

**TRANSPORTATION IMPACT ANALYSIS GUIDELINES  
DRIVING HAZARDS MEMORANDUM ATTACHMENTS**

## ATTACHMENT A: MITIGATION AND IMPROVEMENT 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 Neighborhood Plan*

No applicable mitigation and improvement measures were identified.

*Visitation Valley Redevelopment Plan*

No applicable mitigation and improvement measures were identified.

*Balboa Park Station Area Plan*

No applicable mitigation and improvement measures were identified.

*Eastern Neighborhoods Rezoning and Area Plan*

No applicable mitigation and improvement measures were identified.

*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 and improvement 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 driving, for the significance criterion:

### Potentially Hazardous Conditions

- Remove or relocate driveway or physical obstructions (e.g., trees, utilities, bus zone, bus stop shelter, loading, or parking spaces) to increase sightline(s) and visibility;
- Establish safe sight distances<sup>1</sup> (e.g., daylighting, relocation of curb cuts or new structures);
- Relocate or redesign off-street loading facility to allow for front-in maneuvers;
- Restrict turning movements from off-street facilities (e.g., right-in, right-out);
- Relocate off-street loading facilities to avoid turning movements across oncoming travel lanes;
- Manage freight and service deliveries (e.g., active loading management plan, delivery time restrictions);
- Employ queue abatement measures or pursue design modifications to off-street vehicular entrances/exits to accommodate queuing vehicles (see queue abatement sample language in the Transportation Impact Analysis Guidelines Appendices);
- Provide on-site signs promoting safety for people driving (e.g., signage at the garage exit reminding people driving to slow down and yield to people walking on the sidewalk or stop signs);
- Provide roadway designs that slow vehicle speeds such as traffic calming measures (e.g., bulb-outs, chicanes, speed humps, tighter turning radii).

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<sup>1</sup> The analysis can use Figure 3.1 and guidance in Section 3.2.6 “Criteria for Measuring Sight Distance” and Section 9.5 “Intersection Sight Distance,” in the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2011 6<sup>th</sup> Edition.

