



## Memorandum

*Date:* February 14, 2018  
*To:* Record No. 2015-012094GEN  
*Prepared by:* Environmental Planning Transportation Team  
*Reviewed by:* Wade Wietgreffe  
*RE:* **Transportation Impact Analysis Guidelines Update, Summary of Changes**

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

### INTRODUCTION

To assist in the preparation of transportation impact studies, the department provides to consultants and city staff a guidance document, the Transportation Impact Analysis (TIA) Guidelines. The department periodically updates the guidelines, with the last update in 2002. The department will issue a series of memoranda that provide updates to other topics (e.g., transit, loading) within the guidelines. When the department issues a memorandum about a topic, it will supersede existing guidance regarding that topic. The department may update the appendices to the memoranda more frequently than the body of the memoranda.

This memorandum summarizes changes made to transportation and circulation significance criteria, methodology, and impact analysis during this update to the Transportation Impact Analysis Guidelines, separated by transportation topic.

### WALKING/ACCESSIBILITY

#### The Way It Was

1. The guidelines included a separate significance criterion for capacity-related impacts to pedestrians.

#### The Way it is Now

1. The department only considers capacity-related impacts as significant if they result in hazards to people who walk. This approach conforms with the Governor's Office of Planning and Research's *Proposed Updates to the CEQA Guidelines*, November 2017:

Because criteria for determining the significance of transportation impacts must promote the development of multimodal transportation networks, lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks...When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new users as an adverse impact.<sup>1</sup>

---

<sup>1</sup> The Governor's Office of Planning and Research did not substantially alter this language in their *Technical Advisory on Evaluating Transportation Impacts in CEQA*, November 2017.

In addition, in 2010, the City and County of San Francisco adopted the Better Streets Plan, which governs the design, location, and dimensions of all pedestrian and streetscape features in the public right-of-way. The Better Streets Plan includes criteria for the appropriate type and size of sidewalks, based on adjacent land uses, to enhance the experience of people who walk. Furthermore, since 2002, San Francisco adopted many area plans and the Transportation Sustainability Fee. As part of these area plans and the Transportation Sustainability Fee, impact fees from new development go towards complete street changes, including sidewalk capacity.

Projects that meet the minimum sidewalk width identified for their applicable street type would provide adequate sidewalk capacity for people who walk. The Better Streets Plan includes streetscape guidelines to provide sufficient through-width for people traveling along sidewalks and meet Americans with Disabilities Act accessibility requirements. The department may require a project to meet a minimum sidewalk width for a street type different than the one identified under the Better Streets Plan to avoid a hazard, if the applicable street type does not match the intensity of a proposed development (e.g., a special use district of increased intensity in an industrial street type location).