2000 households in the Sunnyside neighborhood in San Francisco. We have polled our members on the SF Bike Plan EIR "Project 5-10", which includes adding bike lanes on Phelan Avenue in Sunnyside. We are submitting the following comments regarding Bike Plan Project 5-10, proposed bike lanes on Phelan Avenue in The Sunnyside. The overwhelming majority of Sunnyside residents are against bike lanes on Phelan Avenue. Consequently, we are submitting the following comments regarding Project 5-10.

Physical Effects on Sunnyside Residents

5.33 Regarding Project 5:10: Phelan Avenue does have periods of congestion that have not been measured. There are both peak times of the semester and peak times of day. The EIR does not address the typical traffic conditions at the beginning of a CCSF semester, or during mid-term or final exams. Traffic, both pedestrian, automobile and bus, during peak times of classes at City College on this block of Phelan Avenue, particularly between 5 and 7pm has not been measured. City College is a commuter school serving the entire Bay Area. There fore a large number of students depend on their vehicles, and are not served by BART or MUNI.

5.34 In addition: The EIR neglects to state that additional buses are planned to feed directly onto Phelan, close to the intersection with Ocean, while currently buses only feed onto Ocean Avenue. The resulting congestion not considered in the EIR and Plan, on the west side of Phelan between the South Cloud Circle and Ocean Avenue, will be caused by the normal automobile and 43 and 36 bus traffic, and the future feeding of buses onto Phelan in such close proximity to the intersection with Ocean. Those buses will drive right through the proposed bicycle path. If there is one less lane on Phelan, Option 1 will effectively delay bus schedules by causing buses to wait on traffic and bicycles, and

5.34 Con't

likely block traffic and bicyclists as they try to merge with traffic waiting for the light. Any existing congestion on Phelan stemming from the Ocean Avenue stoplight will be compounded with the bus feed and bicycles trying to get around buses. Removing a traffic lane while simultaneously adding the bus feed and a bicycle lane is not only setting up a traffic mess, but is also putting bicyclists and pedestrians in danger.

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

5.35

Social Effects on Sunnyside Residents: It goes on to state that: "In San Francisco, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by California Environmental Quality Act (CEQA). Under CEQA, a project's social effects need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines Section 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. The City's Transit First Policy established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."
The Sunnyside Neighborhood Association realizes that SF Charter and CEQA are not part of SF Planning's EIR, but nevertheless, both documents are quoted within it, and we object to the impact, social and environmental, that Project 5-10 of the SF Bike Plan creates on residents.

Overall Quality of Life Effects on Sunnyside Residents: Sunnyside Neighborhood Association takes issue with the blatant disregard for our quality of life by these statements in the EIR. The effects on the immediate area of Sunnyside by removing 140 parking spaces from Phelan Avenue, as Option 2 of Project 5-10 does, has not been studied. City College students use these parking spaces. When classes are not in session, they are virtually empty. Cars circling our neighborhood for parking, and the subsequent increase in illegally parked cars and blocked driveways increases enforcement costs and are a danger and nuisance to residents. This issue is not considered in the EIR, along with the concurrent pollution and noise of the increased neighborhood traffic.

6.2

Effects on San Francisco in General: Additionally: Phelan Avenue is defined as a "local street" but one that has high traffic volumes and 9 buses per hour in the peak periods, and high pedestrian volume generated in part by the popular transit stops. Removal of traffic lanes will increase environmental impacts such as air quality impacts, traffic congestion, and noise caused by congestion. Environmental and air quality impacts will be particularly strong and harmful to a) residents of the neighborhoods surrounding City College (including but not limited to Sunnyside). These neighborhoods include low- and moderate-income housing, and therefore SF Planning's proposal for Project 5.10 has a disproportionate environmental health impact on low-income and moderate-income families; b) children attending the several schools nearby, whose air quality will be affected, causing health concerns for SF children trying to play outdoors in the community; and c) pedestrians and transit users who are already burdened by the congestion on Phelan.

5.36

Alternative Plan: Sunnyside Neighborhood Association is in favor of bike lanes as long as they are done responsibly. The option of Bike lanes on Lee Avenue is included in the Bike Plan, but not in the Bike Plan EIR, and has been announced to Sunnyside Neighborhood Association by SFMTA as a distinct possible alternative to any bike lanes on Phelan Avenue. SF Planning seems to be disregarding the SF residents of Sunnyside and SFMTA by not studying the Lee Avenue options for bicycle lanes.

5.32

As stated above, Sunnyside Neighborhood Association is in favor bike lanes as long as they are done responsibly. However, we are opposed to plans that do not consider and/or endanger, and reduce the quality of life in our neighborhoods. We ask SF Planning to reconsider their plans. Sunnyside Neighborhood Association would support bike lanes on Lee Avenue if all the criteria mentioned above in our response is considered and the physical environment, and quality of life for residents, and commuters are fully considered.

5.36

Sincerely,

Nicole Nantista, President
Neysa Fligor, Vice President
Richard Goldman, Treasurer
Monica Ramirez, Secretary
Chris Coghlan, Member-At-Large
Sunnyside Neighborhood Assocation

Cc: Mayor Gavin Newsom
San Franicsco Board of Supervisors
District 7 Supervisor Sean Elsbernd

Letter 25

January 12, 2009

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

Re: Comments on the Draft Environmental Impact Report for the San Francisco Bicycle Plan (Case No. 2007.0347E; State Clearinghouse No. 2008032052)

1.6

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

The letter has been endorsed by the following organizations:

San Francisco Bicycle Coalition, Leah Shahum, Executive Director
Livable City, Tom Radulovich, Executive Director
Sierra Club San Francisco Group, Howard Strassner, Chair, Transportation Committee
Greenaction for Health and Environmental Justice, Bradley Angel, Executive Director
Urban Habitat, Bob Allen, Transportation Director
League of Conservation Voters, San Francisco Chapter, Amandeep Jawa, Board Member
San Francisco Tomorrow, Jennifer Clary, President
San Jose/Guerrero Coalition to Save Our Streets, Gillian Gillett, Co-Chair
TransForm, Stuart Cohen, Executive Director
WalkSF, Manish Champsee, President of the Board

January 9, 2009

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

Re: Comments on the Draft Environmental Impact Report for the San Francisco Bicycle Plan (Case No. 2007.0347E; State Clearinghouse No. 2008032052)

1.6 We, the undersigned groups and organizations, have reviewed and submit this comment in favor of finalizing the *Draft Environmental Impact Report for the San Francisco Bicycle Plan* (DEIR), published on November 26, 2008. We appreciate the Planning Department's preparation of a complete and accurate environmental analysis of the San Francisco Bicycle Plan Update (Bike Plan) and the specific projects from the Bike Plan evaluated by the DEIR. We believe that the DEIR fully complies with and likely exceeds the requirements of a DEIR prepared for compliance with the California Environmental Quality Act (CEQA), and therefore the undersigned fully support expeditious adoption of a Final EIR.

1.2 The policies and projects enumerated in the Bike Plan, once adopted and implemented, will significantly help San Francisco realize many of its policy commitments for a greener, more sustainable city, including the Transit First policy long enshrined in the City Charter and the Climate Action Plan adopted by the City in 2002.

1.6 The DEIR is thorough and fair in its description and estimation of the improvements to bicycle transportation, and of the considerable environmental benefits *accruing* from those improvements, which the Bike Plan will bring to San Francisco and the larger Bay Area region. We understand that approximately half of the Bay Area region's greenhouse gas emissions are produced by motor vehicle operations. Therefore, the

1.2 climate protection benefits realized by increased mode share for bicycle transportation in San Francisco make adopting and implementing the policies and projects of the Bike Plan not merely desirable but essential.

5.1 We understand the reason that the only significant environmental impacts identified in the DEIR relate almost entirely to intersection "level of service for motor vehicles" (LOS). The LOS analysis is an outdated method of analysis that has not been substantively revisited in decades. We are also aware there is broad consensus to update the LOS method for environmental review to reflect San Francisco and the Planning Department's current thinking, and that an analysis that did not include LOS will be in compliance with CEQA. Legislative and planning organizations (e.g., San Francisco Board of Supervisors, San Francisco County Transportation Authority) and planning professionals as well as public opinion, understand that LOS is a flawed measure of environmental significance; in fact, project modifications and mitigations for anticipated LOS impacts can lead to degradation of those non-automobile transport

5.1 Con't

modes which the City's policies expressly encourage and prioritize. We are aware that San Francisco is moving to modify its transportation impact analysis under CEQA and note that under a more authentic and meaningful metric (such as Automobile Trip Generation) this DEIR would have found few, if any, significant impacts.

1.6

With these comments, the undersigned groups fully support expeditious adoption of the FEIR. These comments are submitted solely in support of the DEIR and do not necessitate any response. Thank you for your efforts to prepare this thorough and complete DEIR and this opportunity to comment.

Executive Director,
San Francisco Bicycle Coalition

Tom Radulovich
Executive Director
Livable City.

Howard Strassner
Chair Transportation Group
Sierra Club SF Group

Bradley Angel
Executive Director
Greenaction for Health and Environmental Justice

Bob Allen, Transportion Director
Urban Habitat

Amandeep Jawa, Board Member
League of Conservation Voters

Jennifer Clary, President
SF Tomorrow

William Gillett, Co-Chair
San Jose/Guerneville Coalition
To Save Our Street

Stuart Cohen, Executive Director
TransForm

Manish Champsee, President
WalkSF

Monica Pereira/CTYPLN/SFGOV
01/14/2009 09:48 AM To
"Carol Levine" <clevine@wilbursmith.com>, "Debra Dwyer" <Debra.Dwyer@sfgov.org>, "Dustin White" <Dustin.white@sfmta.com>, GAParker@pbsj.com, "Davis, Mike (Jacobs)" <Mike.W.Davis@jacobs.com>, "Gajda, Oliver" <Oliver.Gajda@sfmta.com>, Rana.ahmadi@sfmta.com
cc

bcc

Subject
Comment 24 Fw: Bike EIR Comments - Transportation Authority

Monica Cristina Pereira
Environmental Planner
San Francisco Planning Department
Major Environmental Analysis (MEA)
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479
T:415.575.9107
F:415.558.6409
www.sfplanning.org

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/14/2009 09:48 AM -----
Bill Wycko/CTYPLN/SFGOV
01/13/2009 05:40 PM
To
Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc

Subject
Fw: Bike EIR Comments - Transportation Authority

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/13/2009 05:43 PM -----
"Ben Stupka" <ben.stupka@sfcta.org>
01/13/2009 05:36 PM
To
<Bill.Wycko@sfgov.org>
cc
"Jose Luis Moscovich" <jose.luis.moscovich@sfcta.org>, "Tilly Chang" <tilly.chang@sfcta.org>, "Anna LaForte" <Anna.LaForte@sfcta.org>, "Maria Lombardo" <maria.lombardo@sfcta.org>, "Ben Stupka" <ben.stupka@sfcta.org>, "Chad Rathmann" <chad.rathmann@sfcta.org>, "Michael Schwartz" <Michael.schwartz@sfcta.org>, <Oliver.Gajda@sfmta.com>, <dustin.white@sfmta.org>, "Manzi, Jessica" <Jessica.Manzi@sfmta.com>
Subject
Bike EIR Comments - Transportation Authority

Bill,

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

Thank you,

Ben Stupka
Senior Transportation Planner
San Francisco County Transportation Authority
100 Van Ness Ave, 26th Floor
San Francisco, CA 94102
(p) 415.522.4820
(f) 415.522.4829

San Francisco Co nty Transportation Authority

100 Van Ness Avenue 26TH Floor
San Francisco, California 94102
VOICE 415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

Memorandum

Date: 01.13.09

To: Bill Wycko , Environmental Review Officer, San Francisco Planning Department

From: Tilly Chang – Deputy Director for Planning
for Maria Lombardo – Chief Deputy Director for Policy & Programming

Subject: Comments on Draft Environmental Impact Report for the San Francisco Bicycle Plan

1.11 Thank you for the opportunity to review the subject document. Please find our comments on the Draft Environmental Impact Report (EIR) detailed below. Please feel free to contact either one of us if you have any follow-up questions. We can be reached at 415.522.4800 or via email at tilly.chang@sfcta.org or maria.lombardo@sfcta.org with any questions you may have. We look forward to working with you on the implementation of the San Francisco Bicycle Plan once the EIR is finalized.

2.19 **Overall Comments:** This document would have benefitted from inclusion of an outline of next steps that included cost estimates, the project selection process, a full funding plan, and prioritization of the projects.

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

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

2.10 **Chapter IV, Section D – Intended Uses of the EIR:** This section outlines the approvals that will be needed to fully implement the Bicycle Plan. The Authority wants to emphasize th· critical step of having the Metropolitan Transportation Commission (MTC) certify and Caltrans approve the Bicycle Plan so that it meets all statutory requirements such that projects within the plan are eligible for state funding sources, particularly the Bicycle Transportation Account.

4.1 **Chapter IV, Section E – Plans and Polices:** This section outlines the plans and policies that have policy and regulatory control over the environment within which the Bicycle Plan will be implemented. The Authority is glad to see the inclusion of the Better Streets Plan as one of those controlling documents. However, this section would benefit from a brief description of the Transit Effectiveness Project and how its goals will affect the implementation of the Bicycle Plan. This would help in the recognition

4.1 Con't that conflicts between transit and bicycles, like the existing conditions on Market Street, represents some of the biggest engineering and policy challenges to improving the safety and access of the San Francisco's streets to all modes of travel.

7.1 **Chapter VII, Section A – Method of Alternatives Selection:** In this section, the "No Project" scenario emphasizes that none of the goals or benefits of the plan would be achieved through the implementation of such an alternative. In addition, the text prefacing Alternative A states that the impacts in the report may not include all the possible negative effects. We recommend that the text clarify this point and also indicate that the benefits of Alternative A are not evaluated in the EIR, and that effectiveness criteria are not used in assessing Alternatives A and B, against which any impacts must be weighed in a decision-making process. This is an important point that should be emphasized to future readers of the EIR to provide a greater context for policy decisions.

7.2 **Chapter VII, Section B – Summary of Alternatives:** This section identifies the "environmentally superior alternative" for both the Project-Level Impacts and the Program-Level Impacts. Following selection of the "locally preferred alternative" in the Final EIR, the Authority would like to encourage SFMTA to build a prioritization system for implementing the projects identified as the "environmentally superior alternatives", which will balance the ease of implementation, funding availability and timely use of funds, community support, political feasibility, overall cost, and transportation impact (e.g. which routes will be used immediately).

cc: D. Dwyer, M. Pereira – SF Planning Department, MEA
O. Gajda, D. White – MTA
JLM, TC, AL, BS, CR, MS – Chron, File – San Francisco Bicycle Plan Update EIR

Letter 27

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Wednesday, January 14, 2009 9:52 AM
To: white@sfmta.com; Taylor, Gretchen P; Davis, Mike (Jacobs); Gajda, Oliver; Rana.ahmadi@sfmta.com
Subject: Comment 25 email only Fw: PUBLIC COMMENT ON THE BICYCLE PLAN PROJECT DEIR, PlanningCase No. 2007.034

Monica Cristina Pereira
Environmental Planner
San Francisco Planning Department
Major Environmental Analysis (MEA)
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----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/14/2009 09:50 AM -----

Bill Wycko/CTYPLN/SFGOV		To
01/14/2009 09:40 AM	Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV	cc
	Fw: PUBLIC COMMENT ON THE BICYCLE PLAN PROJECT DEIR, Planning Case No. 2007.034	Subject

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/14/2009 09:40 AM -----

"Marc J. Zilversmit" <marc@zdefender.com>	"Bill Wycko" <Bill.Wycko@sfgov.org>	To
		cc
01/13/2009 08:51 PM	PUBLIC COMMENT ON THE BICYCLE PLAN PROJECT DEIR, Planning Case No. 2007.034	Subject

Dear Mr. Wycko

I have reviewed the Bike Plan DEIR sections related to Cesar Chavez Street.
I note that the DEIR states that most of the intersections along Cesar Chavez will have "unacceptable" levels of service because of extreme delays if the plan to eliminate a
5.29 lane of traffic lanes is implemented

This will result in more pollution from idling cars, and more traffic accidents as cars spill over onto residential streets such as 26th Street, Precita and Cortland (Cortland is the only other through street from Mission to Bayshore).

5.30 The congestion and frustrated drivers will be a threat to bicyclists and pedestrians as well.

5.31 The Bike Plan proposes an alternative which is to put the bike lane on the calmer more residential 26th Street. Yet, thus far, SFMTA has declined to provide a plan for putting the bike lane on 26th Street.

5.24 As the DEIR makes clear, eliminating a lane on Cesar Chavez is going to be an unmitigated disaster. Please reconsider this course of action.

Marc J. Zilversmit
415.431.3472

Monica Pereira/CTYPLN/SFGOV
01/14/2009 11:51 AM To

cc

bcc

Subject
Comment 26 (email only) & 27-28 (attached) Fw: Bicycle Plan EIR

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/14/2009 11:51 AM -----
Bill Wycko/CTYPLN/SFGOV
01/14/2009 10:40 AM
To
Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc

Subject
Fw: Bicycle Plan EIR

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/14/2009 10:41 AM -----
Ted Loewenberg <tedlsf@sbcglobal.net>
01/13/2009 04:15 PM
To
william.wycko@sfgov.org
cc
bill.wycko@sfgov.org
Subject
Bicycle Plan EIR

Mr. Wycko,

I shall keep my comments on the EIR for the Bicycle Plan simple:
1. The environment, and the environment for using bicycles in San Francisco will not benefit from the proposed bicycle plan unless every street where a bike lane exists or to be created will be re-paved with smooth, predictable surfaces and smooth transitions between segments of paving.

4.10

The primary deterrent to using a bicycle on the streets of San Francisco is their terrible condition. The roads are rough, irregular, bumpy and full of potholes. Any and all of these obstacles present an eminent danger to both cyclists and automobiles. By not re-paving the streets, the plan will not promote more cyclists to take to the roads. All the alleged benefits of cleaner air, healthy people, etc., will simply be fiction, because the roads will simply remain too dangerous.

2. Parking spaces and traffic lanes to be removed by implementation of the plan should not be out of proportion to the percentage of cyclists in San Francisco, currently estimated to be about 10,000.

Removing more than the proportional percentage of parking spaces and traffic lanes will in fact create more pollution, and not less. More time will be spent by persons in cars as a result of a lack of on-street parking (already at a critical lack of capacity) searching for an available parking spot, or stuck in traffic jams due to removal of car traffic lanes. I submit that the most efficient and environmentally friendly way for cars and bikes to co-exist on our streets is that, per the law, bicycles consider themselves vehicles and flow with traffic, traffic directions and honor traffic controls (lights, signs, etc.). For those times when a cyclist is present, cars will then move around the riders. When the road is free of cyclists, cars can proceed unimpeded. The air quality of the City will be better for it.

4.17

Sincerely,

Ted Loewenberg
1562 Waller St.

San Francisco, CA

tedlsf@sbcglobal.net
"It's got to come from the heart if you want it to work."

Letter 29

National Park Service
U.S. Department of the Interior

Golden Gate National
Recreation Area
Planning & Technical
Services

Bldg. 223, Presidio
San Francisco, CA 94129

2008
415-561-4488 phone
~~415-561-4854 fax~~
415 441 - 6538

Golden Gate National Recreation Area Fax

To: Bill Wycko

Fax number: (415) 558-6409

From: Liz Varnhagen

Date: 13 January 2009

Pages to follow: 2

Comments:

My apologies. I provided the FAX number of your office to the person assisting me in obtaining the Superintendent's signature. Unfortunately, one of the numbers (digit) was wrong — so she was unable to fax the signed letter. I have been away from the office all afternoon.

Attached are NPS comments on the SF Bicycle Plan. The signed version of this letter will be faxed to you tomorrow.

Thank you — Liz

If there are any problems with this fax, please contact Liz Varnhagen at (415) 561-4488.

United States Department of the Interior

NATIONAL PARK SERVICE
Golden Gate National Recreation Area
Fort Mason, San Francisco, California 94123

IN REPLY REFER TO:

L76 (GOGA-PLAN)

January 13, 2009

Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Comments on the San Francisco Bicycle Plan Draft Environmental Impact Report

Dear Mr. Wycko:

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

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

<u>Improvements to Bicycle Routes that Connect to GGNRA</u>

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

1.2 In short, NPS recognizes that the continued development and implementation of the San Francisco Bicycle Plan, with its near-term and long-term improvements will facilitate and enhance bicycle access to GGNRA lands from all neighborhoods of the City, into the future. We look forward to continued coordination with the City as the design details that affect GGNRA, including signage, are developed and implemented.

2.15 Policy Goals and Objectives
GGNRA planning policies share common objectives with the Transportation Element of the City's General Plan, especially Objective 1, which prioritizes support for transit uses and safe pedestrian and bicycle circulation. We welcome the City's continued coordination and cooperation in achieving Objective 8, clear identification of pedestrian and bicycle networks that intersect with the Coast, Bay and Ridge Trails.

Bicycle Parking
NPS looks forward to working cooperatively with the City to enhance bicycle parking facilities (installing bicycle racks, for example) at Ocean Beach and other shared popular destinations.

1.3 Bicycle Safety
NPS applauds the City's Education Goal to promote bicycle safety. The widespread availability of bicycle safety workshops and classes, and outreach campaigns would also greatly enhance public safety within GGNRA. Likewise, the City would set a great example by developing bicycle safety training for transit and other large fleet-vehicle operators. Indeed, with elevated bicycle awareness with Muni operators and others that serve the Presidio, Lands End, Ocean Beach, and the Marin Headlands, would enhance safety within the park.

2.15 Further, employees at GGNRA (NPS and our park partners), would be open to and interested in participating in the development and implementation of a public bicycle sharing program within the City. We hope to explore this concept under the City's leadership.

1.11 NPS appreciates the planning coordination and support we have enjoyed in the past, and look forward to continued collaboration with the City in the implementation of the SF Bicycle Plan. Thank you for the opportunity to provide comments. Please contact Liz Varnhagen, Planning Division 415-561-2888, Liz_Varnhagen@nps.gov, if you have questions or if we can provide information.

Sincerely,

(original signed by)

Brian O'Neill
General Superintendent

To: Bill Wycko, Environmental Review Officer

From: Bruce Selby, Co-President
Jukeshore Ulures Improvement Club

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

LAKESH0RE ACRES IMPROVEMENT CLUB
P.O. Box 320222
San Francisco, CA 94132-0222

To: Bill Wycko, Environmental Review Officer, San Francisco Planning Department

January 13, 2009

From: Bruce H. Selby, Co-President
Lakeshore Acres Improvement Club

Subject: The San Francisco Bicycle Plan Project

5.58 Our Club, which has 1,100 homes in or Area, wishes to restate our opposition to the proposal to install bicycle lanes along Portola Drive. We are concerned about safety issues and a violation of resident's rights.

5.59 Portola Drive, as we all know, represents a major four lane roadway for vehicles traveling to and from the West side of the City. There is always a high volume of traffic. The thirty five mile an hour speed limit generates a fast flow of traffic. A significant number of pedestrians cross this roadway. The proposal to add bicycles to this mix has the potential of creating a major safety issue for drivers, pedestrians and cyclists. The increase in traffic in the City adds another negative element.

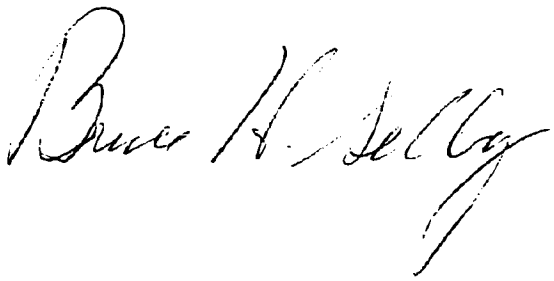
5.60 Any proposal to remove parking along Portola Drive is a clear violation of the property rights of those residents whose homes face Portola Drive. They have every right to be able to park in front of their own homes and have family and friends park there as well. Any restriction on parking would have an adverse effect on West Portal merchants and their customers. This proposal to ban parking has the potential for generating law suits against the City.

5.65 We are also concerned about the proposal to install bicycle lanes on Sloat Boulevard. This can also create a major safety issue. It appears whoever conceived this proposal overlooked a major consideration. On weekends and holidays hordes of people descend on the San Francisco Zoo. The entrance faces Sloat Boulevard. A significant number of these visitors are parents of small children. A mix of cars, large numbers of pedestrians, plus

5.65 Con't

cyclists can result in some serious accidents. We urge that the Sloat Boulevard proposal be dropped from this project.

Cc: Supervisor Elsbernd
West of Twin Peak Council



Monica Pereira/CTYPLN/SFGOV
01/15/2009 02:14 PM To
white@sfmta.com>, GAParker@pbsj.com, "Davis, Mike (Jacobs)" <Mike.W.Davis@jacobs.com>, "Gajda, Oliver" <Oliver.Gajda@sfmta.com>, Rana.ahmadi@sfmta.com
cc

bcc

Subject
New Comment 28 Park and Rec Fw: COMMENTS ON BIKE PLAN DEIR

www.sfplanning.org

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/15/2009 02:14 PM -----
Bill Wycko/CTYPLN/SFGOV
01/15/2009 01:12 PM
To
Debra Dwyer/CTYPLN/SFGOV@SFGOV, Monica Pereira/CTYPLN/SFGOV@SFGOV
cc

Subject
Fw: COMMENTS ON BIKE PLAN DEIR

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 01/15/2009 01:13 PM -----
Daniel LaForte/RPD/SFGOV
01/15/2009 11:13 AM
To
Bill Wycko/CTYPLN/SFGOV@SFGOV
cc
Ashley Summers/RPD/SFGOV@SFGOV
Subject
COMMENTS ON BIKE PLAN DEIR

Dear Mr. Wycko:

1.2 Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the San Francisco Bicycle Plan. The Recreation and Park Department is excites about Plan’s goals of improving and enhancing the San Francisco Bicycle Network. The Department has reviewed the document and has the following comments on the DEIR:

5.64 · Project 7-4 John F. Kennedy Drive Bicycle Lanes proposes removing approximately 81 on-street parking spaces on the north side of JFK and approximately 80 spaces on the south side. Traffic is generally heavier in this area of the park, as many of the Park's attractions are clustered around JFK Drive including the Conservatory of Flowers, the DeYoung Museum, the newly renovated and opened California Academy of Sciences, and the Japanese Tea Garden. Fewer parking spaces may result in more drivers spending time looking for spaces.

The DEIR should analyze possible traffic impacts to the park resulting from a reduction of parking spaces. The analysis should analyze increases in traffic during special events and peak tourist season. If the analysis finds that the project would have a significant effect on Golden Gate Park, then the project should included mitigations to reduce or avoid this effect on the park. If Project 7-4 is found to have a significant impact on traffic in Golden Gate Park then the project should consider alternatives to avoid or lessen the impact.

2.17 · The Recreation and Park Department’s Natural Areas Program aims to provide restore and enhance remnant natural areas in San Francisco, as well as a venue for passive recreation activities such as hiking. Many of the existing and proposed bicycle network segments come in to contact with these natural areas. The DEIR should include analysis of potential direct or indirect deterioration of natural areas resulting from proposed bike routes, short cuts, or improvements to existing routes. If the analysis finds that the project would have a significant deterioration

of natural resources Areas, as defined in the Recreation and Park Department Significant Natural Resource Areas Management Plan, then the project should included mitigations to reduce or avoid this effect on the natural areas.

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

2.17 Con't

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

Please feel free to contact me if you have any questions.

Regards,

Daniel LaForte
Park Planner
SF Recreation and Parks
McLaren Lodge Annex, 501 Stanyan Street
San Francisco, CA 94117
tel: (415) 831-2742
fax:(415) 831-2099

PAR Planning Association for the Richmond

3145 Geary Blvd., # 205 - San Francisco CA 94118-3316
Voice Mail~(415) 974-9332 - Fax (415) 586-6606 Email~president@sfpar.org - www.sfpar.org

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

Re: Planning Association For The Richmond
San Francisco Bicycle Plan
Case No. 2007.0347 E

Dear Sir/Madame

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

Project 7-3, Segment 1 (Appendices p. 37), includes Point Lobos Avenue and 48th Avenue to the Great Highway. The Bicycle Plan proposes to install Class II bicycle lanes in both directions by removing the travel lane in each direction. The "southbound bicycle lane would be discontinued approaching the downhill section of Point Lobos Avenue from approximately the Sutro Heights Parking Lot to approximately 600 feet north of Balboa Street." (Id.)

5.62 Removal of two travel lanes will increase the speeds of both vehicles and bicycles. The downhill bicycle lane, which starts at 48th Avenue, will end about the crosswalk at the Sutro Heights Parking Lot. That means that automobiles and bicycles proceeding down the Point Lobos Hill from 48th Avenue will suddenly be competing for space in the shared lane while at the same time attempting to avoid any automobiles backing out from the diagonal parking spaces. Of interest, this steep hill was used during a competition of Street Luge which was part of the Extreme Sports X Games during the Summers of 1999-2001.

As stated above, the Draft EIR has not appeared to adequately consider pedestrian safety with regard to Project 7-3. Point Lobos, a short distance below Merrie Way, includes the Sutro Heights Parking Lot on the south side of Point Lobos and the Sutro Baths historic area on the north side of Point Lobos. Other than a painted cross walk between the present four lanes, there is an extreme danger facing pedestrians who must cross the steep roadway while the south bound vehicles are driving down the Point Lobos hill at high speed. Other than a painted crosswalk, there is no signal, light or median to cause the cars to slow down other than voluntarily. However, this invitation to overdrive will increase with the discontinuance of a traffic lane on both sides of the highway.
It appears essential that there be necessary improvements at this crossing point to prevent pedestrian injuries and fatalities.

The San Francisco Bicycle Plan admits that a survey taken recently has documented that "pedestrian traffic is high" on weekends along Point Lobos Avenue. In our review of the Draft EIR, there does not appear to be any determination of environmental impacts with regard to pedestrian safety on Point Lobos Avenue with the exception of "project engineering notes. " Project 7-3 (B-213) Project Notes, Sheet 1, sets forth the following engineering comments:

5.62
Con't

> "CONSIDER PROVIDING RAISED CURB WITH LANDSCAPING FROM SIDE WALK TO EDGE OF TRAVELED WAY TO DISCOURAGE USE OF WIDE PARKING SHOULDER AREA AS A TRAVEL LANE BY THROUGH TRAFFIC. ALTERNATIVELY, CONSIDER "NOT A LANE" STENCIL IN SHOULDER/PARKING AREA."

This Project Note does not appear to provide any information concerning safety of pedestrians. However, the engineering drawings do show a "landscaped raised median" at the crossing from the Sutro Heights Lot to the northern side of the former Sutro Baths. This raises the question of whether the construction of a median will be part of the 7-3 Project. Assuming that this median will be built during and not after construction, will it be adequate for pedestrian safety where vehicles fly down Point Lobos Avenue without any street lights or signage?

Furthermore, in 2005, the National Park Service was awarded a Transportation Engineering Technical Assistance Program grant from the MTC as follows.. At that time, the NPS was preparing the design for the Parking Lot and trail improvements in the Lands End Area. According to John Skibbe, Landscape Architect for the Golden Gate National Parks Conservancy, a number of issues were identified as important to making the Lands End area safer and easier to use for residents and visitors. There were a number of issues that were of concern to the Conservancy and NPS. These include

5.62 Con't

1. " Increase pedestrian safety especially crossing Point Lobos at Louis' from the Sutro Heights Parking Lot;

2. Calm traffic flow (vehicles travel very fast especially in the downhill direction from 48th to Balboa);

3. Increase visibility for traffic approaching the Lands End area on Point Lobos (in both directions) as well as for those vehicles entering and exiting the Lands End lot; and

4. Better signalization and signage at the intersection of 48th and Point Lobos."

John Skibbe indicated that the Conservancy has worked with the City and their consultant, Dowling & Associates, to provide input. However the same question is raised: Why hasn't the Bicycle Plan Draft Environmental Impact Report clearly dealt with the issues concerning pedestrian and bicyclist safety at Point Lobos?

5.63

What is particularly difficult to understand is that Project 7-5, Kirkham Street Bicycle Lanes, 9th Avenue to Great Highway, provides that Kirkham between Funston and 17th Avenue has a "proposed option" to install Class 11 bicycle lanes in both direction. **These would have painted or raised *pedestrian refuges* added to the intersections...the travel lanes would be narrowed at the intersections to create the pedestrian refuge areas."** If the San Francisco Planning Department was willing to provide for the cost of refuge areas on a flat street for pedestrians, why wasn't it similarly appropriate to provide pedestrian and bicyclist safety at Point Lobos.

5.62

PAR hopes that the San Francisco Planning Department will review the comments of the 7-3 Project and provide sufficient funds to permit adequate pedestrian and bicyclist safety at Point Lobos.

Sincerely yours,

Eugene A. Brodsky
PAR Board

cc: Mayor Gavin Newsome
Supervisor Eric Mar, District 1
Supervisor Michela Alioto-Pier
Superintendent Brian O'Neill, GGNRA
Golden Gate National Parks Conservancy

CC
PUEDE

RECEIVED
JAN 15 2009
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

January 12, 2009

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street
San Francisco, CA 94103

Re: Comments on the Draft Environmental Impact Report for the San Francisco Bicycle Plan (Case No. 2007.0347E; State Clearinghouse No. 2008032052)

1.6 We, the undersigned groups and organizations, have reviewed and submit this comment in favor of finalizing the *Draft Environmental Impact Report for the San Francisco Bicycle Plan* (DEIR), published on November 26, 2008. We appreciate the Planning Department's preparation of a complete and accurate environmental analysis of the San Francisco Bicycle Plan Update (Bike Plan) and the specific projects from the Bike Plan evaluated by the DEIR. We believe that the DEIR fully complies with and likely exceeds the requirements of a DEIR prepared for compliance with the California Environmental Quality Act (CEQA), and therefore the undersigned fully support expeditious adoption of a Final EIR.

1.2 The policies and projects enumerated in the Bike Plan, once adopted and implemented, will significantly help San Francisco realize many of its policy commitments for a greener, more sustainable city, including the Transit First policy long enshrined in the City Charter and the Climate Action Plan adopted by the City in 2002.

1.6 The DEIR is thorough and fair in its description and estimation of the improvements to bicycle transportation, and of the considerable environmental benefits *accruing* from those improvements, which the Bike Plan will bring to San Francisco and the larger Bay Area region. We understand that approximately half of the Bay Area region's greenhouse gas emissions are produced by motor vehicle operations. Therefore, the climate

1.2 protection benefits realized by increased mode share for bicycle transportation in San Francisco make adopting and implementing the policies and projects of the Bike Plan not merely desirable but essential.

5.1 We understand the reason that the only significant environmental impacts identified in the DEIR relate almost entirely to intersection "level of service for motor vehicles" (LOS). The LOS analysis is an outdated method of analysis that has not been substantively revisited in decades. We are also aware there is broad consensus to update

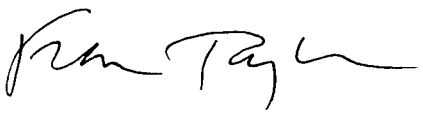
5.1 Con't

the LOS method for environmental review to reflect San Francisco and the Planning Department's current thinking, and that an analysis that did not include LOS will be in compliance with CEQA. Legislative and planning organizations (e.g., San Francisco Board of Supervisors, San Francisco County Transportation Authority) and planning professionals as well as public opinion, understand that LOS is a flawed measure of environmental significance; in fact, project modifications and mitigations for anticipated LOS impacts can lead to degradation of those non-automobile transport modes which the City's policies expressly encourage and prioritize. We are aware that San Francisco is moving to modify its transportation impact analysis under CEQA and note that under a more authentic and meaningful metric (such as Automobile Trip Generation) this DEIR would have found few, if any, significant impacts.

1.6

With these comments, the undersigned groups fully support expeditious adoption of the FEIR. These comments are submitted solely in support of the DEIR and do not necessitate any response. Thank you for your efforts to prepare this thorough and complete DEIR and this opportunity to comment.

CC Puede ("Cesar Chavez, Yes We Can!")
Fran Taylor, cochair



Letter 34

samTrans

January 13, 2009

Bill Wycko
San Francisco Planning Department
Suite 400
1650 Mission Street
San Francisco, CA 94103

Re: San Francisco Bicycle Plan – Draft Environmental Impact Report

Dear Mr. Wycko:

1.11 On behalf of the San Mateo County Transit District (SamTrans) and as managing agency for Caltrain, I am writing to thank you for the opportunity to comment on the Draft Environmental Impact Report for the San Francisco Bicycle Plan Project. We

1.3 appreciate the policy endorsement of promoting bicycle access to Caltrain stations in San Francisco.

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

5.27 For Project 5-6, please specify that SamTrans Route 391 operates numerous peak hour trips through the project area. Route 391 operates on Cesar Chavez from Mission to South Van Ness, turning at these two intersections that will be unavoidably and significantly impacted. The LOS and subsequent delays at these intersections affecting Muni lines 12 and 27 will also affect SamTrans Route 391.

5.28 The document also does not analyze the affect of deteriorated LOS at the Mission/Cesar Chavez intersection on Muni lines 14, 49 and 67. At a minimum, the document needs to determine the impact of the

SAN MATEO COUNTY TRANSIT DISTRICT
1250 San Carlos Ave. – P.O. Box 3006
San Carlos, CA 94070-1306 (650)508-6200

5.28 Con't projects to SamTrans Route 391, as it does operate on a segment of a road proposed for modification.

2.18 We ask that you involve SamTrans at the earliest possible time when the identified projects advance toward implementation. Thank you for opportunity to provide input, and feel free to contact me with any further questions.

Sincerely,

G. Ted Yurek
Senior Planner
Planning & Research

cc: Marisa Espinosa, Manager, Planning & Research
Eric Harris, Manager, Operations Planning
Chuck Harvey, Chief Operations Officer
Marian Lee-Skowronek, Director, Planning & Development
Chester Patton, Director of Bus Operations

Letter 35

January 14, 2009

San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Attention:: Bill Wycko, Environmental Review Officer

Subject: Comments on San Francisco Bicycle Plan's EIR/ Lake Merced Boulevard and San Francisco's southwest bike entries.

Dear Mr. Wycko:

The purpose of my letter is first to commend the efforts and goals in making the City more bicycle-friendly. However, I was a bit disheartened to find no plan provisions to secure a safe bicycle access along the southwest region of San Francisco, especially the route between Lake Merced Boulevard from the border of Daly City to Winston Drive.

The existing traffic situation along this route is treacherous from the freeway-like conditions along Lake Merced Boulevard. The Bike Plan addresses the bicycle access along this route with a bicycle path around Lake Merced and making the path a part of the bicycle route network. The paved path mentioned in the EIR, Section IV, B, is a pedestrian access, not a bicycle one. The path is about 10-12 feet wide with a running track on the inner side, measuring about 2 feet and a 2-foot green landscaping on the traffic side making the effective paved path for combined pedestrian and bicycle access of between 6-8 feet. Needless to say the path is too narrow and too congested to be shared by pedestrians and bicycles. In addition, pedestrian traffic is heavy during times of the day making sharing of the path dangerous for both, pedestrians and bicyclists.

5.66

On the other hand, bicycles that do venture to share the road with vehicular traffic run the risk of collision with the frantic traffic along Lake Merced Boulevard. Vehicles speed could range between 40-65 miles/hour during the day and possibly faster at night. The city of Daly City has already paved a class II bike path for its share of Lake Merced Boulevard all the way to John Daly Boulevard.

The Lake Merced Boulevard route from the south city limits to Winston Drive is a critical access to cyclist commuters entering the city from the City's southwest border to key destinations such as San Francisco State University, Stonestown mall and Sloat and Sunset boulevards connecting to the rest of the City. The existing Lake Merced

5.66 Con't Boulevard paved path is not an appropriate bicycle access alternative either in the short or the long term.

1.11 As a cyclist and a member of the San Francisco Bicycle Coalition, I hope my comments only help the City fulfill its promise of making it a truly bicycle accessible metropolis in the West Coast and perhaps world-wide.

Respectfully,

Rafael Montes, P. E.
Civil Engineer

MR Wycta, MEA

Letter 36

Coalition for San Francisco Neighborhoods

www.csfn.net • PO Box 320098 • San Francisco CA 94132-0098 • 415.262.0440 • Est 1972

TO: Commission Christina Olague, President Planning Commission — January 7, 2009

Re: San Francisco Bicycle Plan DEIR, #2007.0347E

The Coalition for San Francisco Neighborhoods (CSFN) urges the Planning Commission to continue the public comment period on the Bicycle Plan DEIR to at least February 13, 2009 (30 days). 2.1

We respectfully request the continuance for the following reasons:

1.) The DEIR is 1457 pages long, probably the longest DEIR in City history, and is extroardinarily complex with at least eight cross-references for proposed changes to each street, and other physical changes to city streets and sidewalks. 1.7

2.) The DEIR was not released to the public in readable hard copy until December 1, 2008, which does not meet the 45-day requirement of CEQA. 2.1

3.) Because the DEIR was released during the holiday period, it did not allow the public adequate time to review it.

4.) Supporting and background studies have not been made available, files and documents were not publicly available during the public comment period. 2.4

5.) The Project will have direct, indirect and cumulative impacts on traffic, transit and parking on major thoroughfares throughout San Francisco, by eliminating traffic lanes and hundreds of parking spaces, and changing street configurations affecting travel throughout the entire city. 1.9

6.) CEQA requires public participation in the EIR process. 2.1

Thank you for your consideration,

Gary Noguera, President CSFN

Cc: Planning Commissioners
Board Of Supervisors

Mr. Wycho, MEA

Letter 37

RICHMOND COMMUNITY ASSOCIATION
146 18TH Avenue, San Francisco, Ca 94121 Fax 415-386-2632

Commissioner Christina Olague, President
San Francisco Planning Commission
1650 Mission Street, 4th Floor
San Francisco, CA 94103

January 13, 2009

Dear President Olague,

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

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

5.2 The Bike Plan is not just a simple bicycle plan. It is a radical restructuring of the City's entire transportation system that will affect nearly every major thoroughfare and will negatively impact the "Level of Service" at most intersections longstanding method of evaluating traffic impacts that has been conveniently avoided.

1.4 I believe the City is expediting this focused EIR at the behest of the Mayor and the Bicycle Coalition and did not adequately evaluate impacts to parking, land use, or public transit. 4.19 If entire lanes of parking are to be eliminated specially in commercial districts he City should mitigate the loss by planning for parking garages and improved public transit services for those who can no longer use their cars due to diminished parking capacity. 5.7 This is also an Americans with Disabilities Act (ADA) issue.

2.1 I would have liked to have written an exhaustive comment on the Draft EIR, and will continue to evaluate it after the comment period has closed.

Yours truly,

Hiroshi Fukuda

Cc: Planning Commissioners
Linda Avery, Secretary
Mr. Wycho
Ms. Debra Dywer
Board of Supervisors

Debra Dwyer/CTYPLN/SFGOV
12/02/2008 10:07 AM

To Dustin.White@sfmta.com, Oliver.Gajda@sfmta.com
cc
bcc
Subject Fw: Bicycle plan eir

Another request

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

----- Forwarded by Debra Dwyer/CTYPLN/SFGOV on 12/02/2008 10:06 AM -----

Bill Wycko/CTYPLN/SFGOV
12/01/2008 09:23 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
Subject Fw: Bicycle plan eir

FYI

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 12/01/2008 09:24 AM -----

"Marc J. Zilversmit" <marc@zdefender.com>
11/30/2008 10:18 PM

To <Bill.Wycko@sfgov.org>
cc <Linda.Avery@sfgov.org>
Subject Bicycle plan eir

2.1

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

Thank you. I look forward to reviewing all of the hard work that has gone into this review.

Marc J. Zilversmit
523 Octavia St.

Debra Dwyer/CTYPLN/SFGOV
12/08/2008 06:35 PM

To "Marc J. Zilversmit" <marc@zdefender.com>
cc "Bill Wycko" <Bill.Wycko@sfgov.org>, Dustin.White@sfmta.com, Oliver.Gajda@sfmta.com
bcc
Subject Re: Request for postponement of DEIR hearing

Dear Mr. Zilversmit,

As is required, the Planning Department has scheduled the DEIR hearing on the San Francisco Bicycle Plan DEIR at the Planning Commission within the public comment period. The Planning Commission has discretion to extend the public comment period and continue the hearing to a later date. If you would like to make this request to the Planning Commission, then please direct your request in a letter to the Planning Commission for the Commissioners' consideration. Alternatively, you may make the request in person during the time for General Public Comment at a Planning Commission meeting.

Best regards,

Debra Dwyer

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning
"Marc J. Zilversmit" <marc@zdefender.com>

"Marc J. Zilversmit" <marc@zdefender.com>
12/03/2008 07:49 PM

To "Debra Dwyer" <Debra.Dwyer@sfgov.org>
cc <Dustin.White@sfmta.com>, <Oliver.Gajda@sfmta.com>, "Bill Wycko" <Bill.Wycko@sfgov.org>
Subject Re: Request for extension of public comment period

Ms. Dwyer

2.1 I would request that you postpone the hearing as well as extend the comment period.

Marc J. Zilversmit
523 Octavia St.
San Francisco, CA 94102
415.431.3472
www.zdefender.com

----- Original Message -----
From: Debra Dwyer
To: Marc J. Zilversmit

Cc: Dustin.White@sfmta.com ; Oliver.Gajda@sfmta.com ; Bill Wycko
Sent: Wednesday, December 03, 2008 5:42 PM
Subject: Request for extension of public comment period

Dear Mr. Zilversmit,

In response to your request to Bill Wycko for an extension of the public comment period for the San Francisco Bicycle Plan DEIR, the Planning Department generally uses a 45-day public comment period for DEIRs, and the slightly longer than 45-day period for the Bicycle Plan DEIR is consistent with our normal practices. It is within the discretion of the Planning Commission to extend the public comment period.

Best regards,

Debra Dwyer

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Debra Dwyer/CTYPLN/SFGOV
12/03/2008 05:45 PM

To "J.R. Bisho Co., Inc." <bisho@pacbell.net>
cc Bill Wycko/CTYPLN/SFGOV@SFGOV, Oliver.Gajda@sfmta.com, Dustin.White@sfmta.com
bcc
Subject Request for extension of public comment period

Dear Mr. Bisho,

In response to your request to Bill Wycko for an extension of the public comment period for the San Francisco Bicycle Plan DEIR, the Planning Department generally uses a 45-day public comment period for DEIRs, and the slightly longer than 45-day period for the Bicycle Plan DEIR is consistent with our normal practices. It is within the discretion of the Planning Commission to extend the public comment period.

Best regards,

Debra Dwyer

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Bill Wycko/CTYPLN/SFGOV
12/03/2008 05:35 PM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
bcc
Subject Fw: Westwood Highlands Association/Bike Plan

History: This message has been forwarded.

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 12/03/2008 05:36 PM -----

"J.R. Bisho Co., Inc." <bisho@pacbell.net>
12/03/2008 03:45 PM

To Bill.Wycko@sfgov.org
cc
Subject Westwood Highlands Association/Bike Plan

2.1

Dear Mr. Wycko:
The Westwood Highlands Association, a homeowners association since 1924 on the west side of Mt. Davidson requests at least a 30 day extension to the comment
period. At first glance this citywide plan seems like it could have very significant impacts on parking
and traffic in our area and the city in general. We need time to look at it.
Sincerely,
David Bisho
President
Westwood Highlands Associiation
www.westwoodhighlands.org

Debra Dwyer/CTYPLN/SFGOV
12/03/2008 05:43 PM

To gary noguera <garynoguera@earthlink.net>
cc Bill Wycko/CTYPLN/SFGOV@SFGOV, Dustin.White@sfmta.com, Oliver.Gajda@sfmta.com
bcc
Subject Request for extension of public comment period

Dear Mr. Noguera,

In response to your request to Bill Wycko for an extension of the public comment period for the San Francisco Bicycle Plan DEIR, the Planning Department generally uses a 45-day public comment period for DEIRs, and the slightly longer than 45-day period for the Bicycle Plan DEIR is consistent with our normal practices. It is within the discretion of the Planning Commission to extend the public comment period.

Best regards,

Debra Dwyer

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Debra Dwyer/CTYPLN/SFGOV
12/02/2008 09:55 AM

To Oliver.Gajda@sfmta.com, Dustin.White@sfmta.com
cc
bcc
Subject Fw: BICYCLE PLAN EIR

Here is another extension request.

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning
----- Forwarded by Debra Dwyer/CTYPLN/SFGOV on 12/02/2008 09:53 AM -----

Bill Wycko/CTYPLN/SFGOV
12/01/2008 09:24 AM

To Debra Dwyer/CTYPLN/SFGOV@SFGOV
cc
Subject Fw: BICYCLE PLAN EIR

----- Forwarded by Bill Wycko/CTYPLN/SFGOV on 12/01/2008 09:25 AM -----

gary noguera
<garynoguera@earthlink.net>

11/30/2008 01:18 PM

To Bill.Wycko@sfgov.org
cc
Subject BICYCLE PLAN EIR

Dear Mr, Wycko,

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

Many organizations due not meet during the holiday season, thus not afforded the ability to comment.

Thanks for your consideration.

gary noguera

Debra Dwyer/CTYPLN/SFGOV
12/04/2008 05:06 PM

To worner@sbcglobal.net
cc Oliver.Gajda@sfmta.com, Dustin.White@sfmta.com, Bill Wycko/CTYPLN/SFGOV@SFGOV
bcc
Subject Re: Request for extension of public comment period

Dear Richard,

Yes, you would need to pursue an extension of the public comment period through the Planning Commission.

Best regards,

Debra Dwyer

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning
"Richard A. Worner" <worner@sbcglobal.net>

"Richard A. Worner" <worner@sbcglobal.net>
12/04/2008 04:37 PM
Please respond to worner@sbcglobal.net

To Debra Dwyer <Debra.Dwyer@sfgov.org>
cc
Subject Re: Request for extension of public comment period

2.3 Debra:
Does this mean we need to go to the planning commission for an extension?

COMMERCIAL MORTGAGE CAPITAL
Richard A. Worner
129 Palm Ave.
San Francisco, CA. 94118
Phone: 415-314-5833
FAX: 415-221-1501
Email: worner@sbcglobal.net or richard@cmcsf.com
WEB: www.cmcsf.com

--- On **Thu, 12/4/08, Debra Dwyer** ***<Debra.Dwyer@sfgov.org>*** wrote:
From: Debra Dwyer <Debra.Dwyer@sfgov.org>
Subject: Request for extension of public comment period
To: "Richard A. Worner" <worner@sbcglobal.net>
Cc: "Bill Wycko" <Bill.Wycko@sfgov.org>, Oliver.Gajda@sfmta.com, Dustin.White@sfmta.com
Date: Thursday, December 4, 2008, 1:01 PM

Dear Mr. Worner,

In response to your request to Bill Wycko for an extension of the public comment period for the San Francisco Bicycle Plan DEIR, the Planning Department generally uses a 45-day public comment period for DEIRs, and t slightly longer than 45-day period for the Bicycle Plan DEIR is consister with our normal practices. It is within the discretion of the Planning Commission to extend the public comment period.

Best regards,

Debra Dwyer

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Debra Dwyer/CTYPLN/SFGOV
12/02/2008 10:06 AM

To Dustin.White@sfmta.com, Oliver.Gajda@sfmta.com
cc
bcc
Subject Fw: Bicycle Plan DEIR- Request for copy and extension of comment period

Response

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning
----- Forwarded by Debra Dwyer/CTYPLN/SFGOV on 12/02/2008 10:05 AM -----

Bill Wycko/CTYPLN/SFGOV
11/15/2008 08:36 AM

To "Mary Miles" <page364@earthlink.net>
cc "Debra Dwyer" <Debra.Dwyer@sfgov.org>
Subject Re: Bicycle Plan DEIR- Request for copy and extension of comment period

The Planning Department generally uses a 45-day public comment period for DEIRs, and the slightly longer than 45-day period for the Bicycle Plan DEIR is consistent with our normal practices. It is within the discretion of the Planning Commission to extend this period.

Consistent with your request, you will be provided with a hard copy and CD of the Bicycle Plan DEIR.

"Mary Miles" <page364@earthlink.net>

"Mary Miles" <page364@earthlink.net>
11/13/2008 11:08 AM
Please respond to "Mary Miles" <page364@earthlink.net>

To "Debra Dwyer" <Debra.Dwyer@sfgov.org>, "Bill Wycko" <Bill.Wycko@sfgov.org>
cc
Subject Bicycle Plan DEIR- Request for copy and extension of comment period

FROM:
Mary Miles (SB#230395)
Attorney at Law
364 Page Street, #36
San Francisco, CA 94102

(415) 863-2310

TO:
Debra Dwyer
Bill Wycko
San Francisco Planning Department
1660 Mission, 4th Floor
San Francisco, CA 94103

Re: DEIR on Bicycle Plan Project
SF Super. Ct. Case No. 505509, *Coalition for Adequate Review v. City and County of San Francisco*

REQUEST FOR EXTENSION OF PUBLIC COMMENT PERIOD

Dear Ms. Dwyer and Mr. Wycko:

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

Therefore, we suggest that you extend the comment period by 30 days, until February 13, 2009 to allow the public adequate time and the opportunity to participate in the CEQA process.

Also, please confirm that, per my several requests, I will promptly receive a full hard copy and
2.5 CD of the DEIR on this Project and any other materials the Department may release on the Bicycle Plan Project.

Thank you.

Sincerely

Mary Miles
Attorney for Petitioners, *Coalition for Adequate Review*

Sue Harless
<ballinfigusa @yahoo.com>
11/26/2008 07:09 PM

To Debra Dwyer <Debra.Dwyer@sfgov.org>
cc
bcc
Subject Re: Notice of Availability of Draft Environmental Impact Report for the San Francisco Bicycle Plan

2.6
5.58
2.6

I have no idea what this is and I wonder why you sent it to me? If it has something to do with a nasty rumor about a plan to put a bicycle lane on Portola Drive you can be sure that I am totally against it. If this is why I was sent this message I also what to say that I hope you don't think this gobbledegook would be meaningful to anyone reading it, so you should not make any sort of claim that residents of Portola Drive have been informed about the plan. If this message has nothing to do with a bicycle lane on Portola and you have no ulterior motive for sending it to me, then I apologize for assuming the worse, but I still wonder why you sent it to me.

Sue Harless

From: Debra Dwyer <Debra.Dwyer@sfgov.org>
To: Debra Dwyer <Debra.Dwyer@sfgov.org>
Sent: Wednesday, November 26, 2008 5:12:24 PM
Subject: Notice of Availability of Draft Environmental Impact Report for the San Francisco Bicycle Plan

Attached please find the Notice of Availability of the Draft Environmental Impact Report (DEIR) for the San Francisco Bicycle Plan, 2007.0347E. The DEIR is also available at the San Francisco Planning Department Web site at:

http://www.sfgov.org/site/planning_index.asp?id=80504

Best regards,

Debra Dwyer
Environmental Planner

(See attached file: SF Bicycle Plan NOA_Final.pdf)

Debra Dwyer
Environmental Planner
Major Environmental Analysis Section

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

350 O'Shaughnessy Boulevard • San Francisco, California 94127
Telephone: (415) 281-0892

Miraloma Park Improvement Club

January 19, 2009

Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE Project 6-5, 6-6, Portola Drive Bicycle Lanes proposal, Case No. 2007.0347e – San Francisco Bicycle Plan Project

Dear Ms. Dwyer:

The Board of the Miraloma Park Improvement Club (MPIC) has reviewed the Draft EIR dated November 2008. The EIR has confirmed that Option 1 will significantly negatively impact traffic and parking, causing notable traffic delays and parking shortages, and therefore we reiterate our position in our letter to you of April 5 2008: that is, we support Option 2 (bike lane pavement stripes only) and strongly oppose Option 1 (bike lane separated by barrier).

5.61 The MPIC represents 2200 homes on the slopes of Mt. Davidson, bordering on Portola and O'Shaughnessy, the areas of concern in the project.

The Board supports Option 2 because it will permit greater safety for bicyclists while avoiding a severe impact on parking spaces, which are at a premium in our area as well as in most areas of San Francisco. Although Option 2 will narrow the traffic lanes somewhat, 2 lanes in each direction will still remain, representing a reasonable compromise between the needs of vehicles and those of bicycles.

We strongly oppose Option 1 because it would remove a lane and 240 parking spaces, impacting both traffic and parking very negatively, as the EIR analysis shows.

2.8 Please add this letter to the Case Record. Thank you for your attention.

Sincerely,

Dan Liberthson, Corresponding Secretary

January 13, 2009

FACSIMILE DOCUMENT

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Public Comments on the Draft Environmental Impact Report for the San Francisco Bicycle Plan Project, Planning Department Case No. 2007.0347E; State Clearinghouse No. 2008032052

Mr. Wycko,

I would like to submit the following comments on the Draft EIR for the San Francisco Bicycle Plan Project ("Draft EIR"):

5.56 First, I am concerned that the Draft EIR's analysis of Project Cluster 6, particularly Projects 6-4, 6-5, and 6-6, which concerns the creation of a bicycle lane along Portola Drive, does not discuss the degree to which existing parking on Portola Drive is used by Muni- riders who access Muni at the West Portal station. The Draft EIR ignores the potential physical impacts to the environmental which may result from Project Cluster 6's conflicts with the City's *Transit First* policy. If parking used by transit-riders is eliminated, the Bicycle Plan Project could actually discourage the use of public transit, leading to, just to name one potential impact, to increased emissions from drivers which are forced to take to the road due to their inability to park their cars and use transit. The Draft EIR should be revised to determine the potential significance of this impact.

5.60 Second, I am concerned that Draft EIR fails to discuss the potential indirect physical impacts of the socioeconomic impacts that will result from the Bicycle Plan Project. Specifically, I am concerned about the potential for urban decay to result from the closure of businesses in areas such as the West Portal Business District due to the loss of parking along Portola Drive. Nowhere in the Draft EIR is there any discussion of the socioeconomic impacts of the loss of parking due to the implementation of the Bicycle Plan Project. While I am aware that socioeconomic impacts are not, in and of themselves, CEQA impacts, I know that the indirect physical impacts which stem from such socioeconomic impacts must be considered in this Draft EIR. The Draft EIR should be revised to include this analysis, and, if necessary, recirculated, so that the pubic may comment on the adequacy of any proposed mitigation measures the City believes might address the urban decay impacts of the Project.

Thank you for your attention to my comments,

John Paul Bruno
155 San Benito Way
San Francisco, CA 94127

Cc: Supervisor Sean Elsbernd

Comment 48.txt

From: Monica Pereira [Monica.Pereira@sfgov.org]
Sent: Friday, January 30, 2009 9:14 AM
To: Levine, Carol R; Taylor, Gretchen P; Armentrout, Lucy A; mike.w.davis@jacobs.com
Subject: Comment email #47 Cluster 5_Projects 5.5 and 5.6 LOS Fw: cc puede rings inthe new year

Attachments: DEIR_CesarChavez_Sections.pdf

----- Forwarded by Monica Pereira/CTYPLN/SFGOV on 01/30/2009 09:09 AM -----

Debra Dwyer <debra.dwyer@gmail.com>		To
01/30/2009 08:09 AM	monica.pereira@sfgov.org, bill.wycko@sfgov.org	cc
		Subject
	Fwd: Fw: cc puede rings in the new year	

Here is an email that came to my box on the 5th and I didn't see a copy to either of you.

---------- Forwarded message ----------
From: Debra Dwyer <Debra.Dwyer@sfgov.org>
Date: Tue, Jan 27, 2009 at 8:59 AM
Subject: Fw: cc puede rings in the new year
To: debra.dwyer@gmail.com

-----Forwarded by Debra Dwyer/CTYPLN/SFGOV on 01/27/2009 09:01AM -----

To: "Debra Dwyer" <Debra.Dwyer@sfgov.org>
From: "Marc J. Zilversmit" <marc@zdefender.com>
Date: 01/05/2009 03:59PM
Subject: Fw: cc puede rings in the new year

Debra

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

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

2.1 Con't

until the end of January. This merits an extension of the comment period. Further, I believe that if a different plan for Cesar Chavez is proposed, that it will require a new DEIR. Thus, please POSTPONE any action on Cesar Chavez until new draft plans are in place, and until those plans have been subject to a new DEIR.

Thank you for your consideration of these comments.

Marc J. Zilversmit

----- Original Message -----

From: Taylor, Frances

To: Taylor, Frances

Sent: Friday, January 02, 2009 2:27 PM

Subject: cc puede rings in the new year

1.11

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

Many different aspects of this effort are likely to converge in the upcoming year. Here are some highlights and details:

SEWER REPAIR

The Public Utilities Commission expects to have its plans finished this spring for sewer work under Cesar Chavez that should start in the summer or fall. The PUC is working with the DPW, MTA, and other agencies to minimize transit and traffic disruption, but no way it's not going to be a mess. We can learn how to mitigate the impacts from the inevitable lane closures and construction hassles and apply these lessons to the Cesar Chavez plan.

SAFE ROUTES TO SCHOOLS

5.25

Designs for street changes around Flynn Elementary and St. Anthony's schools are complete, and work should begin any time. The new bulbouts, parking plans, and crosswalk improvements could be a template for changes all along the corridor.

BICYCLE PLAN EIR

Attached is a 67-page document that pulls out the relevant pages from the 1000+-page bike plan environmental impact report. Many thanks to Dustin White of MTA for preparing this. Note that it's not continuous—you have to check the running feet to follow the various sections (IV-B-31 to IV-B-33, V.A.3-111 to V.A.3-113, V.A.3-128 to V.A.3-132, V.A.3-450 to V.A.3-478, V.A.3-512 to V.A.3-537, and V.A.3-630; this gibberish makes more sense if you can print it out).

The predictions about several intersections along Cesar Chavez seem rather alarming, if you're just going by this document alone. They conclude that level of service (LOS) would become "unacceptable" with the lane changes proposed in the bike plan. However, this plan doesn't exist alone. As Andrés Power of the Planning Department explains,

"The EIR looks at the worst-case scenario, which is LOS level F at many intersections. Left-turn pockets will bring many of these intersections back (the

Bike EIR assumed only two lanes of through traffic in each direction and no left turns). Traffic signal modifications (such as on Fell and Oak, where green lights are coordinated) will also help a lot.

This is why we're doing our own traffic modeling. Our proposal, which we should have by the end of January, will be much less scary than that which is illustrated in the Bike EIR."

5.25 Con't

Furthermore, for most of the intersections in question, LOS goes to F cumulatively anyway by 2025, without the changes being proposed for Cesar Chavez.

So the bike plan isn't identical with the Planning plan, our next item.

PLANNING DEPARTMENT DESIGN

Here's an update from Andrés:

"We want to model traffic impacts, turning movements, etc., so that we can come up with a proposal for where left-turn pockets should be located and how long they should be. This is what I'd like the last outreach meeting to address. Hopefully, we can do something by the end of January.

"DPW crews will be out along the entire corridor taking measurements, placing tools, etc. The survey is expected to take 60 days. 5.26

"From there, we will begin our detailed design work, taking the concept into construction drawings. Necessary approvals from all the agencies and legislative bodies will happen after/concurrently with that design work."

Andrés, MTA, and consultants are also working on a proposal for 26th Street and have met with or are meeting soon with residents of 26th Street and Precita to discuss possible solutions for both streets.

WHAT ARE WE UP TO?

The CC Puede steering committee is meeting this Monday, January 5, to talk about the next steps. Expect to hear more soon about the Planning Department workshop mentioned above, a possible walking tour of the street, plans for St. Luke's Hospital, and other developments in the coming year. Remember, 2009 is the Year of the Ox, and we'll be putting our shoulders to the plough, poking the proper people with our horns, and generally churning things up. 1.11

I'm an Ox, so I expect this year to be special.

Fran

(See attached file: DEIR_CesarChavez_Sections.pdf)

APPENDIX E
TRANSCRIPT OF DRAFT EIR PUBLIC HEARING

BEFORE THE

SAN FRANCISCO PLANNING COMMISSION

--OOO--

IN RE:)
)
San Francisco Bicycle Plan)
Project DEIR)
Item No. 2007.0347E)
)
_____)

REPORTER'S TRANSCRIPT OF PROCEEDINGS

Thursday, January 8, 2009, 6:20 p.m.

ORIGINAL

REPORTED BY: ALESIA L. COLLINS-HUDSON, CSR 7751

(Job No. 415190)

--o0o--

Appearances:

SAN FRANCISCO PLANNING COMMISSION:

Christina R. Olague, President
Ron Miguel, Vice-President
Michael J. Antonini, Commissioner
Gwyneth Borden, Commissioner
William L. Lee, Commissioner
Kathrin Moore, Commissioner
Hisashi Sugaya, Commissioner

Also Present: Linda D. Avery,
Commission Secretary

THUSDAY, JANUARY 8, 2009

6:20 p.m.

Alesia L. Collins-Hudson, CSR No. 7751

PROCEEDINGS

--o0o--

SECRETARY AVERY: Commissioners, you're now on item number 2007.0347E, the San Francisco Bicycle Plan Project DEIR. It's a public hearing on the Draft Environmental Impact Report.

MR. WYCKO: Good evening, President Olague, members of the Commission. I'm Bill Wycko, planning department staff. I'm here because Ms. Dwyer is off with a back injury. She and Monica, who is sitting behind me, were actually the workhorses on this EIR.

Here you will see the comments on the Draft EIR, case number 2007.0347E, San Francisco Bicycle Plan Project.

As you're aware, the format of this is not for staff to answer questions. We are available, as are members of the San Francisco MTA, or bicycle planners, to clarify any questions or any matters that you have in terms of the content of the plan or the individual projects.

Comments received today will be transcribed and responded to in writing, and the comments in the response documents, which respond to all verbal and

written comments received and make revisions to the draft EIR as appropriate.

It is not a hearing to consider approval or disapproval of the project. That will follow the final EIR certification. There are changes to the general plan and the zoning code, fairly minor ones. That matter will before you.

Other matters relating to the plan and the project will actually be subject to action by the MTA commission rather than this body.

Comments today should be directed to the adequacy and the accuracy of information contained in the draft EIR. Commentors should speak slowly and clearly so the court reporter can produce an accurate transcript, and also at the outset commentors should state their name and address so that they can be properly identified and so that they can be sent a copy of the comments and responses when complete.

Public comment period for this project began on November 27th, the day after publication, 2008, and extends until 5:00 p.m., Tuesday, January 13th, 2009.

As you're aware, and we have brought this to your attention in early December, there have been a number of requests to extend the public comment period. We received yet another request yesterday -- I believe

Ms. Avery has distributed my response to that request.

It is, as we have indicated to each of the people who have asked for the extension, we don't believe that there are any circumstances that would warrant an extension, but that is purely at your discretion if you wish to extend the period. It's also to your discretion whether you want to take that up before public comment, or after public comment, or not address them directly and take staff recommendation to deem that the 45 day -- actually, 47-day period is adequate.

That concludes my presentation. Thank you.

COMMISSIONER OLAGUE: Thank you. We may have questions, but we'll open it up for public comment at this time. Is there public comment on this issue, the bike plan?

There's several cards. No? We don't have speaker cards for this? Okay. Great.

MS. SHAHUM: Good evening, Commissioners. My name is Leah Shahum. I'm the executive director of the San Francisco Bicycle Coalition. We're a 10,000 member non-profit promoting bicycle transportation.

Very briefly, about myself and some folks who are here who are not going to take the time to speak today in order to save your time. We have folks

representing the San Francisco League of Conservation Voters, Walk San Francisco, the San Francisco Green Party and other individual bicyclists representing themselves.

We believe this EIR is adequate. We believe we have waited far long enough for this process to get moving, and we hope that you will move along today and not certify or grant any sort of extension.

We have been waiting for more than two years now to get bike improvements back on the street. We think it is an important step to move forward.

Thank you for your time.

COMMISSIONER OLAGUE: Thank you. Is there any additional public comment on this matter? Seeing none, public comment is closed.

Commissioner Miguel.

COMMISSIONER MIGUEL: Yes. I agree with Leah Shahum. I think that all of the interested parties have been thoroughly involved in this process for far too long.

I want to compliment Mr. Wycko and the department on one of the most difficult EIRs probably that have come along because of all of the different elements that have had to be dealt with regarding it.

I know that there will be comments coming in,

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

COMMISSIONER OLAGUE: Commissioner Antonini.

1.6

COMMISSIONER ANTONINI: I too agree, it seems to be very thorough and complete. I guess the letter that we received states a minimum of 45 days for public comment.

Mr. Wycko, it says that the public comment period began on November 26th, and this document was available on that day. Is that the case?

MR. WYCKO: We actually start -- Bill Wycko, department staff. We start the comment period the day after publication, but since the day after publication was Thanksgiving, effectively it's Friday, the 28th. It's starting that Friday, not the 26th.

COMMISSIONER ANTONINI: Two days more than required?

MR. WYCKO: That's correct.

COMMISSIONER ANTONINI: So, in my opinion, that was, in fact, available on the 28th, then, you know, the fact that someone had not availed themselves of it shouldn't have any bearing on the legality of the

project.

MR. WYCKO: And the document, obviously, couldn't be available by mail on the 26th, but it was available online on the 26th.

COMMISSIONER ANTONINI: Online. Okay. Thank you.

COMMISSIONER OLAGUE: Commissioner Moore.

COMMISSIONER MOORE: Actually, Commissioner Antonini summarized what I was going to say. I believe that given the fact that this has been delayed for so long, one should not take exception if the holidays are not a time where one cannot leisurely read stuff and comment if one needs to.

2.2

There was one letter we were copied on today, and that is a comment I would like to put to record, where somebody pointed out that in the Northpoint area there was a conflict between bike lanes and bus stops. And, that is of great concern to me.

5.16

In a transit first city, buses and bikes should both maintain independent preferential movement status, and not one giving way to the other. So, I would like to just see that we really thoroughly stay on top of that issue. It's not one or the other. It is both. And if that affects cars, so be it.

4.3

MR. WYCKO: We received a number of letters

today specifically on Northpoint, and, you know, it is something we have given a lot of attention where there was transit service.

And, one of the advantages of the MTA being in the bicycle business, parking business and transit business, is we have had the benefit of having the input from the project sponsor in terms of bicycle planners, but from the overall agency in trying to address those issues comprehensively.

COMMISSIONER MOORE: And if I may add, as it was also stated in the letter, during certain times of the day this particular corridor is the regional transportation corridor with Golden Gate Transit heavily going up and down there -- at least eight or 10 different bus lines -- for the regional transport going to Corte Madera, Larkspur, et cetera, so you have almost like a continuous flow of busses occupying the preferential bus lane, so I am glad that you're responding the way you do.

5.15

I just want to make sure that this is basically, consistently being tracked.

COMMISSIONER OLAGUE: And there are a couple of other commissioners that -- whose names are like -- I like to let others speak first, but it's the same issue that Commissioner Moore raised.

Here's a letter I received from a Jane Stavropolous, Northpoint, but hers just seemed to be focused more on the impact that removing the -- one of the -- it says, The Northpoint bicycle lanes of the bike plan recommends removal of the bus stops at Northpoint and Larkin Street. This draft EIR does not significantly address the impact of the proposed removal since the following issues need to be addressed....

5.16

I think the main issue that she raises -- or the main two -- one is the negative impact on public transit riders, especially seniors and people with disabilities, versus the positive impact on bicyclists. And, overall, project One Street creates more parking, but how will this impact on bicyclists and public transportation?

I am going to give you this. I am sure you have it, and I'm sure you've received it. Do you have it already? I think she was concerned more with the impact on seniors and disabled.

I believe there was a housing complex in that area that --

MR. WYCKO: Actually, from work I did 20 years ago, I am familiar with that bus stop pretty intimately. There weren't bicycle issues then. There is very specific needs associated with people's needs right

there.

COMMISSIONER OLAGUE: Okay. So, anyway. So, you have the letter, then?

Commissioner Borden.

COMMISSIONER BORDEN: Yeah. I would imagine that some of those would be dealt with in the tended effectiveness plan, if that ever goes forward.

I just also wanted to support, you know, keeping moving forward with this EIR. I think that there is no need for an extension of the comment period. I think that everybody involved is very intimately aware of the projects that have been of debate for quite sometime and can probably even go very quickly through the EIR and find those projects of particular concern.

I do want to thank staff also for all their work, and I know this has been a lot of effort to get this done in an expeditious manner, more recently. I want to thank you for that.

I think it's a great, adequate document, and I look forward to seeing us be able to certify it and move forward.

COMMISSIONER OLAGUE: Commissioner Sugaya.

COMMISSIONER SUGAYA: This will seem kind of strange since I'm always the process person wanting to move forward, and I'll be the only one that wouldn't

2.1 Con't

want to support the motion -- there isn't a motion. I would support an extension.

Effectively, the release date of this is December 1st. I mean, nobody is going to pick this up the day after Thanksgiving. Let's get real. Then you have at least a week or two for Christmas. And I know, you know, people are supposed to be interested. They're supposed to spend their Christmas vacation reading this thing, but, you know, I don't think that's the way the world works. So, you have lost at least a couple of days up front, a week or so in between, and so therefore I think an extension at least to the end of the month is in order.

MR. WYCKO: I think -- Bill Wycko, again, department staff.

I think, again, it's your discretion. Our feeling is that if you really kind of do the calculation of times of the year where there is some holidays, or some vacation, you know, my estimate is maybe two windows of time where there isn't an issue of holidays.

And, yes, Christmas and New Years are kind of two within one week, but I think that is like what the commissioner said, these -- a number of you said -- these are not new issues. The information has been out there in terms of what is coming down. We have had

monthly briefings in terms of the schedule, including, you know, early knowledge. Transportation report was available well in advance of the publication of the EIR, and it's your discretion to extend it. But, we feel that the opportunity to delve into this has been there.

COMMISSIONER OLAGUE: Commissioner Lee.

COMMISSIONER LEE: Yeah. I'm very comfortable with the timing. I mean, look, this has been going on for how many years now? And there's been adequate notice, there's been adequate ability for people to input.

You know, we're doing this because of a lawsuit...? We're killing quite a few trees. We've got 500 some pages for both sides to look at. It's not like the general public doesn't know what we're trying to do.

Granted, there might be specific minor changes there, but you've already answered in your comments all of the questions from before. I really haven't seen anything new except what was just brought up recently about the Northpoint. Aside from that, there hasn't been anything new over the last year or so that I have seen that should delay this certification of the EIR.

COMMISSIONER OLAGUE: Commissioner Moore.

COMMISSIONER MOORE: I would just like to remind us that not too long ago we all were giving

2.2 Con't

Director Raham a hard time to move this thing within the department as quickly as possible, that we could count on 10 fingers when the publication of this thing would fall, and everybody else knew that. So, in support of that, and the fact that you are delivering, I believe we should move with the schedule as established and just stick to our own guns.

COMMISSIONER OLAGUE: Commissioner Sugaya.

2.1

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

I would have to disagree and say that since this document is a document separate and apart from the plan itself, and provides a level of valuation that wasn't previously done, that it is a different document that warrants additional time.

COMMISSIONER OLAGUE: I think we're done.

SECRETARY AVERY: Madam President, you probably should close the public hearing and just restate that

written comments on the DEIR will be accepted at the Planning Department's offices until the close of business on January 13th, 2009 -- or, I have just said it for you.

COMMISSIONER OLAGUE: Thank you for saying it for me. I think members of the public are well aware. It's been out since December 1st. Written comments are accepted until January 13th, and public hearing is closed.

SECRETARY AVERY: Thank you.

(Item adjourned at 6:35 p.m.)

CERTIFICATION

I, ALESIA L. COLLINS-HUDSON, a Certified Shorthand Reporter in the State of California, hereby certify that said proceedings were taken at the time and place therein stated; that said proceedings were reported by me and thereafter prepared under my direction into typewriting, by computer; and that the foregoing is a full, complete and true record of said proceedings.

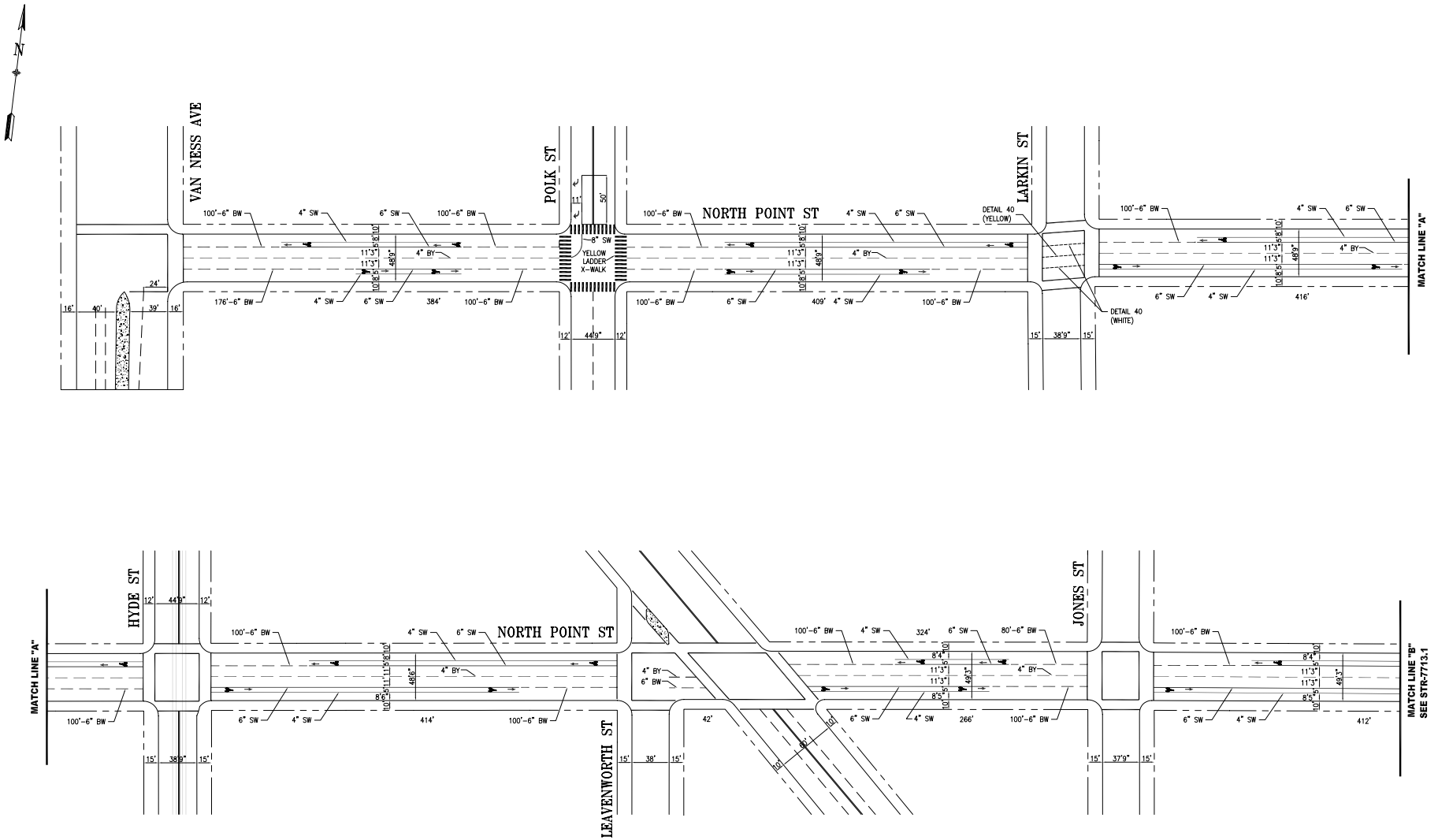
DATED: January 15, 2009

ALESIA L. COLLINS-HUDSON, CSR No. 7751

APPENDIX F
REVISED NEAR-TERM IMPROVEMENT PROJECT DRAWINGS

SAN FRANCISCO BICYCLE PLAN
Revised Near-Term Improvement Project Drawings

TABLE OF CONTENTS



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

DEPARTMENT OF PARKING AND TRAFFIC

DIVISION OF TRAFFIC ENGINEERING

CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DRC 05/29/09 DATE:
DRAWN: DATE:
CHECKED: DATE:

APPROVED
SECTION ENGINEER DATE:
DEP. DIRECTOR AND CITY TRAFFIC ENGINEER DATE:

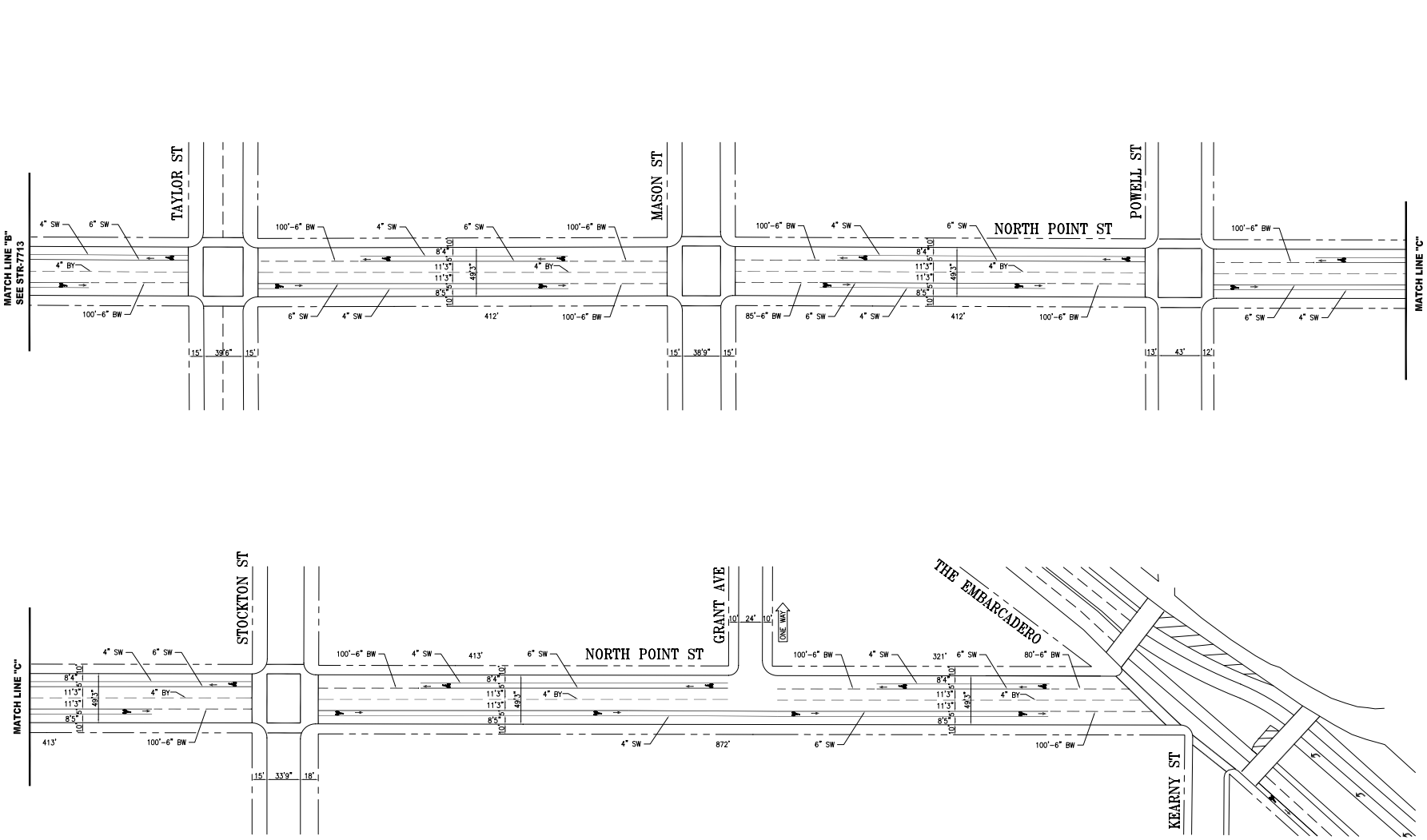
SCALE:

SHEET OF SHEETS
1 OF 2

PROJECT 1-3 MODIFIED OPTION 1

NORTH POINT STREET
THE EMBARCADERO TO VAN NESS AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

DEPARTMENT OF PARKING AND TRAFFIC
DIVISION OF TRAFFIC ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DRC 05/29/09 DATE:
DRAWN: DATE:
CHECKED: DATE:

APPROVED
SECTION ENGINEER DATE:
DEP. DIRECTOR AND CITY TRAFFIC ENGINEER DATE:

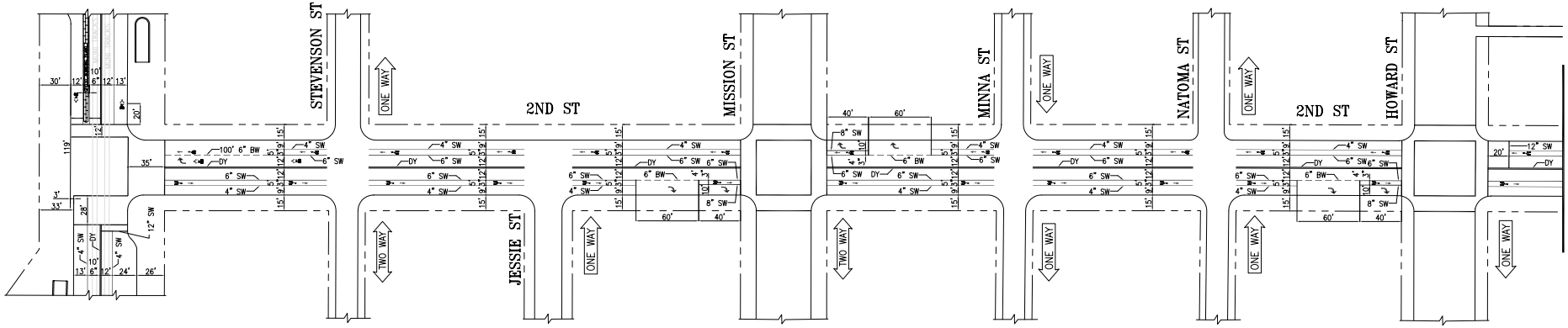
SCALE:

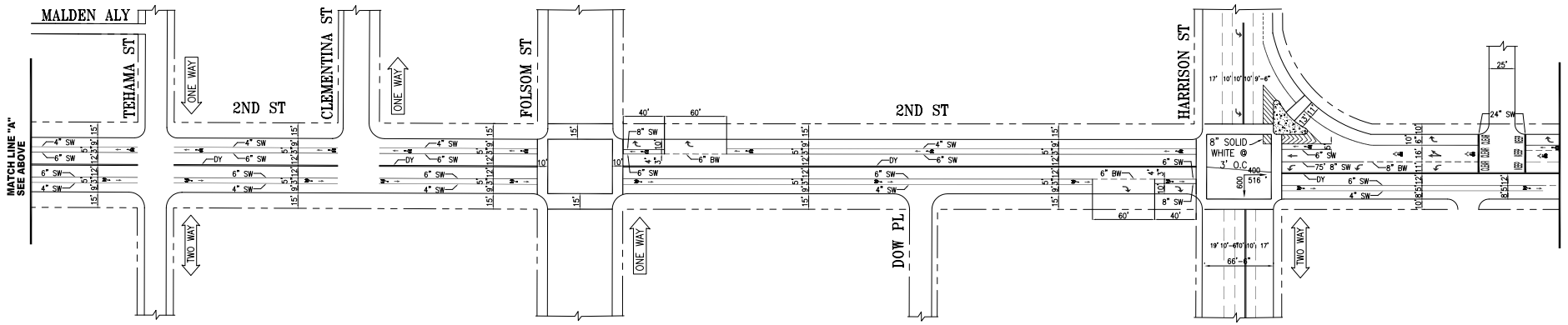
SHEET OF SHEETS
2 OF 2

PROJECT 1-3 MODIFIED OPTION 1

NORTH POINT STREET
THE EMBARCADERO TO VAN NESS AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.





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PROJECT 2-1 MODIFIED OPTION 1

2ND STREET
KING STREET TO MARKET STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
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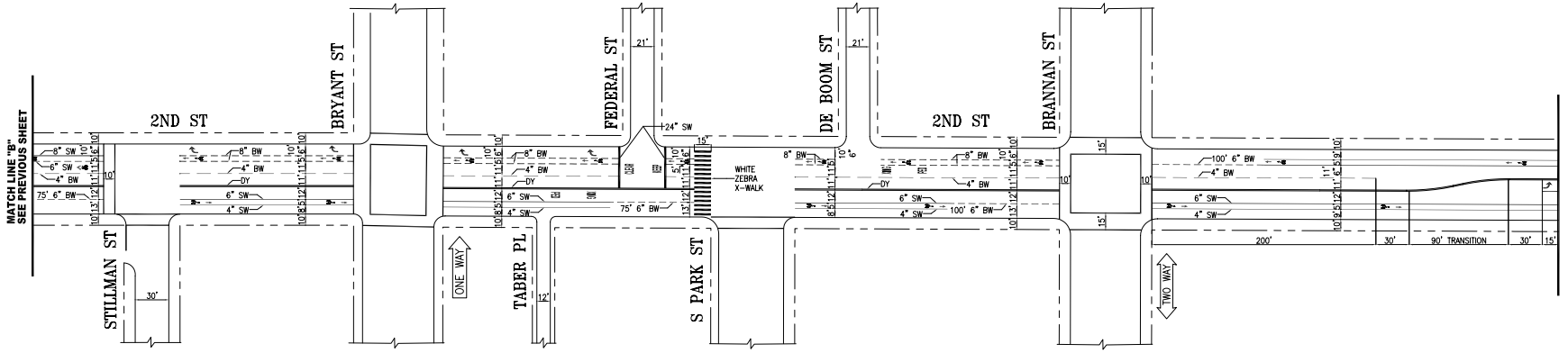

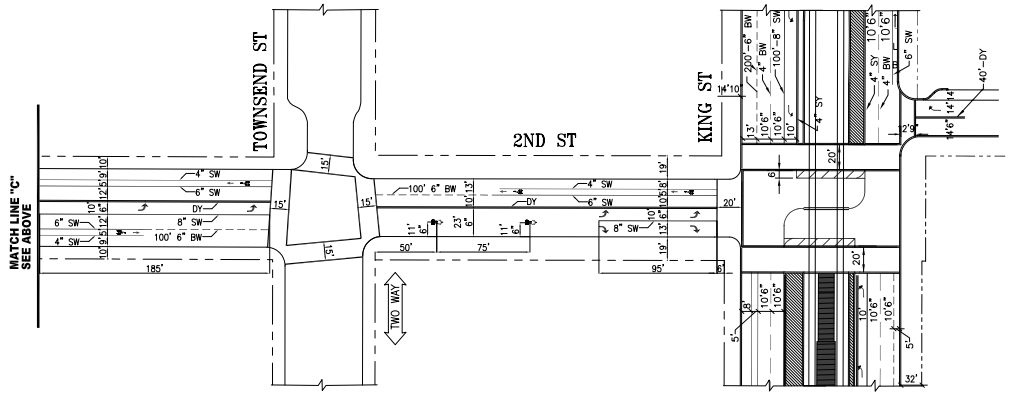

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PROJECT 2-1 MODIFIED OPTION 1

2ND STREET
KING STREET TO MARKET STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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PLOT SCALE:
ORIGIN:
FILE NAME:
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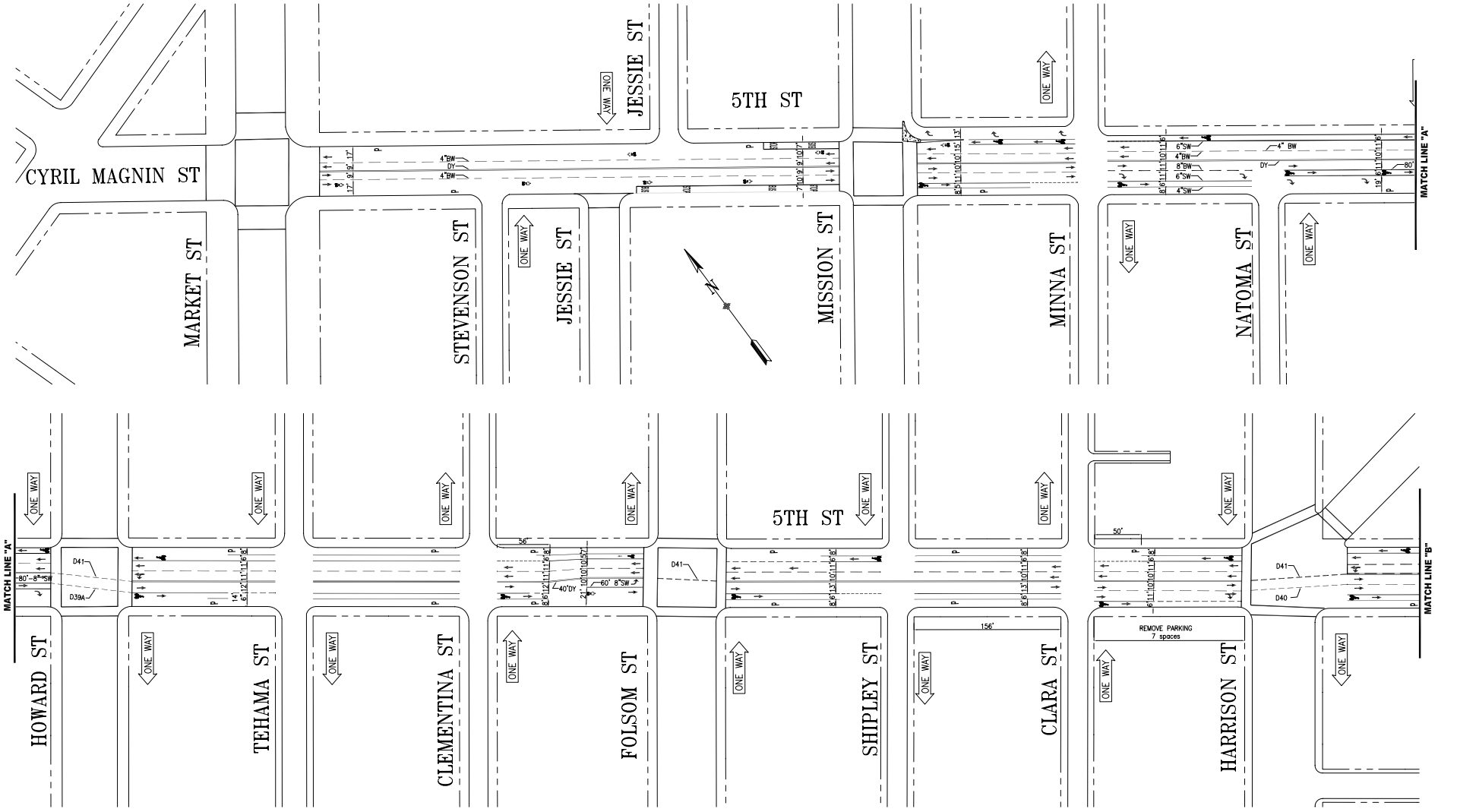

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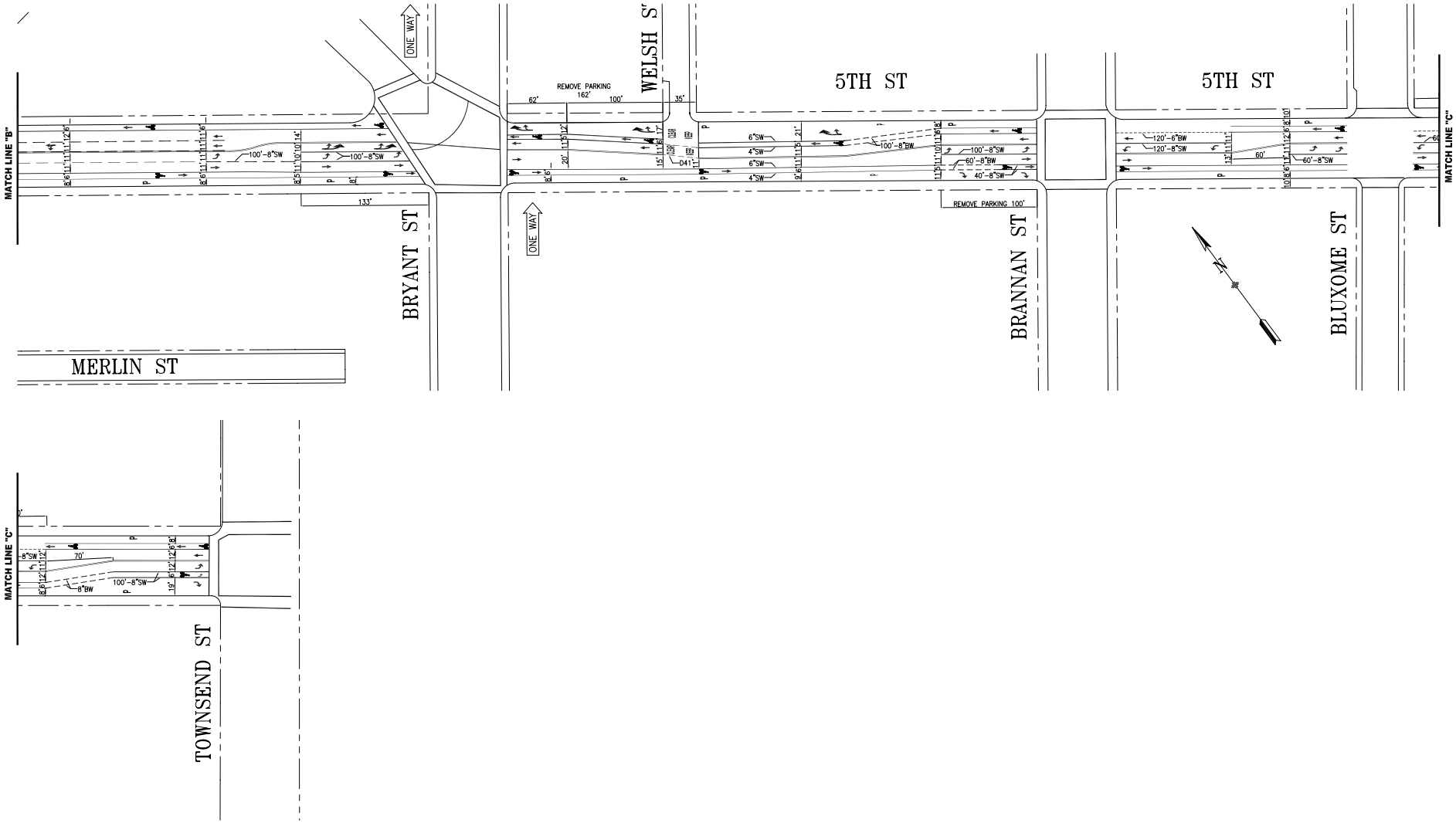
PROJECT 2-2 MODIFIED OPTION 2

5TH STREET
MARKET TO TOWNSEND STREETS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



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PROJECT 2-2 MODIFIED OPTION 2

5TH STREET
MARKET TO TOWNSEND STREETS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
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ORIGIN:
FILE NAME:
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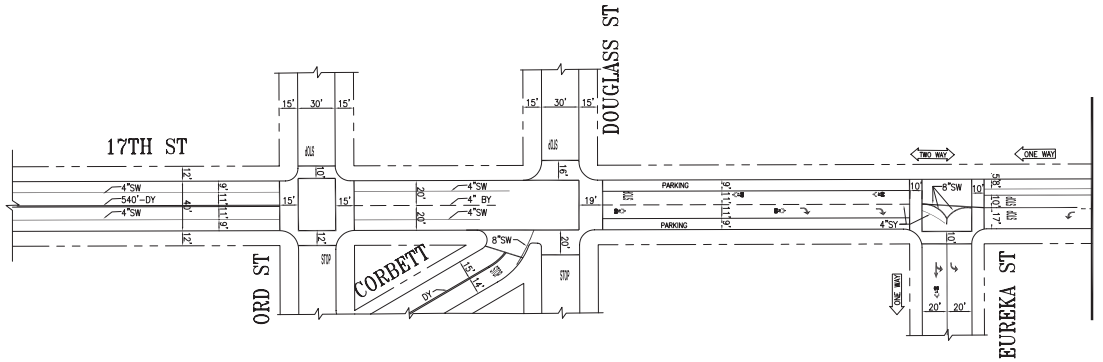

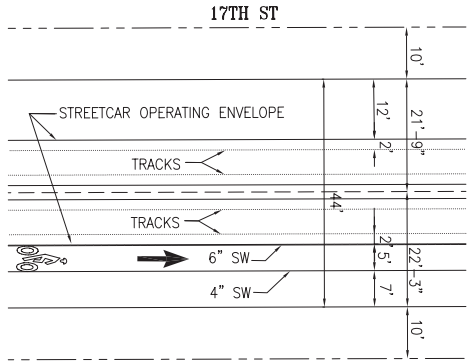

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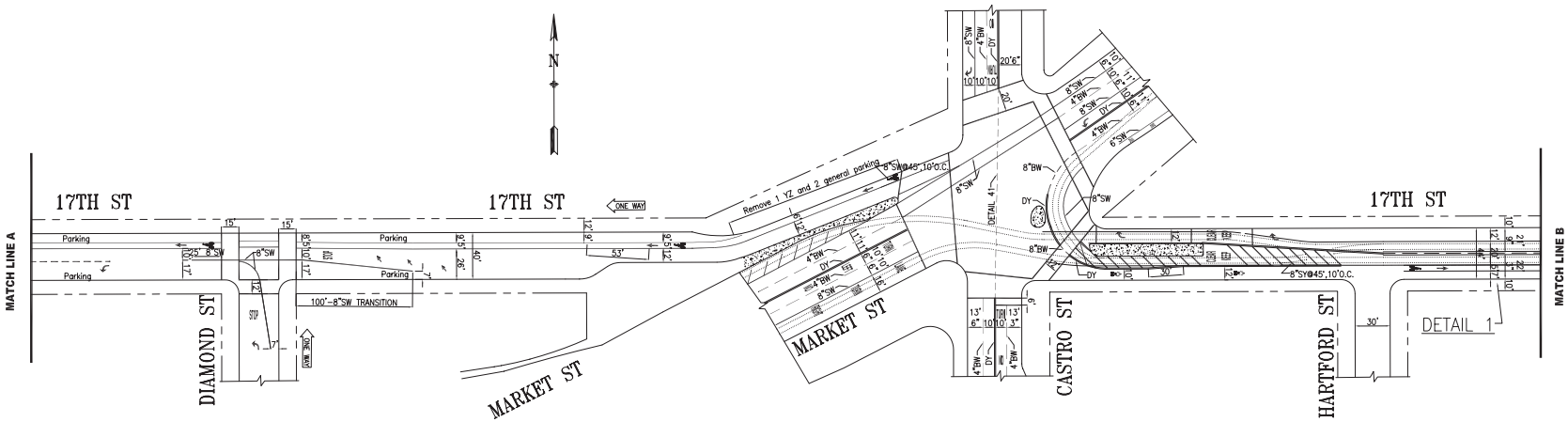

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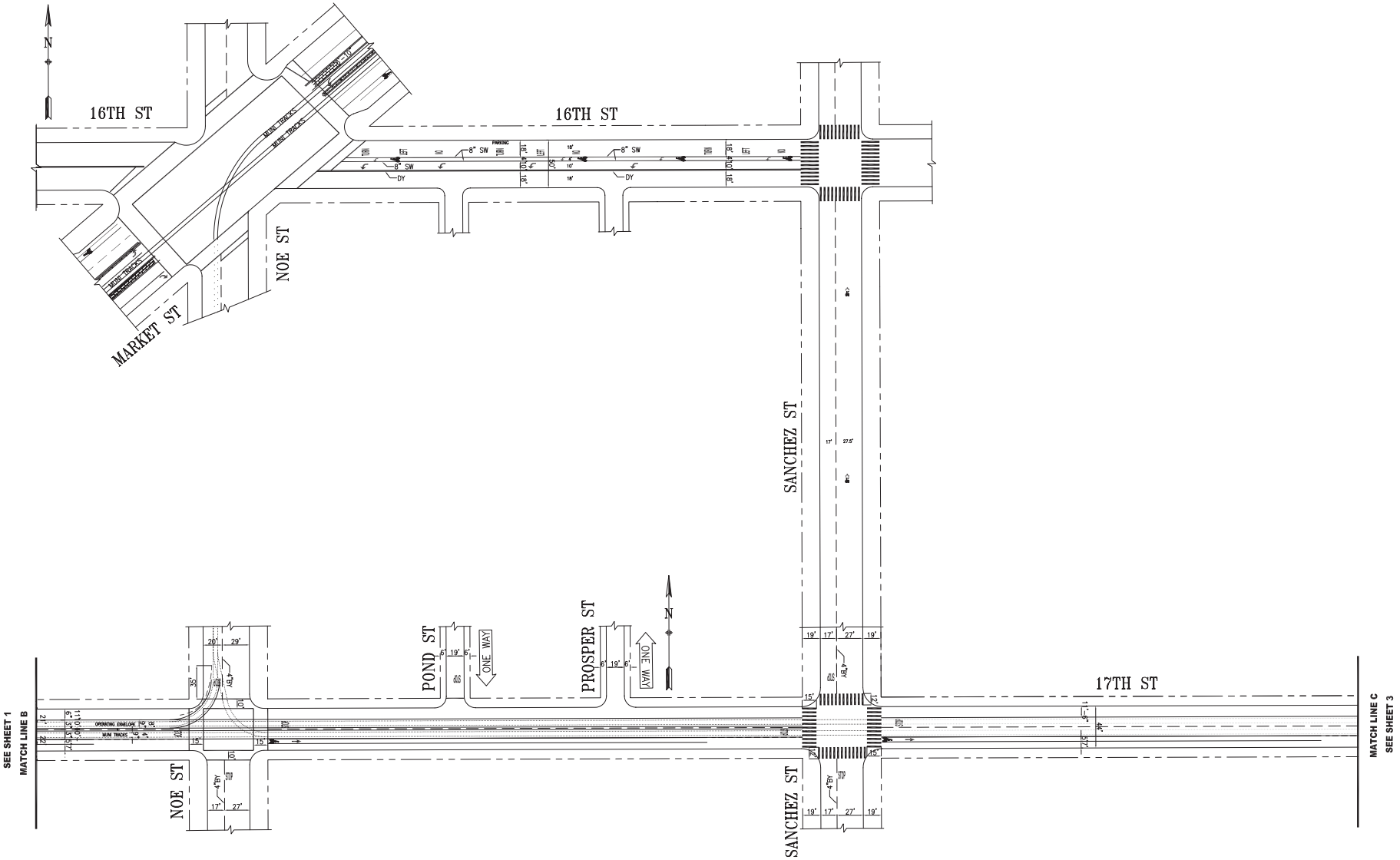
PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



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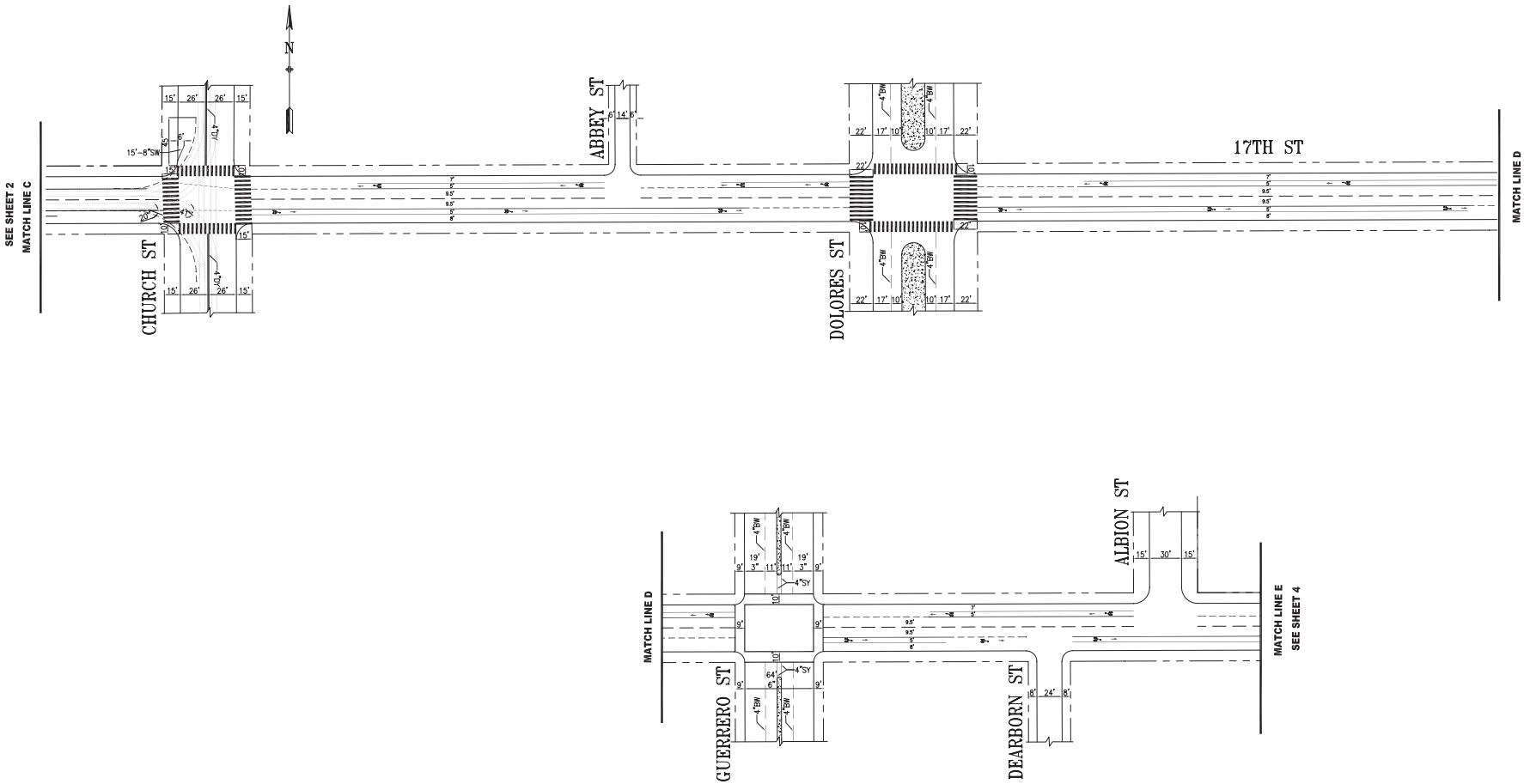
PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



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PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
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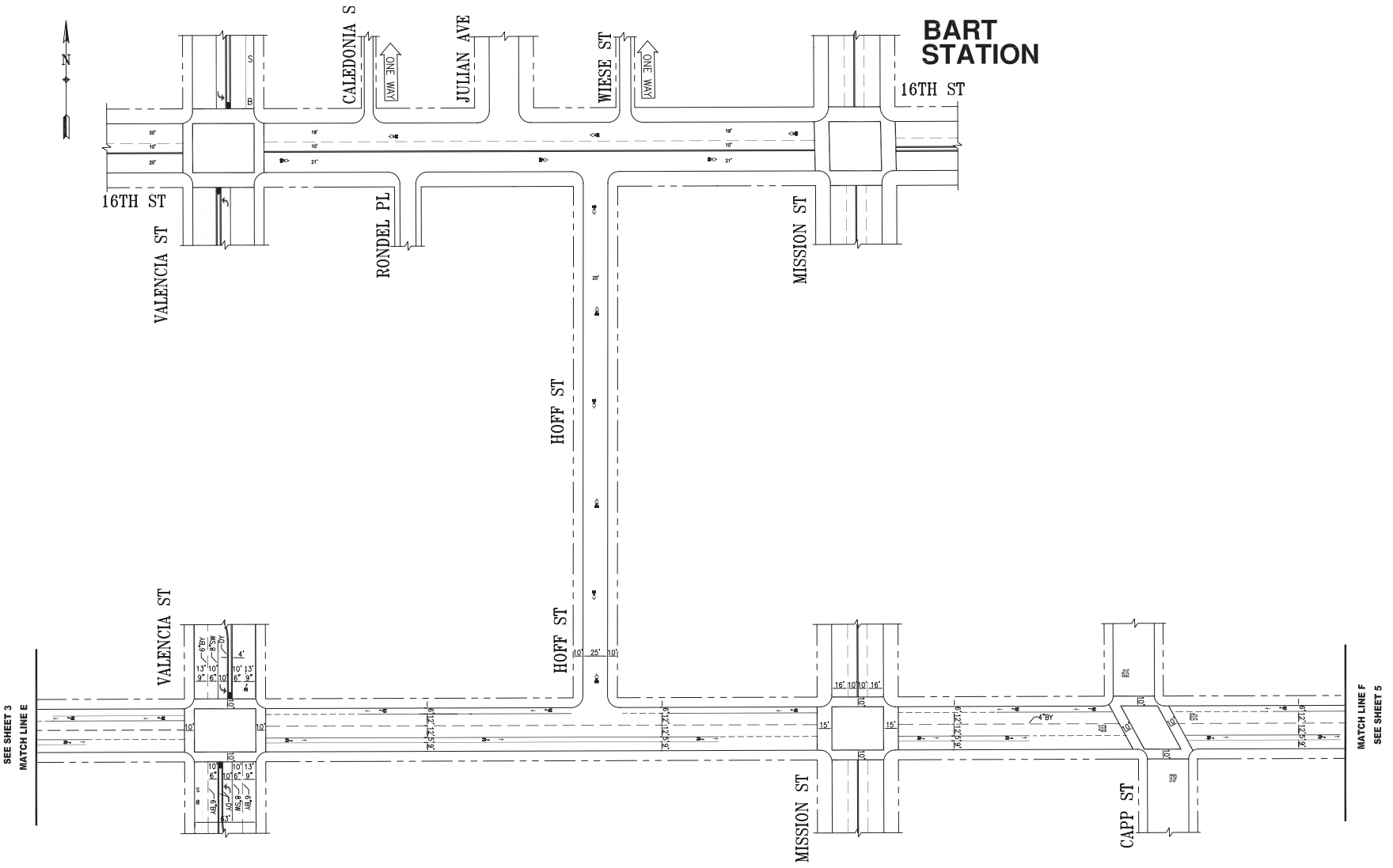

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PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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ORIGIN:
FILE NAME:
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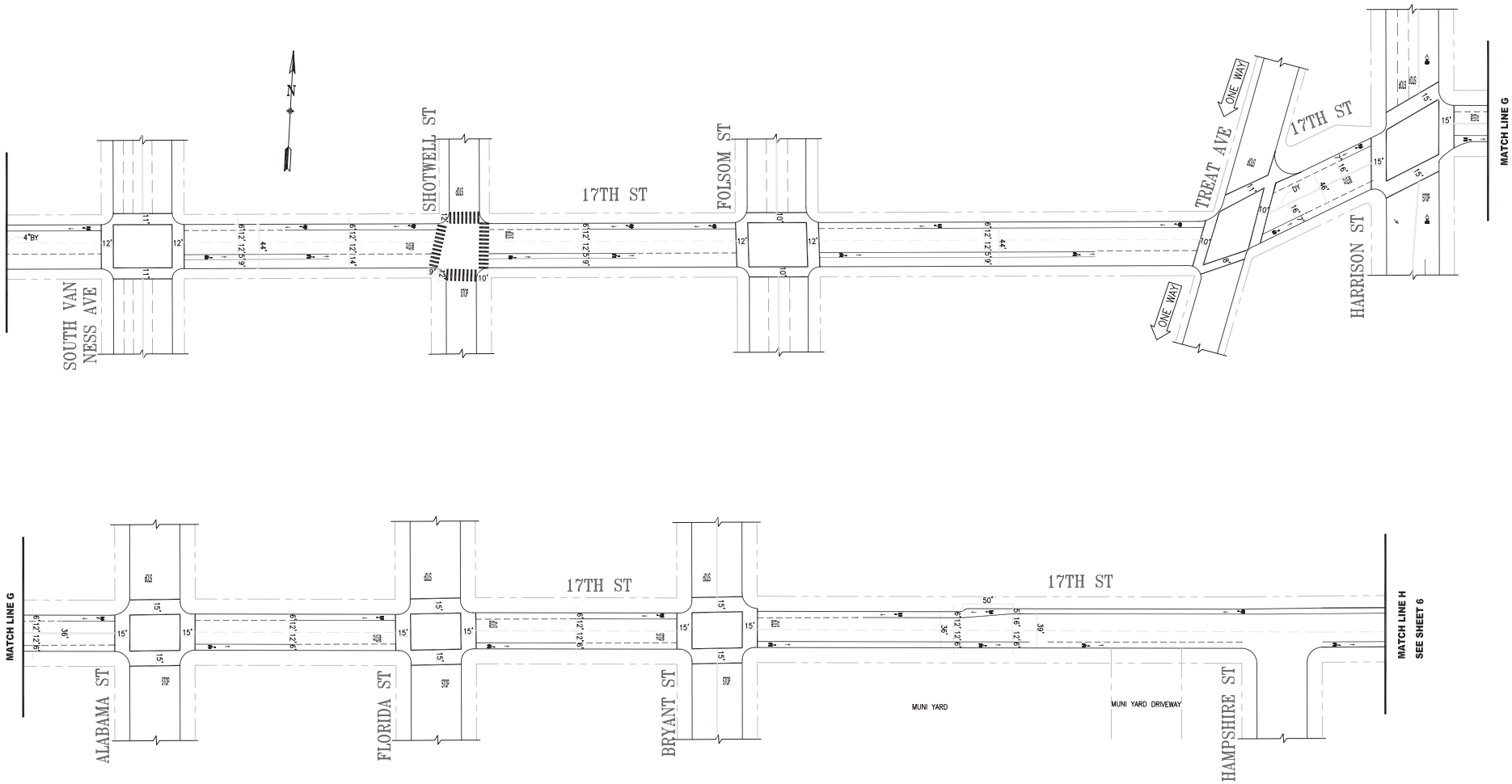

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PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
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ORIGIN:

FILE NAME:
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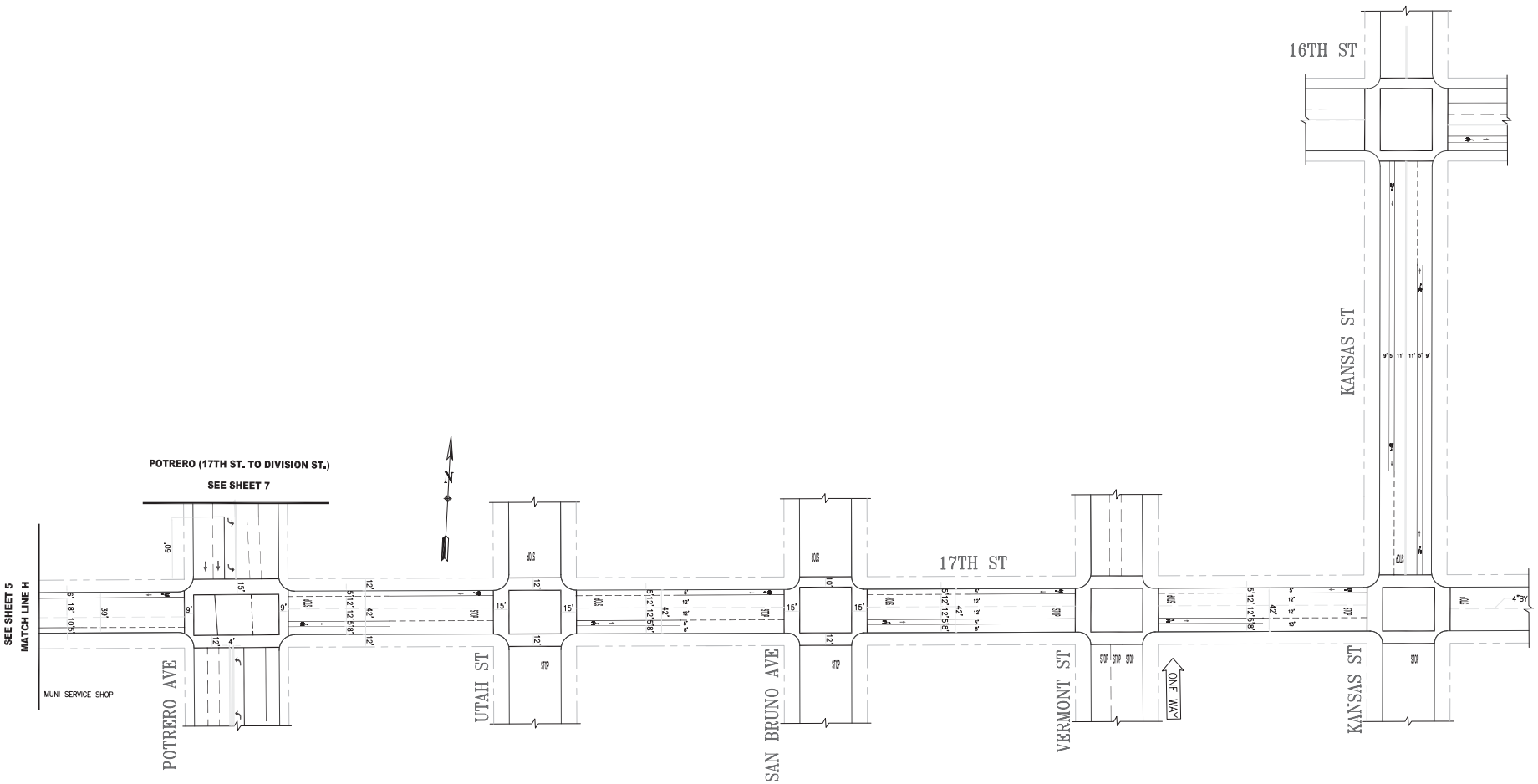

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PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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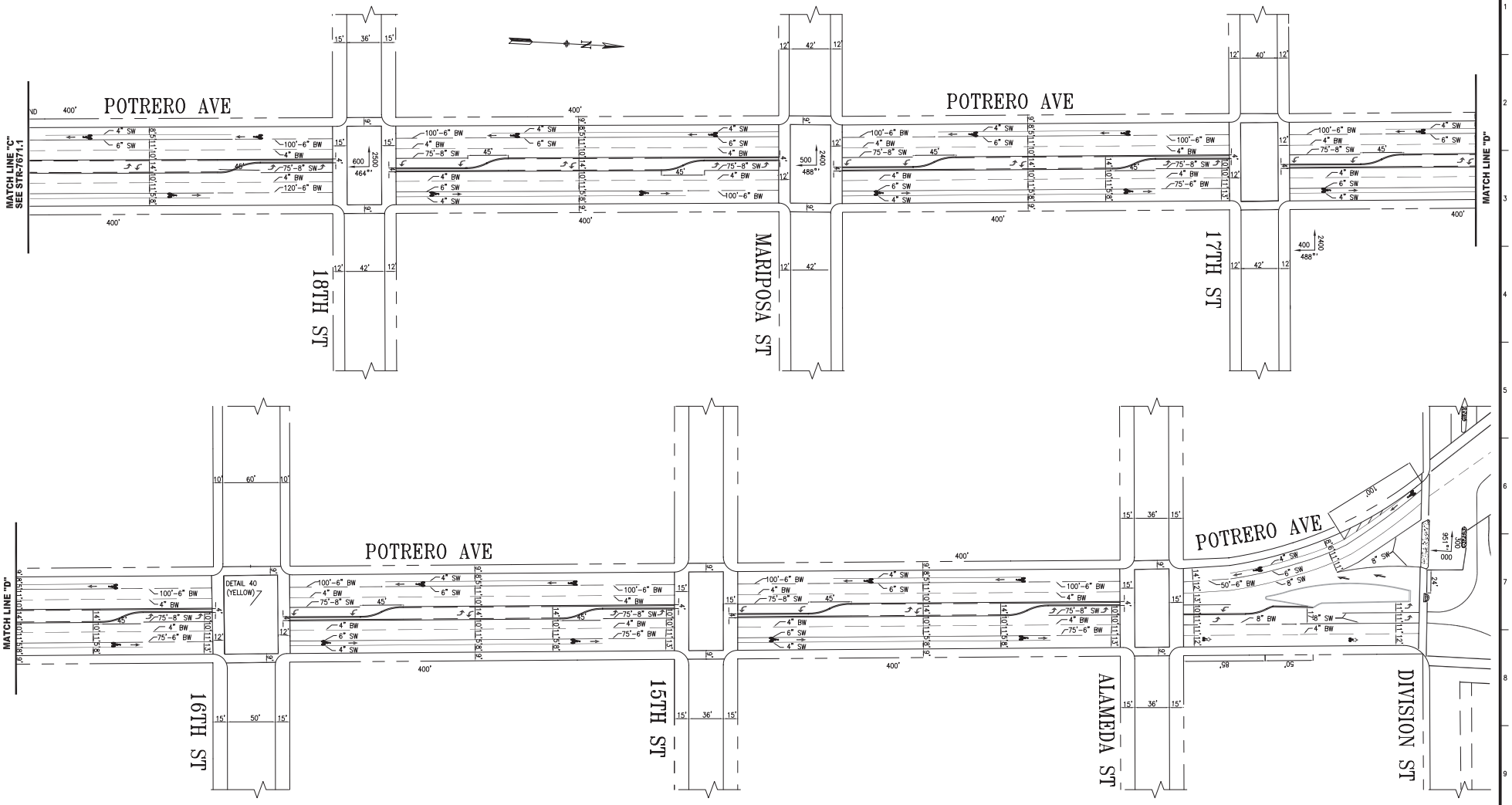

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PROJECT 2-4 MODIFIED OPTION 1

17TH STREET
CORBETT AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
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ORIGIN:
FILE NAME:
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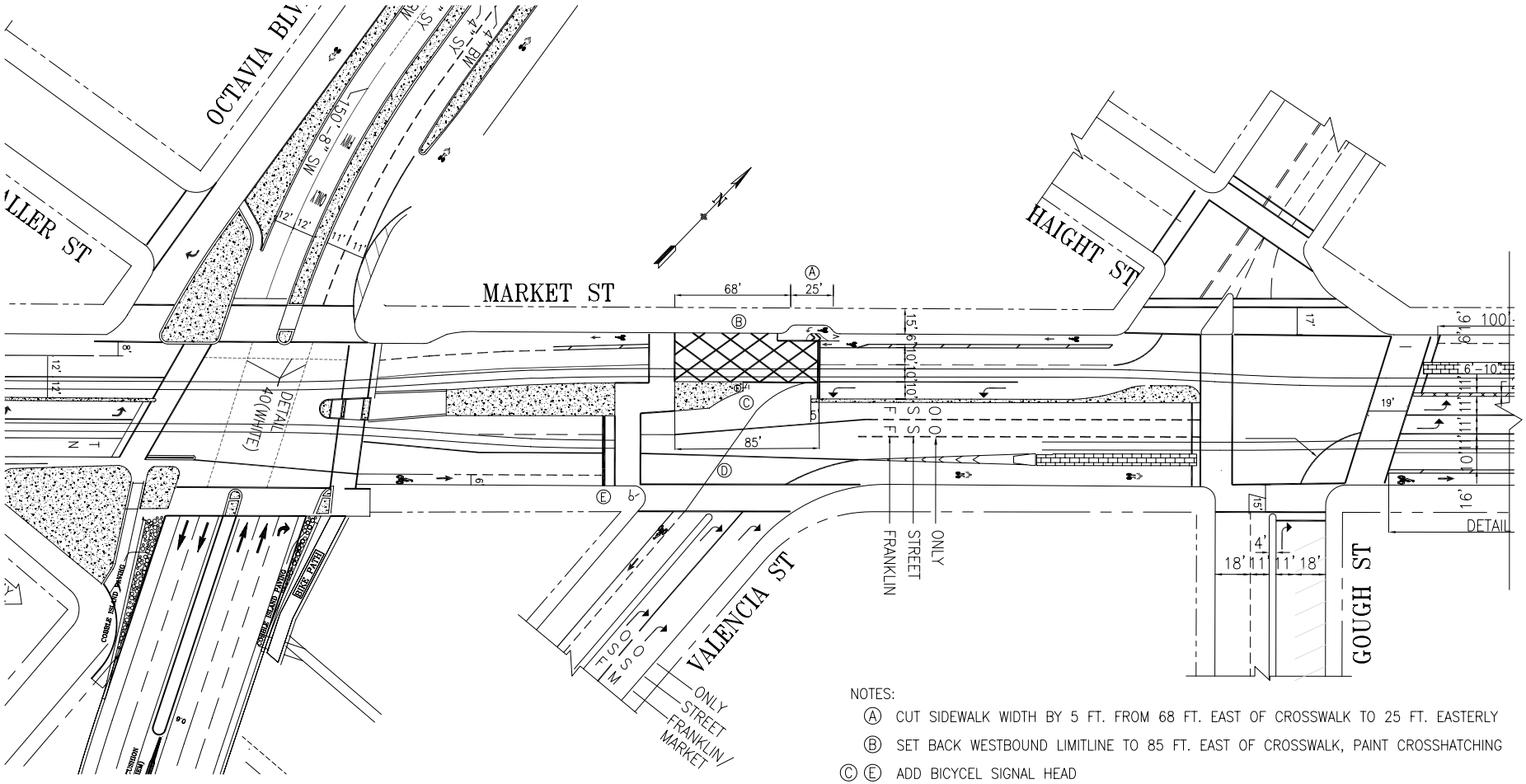

NOTES:

- Ⓐ CUT SIDEWALK WIDTH BY 5 FT. FROM 68 FT. EAST OF CROSSWALK TO 25 FT. EASTERLY
- Ⓑ SET BACK WESTBOUND LIMITLINE TO 85 FT. EAST OF CROSSWALK, PAINT CROSSHATCHING
- Ⓒ Ⓔ ADD BICYCEL SIGNAL HEAD
- Ⓓ PAINT GUIDELINE FOR WESTBOUND LEFT TURN LANE

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PROJECT 2-10 MODIFIED OPTION 1

MARKET STREET
VALENCIA STREET INTERSECTION IMPROVEMENT

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: PENS USED:
SCALE FACTOR: PLOT SCALE:
ORIGIN:
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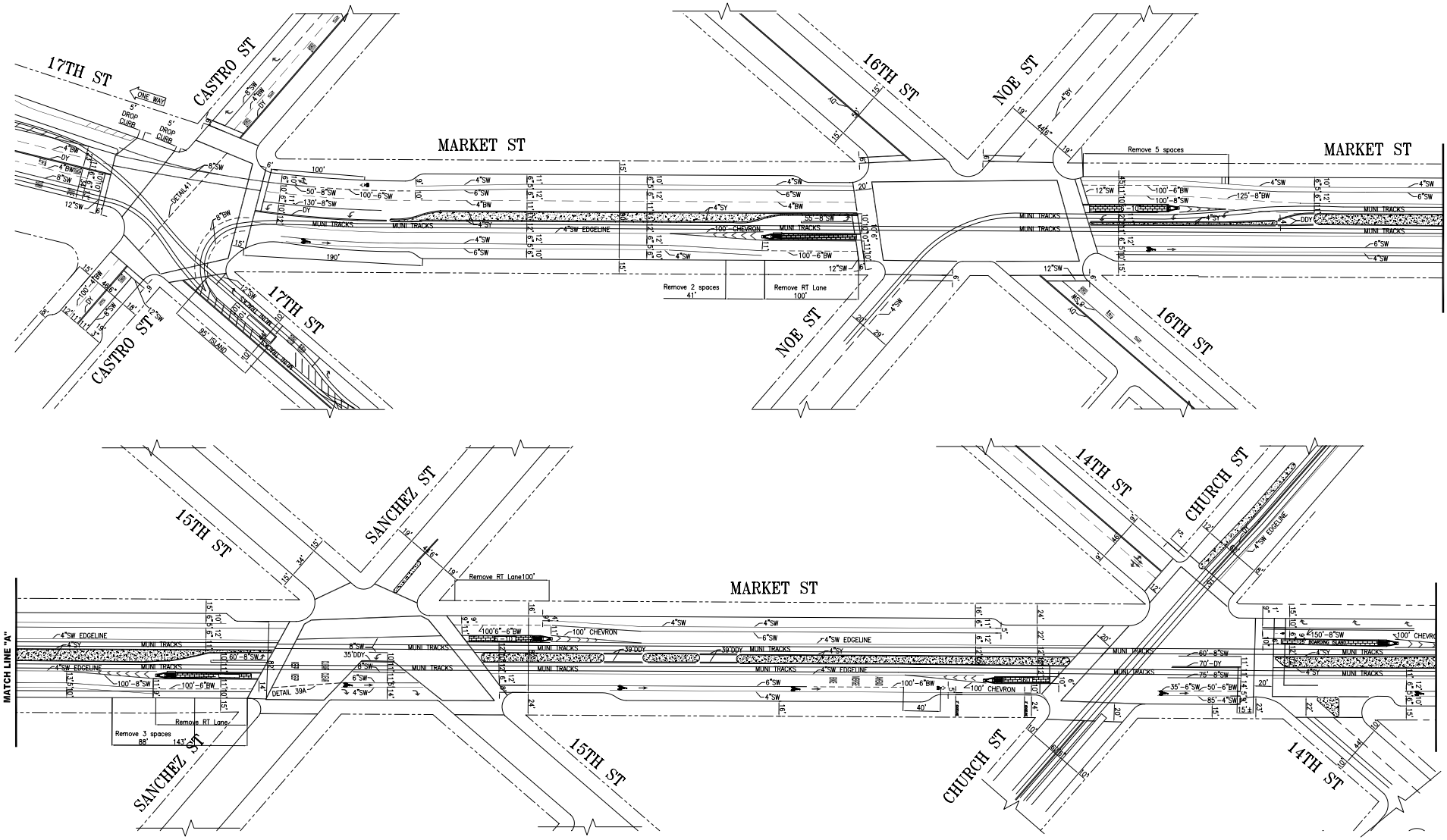

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PROJECT 2-11 MODIFIED OPTION 1

MARKET STREET
17TH STREET TO OCTAVIA BOULEVARD

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

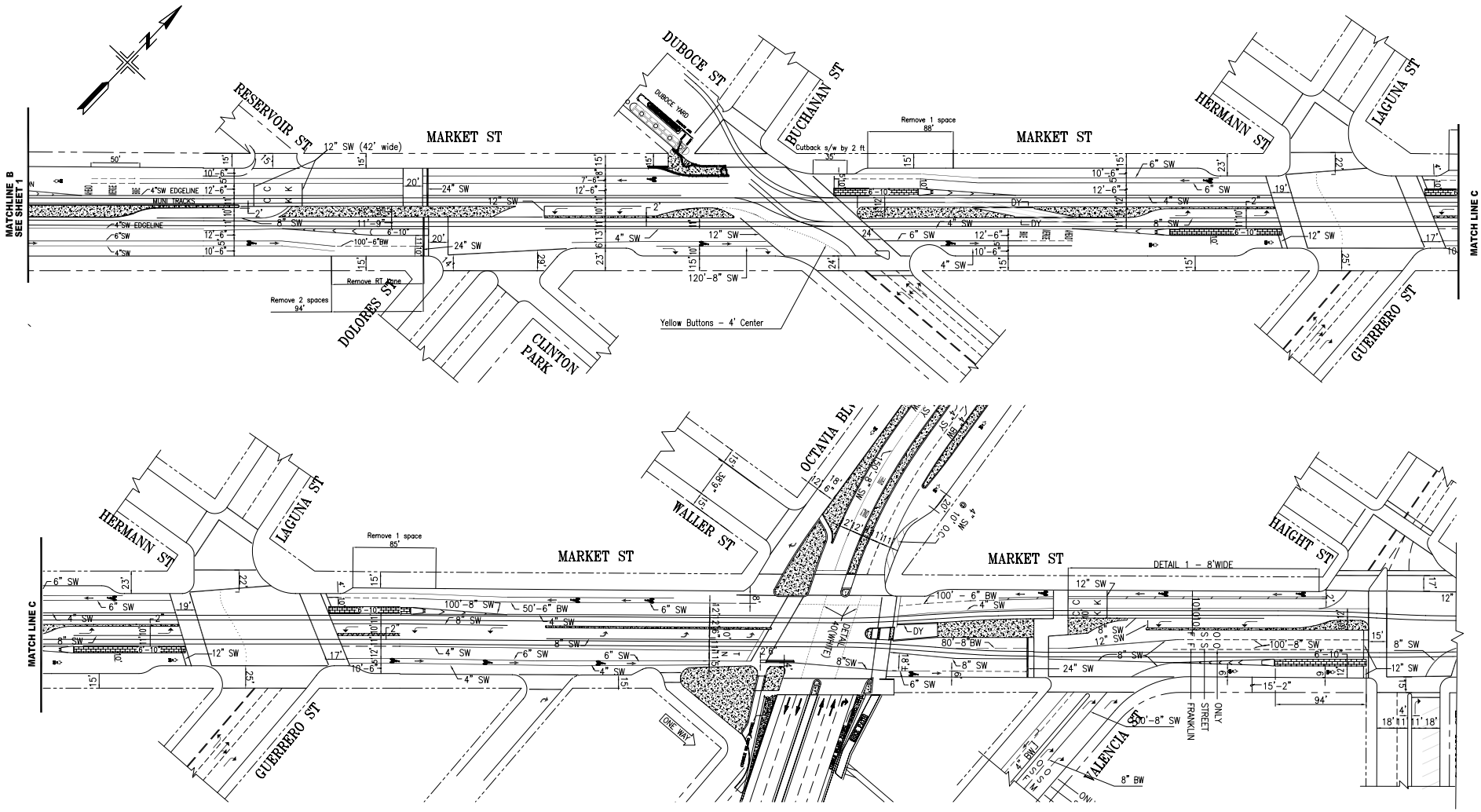
EXTERNAL REFERENCES:

SCALE FACTOR:

ORIGIN:

FILE NAME:

DATE:



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PROJECT 2-11 MODIFIED OPTION 1

MARKET STREET
17TH STREET TO OCTAVIA BOULEVARD

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
PLOT SCALE:
SCALE FACTOR:
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FILE NAME:
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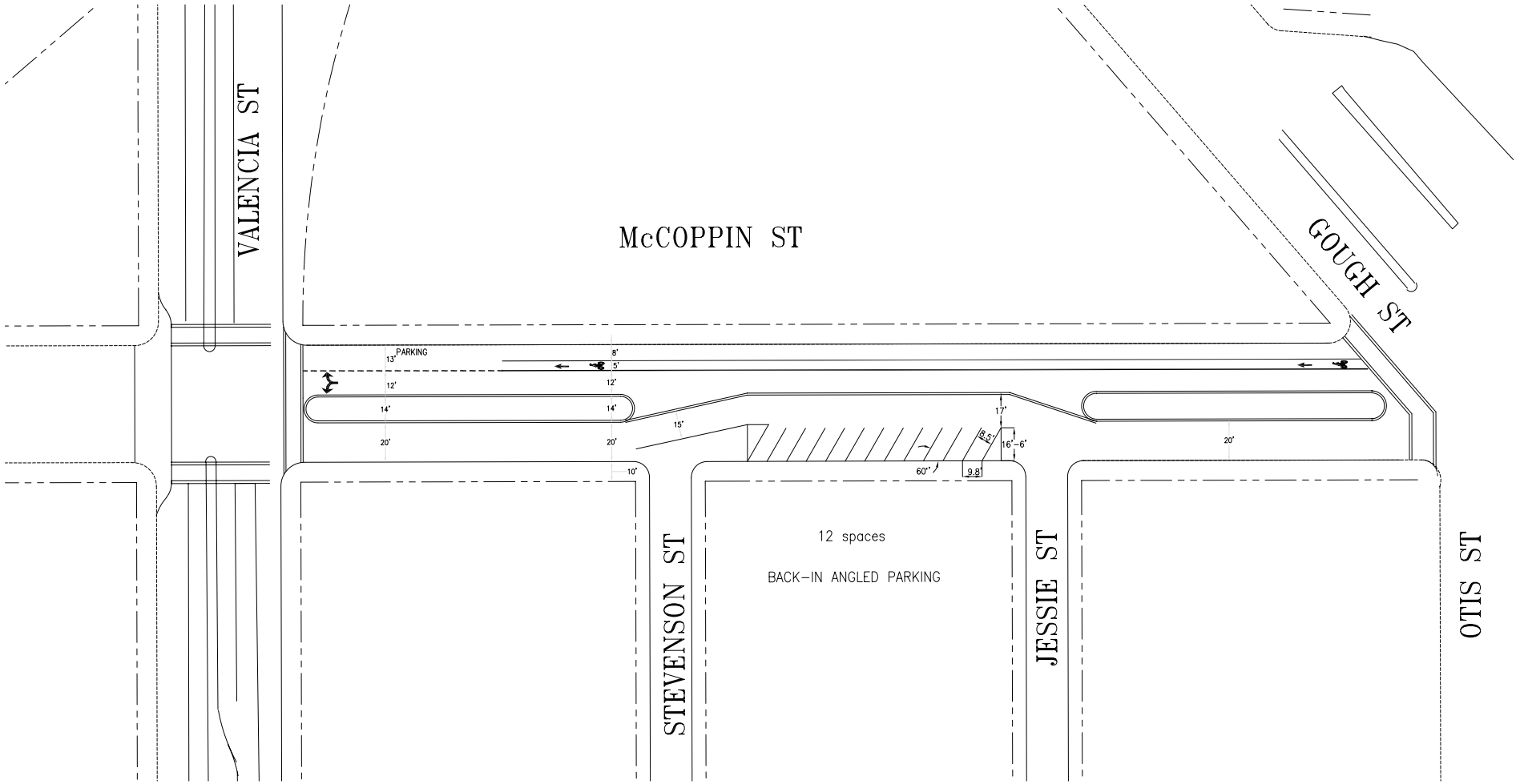

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PROJECT 2-14 MODIFIED OPTION 1

MCCOPPIN STREET
GOUGH STREET TO VALENCIA STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
SCALE FACTOR: PLOT SCALE:
ORIGIN:
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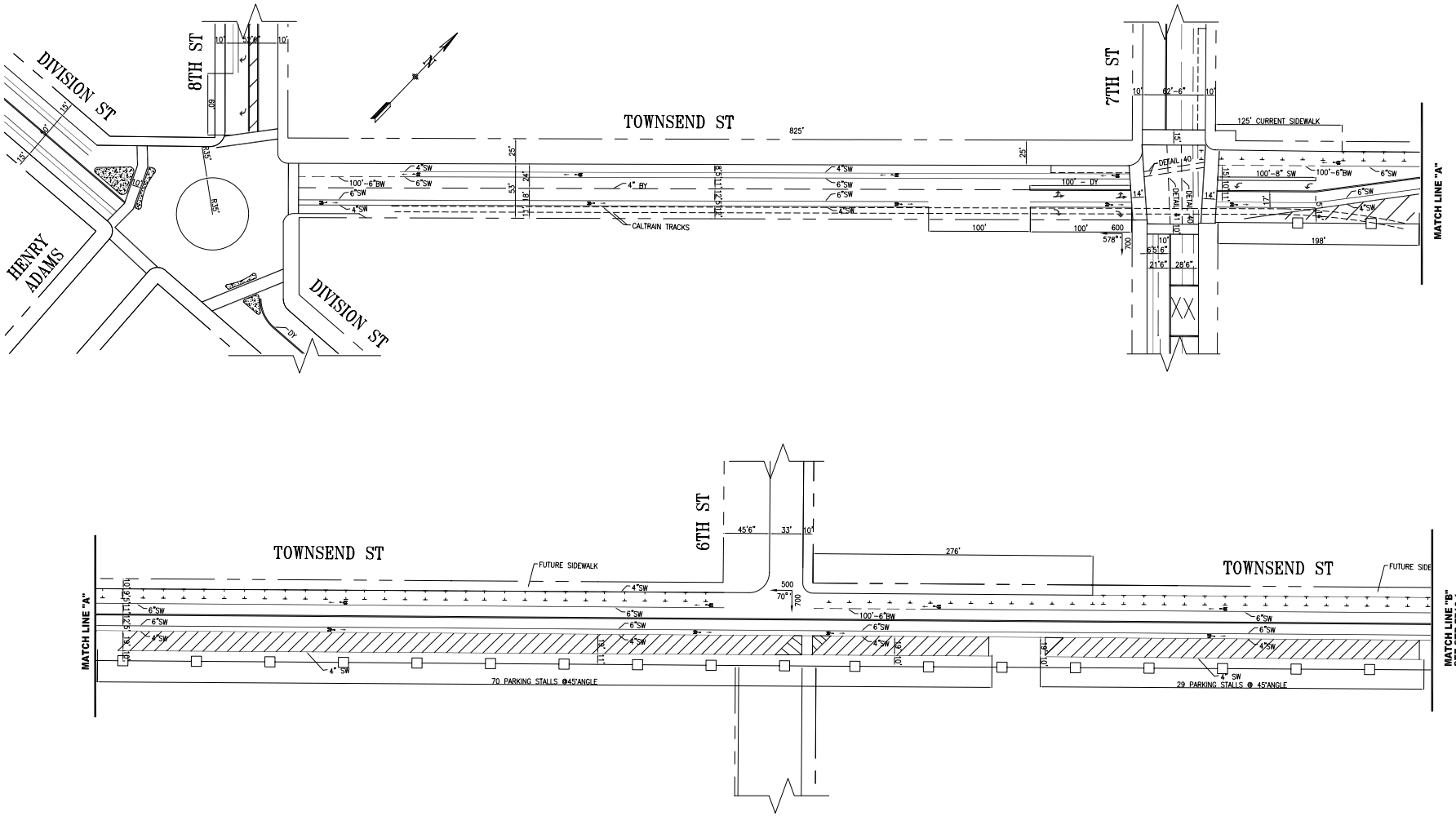

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PROJECT 2-16 MODIFIED OPTION 1

TOWNSEND STREET
8TH STREET TO THE EMBARCADERO

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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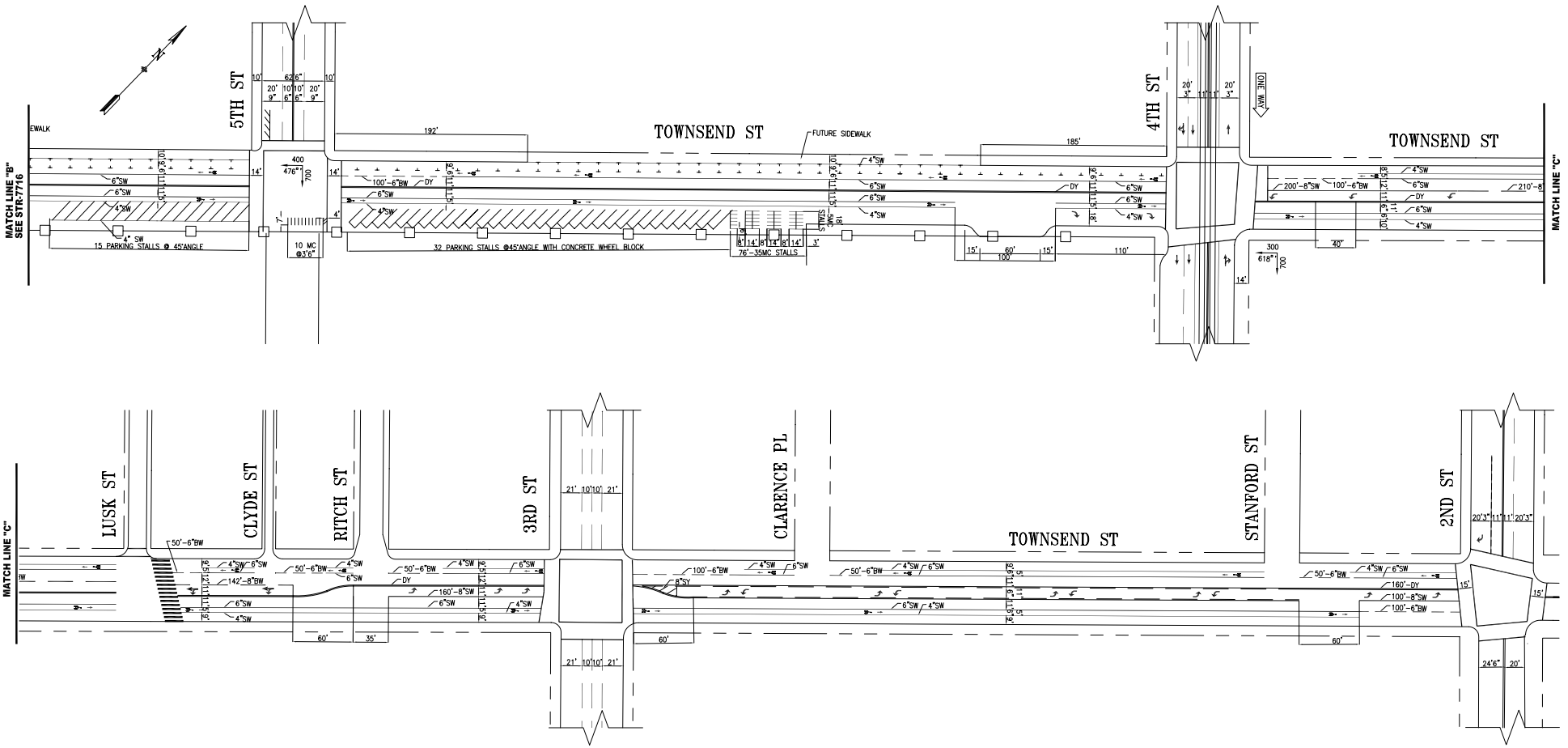
ORIGIN:
FILE NAME:
DATE:



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PROJECT 2-16 MODIFIED OPTION 1

TOWNSEND STREET
8TH STREET TO THE EMBARCADERO

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
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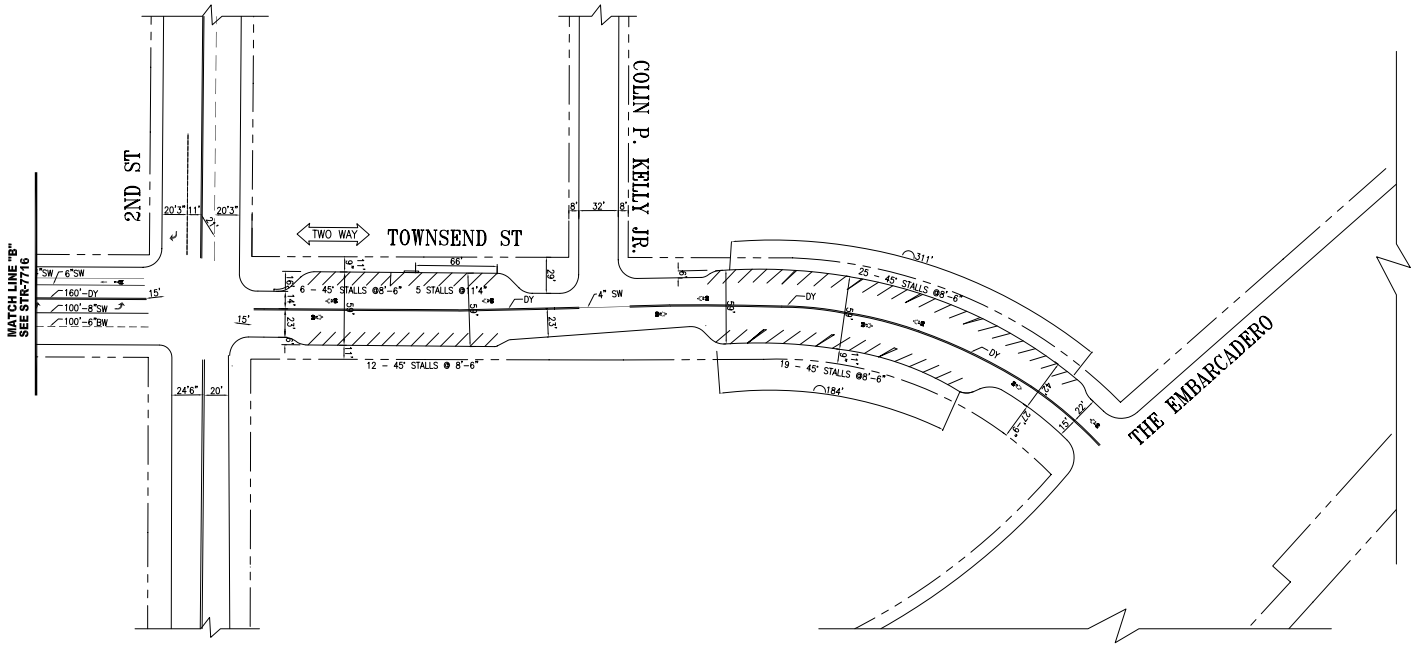

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PROJECT 2-16 MODIFIED OPTION 1

TOWNSEND STREET
8TH STREET TO THE EMBARCADERO

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DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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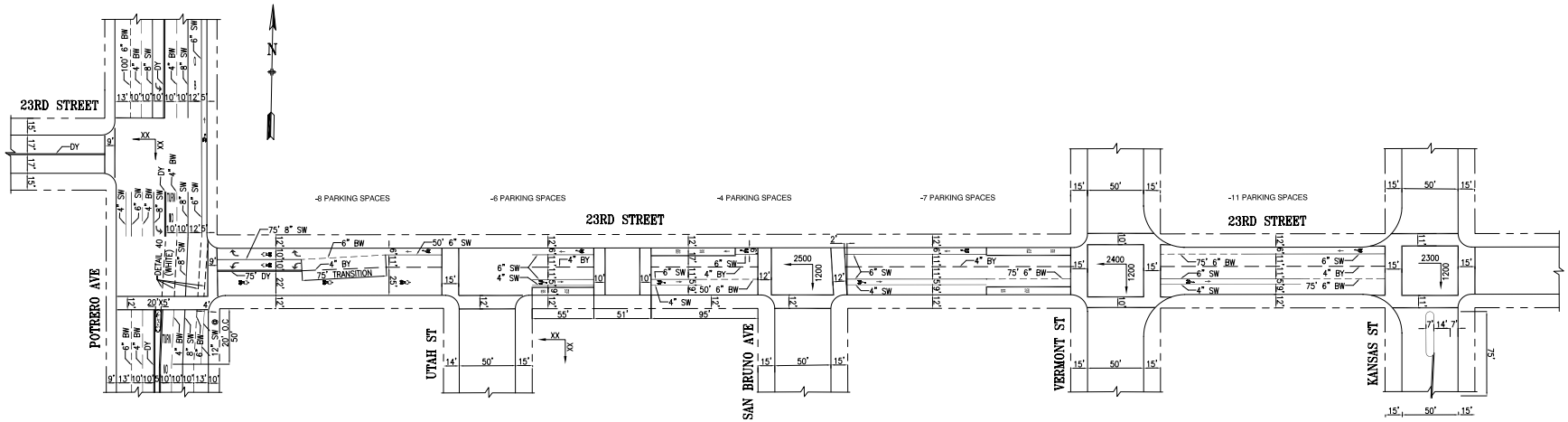

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PROJECT 5-1 MODIFIED OPTION 1

23RD STREET
POTRERO AVENUE TO KANSAS STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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ORIGIN:
FILE NAME:
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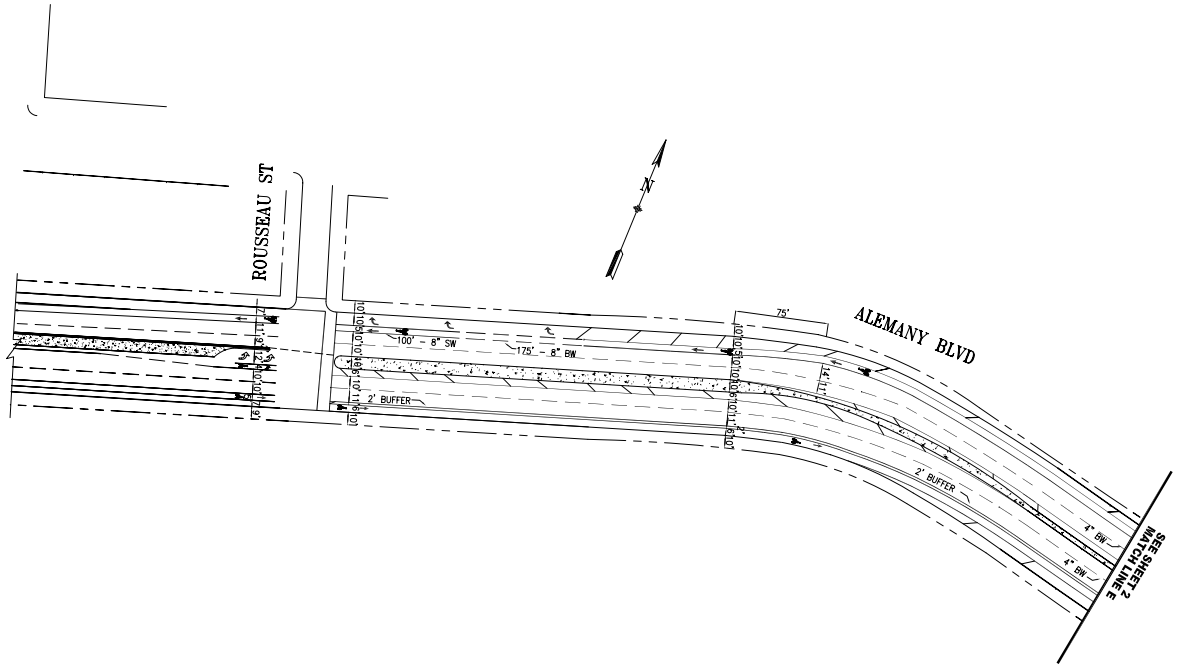

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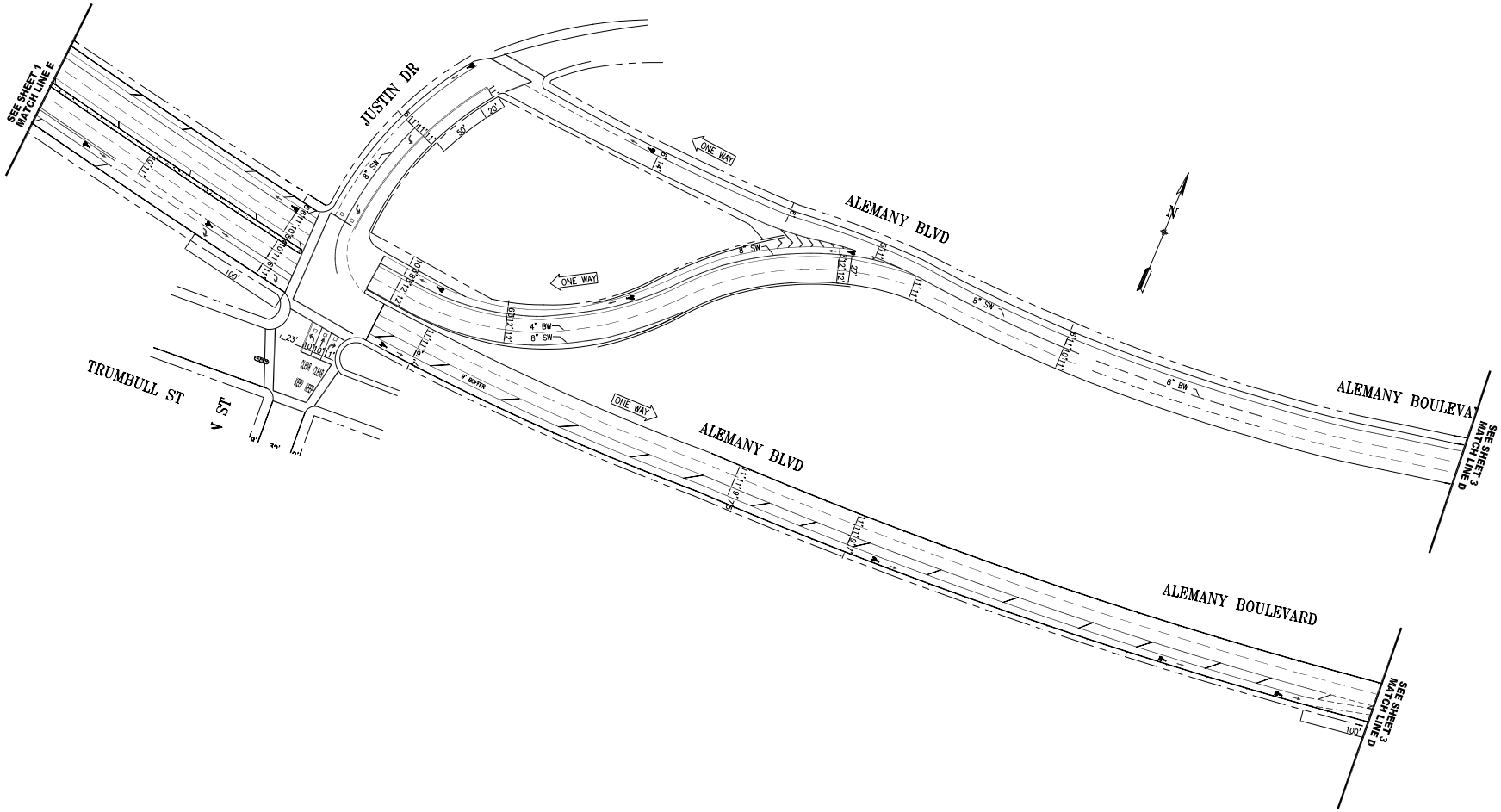
PROJECT 5-2 MODIFIED OPTION 1

ALEMANY BOULEVARD
BAYSHORE BOULEVARD TO ROUSSEAU STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



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PROJECT 5-2 MODIFIED OPTION 1

ALEMANY BOULEVARD
BAYSHORE BOULEVARD TO ROUSSEAU STREET

CONTRACT NO.

DRAWING NO.

FILE NO.

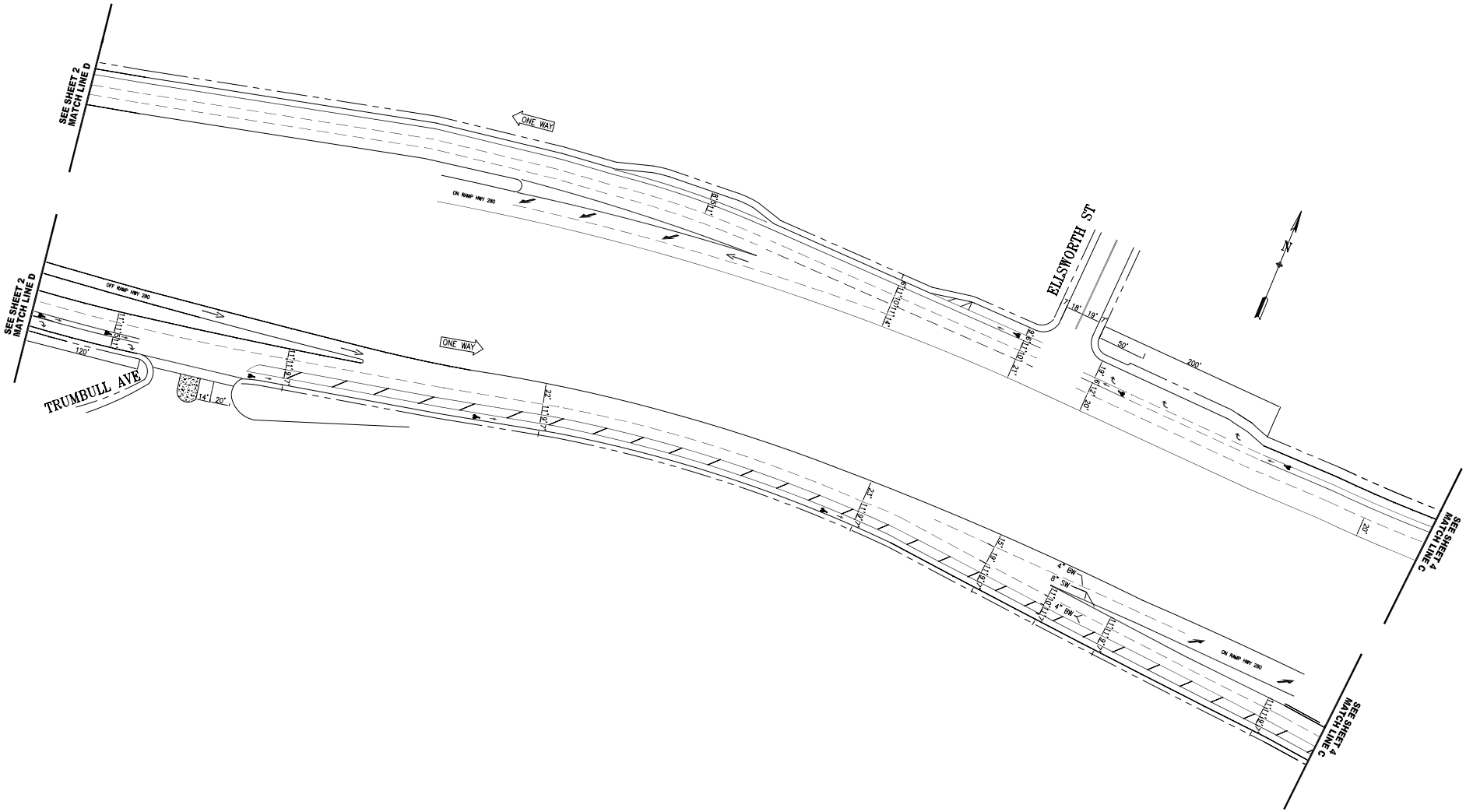
REV. NO.

EXTERNAL REFERENCES:

SCALE FACTOR:

ORIGIN:

FILE NAME:



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PROJECT 5-2 MODIFIED OPTION 1

ALEMANY BOULEVARD
BAYSHORE BOULEVARD TO ROUSSEAU STREET

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
FONTS USED:

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ORIGIN:

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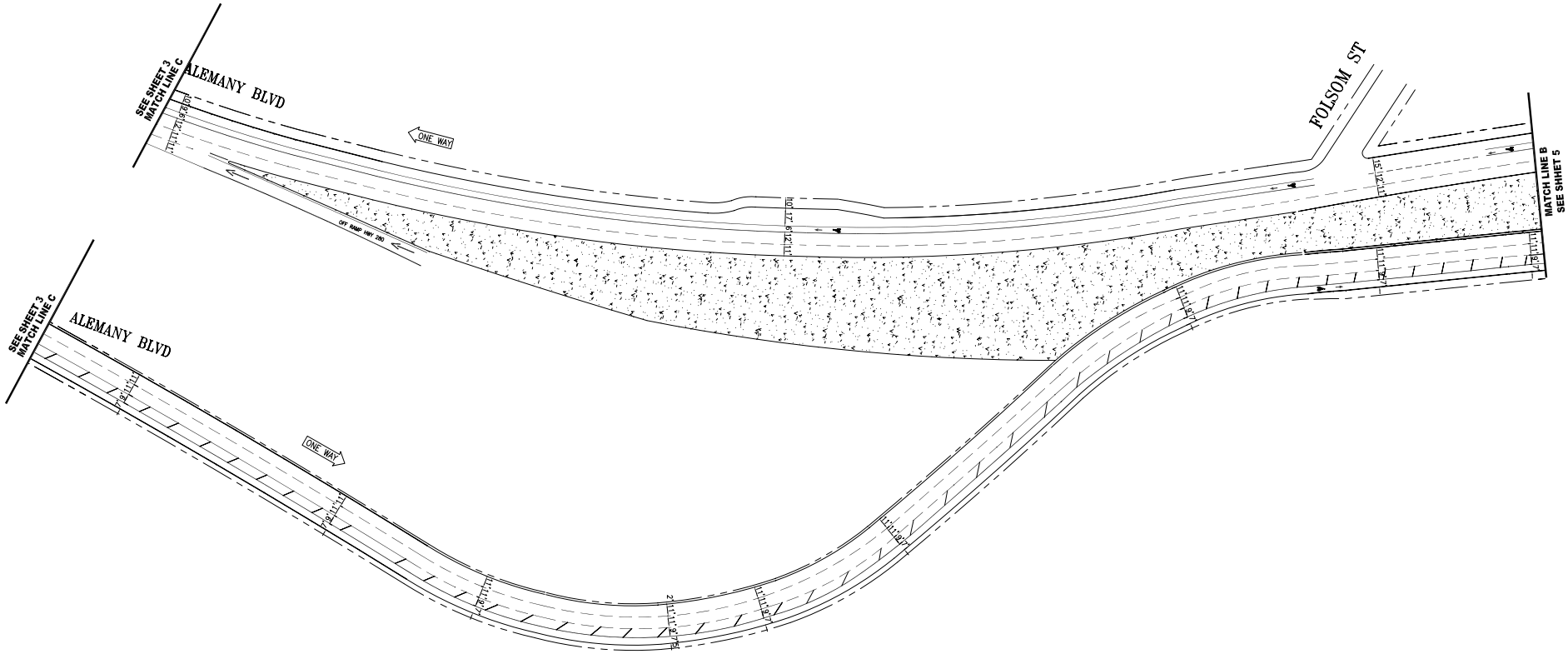

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PROJECT 5-2 MODIFIED OPTION 1

ALEMANY BOULEVARD
BAYSHORE BOULEVARD TO ROUSSEAU STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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SCALE FACTOR:
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ORIGIN:
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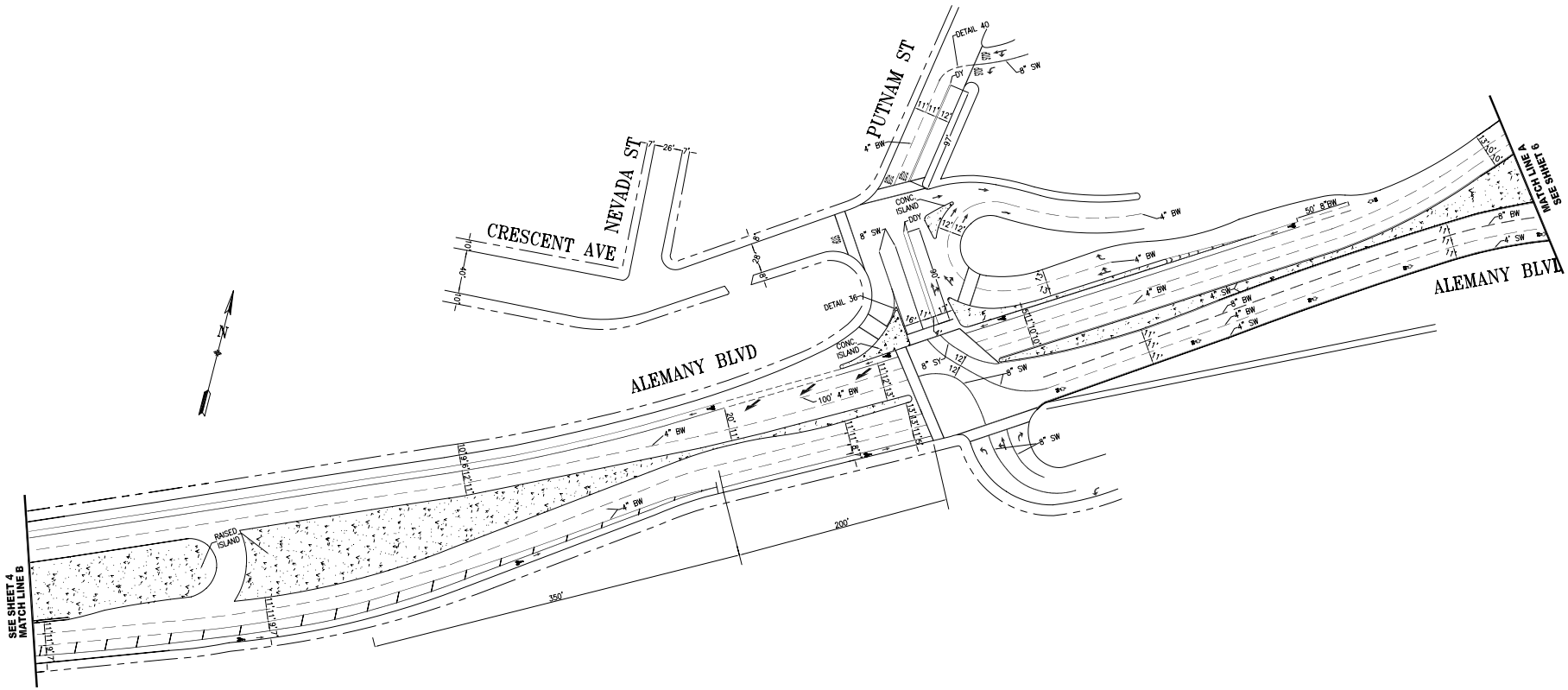

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PROJECT 5-2 MODIFIED OPTION 1

ALEMANY BOULEVARD
BAYSHORE BOULEVARD TO ROUSSEAU STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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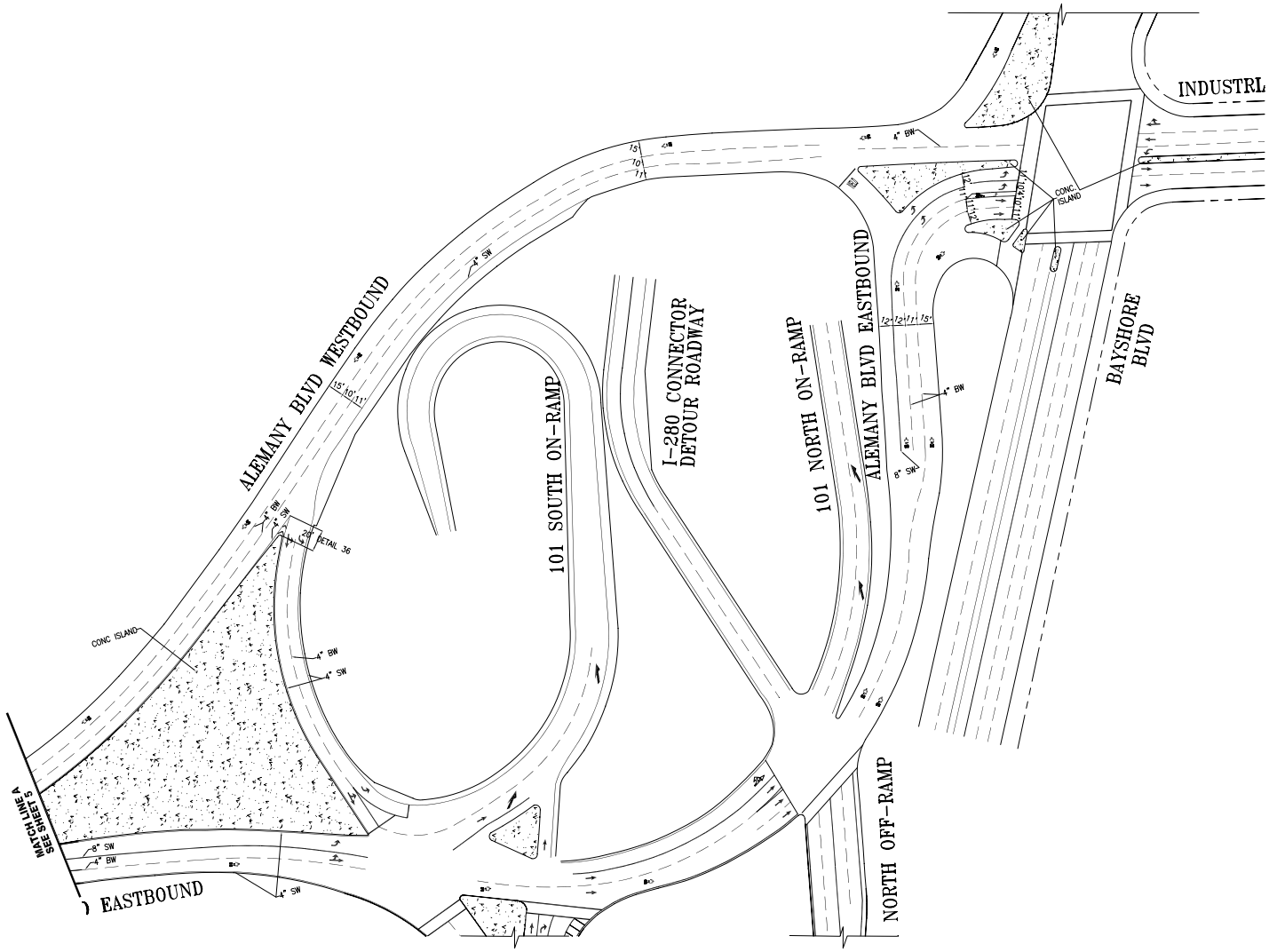

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PROJECT 5-2 MODIFIED OPTION 1

ALEMANY BOULEVARD
BAYSHORE BOULEVARD TO ROUSSEAU STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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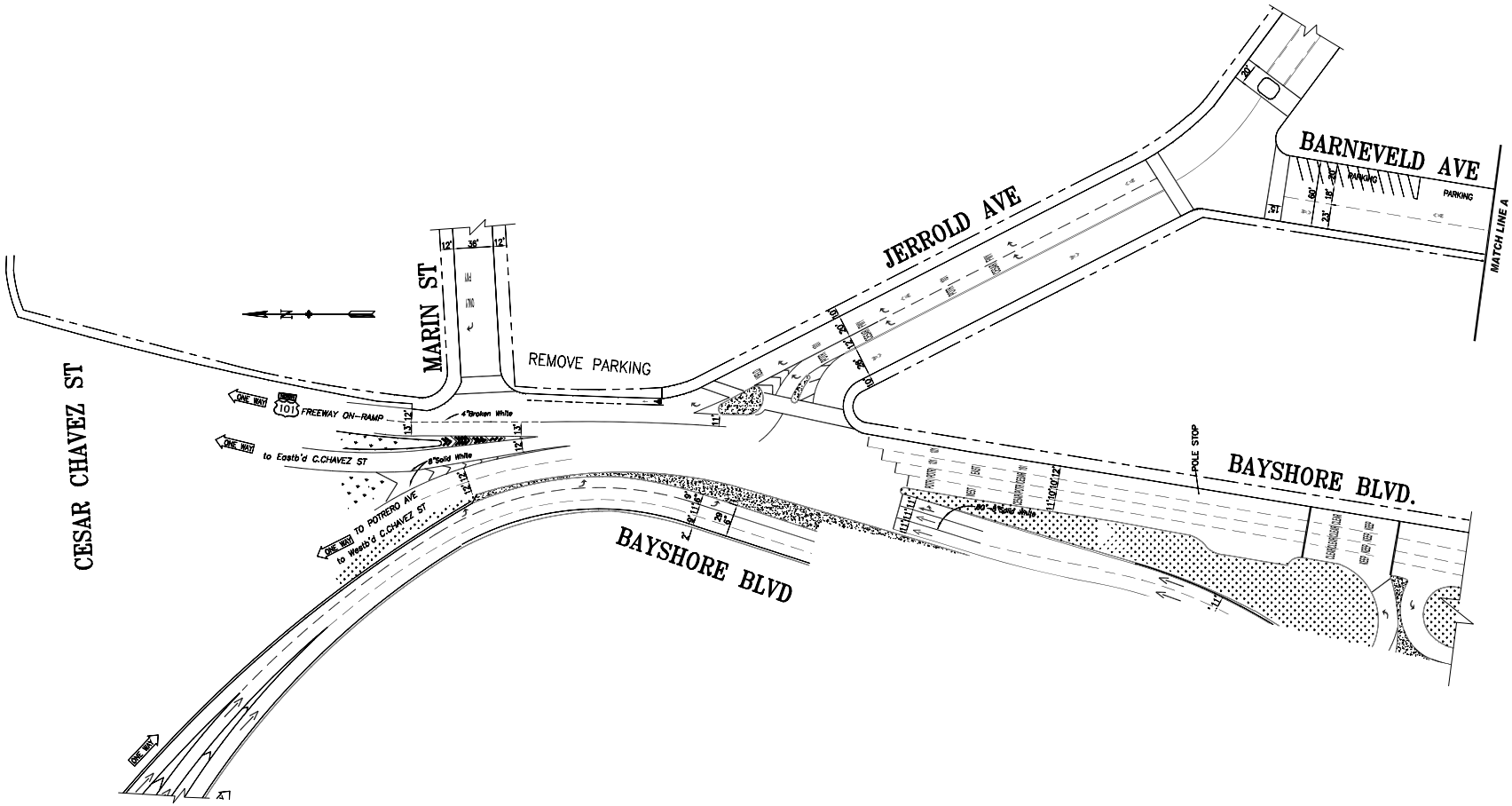

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PROJECT 5-4 MODIFIED OPTION 2

BAYSHORE BOULEVARD
CESAR CHAVEZ TO SILVER AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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ORIGIN:
FILE NAME:
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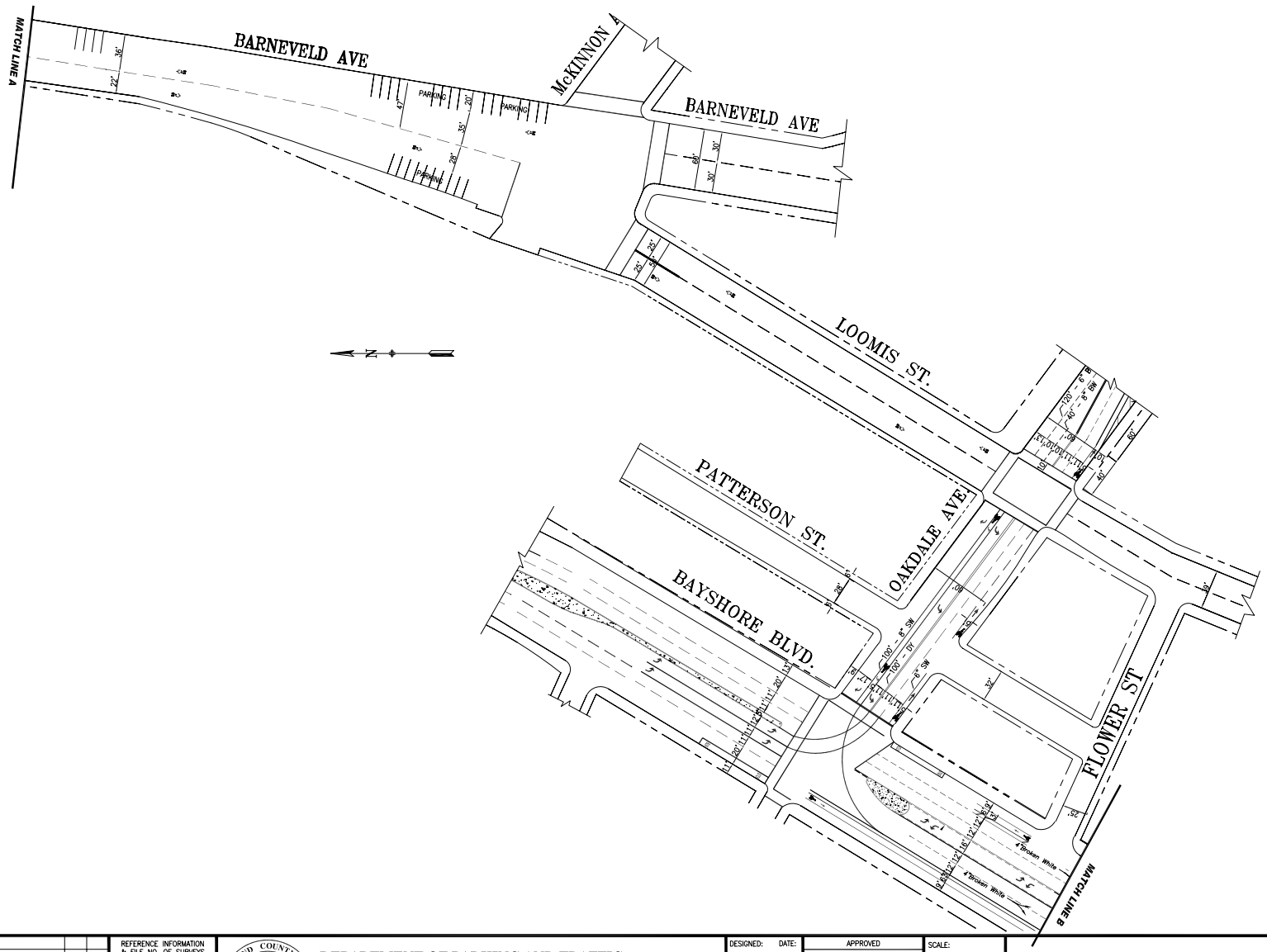

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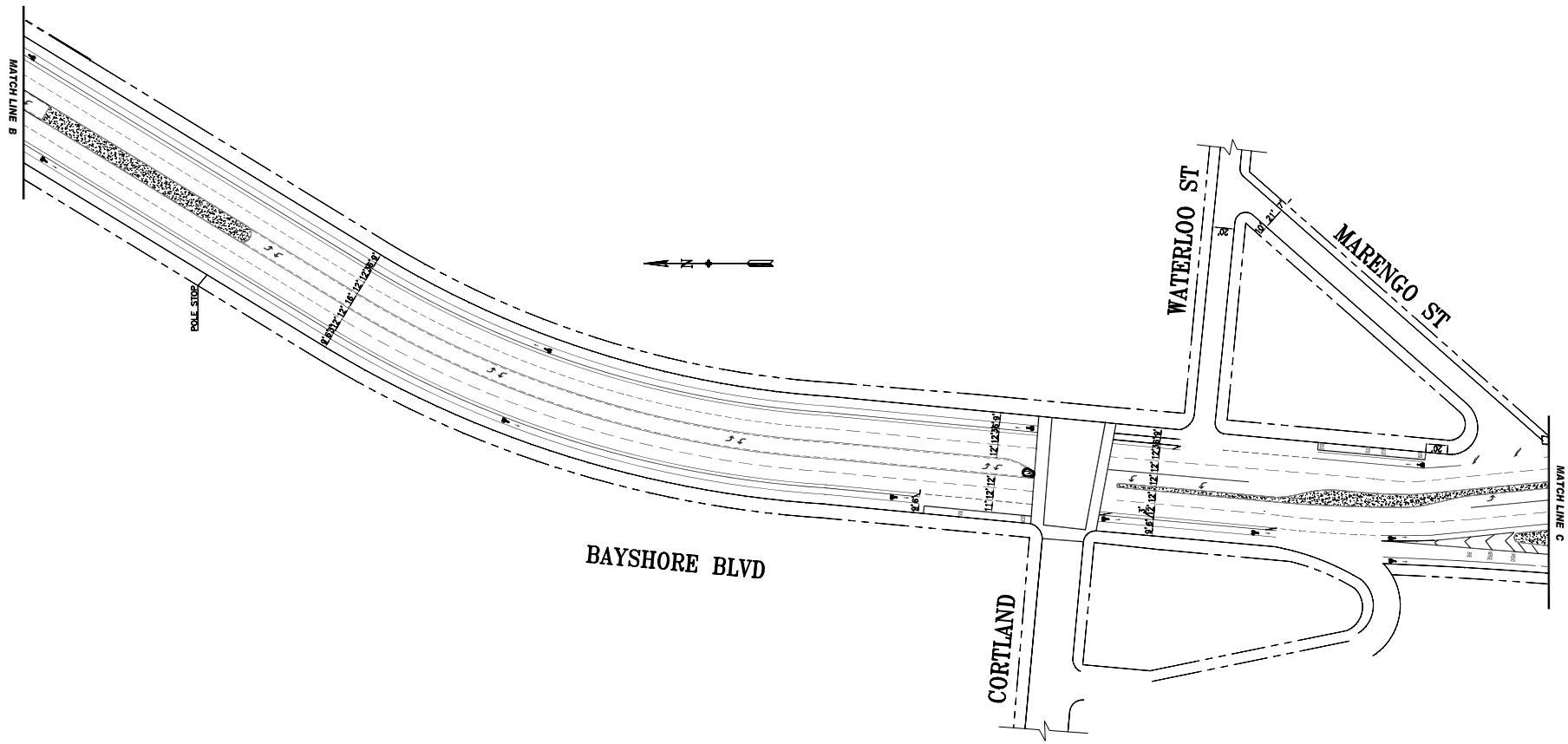
PROJECT 5-4 MODIFIED OPTION 2

BAYSHORE BOULEVARD
CESAR CHAVEZ TO SILVER AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
SCALE FACTOR: PLOT SCALE:
ORIGIN:
FILE NAME: DATE:



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PROJECT 5-4 MODIFIED OPTION 2

BAYSHORE BOULEVARD
CESAR CHAVEZ TO SILVER AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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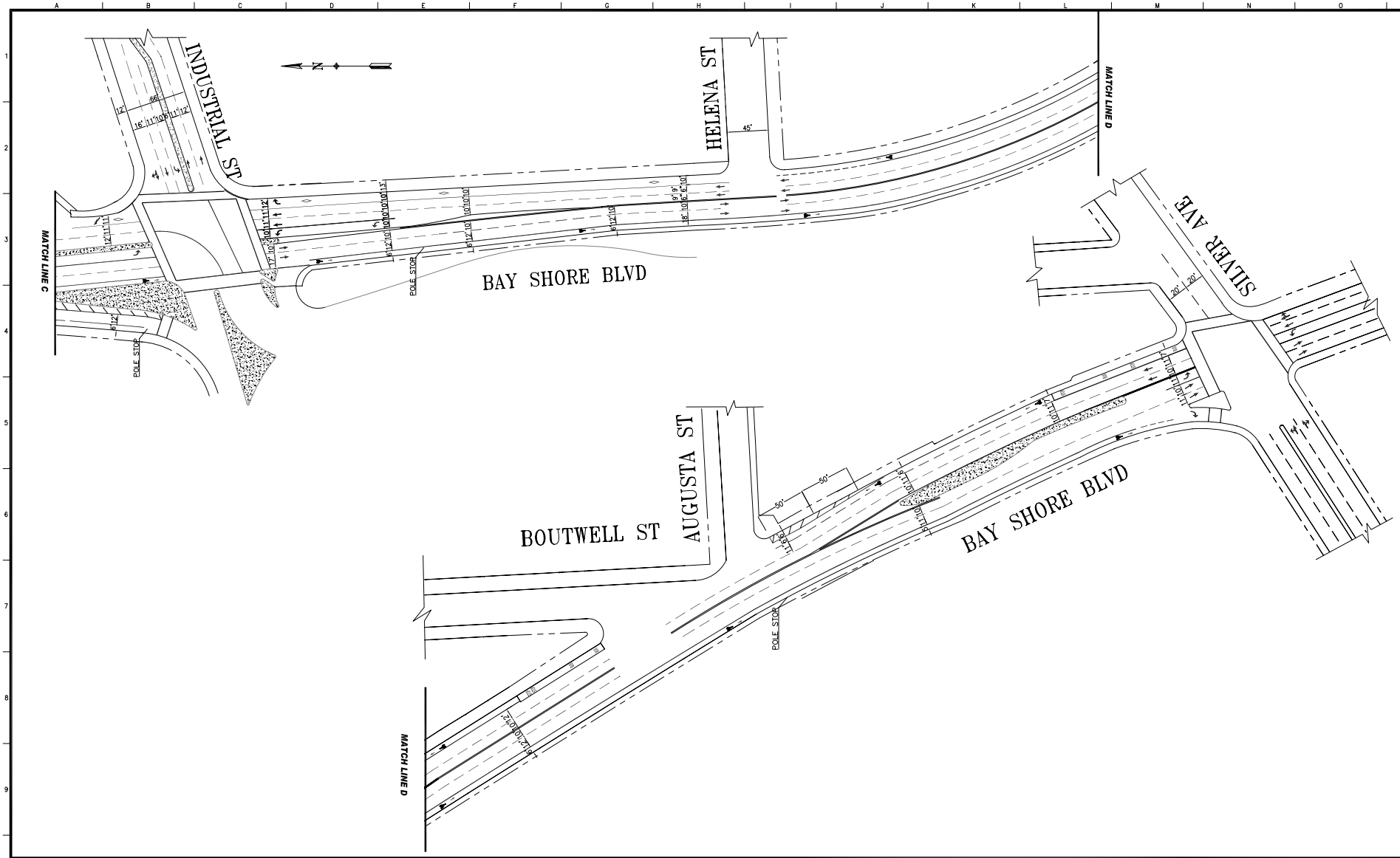

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PROJECT 5-4 MODIFIED OPTION 2

BAYSHORE BOULEVARD
CESAR CHAVEZ TO SILVER AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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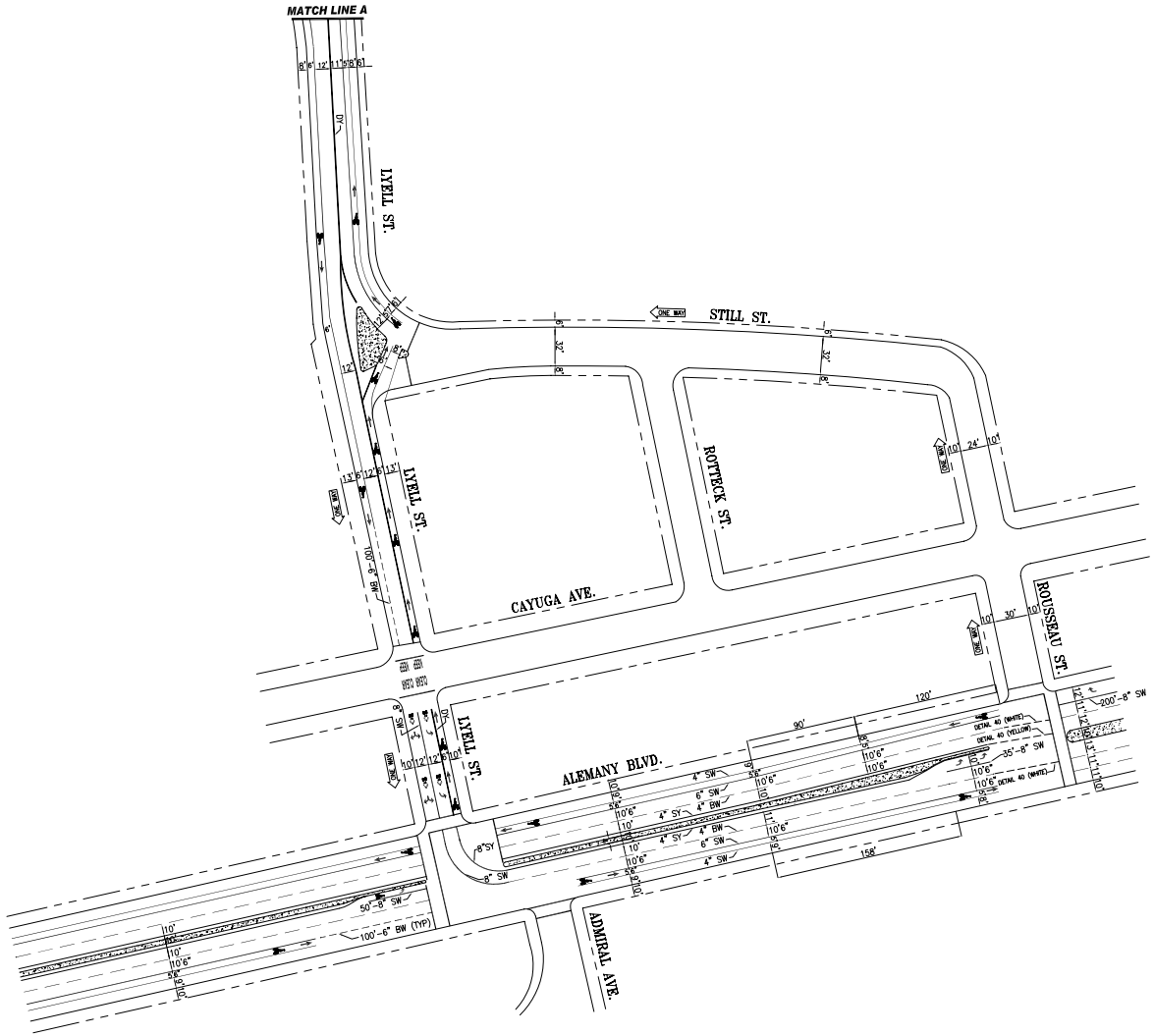

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PROJECT 5-7 MODIFIED OPTION 2

GLEN PARK AREA - ARLINGTON, BOSWORTH, LYELL
ALEMANY BOULEVARD TO SAN JOSE AVENUE

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
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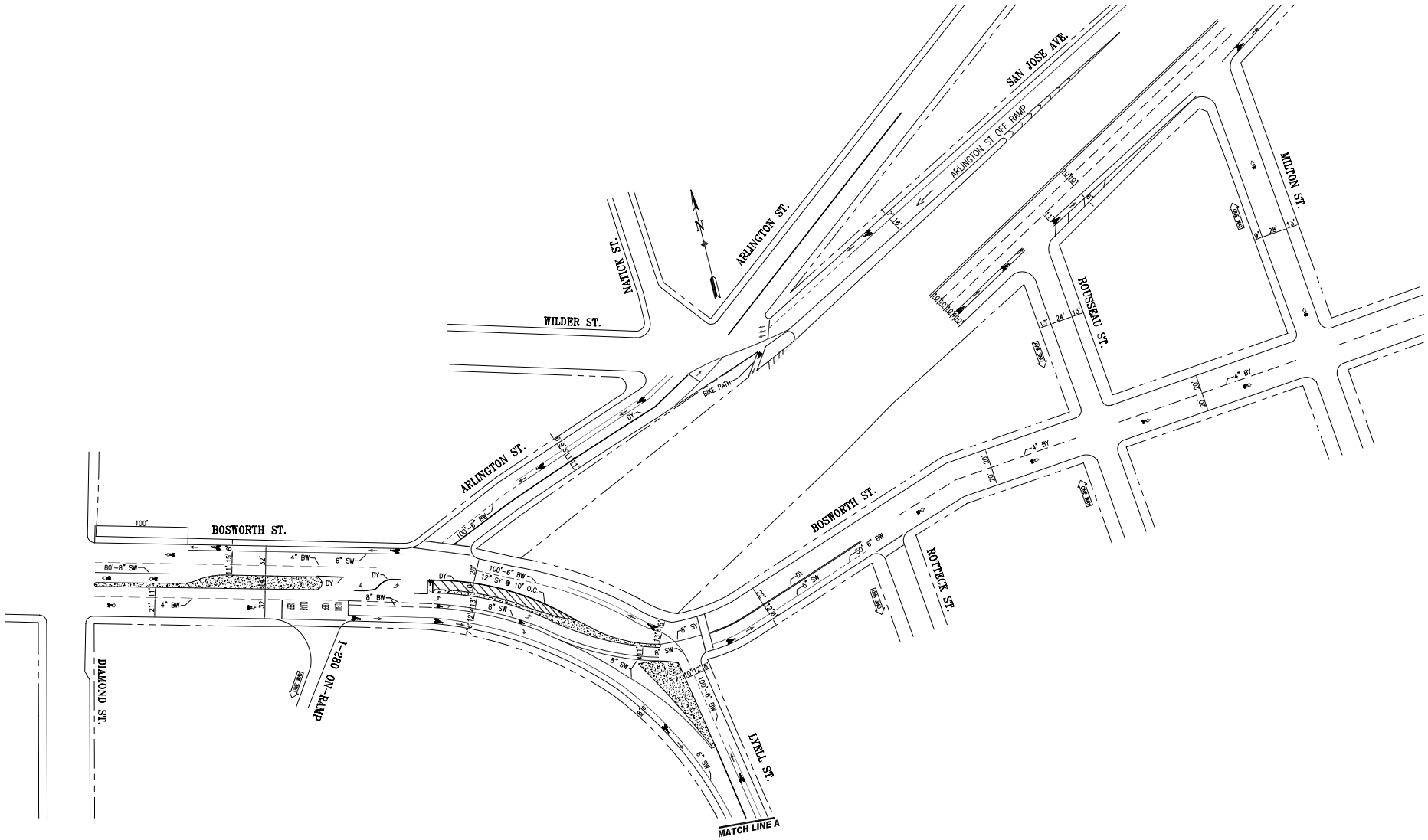
FILE NAME:
DATE:



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PROJECT 5-7 MODIFIED OPTION 2

GLEN PARK AREA - ARLINGTON, BOSWORTH, LYELL
ALEMANY BOULEVARD TO SAN JOSE AVENUE

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
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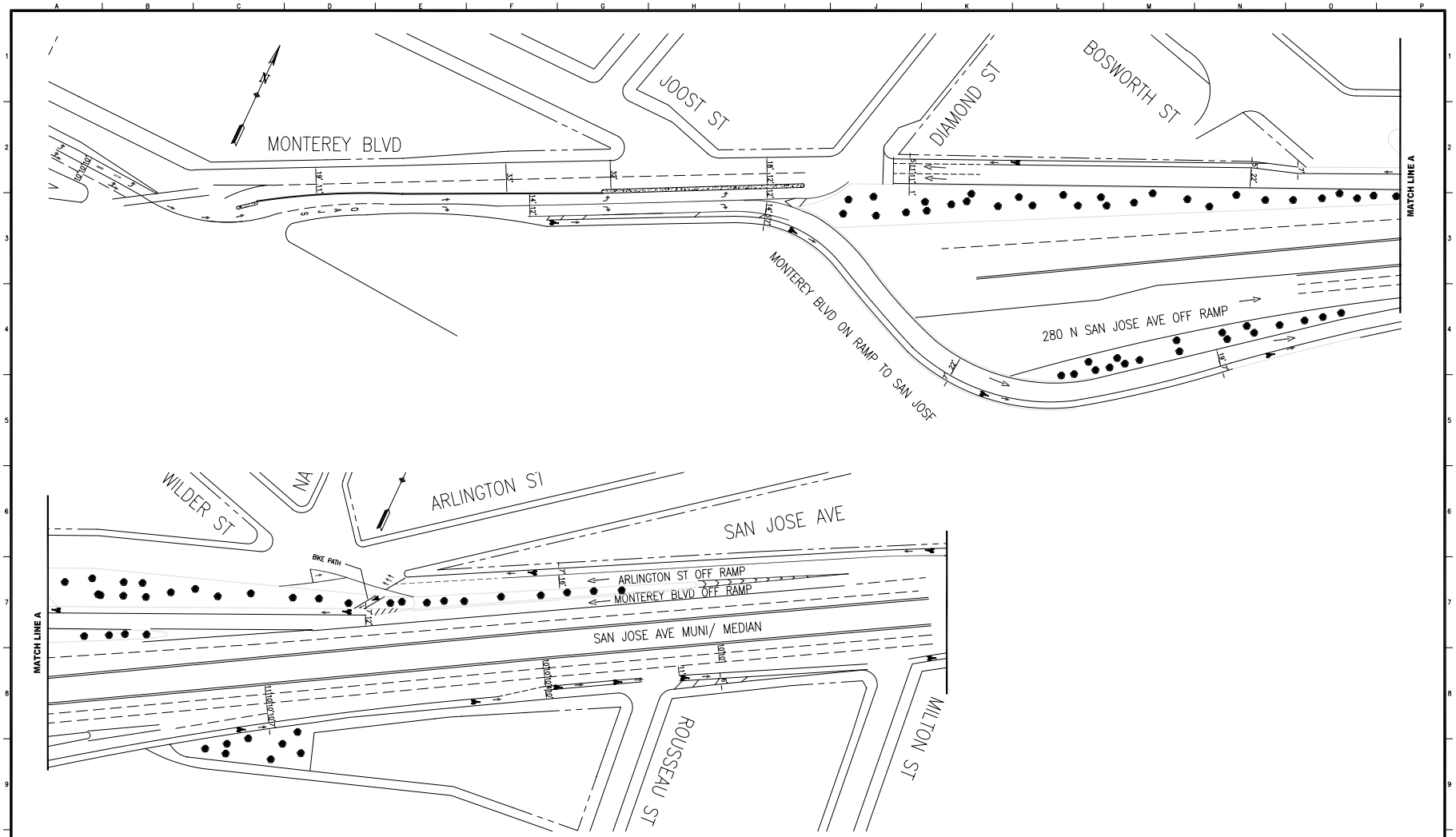
APPENDIX A



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PROJECT 5-7 MODIFIED OPTION 2

GLEN PARK AREA – SAN JOSE/MONTEREY RAMPS
MONTEREY BOULEVARD TO MILTON STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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ORIGIN:
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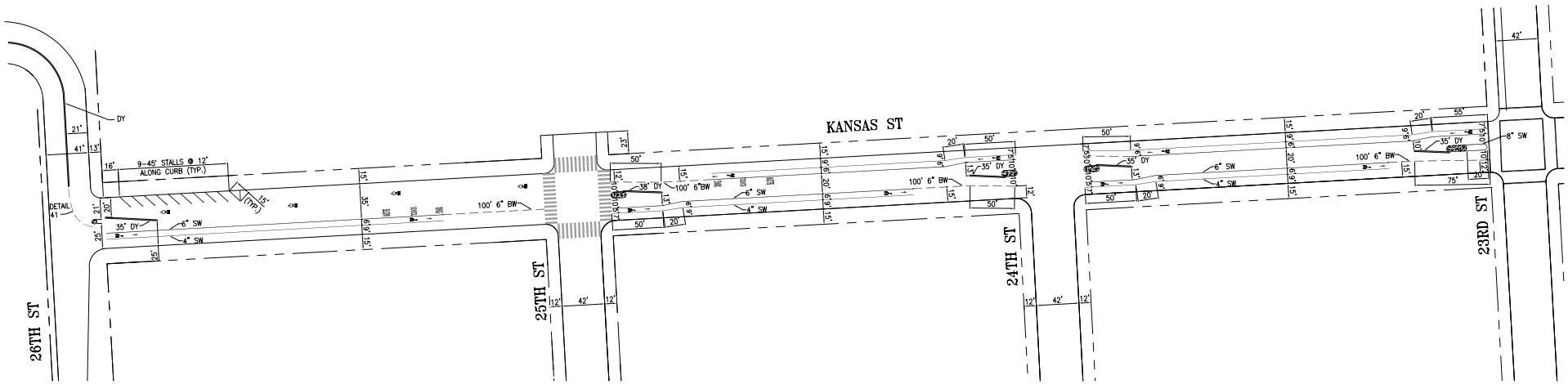

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PROJECT 5-8 MODIFIED OPTION 1

KANSAS STREET
26TH STREET TO 23RD STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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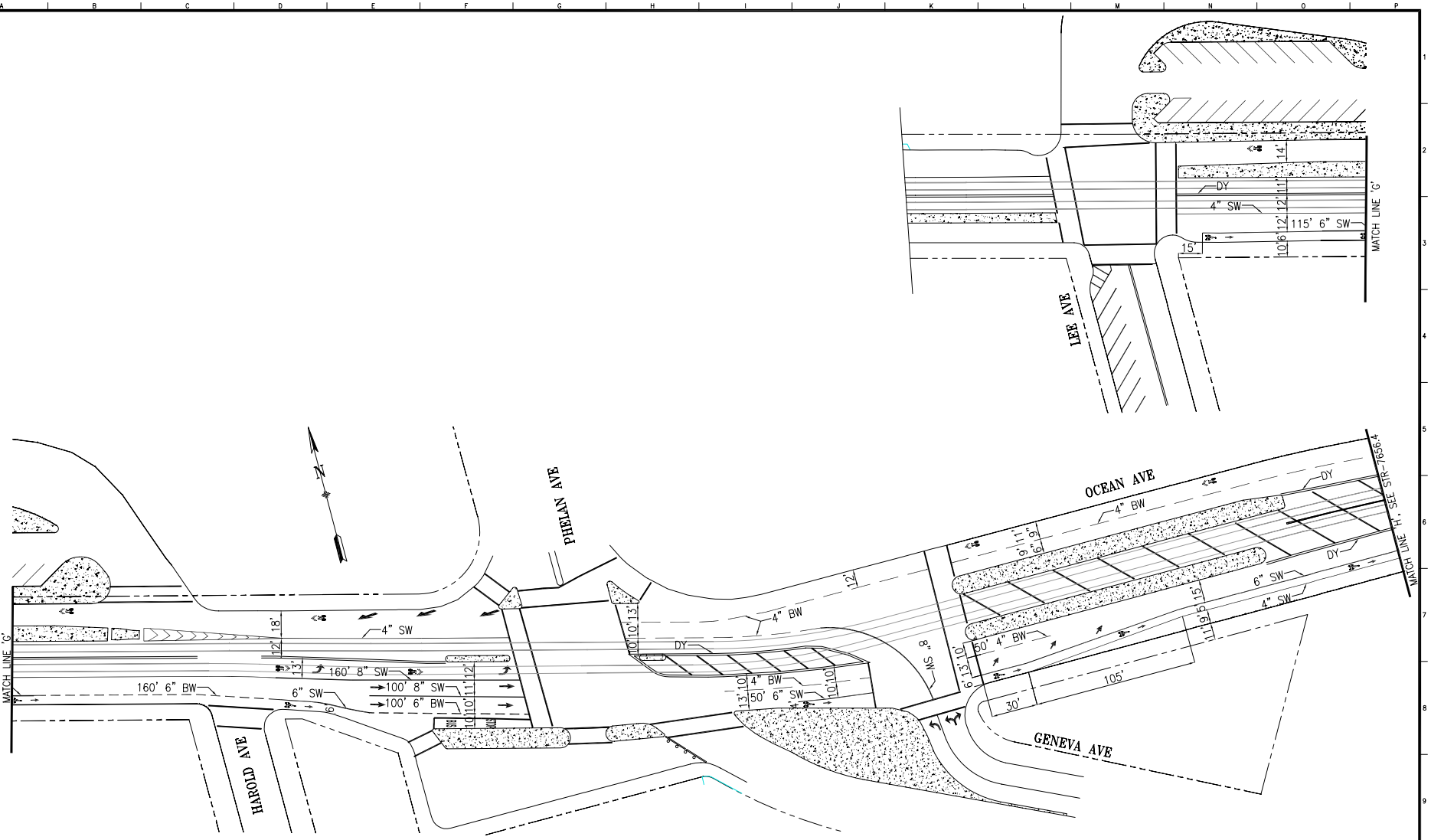

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PROJECT 5-9 MODIFIED OPTION 2

OCEAN AVENUE
ALEMANY BOULEVARD TO LEE AVENUE

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

ORIGIN:

EXTERNAL REFERENCES:
FONTS USED:

SCALE FACTOR:
PLOT SCALE:

FILE NAME:
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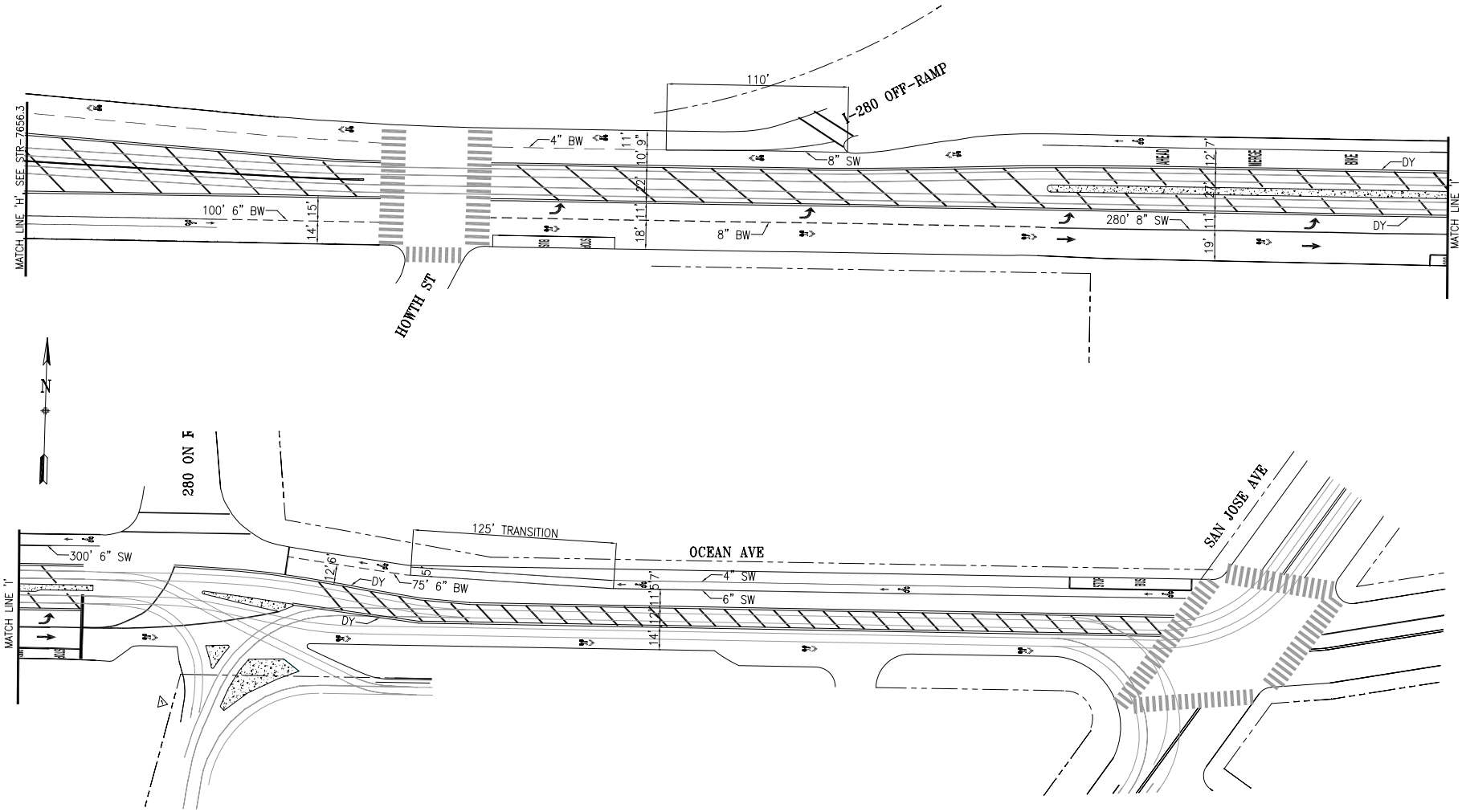

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PROJECT 5-9 MODIFIED OPTION 2
OCEAN AVENUE
ALEMANY BOULEVARD TO LEE AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
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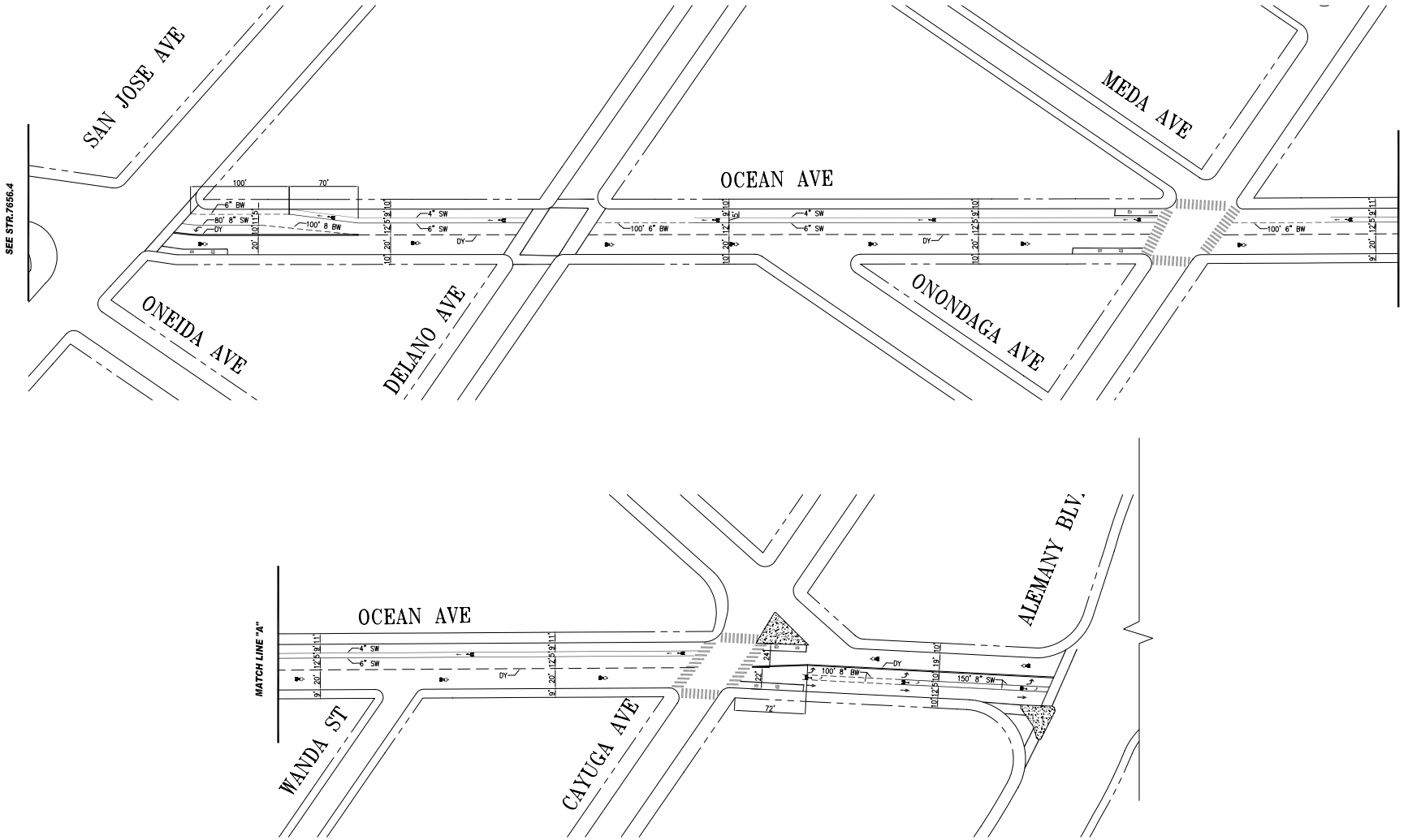

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PROJECT 5-9 MODIFIED OPTION 2

OCEAN AVENUE
ALEMANY BOULEVARD TO LEE AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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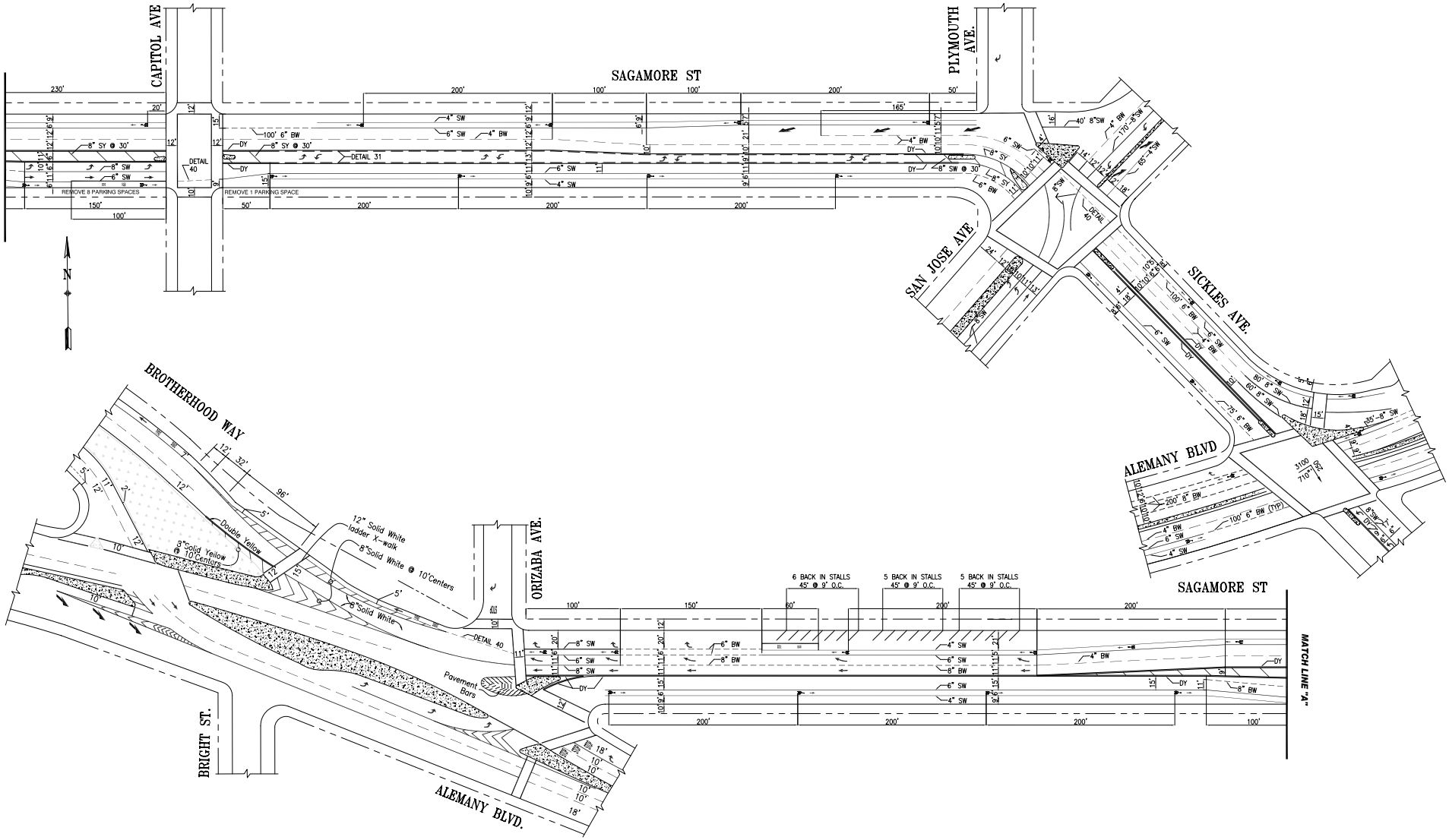

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PROJECT 5-12 MODIFIED OPTION 1

SAGAMORE ST. AND SICKLES AVE. ALEMANY BLVD. TO BROTHERHOOD WAY

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
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ORIGIN:
FILE NAME:
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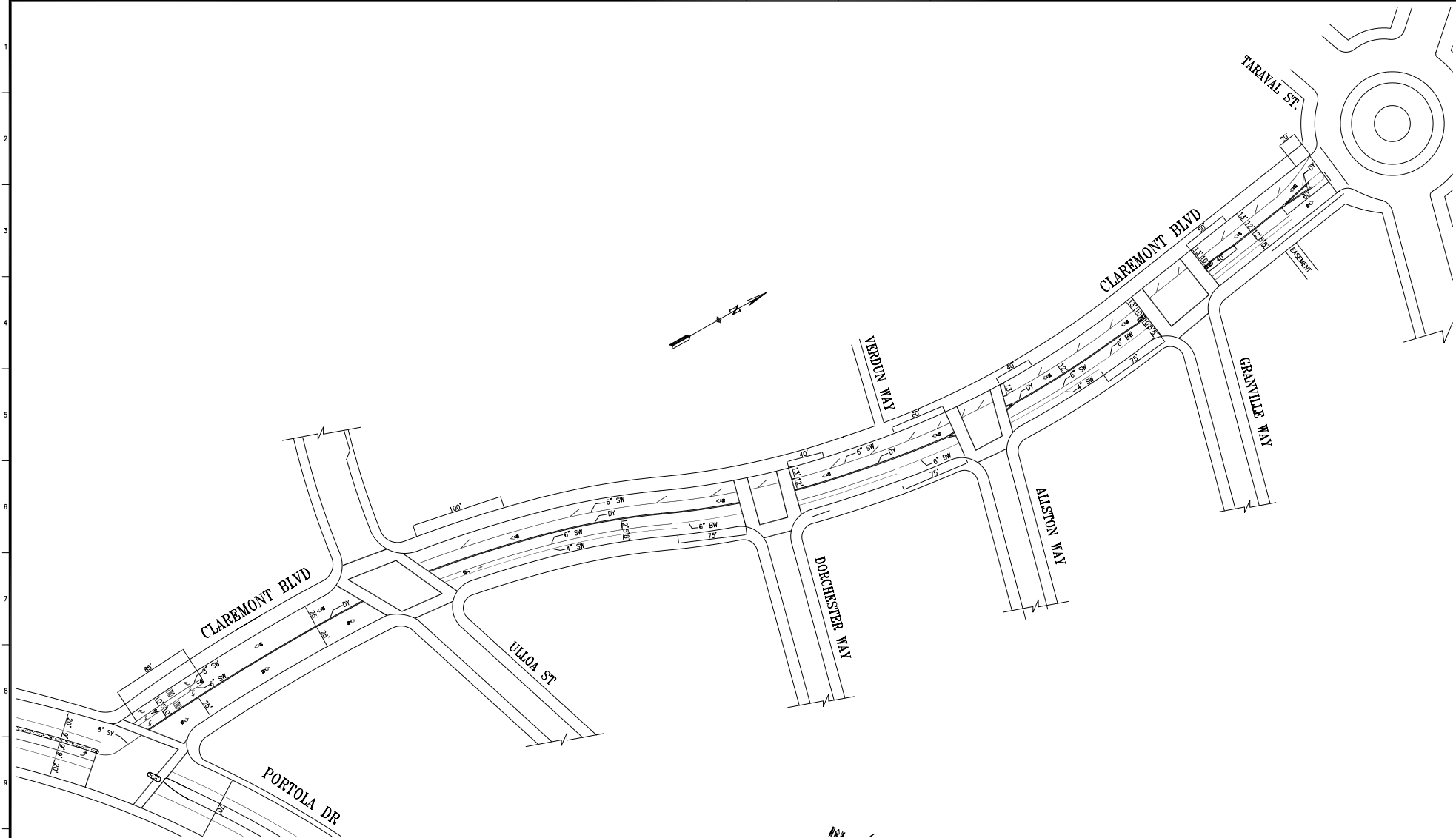

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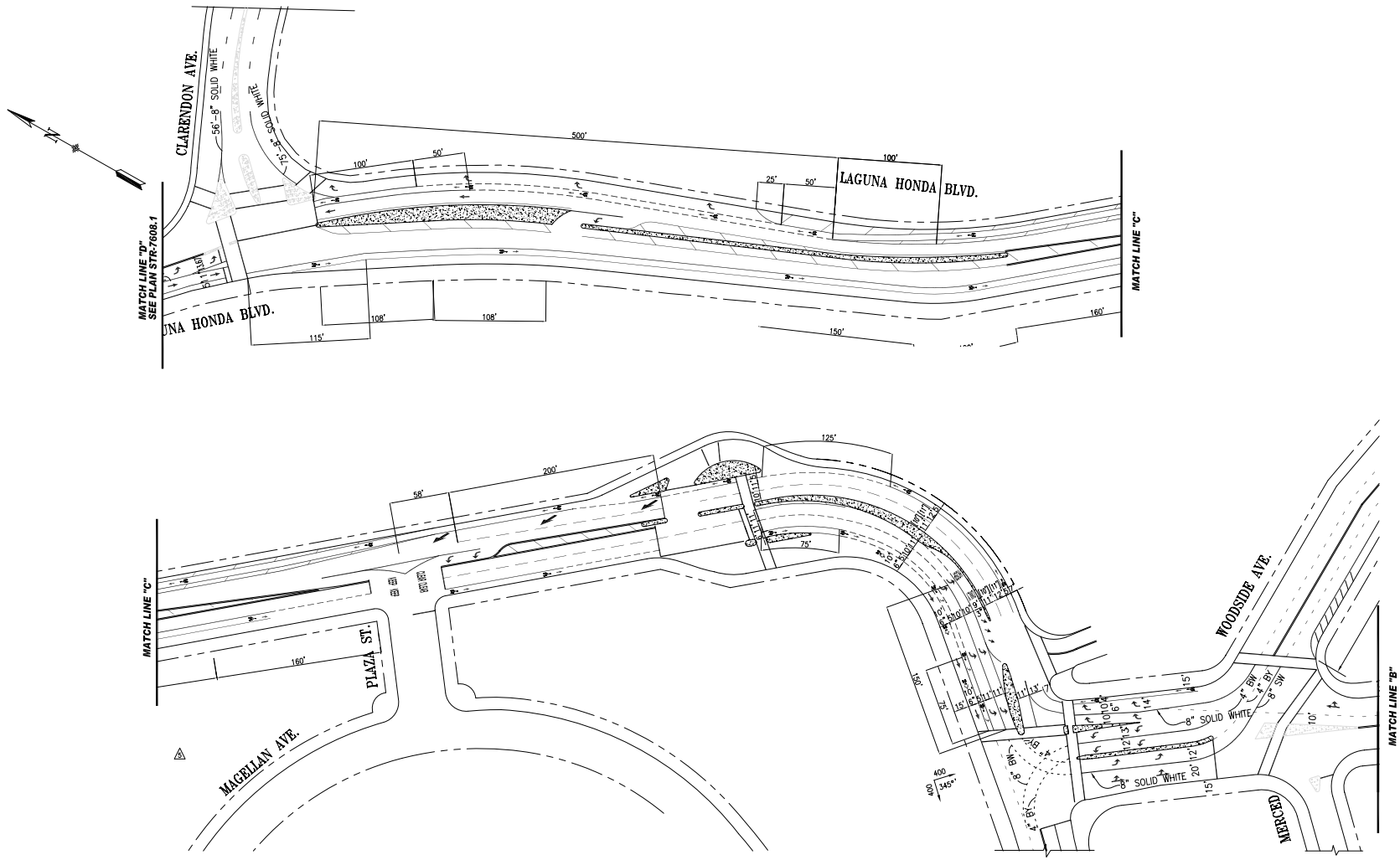
PROJECT 6-1 MODIFIED OPTION 1

CLAREMONT BOULEVARD
PORTOLA DRIVE TO DEWEY CIRCLE

CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



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PROJECT 6-3 MODIFIED OPTION 2

LAGUNA HONDA BULEVARD FROM WOODSIDE AVENUE TO CLARENDON AVENUE

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

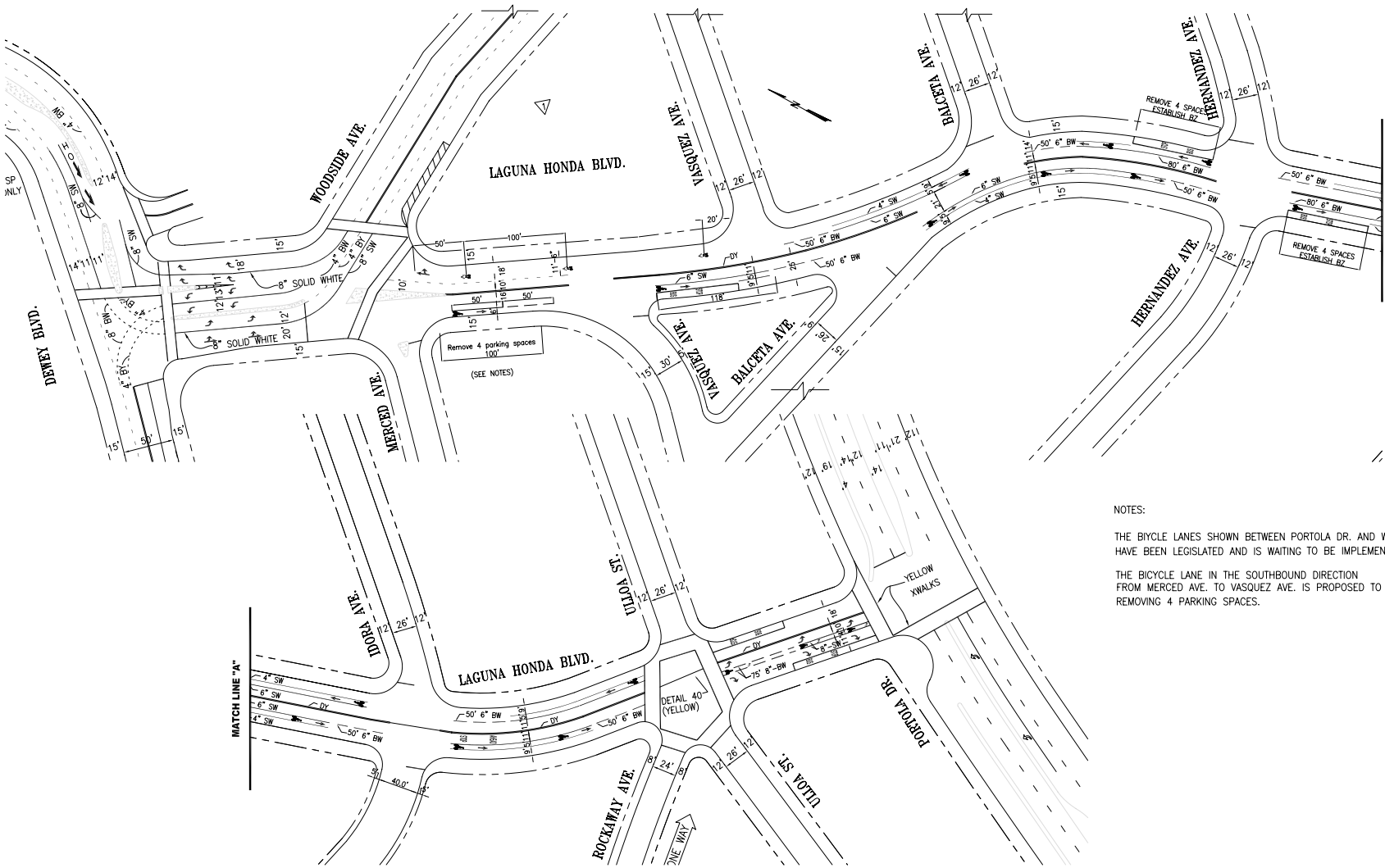
EXTERNAL REFERENCES:

SCALE FACTOR:

ORIGIN:

FILE NAME:

DATE:



NOTES:

THE BIYCLE LANES SHOWN BETWEEN PORTOLA DR. AND WOODSIDE AVE HAVE BEEN LEGISLATED AND IS WAITING TO BE IMPLEMENTED.

THE BICYCLE LANE IN THE SOUTHBOUND DIRECTION FROM MERCED AVE. TO VASQUEZ AVE. IS PROPOSED TO BE ADDED BY REMOVING 4 PARKING SPACES.

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PROJECT 6-4 MODIFIED OPTION 1

LAGUNA HONDA BOULEVARD FROM PORTOLA DRIVE TO WOODSIDE AVENUE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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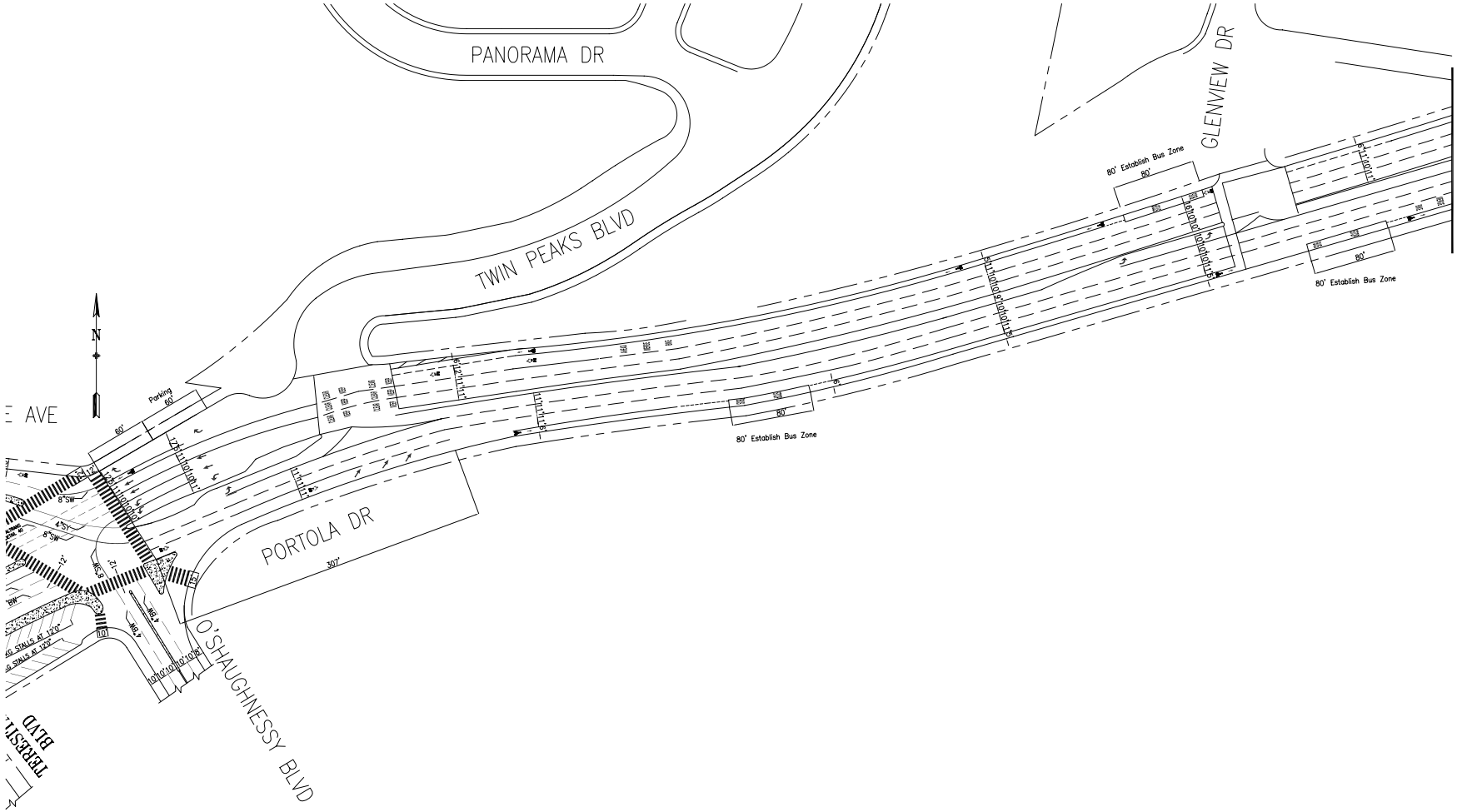
ORIGIN:
FILE NAME:
DATE:



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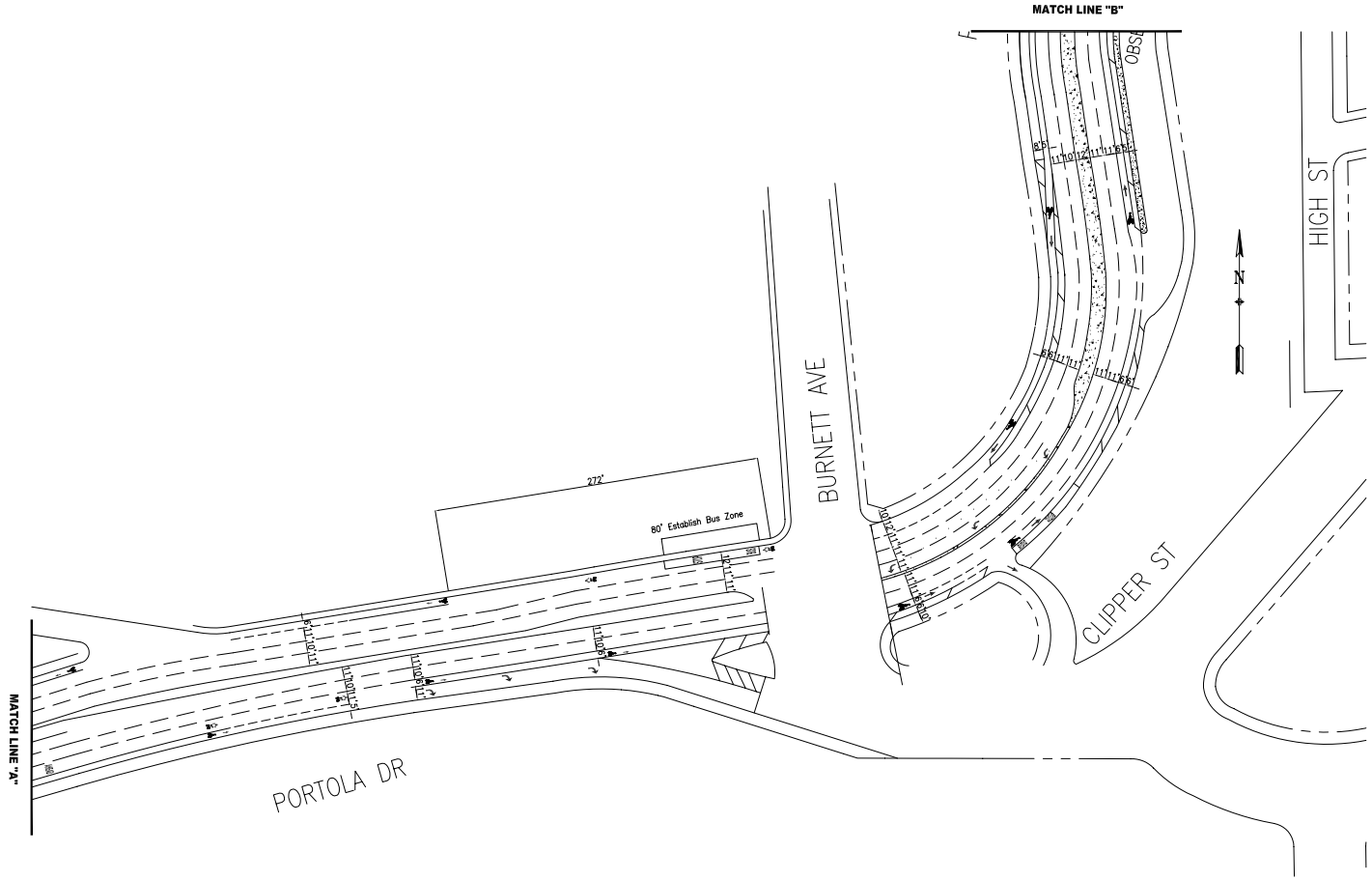
PROJECT 6-5 MODIFIED OPTION 1

PORTOLA DRIVE
CORBETT AVENUE TO O'SHAUGHNESSY BOULEVARD

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
SCALE FACTOR: PLOT SCALE:
ORIGIN:
FILE NAME: DATE:



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PROJECT 6-5 MODIFIED OPTION 1

PORTOLA DRIVE
CORBETT AVENUE TO O'SHAUGHNESSY BOULEVARD

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
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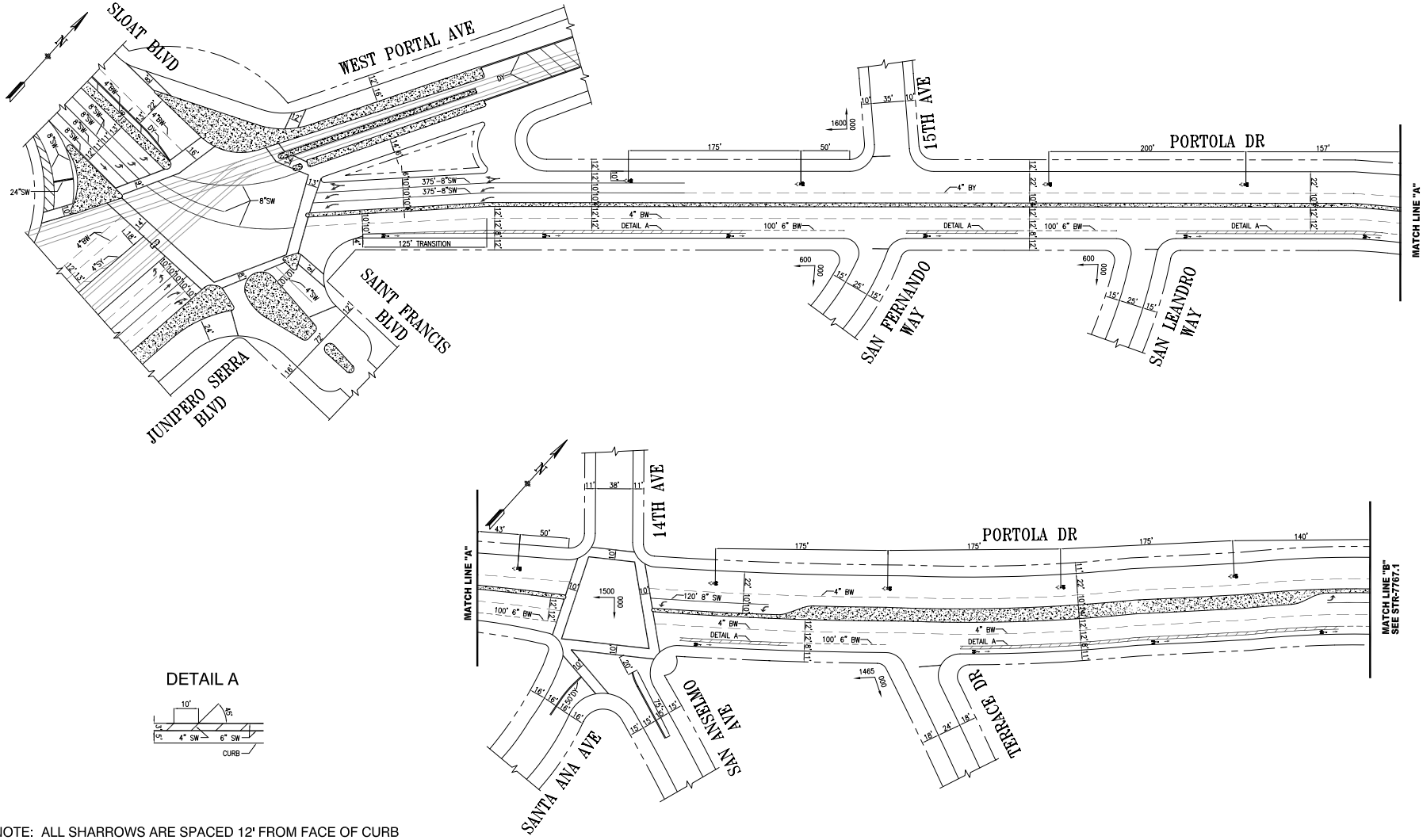

NOTE: ALL SHARROWS ARE SPACED 12' FROM FACE OF CURB TO CENTER OF MARKING, UNLESS OTHERWISE NOTED

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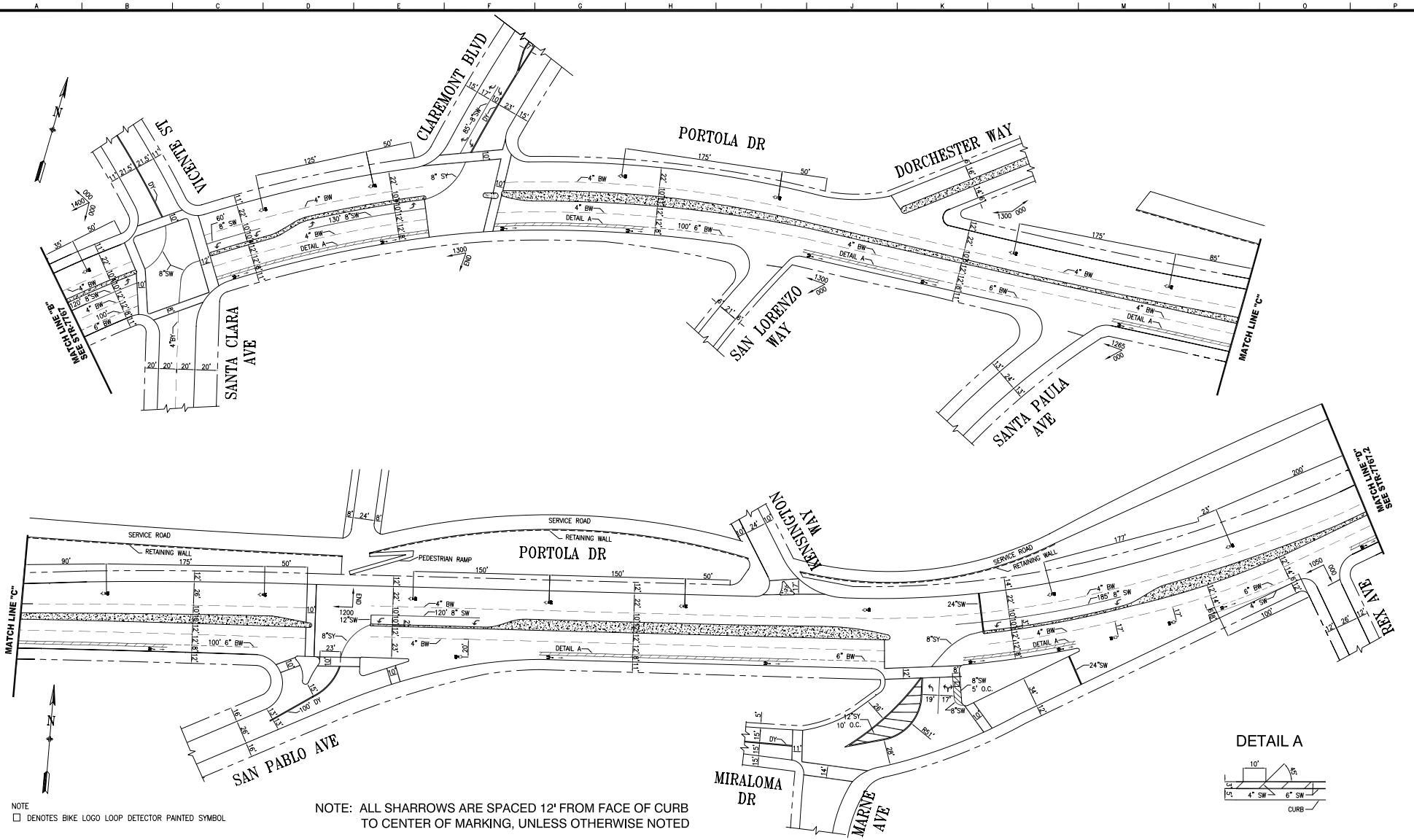
PROJECT 6-6 MODIFIED OPTION 2

PORTOLA DRIVE
O'SHAUGHNESSY TO SLOAT BOULEVARDS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
SCALE FACTOR: PLOT SCALE:
ORIGIN:
FILE NAME: DATE:



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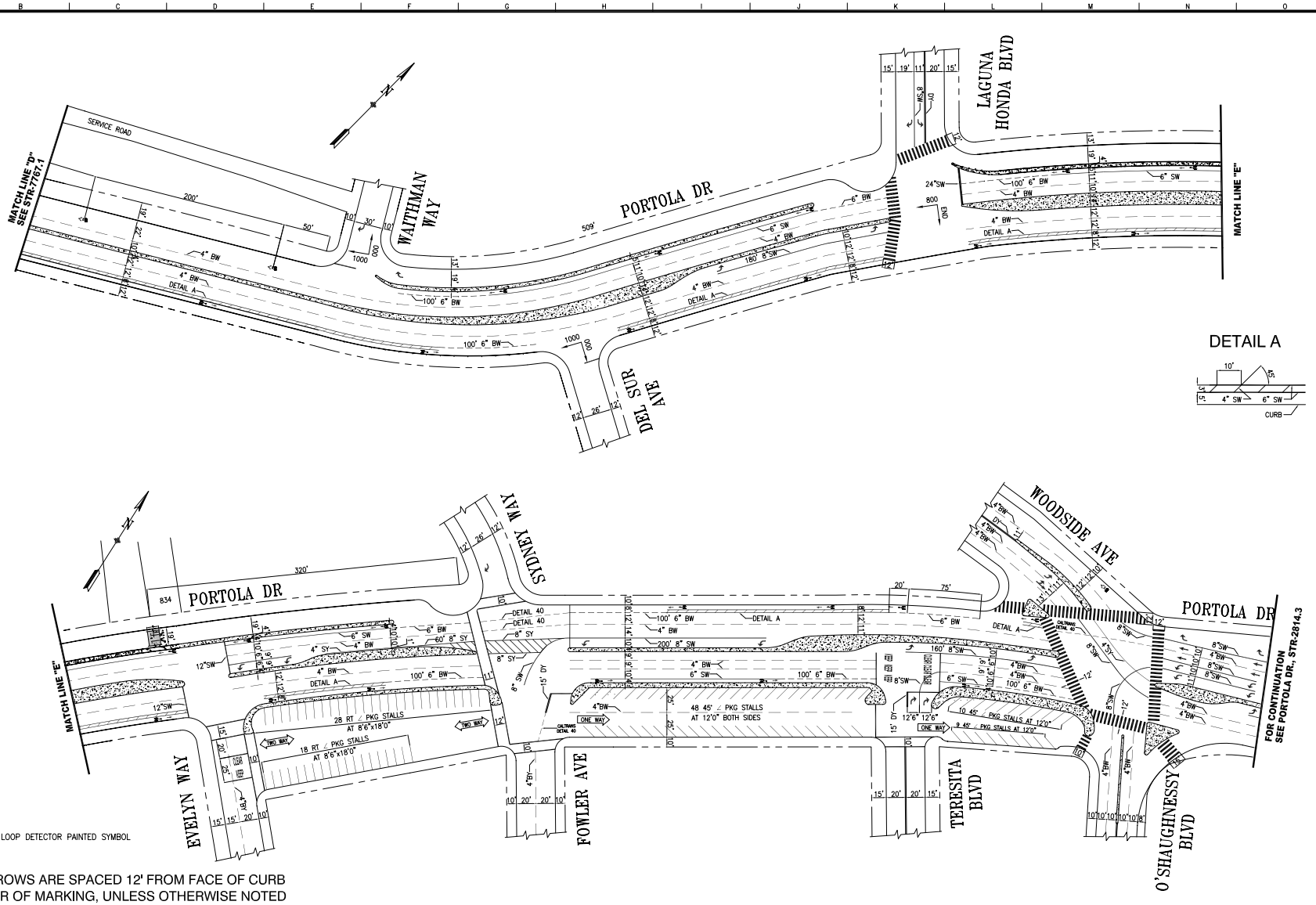
PROJECT 6-6 MODIFIED OPTION 2

PORTOLA DRIVE
O'SHAUGHNESSY TO SLOAT BOULEVARDS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

FILE NAME:
DATE:
ORIGIN:
SCALE FACTOR:
PLOT SCALE:
EXTERNAL REFERENCES:
FONTS USED:



NOTE
☐ DENOTES BIKE LOGO LOOP DETECTOR PAINTED SYMBOL

NOTE: ALL SHARROWS ARE SPACED 12' FROM FACE OF CURB TO CENTER OF MARKING, UNLESS OTHERWISE NOTED

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PROJECT 6-6 MODIFIED OPTION 2

PORTOLA DRIVE
O'SHAUGHNESSY TO SLOAT BOULEVARDS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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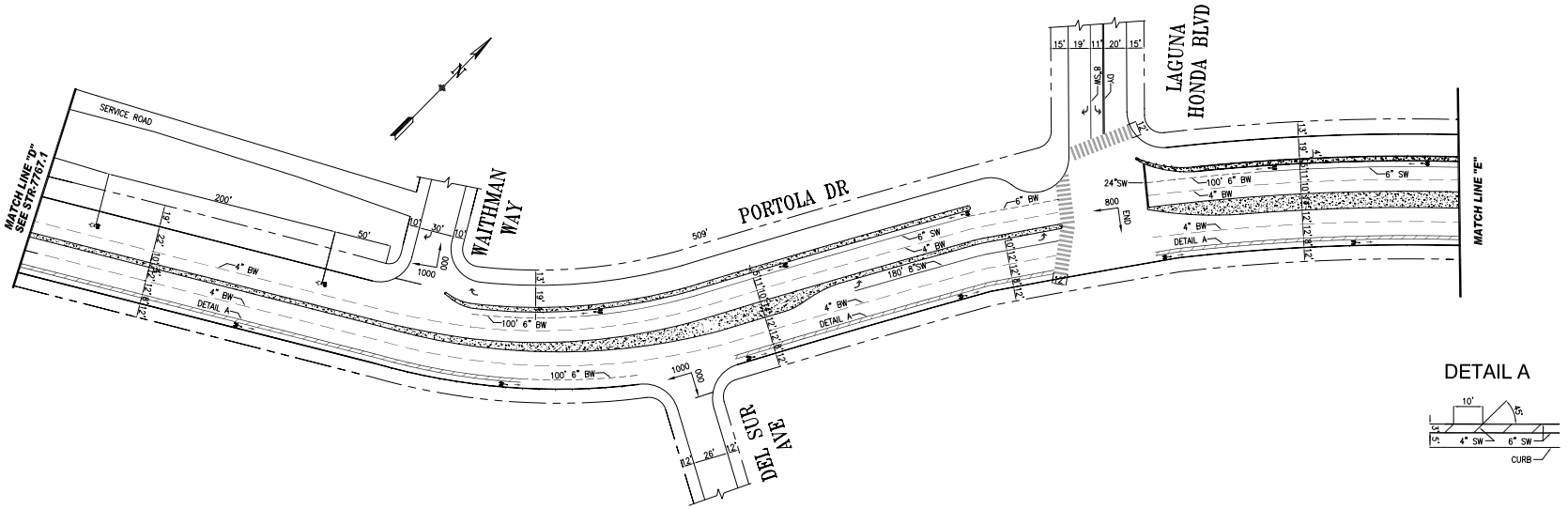

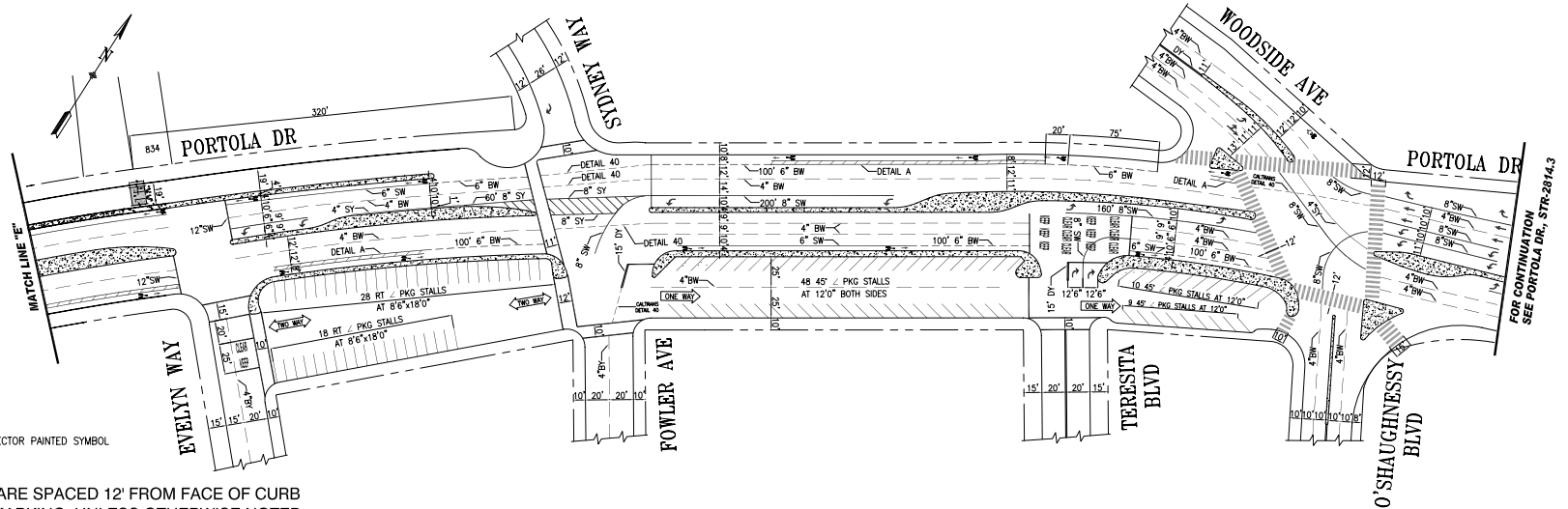

NOTE
☐ DENOTES BIKE LOGO LOOP DETECTOR PAINTED SYMBOL

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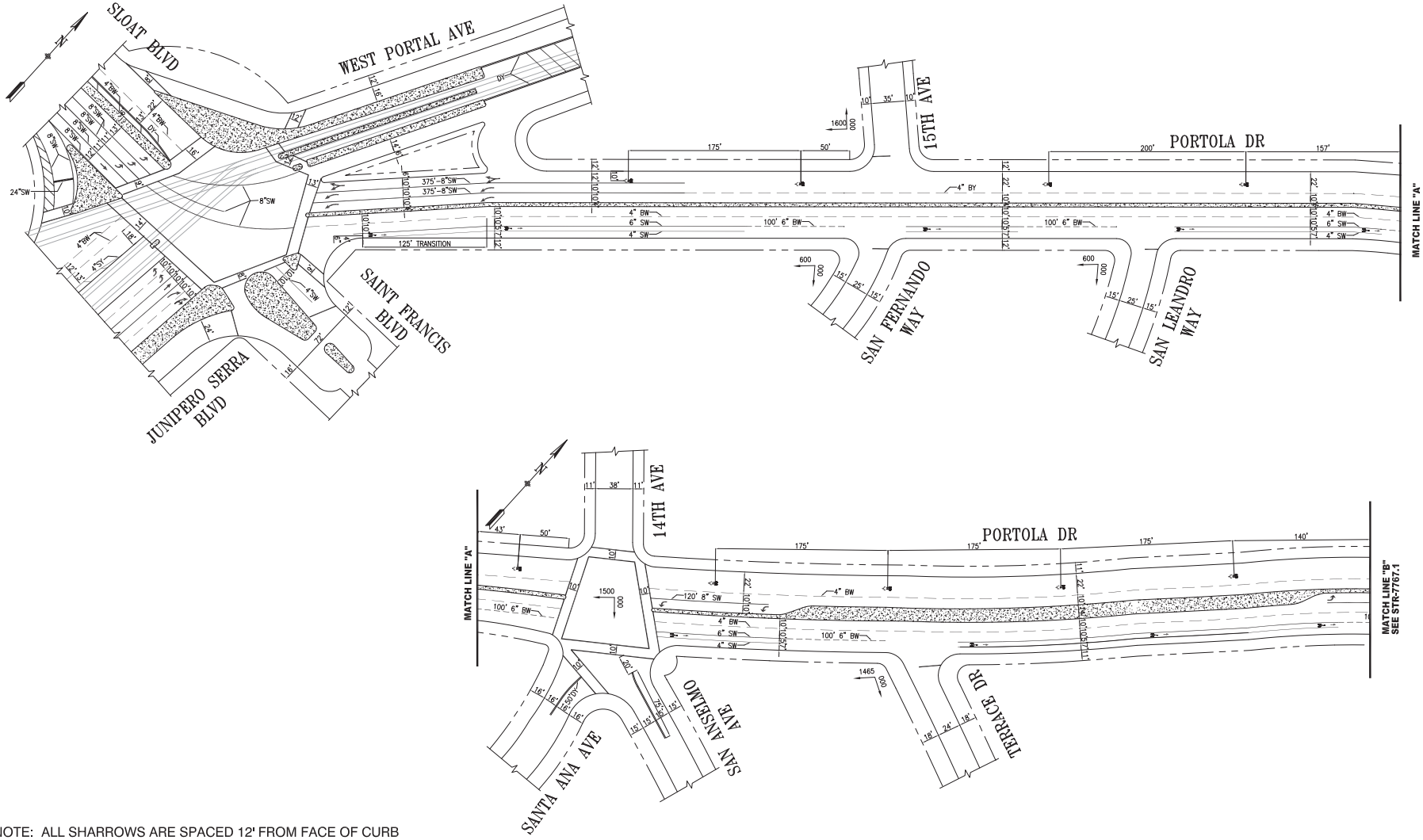
PROJECT 6-6 MODIFIED OPTION 1
PORTOLA DRIVE
MIRALOMA DRIVE TO O'SHAUGHNESSY BOULEVARD

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
SCALE FACTOR:
ORIGIN:
FILE NAME:
DATE:



NOTE: ALL SHARROWS ARE SPACED 12' FROM FACE OF CURB TO CENTER OF MARKING, UNLESS OTHERWISE NOTED

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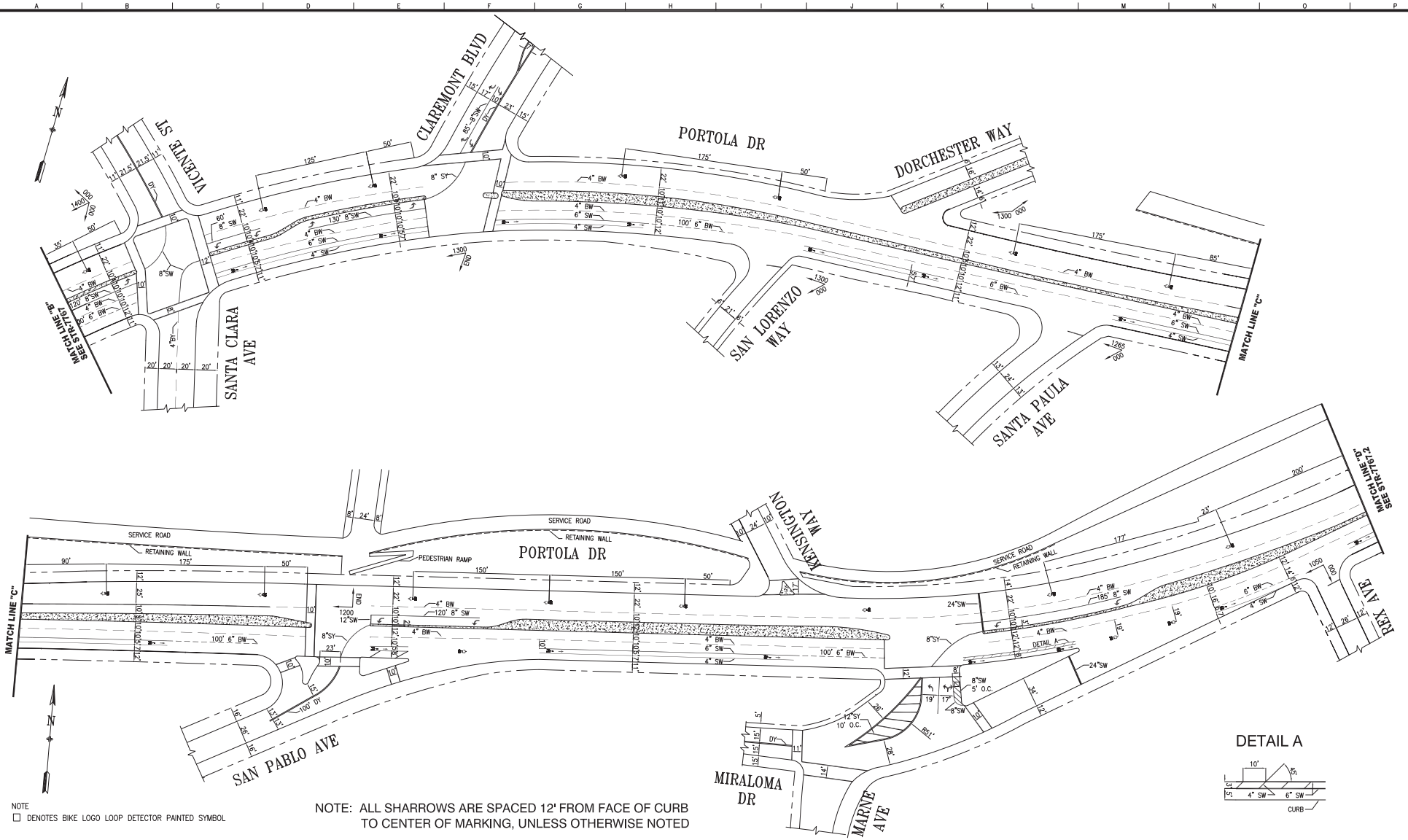
PROJECT 6-6 MODIFIED OPTION 2

PORTOLA DRIVE
O'SHAUGHNESSY TO SLOAT BOULEVARDS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES: FONTS USED:
SCALE FACTOR: PLOT SCALE:
ORIGIN:
FILE NAME: DATE:



NOTE
☐ DENOTES BIKE LOGO LOOP DETECTOR PAINTED SYMBOL

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PROJECT 6-6 MODIFIED OPTION 2

PORTOLA DRIVE
O'SHAUGHNESSY TO SLOAT BOULEVARDS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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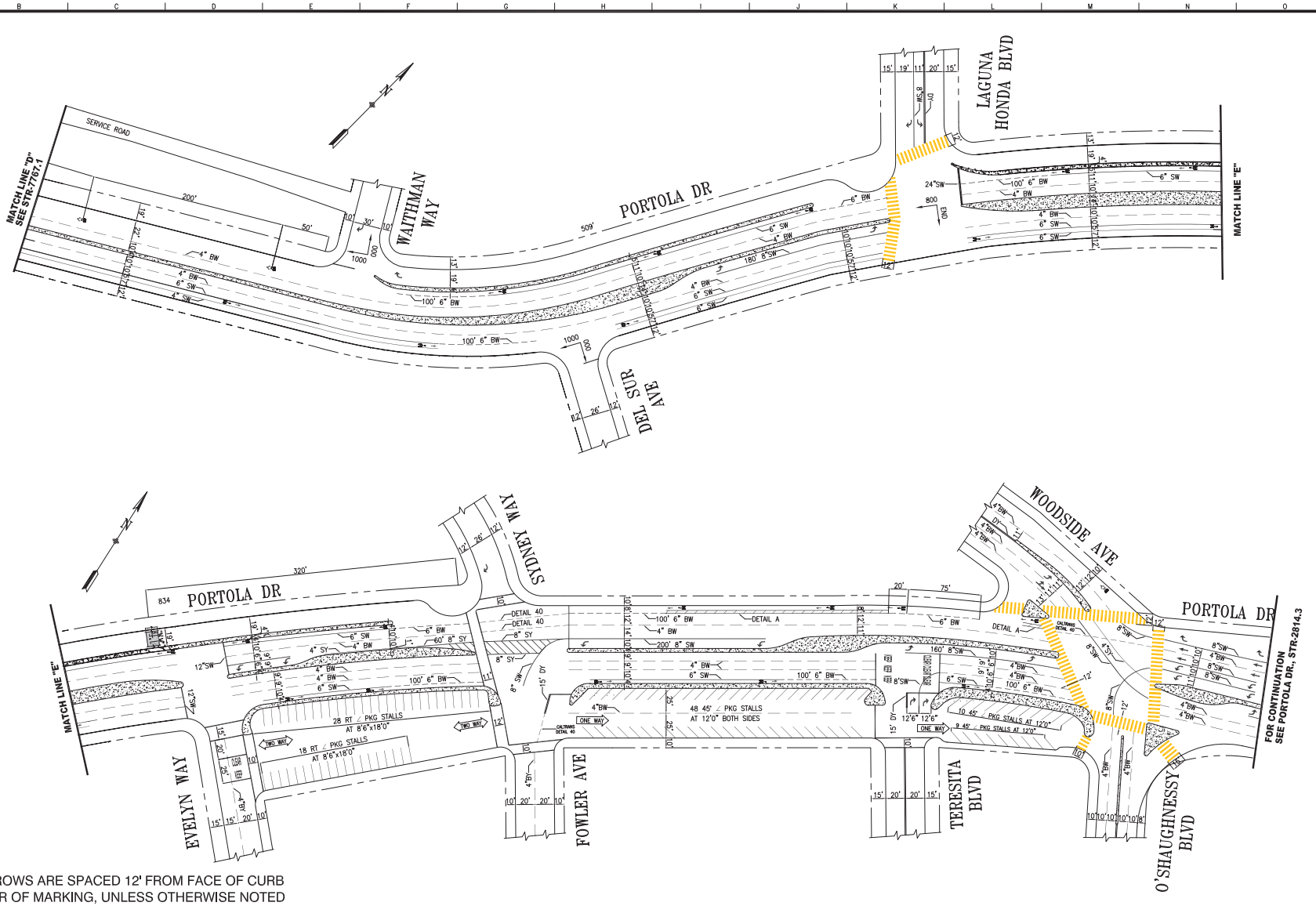

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PROJECT 6-6 MODIFIED OPTION 2

PORTOLA DRIVE
O'SHAUGHNESSY TO SLOAT BOULEVARDS

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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FILE NAME:
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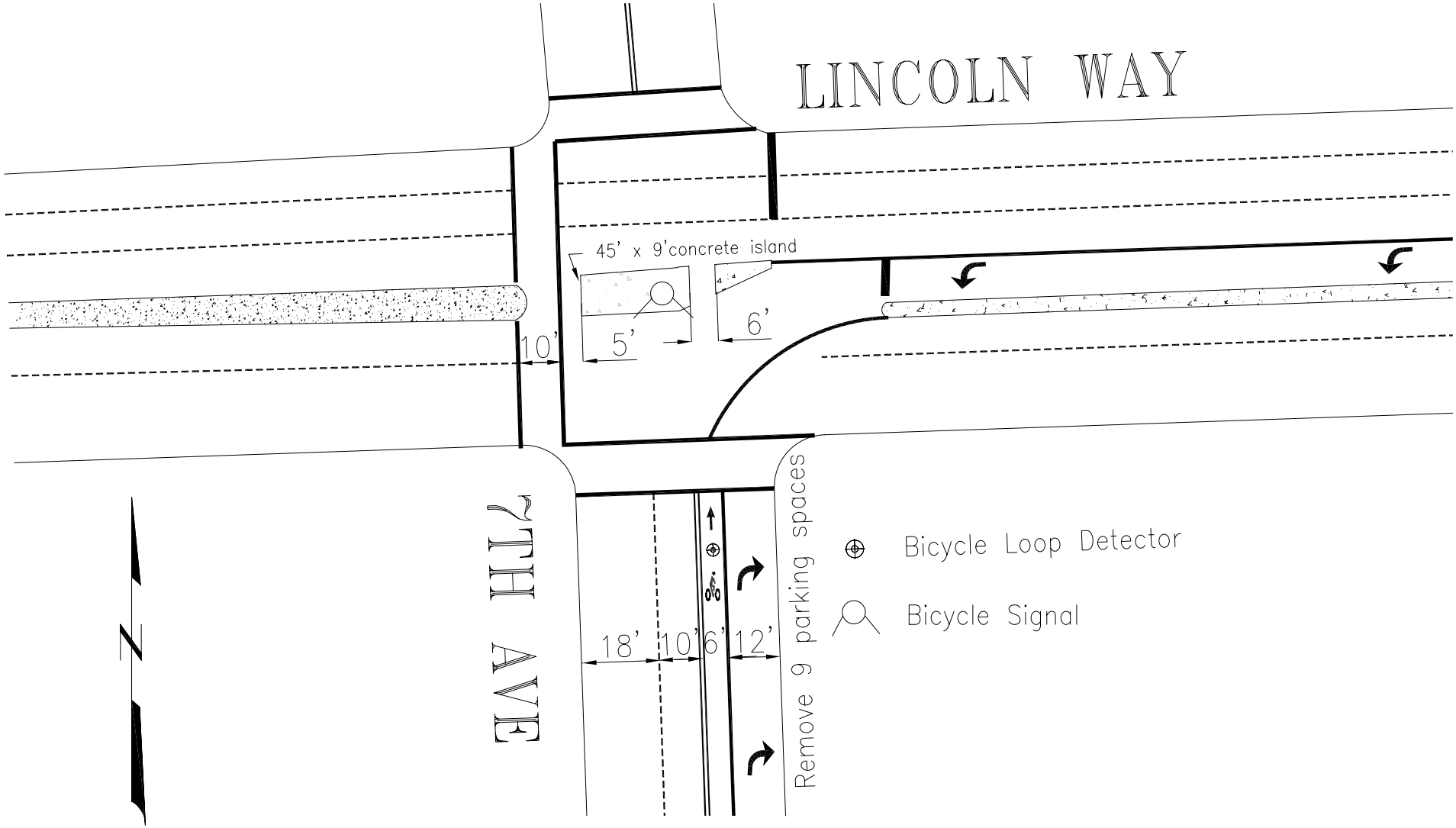

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PROJECT 7-1 MODIFIED OPTION 1

7TH AVENUE
LINCOLN WAY – INTERSECTION

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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FILE NAME:
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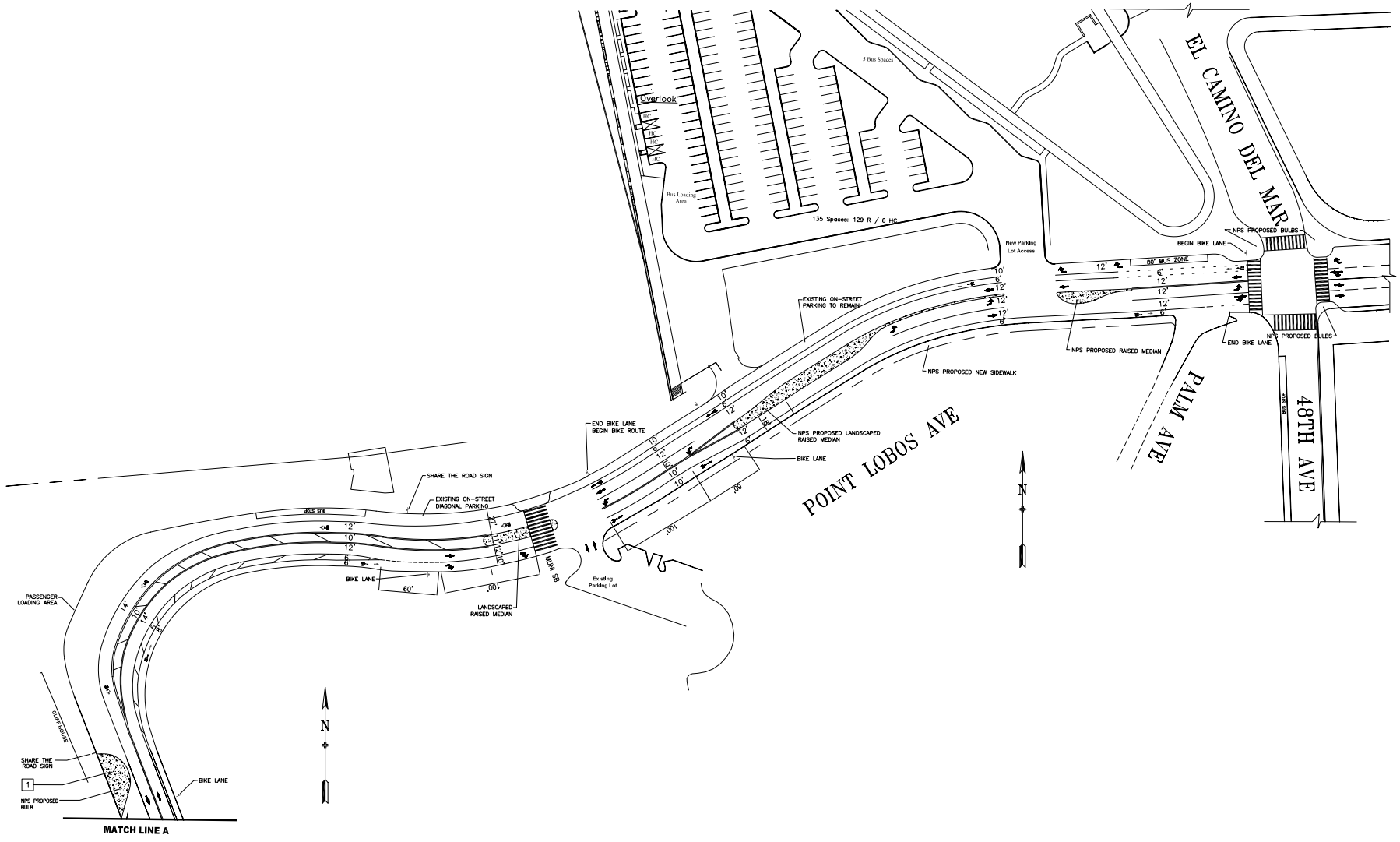

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PROJECT 7-3 MODIFIED OPTION 1

POINT LOBOS/GREAT HIGHWAY
ELCAMINO DEL MAR TO FULTON STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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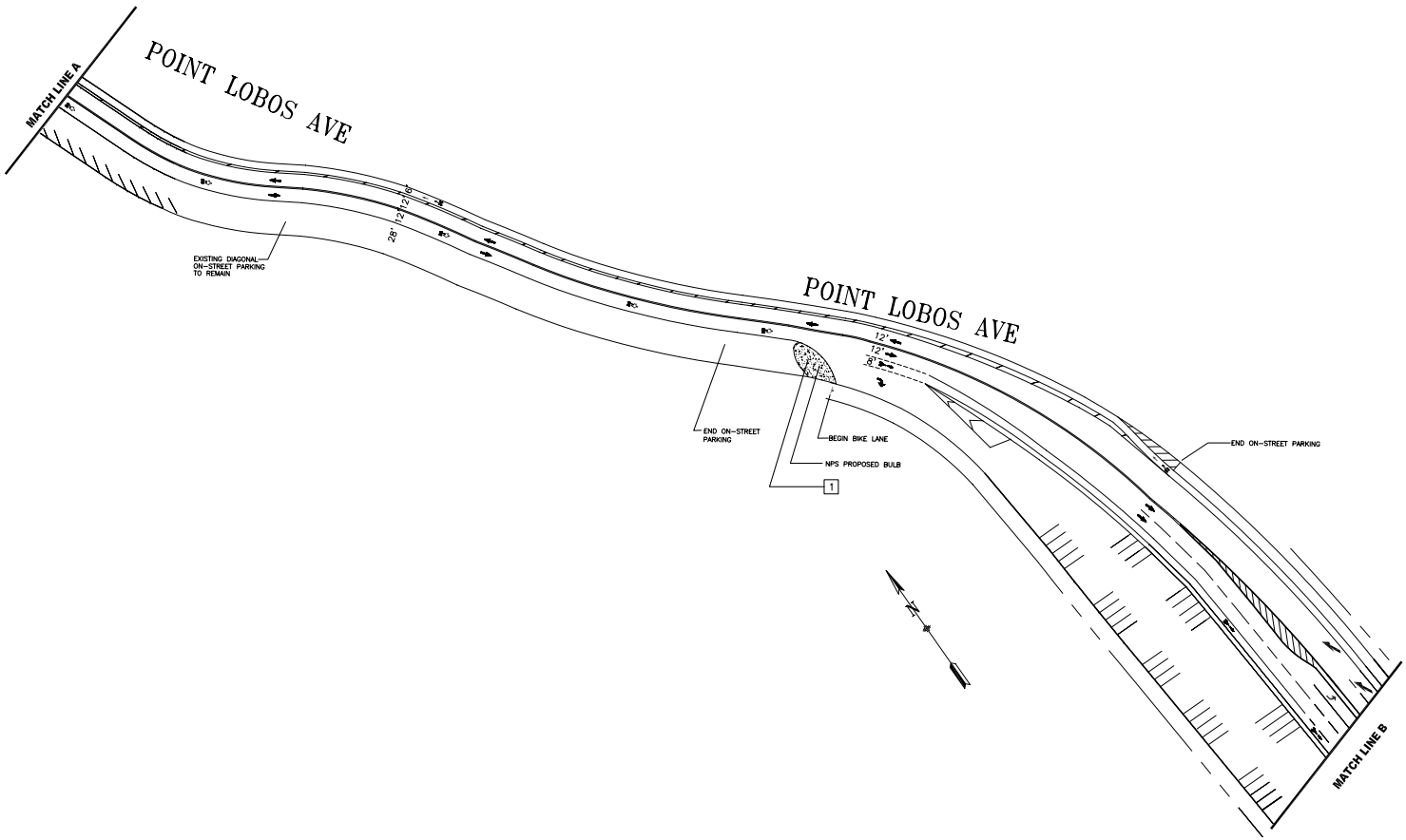

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PROJECT 7-3 MODIFIED OPTION 1

POINT LOBOS/GREAT HIGHWAY
ELCAMINO DEL MAR TO FULTON STREET

CONTRACT NO.
DRAWING NO.
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REV. NO.

EXTERNAL REFERENCES:
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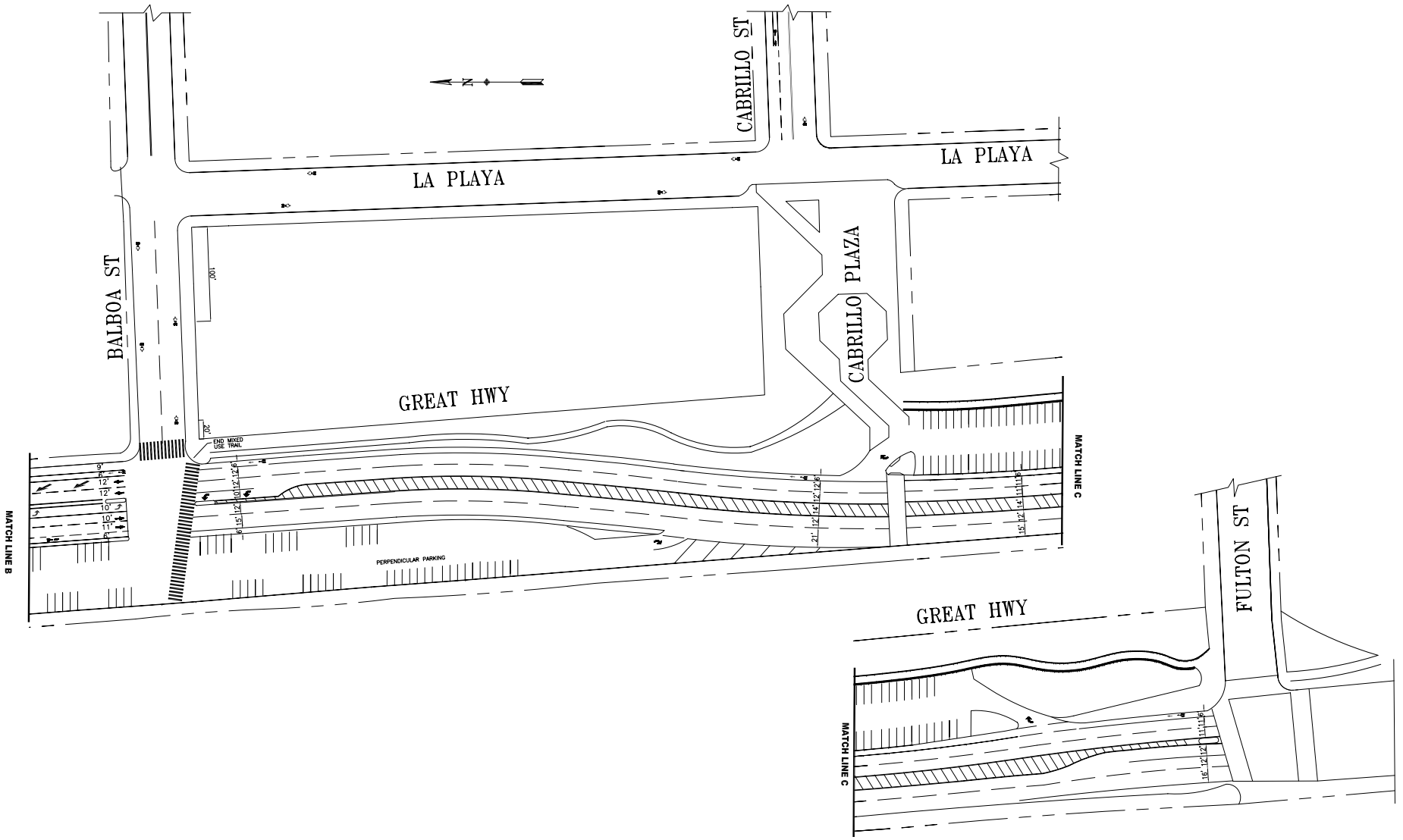

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PROJECT 7-3 MODIFIED OPTION 1
POINT LOBOS/GREAT HIGHWAY
ELCAMINO DEL MAR TO FULTON STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
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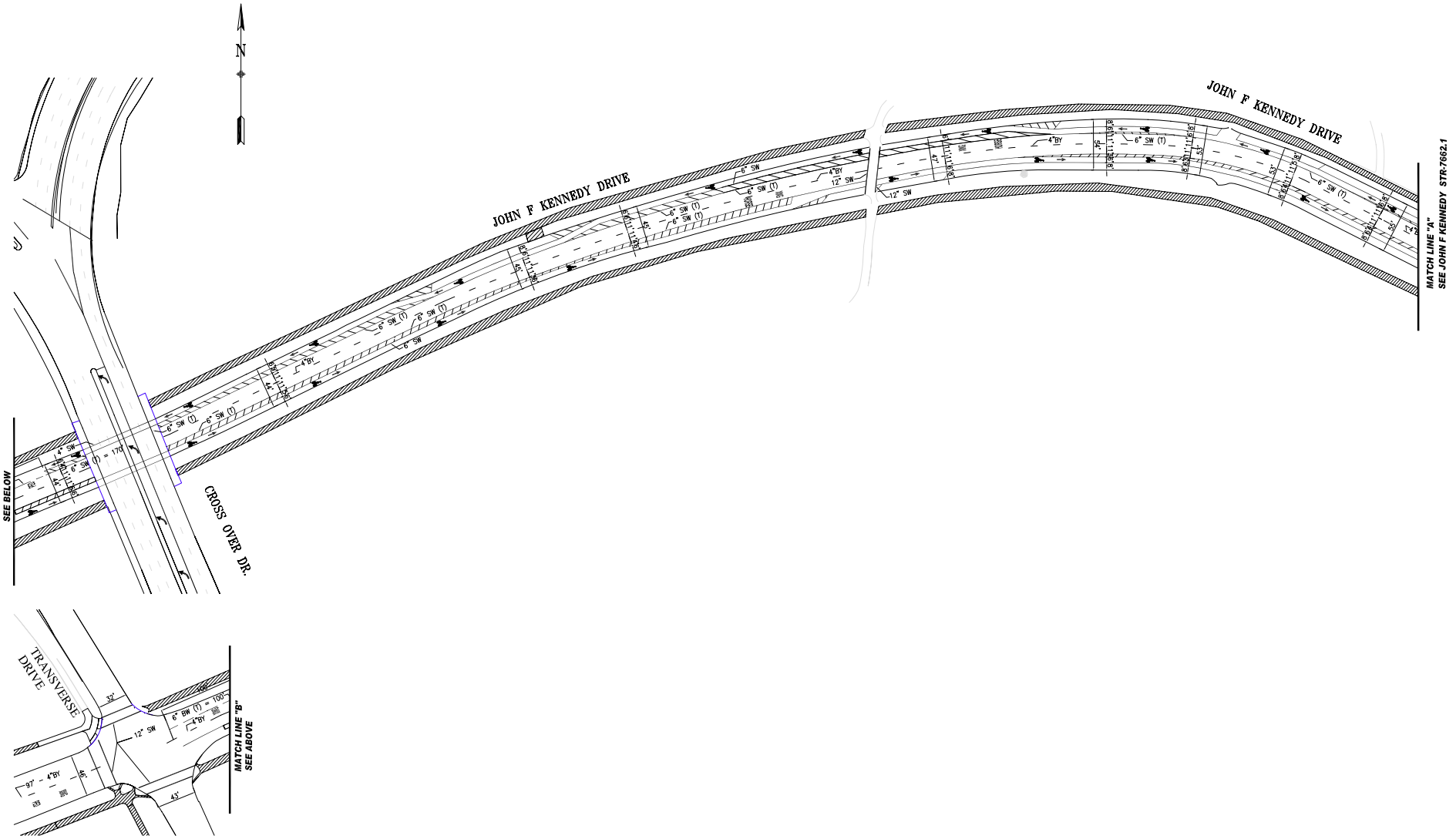

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PROJECT 7-4 MODIFIED OPTION 1

JOHN F. KENNEDY DRIVE
STANYAN STREET TO TRANSVERSE DRIVE

CONTRACT NO.

DRAWING NO.

FILE NO.

REV. NO.

EXTERNAL REFERENCES:
FONTS USED:

SCALE FACTOR:
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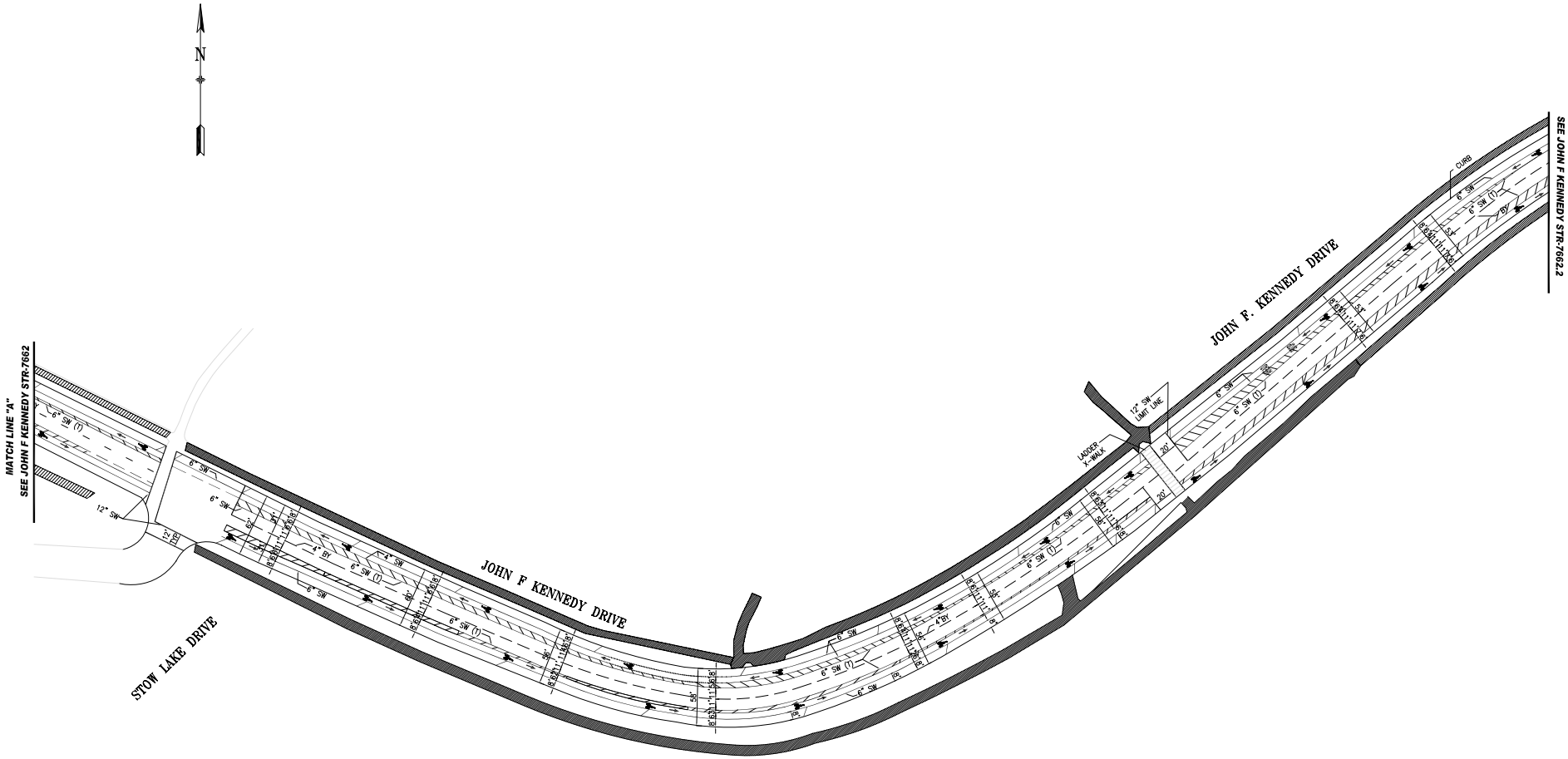
ORIGIN:

FILE NAME:
DATE:



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PROJECT 7-4 MODIFIED OPTION 1

JOHN F. KENNEDY DRIVE
STANYAN STREET TO TRANSVERSE DRIVE

CONTRACT NO.

DRAWING NO.

FILE NO.

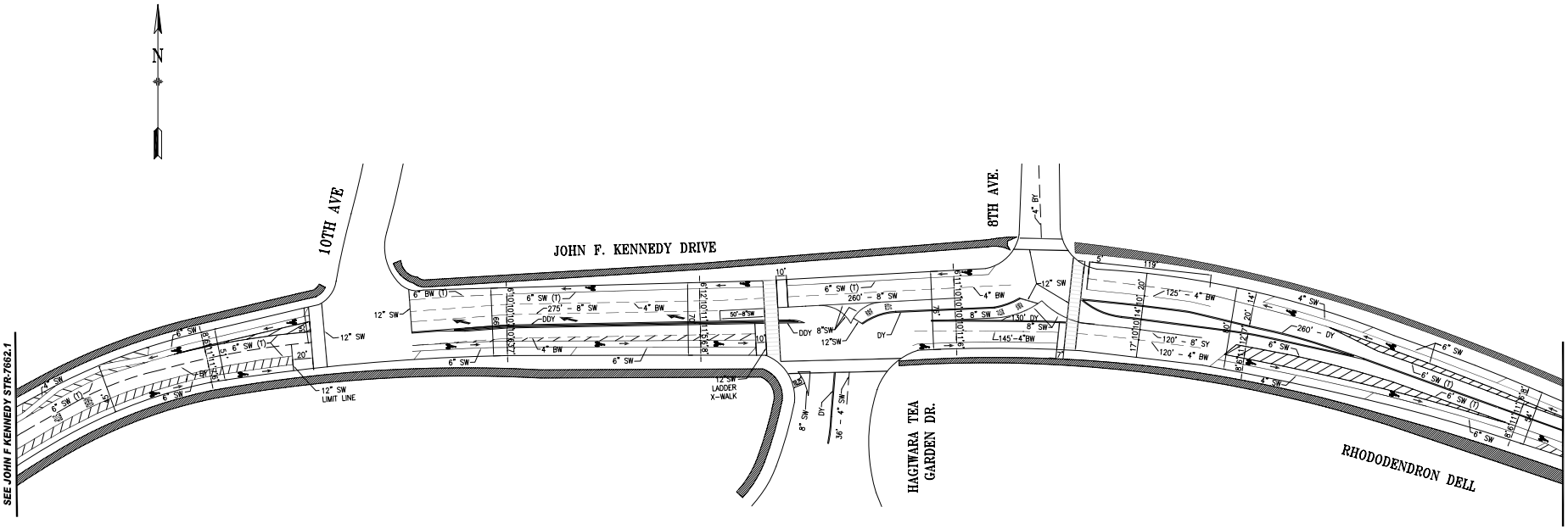
REV. NO.

EXTERNAL REFERENCES: FONTS USED:

SCALE FACTOR: PLOT SCALE:

ORIGIN:

FILE NAME: DATE:



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PROJECT 7-4 MODIFIED OPTION 1

JOHN F. KENNEDY DRIVE
STANYAN STREET TO TRANSVERSE DRIVE

CONTRACT NO.

DRAWING NO.

FILE NO.

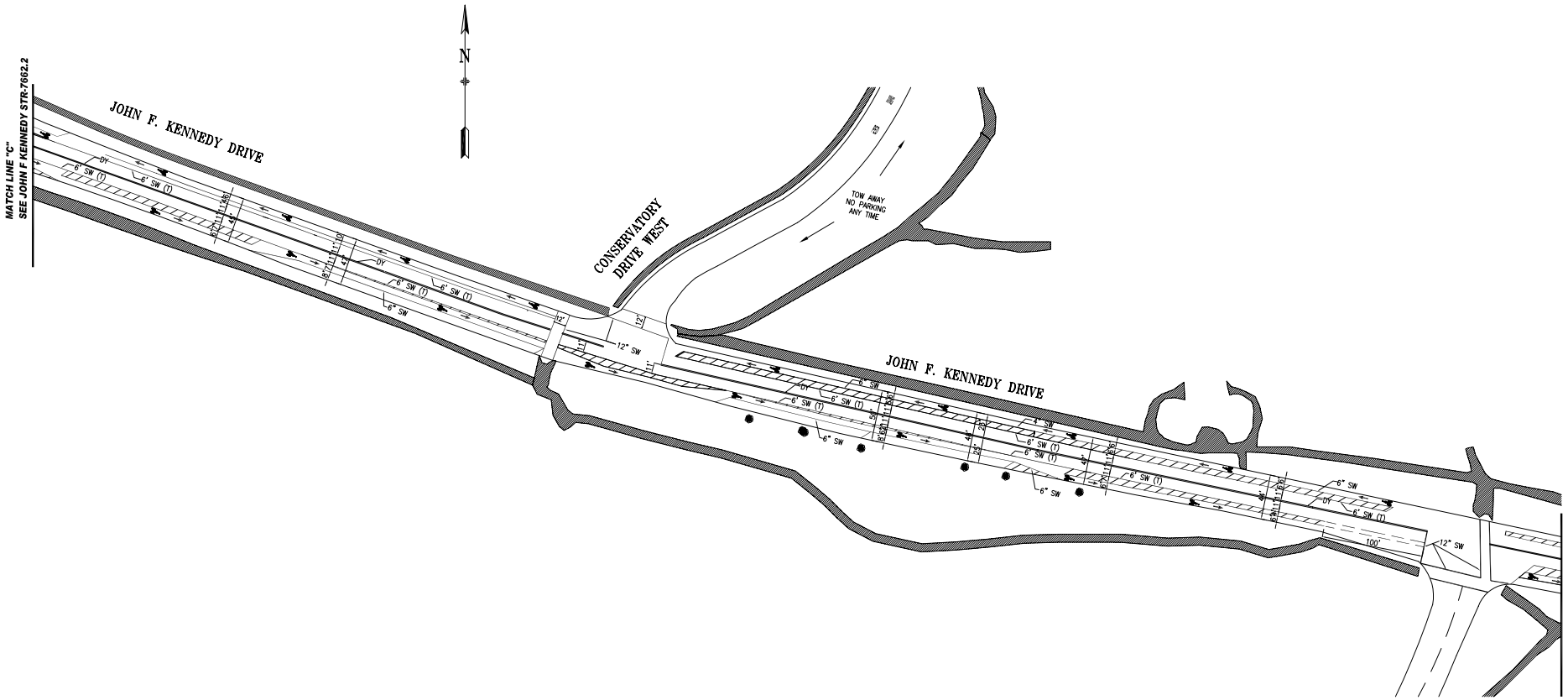
REV. NO.

EXTERNAL REFERENCES: FONTS USED:

SCALE FACTOR: PLOT SCALE:

ORIGIN:

FILE NAME: DATE:



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DEP. DIRECTOR AND CITY TRAFFIC ENGINEER DATE:

SCALE:

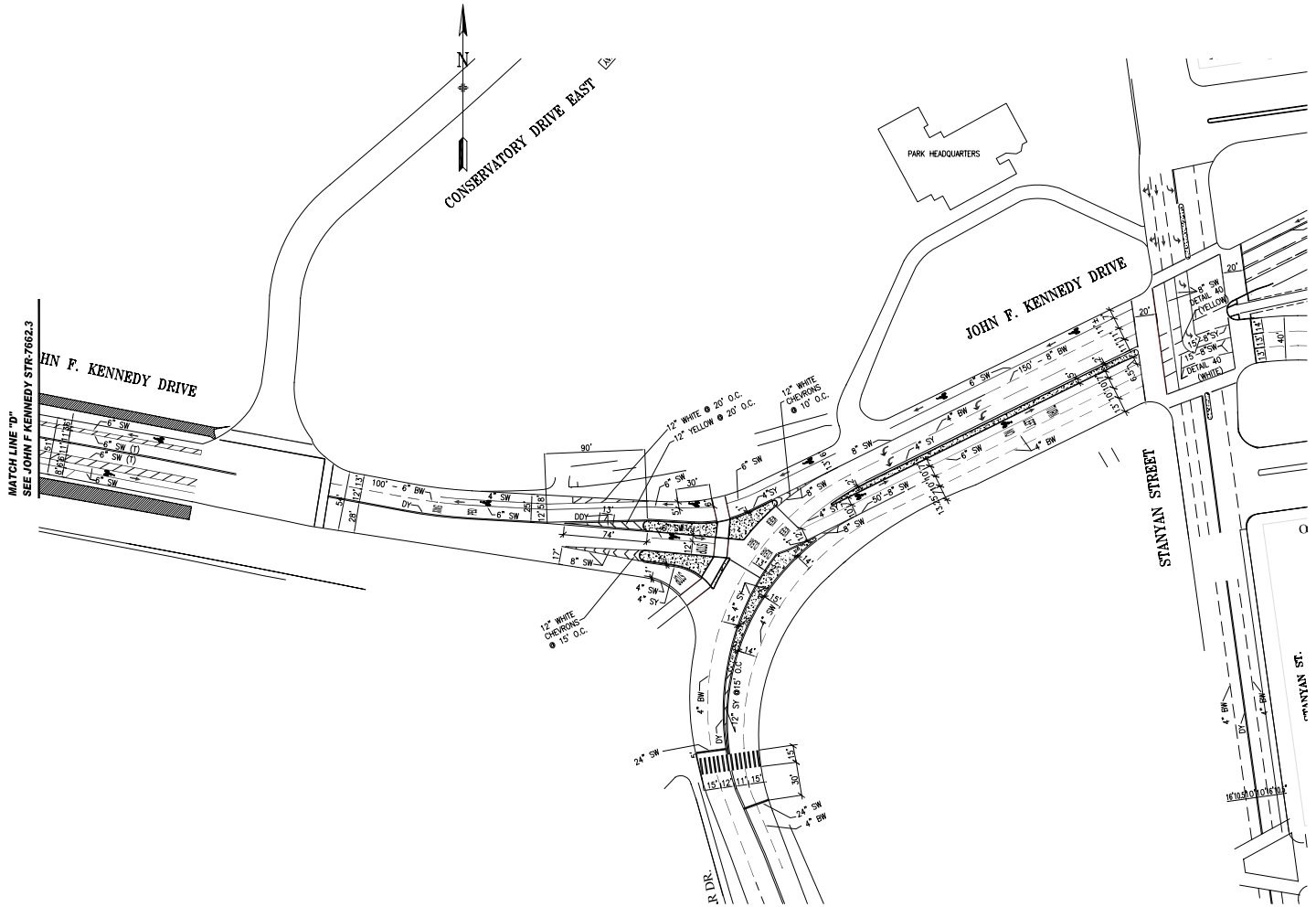
SHEET OF SHEETS
4 OF 5

PROJECT 7-4 MODIFIED OPTION 1

JOHN F. KENNEDY DRIVE
STANYAN STREET TO TRANSVERSE DRIVE

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:



NO.	DATE	DESCRIPTION	BY	APP.

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

REFERENCE INFORMATION & FILE NO. OF SURVEYS

CITY AND COUNTY OF SAN FRANCISCO

DEPARTMENT OF PARKING AND TRAFFIC

DIVISION OF TRAFFIC ENGINEERING

CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DRC	DATE: 5/29/09
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED

SECTION ENGINEER DATE:

DEP. DIRECTOR AND CITY TRAFFIC ENGINEER DATE:

SCALE:

SHEET OF SHEETS: 5 OF 5

PROJECT 7-4 MODIFIED OPTION 1

JOHN F. KENNEDY DRIVE
STANYAN STREET TO TRANSVERSE DRIVE

CONTRACT NO.

DRAWING NO.

FILE NO.

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EXTERNAL REFERENCES:
FONTS USED:

SCALE FACTOR:
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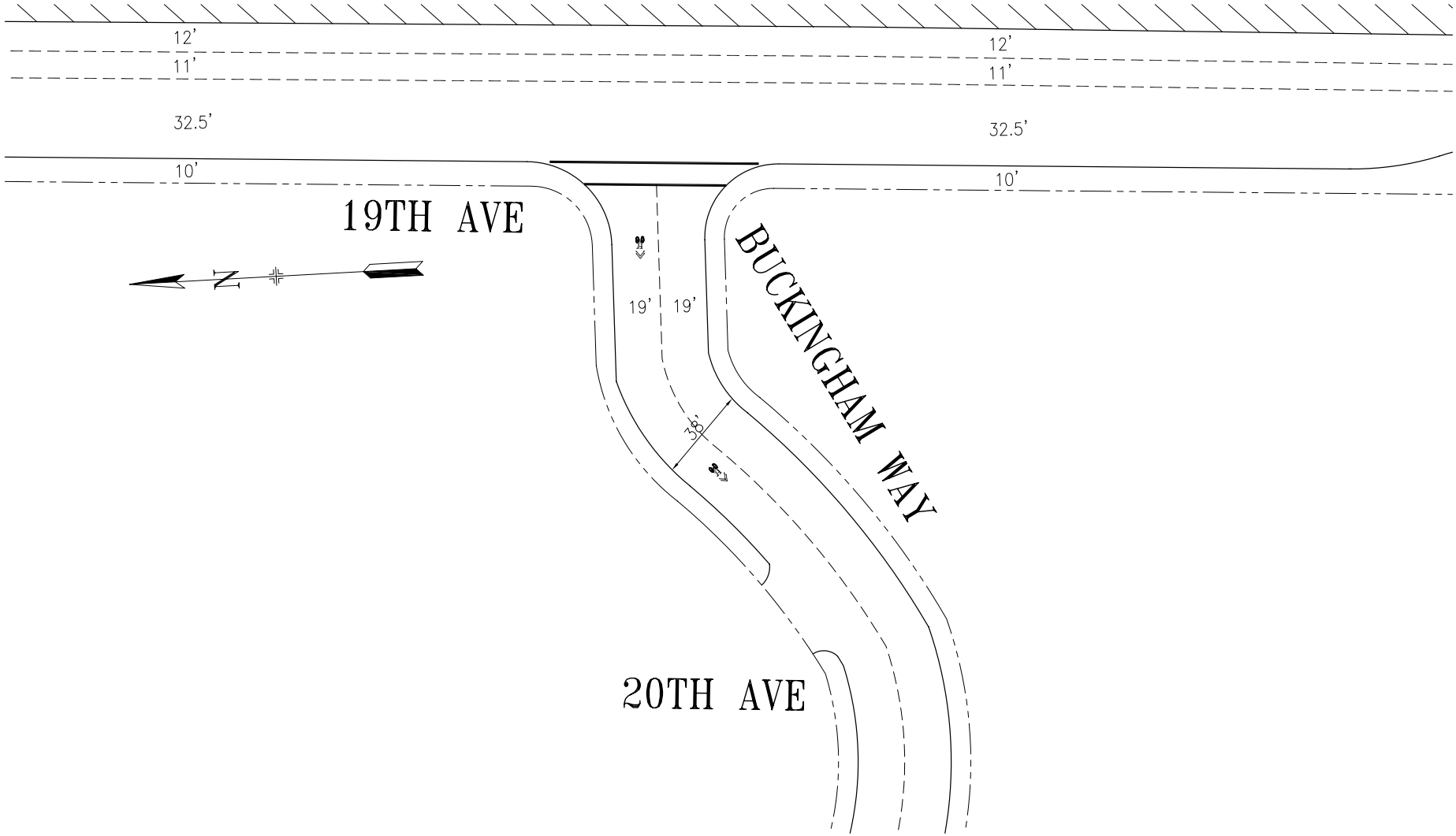
FILE NAME:
DATE:



NO.	DATE	DESCRIPTION	BY	APP.

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DEPARTMENT OF PARKING AND TRAFFIC
DIVISION OF TRAFFIC ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED: DRC 05/29/09 DATE:
DRAWN: DATE:
CHECKED: DATE:

APPROVED
SECTION ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
SHEET OF SHEETS 1 OF 1

PROJECT 8-2 MODIFIED OPTION 1

BUCKINGHAM WAY
19TH TO 20TH AVENUES

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
ORIGIN:
FILE NAME:
DATE:

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