



SAN FRANCISCO PLANNING DEPARTMENT
SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

DATE: August 25, 2008

TO: Interested Parties

FROM: Nathaniel P. Ford, Sr.
Executive Director/CEO, San Francisco Municipal Transportation Agency

John Rahaim
Director of Planning, Planning Department

SUBJECT: Bicycle Plan Environmental Review Update

The San Francisco Municipal Transportation Agency (SFMTA) and the Planning Department share the concerns many have recently expressed regarding San Francisco's desire for bicycle facility improvements. In order to permit implementation of bicycle facility improvements, a complete and accurate environmental review of the San Francisco Bicycle Plan (Bicycle Plan Environmental Impact Report (EIR)) must be conducted. The Bicycle Plan EIR process stems from a successful legal challenge of the Bicycle Plan under the California Environmental Quality Act (CEQA). In November 2006, the Superior Court of California found that the City and County of San Francisco failed to evaluate the Bicycle Plan properly under CEQA, and issued an injunction against any further bicycle facility improvements until a comprehensive environmental analysis is completed. The SFMTA and the Planning Department remain fully committed to completing the Bicycle Plan EIR and seeking relief from the injunction in the timeliest manner possible. Below is a summary of our progress to date and our plan for moving forward with the Bicycle Plan EIR.

The purpose of an EIR is to provide state and local agencies and the general public with detailed information on the potentially significant environmental effects that a proposed project is likely to have, to list ways that the significant environmental effects may be minimized and to indicate reasonable alternatives to avoid significant impacts. This state process, known as CEQA, requires many specific steps, some with legislated time periods. The most basic steps of the environmental review process are: 1) Determine if the activity is a "project" subject to CEQA; 2) Determine if the "project" is exempt from CEQA; 3) If the project is not exempt under item 1 or 2, then prepare an Initial Study to identify the potential environmental impacts of the project and to determine whether the identified impacts are potentially "significant;" and 4) Based upon the conclusions of the Initial Study, prepare a negative declaration or an environmental impact report.

EIRs require the following steps to ensure public participation in this process. An Initial Study, including any necessary background studies, is prepared to determine the project's potentially significant environmental effects. Public comments on the Initial Study further inform the process. A Notice of Preparation of an EIR and, if required, a Notice of Public Scoping Meeting are published and distributed to interested parties.

Further background studies may be required prior to publication of a Draft Environmental Impact Report (DEIR). Following publication and circulation of the DEIR, there is a 45-day public comment period during which comments as to the adequacy and accuracy of the DEIR are solicited. These comments are addressed formally in a Comments and Responses document (C & R), which is published and circulated to relevant agencies and interested parties. The DEIR and the C & R comprise the Final EIR, which must be reviewed and certified by the Planning Commission before the project can be approved.

The SFMTA retained a consultant team led by Wilbur Smith Associates to assist with the Bicycle Plan EIR in April 2007, and has been working closely since that time with both the consultant team and the Major Environmental Analysis (MEA) Section of the Planning Department, which is the lead agency in charge of preparing the EIR under CEQA. In addition to work on the Bicycle Plan EIR, the SFMTA has been working on updating the Bicycle Plan and preparing 60 proposed, near-term bicycle improvement projects (near-term improvements) contained in the Bicycle Plan for implementation. If implemented, the near-term improvements would represent a 75 percent increase in the miles of delineated bicycle lanes in San Francisco.

A Notice of Preparation of an EIR was distributed on June 5, 2007, which notified interested parties of the City's intention to complete an EIR for the Bicycle Plan and of the proposed scope of the EIR. A Public Scoping Meeting for the Bicycle Plan EIR was held on June 26, 2007, with the public comment period closing on July 7, 2007. The Planning Department released the Initial Study for the Bicycle Plan Project on March 15, 2008; the Notice of Availability of the Initial Study also notified interested parties of the City's intention to complete an EIR for the Bicycle Plan and of the proposed scope of the EIR. The public comment period for the Initial Study closed on April 14, 2008. Additional public input on the near-term improvements was gathered through a series of five public meetings hosted by the SFMTA on March 26, May 21, May 22, June 3 and June 4, 2008. These meetings were part of the SFMTA's effort to complete the design and community outreach work necessary to begin implementing the near-term improvements as soon as the Bicycle Plan injunction is lifted. Based on feedback from the Initial Study and these public meetings, several revisions to the scope of the EIR (including the addition of three study intersections) have been made to create a more thorough environmental analysis. In addition to design work on the near-term improvements, the SFMTA's goal is to have staff and materials available to implement approved projects as soon as the full environmental process is completed and the injunction is lifted. The SFMTA has recently hired two additional staff to assist in this effort.

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The SFMTA and the Planning Department continue to work closely with the consultant team on the Consolidated Transportation Impact Study (TIS), the next major milestone in the environmental review process. The TIS was anticipated to be complete by the end of May 2008, but has not yet been finalized. The SFMTA amended the consultant

team contract in February 2008 to provide additional resources for this important task, and both the Planning Department and the SFMTA staff are now working directly on portions of the TIS in order to minimize further delays. Additionally, the SFMTA is currently working on adding additional consultant assistance to the existing consultant contract to expedite the TIS without sacrificing the integrity of a comprehensive and complete analysis. The Planning Department and the SFMTA estimate that the DEIR will be completed by November 27, 2008 and are committed to working together to meet this timeline.

The most current schedule for the Bicycle Plan EIR is attached. Beginning in August and continuing until certification of the EIR, both the SFMTA Board and the Planning Commission will calendar monthly updates to keep all parties apprised of our progress. If you require additional information or have concerns not addressed herein, please contact Oliver Gajda (SFMTA) at 415.-701.4467 or Debra Dwyer (Planning Department) at 415.575.9031.

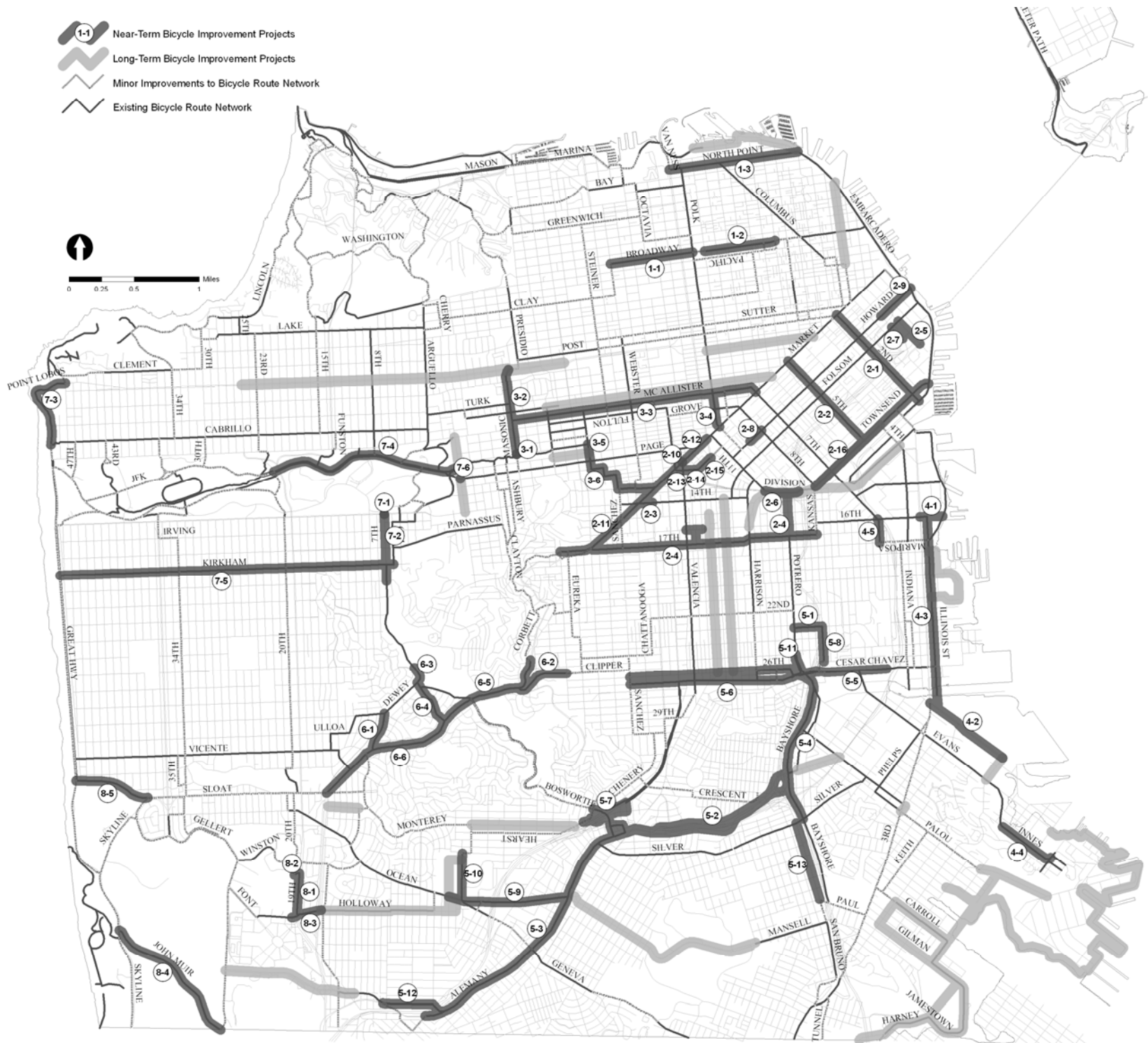
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BICYCLE PLAN PROPOSED PROJECTS

Proposed near-term projects are anticipated to be constructed following completion of environmental review and approval of the San Francisco Bicycle Plan. Multiple project options have been developed for many projects in order to analyze a range of potential impacts, but preferred options have not been selected at this time. Please check the SFMTA Bicycle Program website, www.sfmta.com/bikeplan for detailed project descriptions and drawings. Design details have not been developed for proposed long-term projects.

- 1-1 Broadway Bicycle Lanes, Polk to Webster
- 1-2 Broadway Tunnel Signage Improvements
- 1-3 North Point Street Bicycle Lanes, Embarcadero to Van Ness
- 2-1 2nd Street Bicycle Lanes, King to Market
- 2-2 5th Street Bicycle Lanes, Market to Townsend
- 2-3 14th Street Bicycle Lane, Dolores to Market
- 2-4 17th Street Bicycle Lanes, Corbett to Kansas, including connections to the 16th Street BART Station via Hoff or Valencia and 16th and to Division via Potrero
- 2-5 Beale Street Bicycle Lane, Bryant to Folsom
- 2-6 Division Street Bicycle Lanes, 9th to 11th
- 2-7 Fremont Street Bicycle Lane, Folsom to Harrison
- 2-8 Howard Street Bicycle Lane, Extension at 9th
- 2-9 Howard Street Bicycle Lane, Embarcadero to Fremont
- 2-10 Market and Valencia Streets Intersection Improvements
- 2-11 Market Street Bicycle Lanes, 17th to Octavia
- 2-12 Market Street Bicycle Lanes, Octavia to Van Ness
- 2-13 McCoppin Street Bicycle Path, Market to Valencia
- 2-14 McCoppin Street Bicycle Lane, Gough to Valencia
- 2-15 Otis Street Bicycle Lane, Gough Street to South Van Ness
- 2-16 Townsend Street Bicycle Lanes, 8th to Embarcadero
- 3-1 Fell Street and Masonic Avenue Intersection Improvements
- 3-2 Masonic Bicycle Lanes, Fell to Geary
- 3-3 McAllister Street Bicycle Lane, Market to Masonic
- 3-4 Polk Street Bicycle Lane, Market to McAllister
- 3-5 Scott Street Bicycle Lane, Fell to Oak
- 3-6 The "Wiggle" Improvements, Duboce Avenue between Market and Steiner, Steiner Street between Duboce and Waller, Waller Street between Steiner and Pierce, Pierce Street between Waller and Haight, Haight Street between Pierce and Scott, and Scott Street between Haight and Fell)
- 4-1 16th Street Bicycle Lanes, 3rd to Terry Francois
- 4-2 Cargo Way Bicycle Lanes, 3rd to Jennings
- 4-3 Illinois Street Bicycle Lanes, 16th to Cargo Way
- 4-4 Innes Avenue Bicycle Lanes, Donahue to Hunters Point
- 4-5 Mississippi Street Bicycle Lanes, 16th to Mariposa
- 5-1 23rd Street Bicycle Lanes, Kansas to Potrero

- 5-2 Alemany Boulevard Bicycle Lanes, Bayshore to Rousseau
- 5-3 Alemany Boulevard Bicycle Lanes, Rousseau to San Jose
- 5-4 Bayshore Boulevard Bicycle Lanes, Cesar Chavez to Silver
- 5-5 Cesar Chavez Street Bicycle Lanes, I-280 to US 101
- 5-6 Cesar Chavez/26th Streets Bicycle Lanes, Sanchez to US-101
- 5-7 Glen Park Area Bicycle Lanes,
 - a) Connection between Alemany and San Jose
 - b) Connection between Monterey and San Jose
- 5-8 Kansas Street Bicycle Lanes, 23rd to 26th
- 5-9 Ocean Avenue Bicycle Lanes, Alemany to Lee
- 5-10 Phelan Avenue Bicycle Lanes, Judson to Ocean
- 5-11 Potrero Avenue and Bayshore Boulevard Bicycle Lanes, 25th to Cesar Chavez
- 5-12 Sagamore Street and Sickles Avenue Bicycle Lanes, Alemany to Brotherhood
- 5-13 San Bruno Avenue Bicycles Lanes, Paul to Silver
- 6-1 Claremont Boulevard Bicycle Lanes, Dewey to Portola
- 6-2 Clipper Street Bicycle Lanes, Douglass to Portola
- 6-3 Laguna Honda Boulevard Bicycle Lanes, Plaza to Woodside
- 6-4 Laguna Honda Boulevard Bicycle Lanes, Portola to Woodside
- 6-5 Portola Drive Bicycle Lanes, Corbett to O'Shaughnessy
- 6-6 Portola Drive Bicycle Lanes, O'Shaughnessy /Woodside to Sloat/St. Francis
- 7-1 Intersection Improvements at 7th Avenue and Lincoln Way
- 7-2 7th Avenue Bicycle Lanes, Lawton to Lincoln
- 7-3 Great Highway and Point Lobos Avenue Bicycle Lanes, El Camino Del Mar to Cabrillo
- 7-4 John F. Kennedy and Kezar Drive Bicycle Lanes, Stanyan to Transverse
- 7-5 Kirkham Street Bicycle Lanes, 9th to Great Highway
- 7-6 Page and Stanyan Streets Intersection Traffic Signal Improvements
- 8-1 19th Avenue Mixed-Use Path, Buckingham to Holloway
- 8-2 Buckingham Way Bicycle Lanes, 19th to 20th
- 8-3 Holloway Avenue Bicycle Lanes, Junipero Serra to Varela
- 8-4 John Muir Drive Bicycle Lanes, Lake Merced to Skyline
- 8-5 Sloat Boulevard Bicycle Lanes, Great Highway to Skyline



BICYCLE PLAN OVERVIEW

Learn more at www.sfmta.com/bikeplan

Bicycle Plan Vision: “Make bicycling an integral part of daily life in San Francisco”

Bicycle Plan Goals:

- Increase Safe Bicycle Use
- Refine and Expand the Existing Bicycle Route Network
- Ensure Plentiful, High-Quality Bicycle Parking
- Expand Bicycle Access to Transit and Bridges
- Educate the Public about Bicycle Safety
- Improve Bicycle Safety Through Targeted Enforcement
- Promote and Encourage Safe Bicycling
- Adopt Bicycle-Friendly Practices and Policies
- Prioritize and Increase Bicycle Funding



Bicycling as part of San Francisco City Policies:

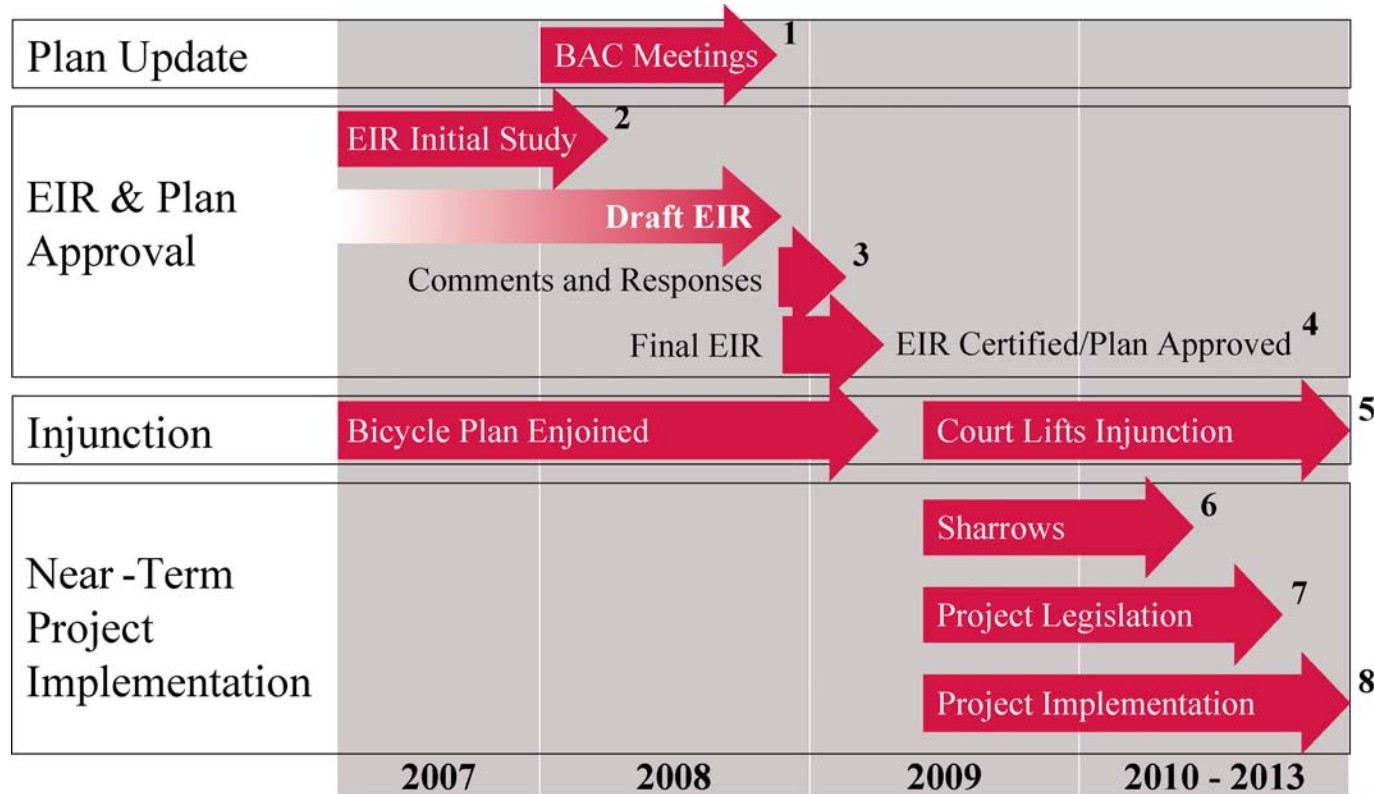
Transit-First Policy (San Francisco City Charter, Section 16.102):

“Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, **BICYCLISTS**, and public transit, and shall strive to reduce traffic and improve public health and safety.”

Climate Action Plan:

In 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution, committing the City and County of San Francisco to a greenhouse gas emissions reductions goal of 20% below 1990 levels by the year 2012. Automobiles account for about 47% of San Francisco’s greenhouse gas emissions, so transportation choices play a major role in this effort. The Climate Action Plan calls on San Francisco to “Increase **BICYCLING** and walking as an alternative to driving.”

Learn more at www.sfenvironment.org



1. The Bicycle Advisory Committee (BAC) is appointed by the Board of Supervisors and meets on the 4th Thursday of each month – to learn more, visit www.sfgov.org/site/bac_index.asp
2. The Bicycle Plan EIR Initial Study was released on March 15, 2008, and is available at www.sfmta.com/bikeplan
3. The duration of the comments and responses period depends on the volume and nature of comments received
4. The Bicycle Plan EIR must be certified by the City Planning Commission before the SFMTA Board and Board of Supervisors can approve the Bicycle Plan
5. After the Bicycle Plan is approved, the City must request that the California Superior Court lift the injunction
6. “Sharrows,” or Shared Roadway Markings, are a type of traffic control device – to learn more, visit www.sfmta.com/cms/bproj/22747.html
7. Most near-term projects will require SFMTA public hearings and legislation from the SFMTA Board
8. It is anticipated that many of the near-term projects could be implemented within 2-3 years following lifting of the injunction



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