



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**DATE:** September 13, 2016  
**TO:** San Francisco Planning Department Transportation Consultants  
**FROM:** Manoj Madhavan, Environmental Planning  
**RE:** Updated TIA Significance Thresholds

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As an updated procedure for all current and future Transportation Impact Analysis documents, please use this language for the Significance Thresholds language within the documents.

The significance criteria listed below are organized by mode to facilitate the transportation impact analysis; however, the transportation significance thresholds are essentially the same as the ones in the environmental checklist (Appendix G of the State *CEQA Guidelines*) and within the SF Planning Commission Resolution 19579 (and supporting materials). For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the proposed project would result in a significant impact on transportation and circulation:

- **Vehicle Miles Traveled (VMT)**
  - The project would have a significant effect on the environment if it would cause substantial additional VMT.
  - The project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.
- **Transit** – A project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the peak hour. For screenlines that already operate above the utilization standard during the peak hour, a project would have a significant effect on the transit provider if project-related transit trips were more than five percent of total transit trips during the peak hour.

- **Pedestrians** – A project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- **Bicycles** – A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- **Loading** – A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and if it would create potentially hazardous traffic conditions or significant delays affecting traffic, transit, bicycles or pedestrians.
- **Traffic** – A project would have a significant adverse impact if it would cause major traffic hazards.
- **Emergency Vehicle Access** – A project would have a significant effect on the environment if it would result in inadequate emergency access.
- **Construction** – Construction of the project would have a significant effect on the environment if, in consideration of the project site location and other relevant project characteristics, the temporary construction activities' duration and magnitude would result in substantial interference with pedestrian, bicycle, or vehicle circulation and accessibility to adjoining areas thereby resulting in potentially hazardous conditions.
- **Parking** – The project would have a significant effect on the environment if it would result in a substantial parking deficit that could create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians and where particular characteristics of the project or its site demonstrably render use of other modes infeasible.

If you have questions, please contact your environmental coordinator, transportation planner, or myself at [Manoj.Madhavan@sfgov.org](mailto:Manoj.Madhavan@sfgov.org), or 415.575.9095.