

## **TRANSPORTATION IMPACT ANALYSIS GUIDELINES**

## **BICYCLING MEMORANDUM ATTACHMENTS**

# **ATTACHMENT A: EXISTING AND PROPOSED PROJECT FIGURE AND TABLE EXAMPLES**

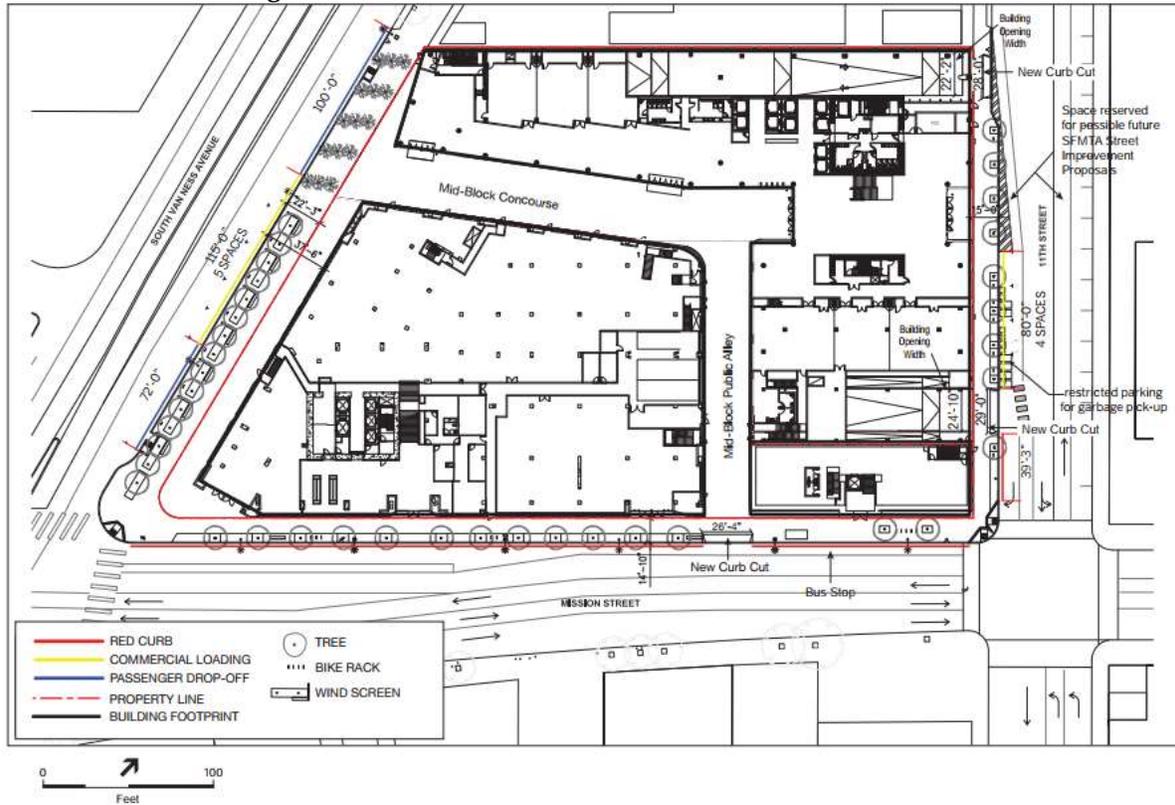
## **Introduction**

Attachment A represents typical figures necessary to illustrate bicycling conditions included in a transportation study. All figures should include basic elements (e.g., north arrow, title, legend, references, acronyms, etc.). Symbology should reflect that documents may be printed in black and white. All figures and tables should include all the information the reader would need to understand the information presented. The figures presented below were from previous transportation studies and are illustrative only and may not include all the basic elements.

[Insert file: Appendix A\_1500\_Mission\_Street]

Figure 1 is an example of a site plan that includes a detailed description of existing and proposed on-street loading. When developing a map similar to the one shown, include the linear dimensions of the existing and proposed loading zones, match the color of the zones to those used in the SFMTA Color Curb Program, and make existing and proposed changes explicit.

Figure 1: 1500 Mission Street Site Plan/Ground Floor Plan



SOURCE: SOM, 2015

1500 Mission Street; Case No. 2014-000362ENV

Figure II-4  
Proposed Site Plan

[Insert file: Appendix A\_Proposed\_Project\_Bicycle\_Circulation\_Mission\_Rock\_Figure\_4.E-7]  
 Figure 2 shows a bicycling circulation map, including circulation from surrounding streets and internal circulation.

**Figure 2: Bicycling Circulation**



Seawall Lot 337 and Pier 48 Mixed-Use Project EIR  
 Case No. 2013.0208E

**Figure 4.E-7  
 Proposed Project Bicycle Circulation Concept**

4.E-61





Figure 3 is an example of mapping the existing network as it relates to people bicycling within a project study area. Inclusion of the bicycle facilities identified in this map near a specific project site would be appropriate in the Existing Baseline section.

Figure 3: Bicycling Network



[Insert file: Appendix A\_San\_Francisco\_Bike\_Network]

Source:

## ATTACHMENT B: MITIGATION MEASURES

### MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS LOCATED WITHIN AN AREA PLAN

#### *Rincon Hill Area Plan*

No applicable mitigation and improvement measures were identified.

#### *Market and Octavia:*

No applicable mitigation measures were identified.

#### *Visitation Valley Redevelopment Plan*

No applicable mitigation and improvement measures were identified.

#### *Balboa Park Station Area Plan*

No applicable mitigation measures were identified.

#### *Eastern Neighborhoods Rezoning and Area Plan*

##### Mitigation Measure E-3: Enhanced Funding

As a mitigation measure to adequately address the growth in automobile traffic generated by the Eastern Neighborhoods rezoning, ensure that sufficient operating and capital funding is secured for congestion management programs to make more efficient uses of ramps, streets, and parking, as well as funding to sustain alternative transportation (transit, bicycle, pedestrian) network and programs that provide incentives for drivers to use these modes.

#### *Treasure Island and Yerba Buena Island Redevelopment Plan*

No applicable mitigation and improvement measures were identified.

#### *Glen Park Community Plan*

No applicable mitigation and improvement measures were identified.

#### *Transit Center District Plan:*

No applicable mitigation measures were identified.

#### *Western SoMa Community Plan*

No applicable mitigation and improvement measures were identified.

#### *Central SoMa Plan*

No applicable mitigation and improvement measures were identified.

## MITIGATION AND IMPROVEMENT MEASURE EXAMPLES

The following lists the typical types of measures that can mitigate or lessen impacts to people bicycling for each significance criterion:

### Potentially Hazardous Conditions

- Facilitate safe crossings (e.g., stop-controlled intersections, installation of signal heads with countdown timers; installation of audible (at a level just above ambient) warning devices, pedestrian safety islands, bicycle-only traffic control devices);
- Establish safe sight distances (e.g., daylighting);
- Widen existing bicycle facilities (or install bicycle facilities where none exist);
- Roadway design changes intended to slow vehicle speeds such as traffic calming measures (e.g., bulb-outs, chicanes, speed humps, tighter turning radii);
- Relocate bicycle facilities away from off-street garage/loading docks;
- Use right-in right-out channelization or signage at garage entrances/exits;
- Install visible and/or audible (at a level just above ambient) warning devices at garage entrances/exits to alert people bicycling and people driving of activity at the garage driveway;
- Provide on-site signage promoting safety for people bicycling (e.g., signage at the garage exit reminding motorists to slow down and yield to people bicycling);
- Coordinate freight and service deliveries to reduce conflicts with people bicycling adjacent to on-site and off-site loading zones; and
- Prevent, monitor, and abate project-generated vehicle queues (see queue abatement sample language in the Transportation Impact Analysis Guidelines Appendices).
- Signal changes such as reducing signal cycle lengths to less than 90 seconds or leading pedestrian/bicycle intervals.

### Accessibility

- Employ queue abatement measures or pursue design modifications to proposed garage entrances/exits to accommodate queuing vehicles (see queue abatement sample language in the Transportation Impact Analysis Guidelines Appendices)
- Provide adequate (e.g., effective widths, paths of travel) bicycle facilities adjacent to the project site, and/or network improvements such as crosswalks, shorter blocks, mid-block crossings, mid-block alleys, or a pedestrian/bicycle bridge or underpass, between the project site and intersections, adjacent transit stations/stops, and other major destinations.

