

W

**TRANSPORTATION IMPACT ANALYSIS GUIDELINES
WALKING/ACCESSIBILITY MEMORANDUM ATTACHMENTS**

ATTACHMENT A: EXISTING AND PROPOSED PROJECT FIGURE AND TABLE EXAMPLES

Introduction

Attachment A represents typical figures necessary to illustrate walking conditions included in a transportation impact 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

Figure 1: Site Plan/Ground Floor Plan

[Insert file: Attachment A_Site Plan_450 O'Farrell 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 2: Walking/Accessibility Circulation

[Insert file: Attachment A_Walking and Accessibility Circulation_GSW Project]

Figure 2 shows a walking and accessibility circulation map, including circulation from surrounding streets and internal circulation. The dotted lines represent primary street access for people walking and the straight lines represent secondary access.

Figure 3: Walking Network

[Insert file: Attachment A_Walking Network]

Figure 3 is an example of mapping the existing network as it relates to people walking within a project study area, with a focus on missing features for the network. Inclusion of this figure would be appropriate in the Existing Baseline section.

ATTACHMENT B: 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

Improvement Measure:

Provide signals with countdown indicators at all major intersections and at crosswalks that connect to the MUNI light rail stops and Balboa Park BART Station.

Eastern Neighborhoods Rezoning and Area Plan

Improvement Measure E-1: Pedestrian Circulation

E.1.a. As an improvement measure to improve pedestrian conditions in the Eastern Neighborhoods, community-supported planning efforts as part of MTA's Livable Streets program should be conducted to identify specific improvements to enhance pedestrian travel and safety in each neighborhood.

E.1.b. As an improvement measure to facilitate completion of the sidewalk network in areas where substantial new development is projected to occur, property owners should be encouraged to develop improvement or assessment districts to fund improvements to the sidewalk network adjacent to parcels where new development is not anticipated to occur.

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:

M-TR-4a: Widen Crosswalks

To ensure satisfactory pedestrian level of service at affected crosswalks, the Municipal Transportation Agency, Sustainable Streets Division, could conduct periodic counts of pedestrian conditions (annually, for example) and could widen existing crosswalk widths, generally by 1 to 3 feet, at such times as pedestrian LOS is degraded to unacceptable levels.

M-TR-5: Garage/Loading Dock Attendant

If warranted by project-specific conditions, the project sponsor of a development project in the Plan area shall ensure that building management employs attendant(s) for the project's parking garage and/or loading dock, as applicable. The attendant would be stationed as determined by the project specific analysis, typically at the project's driveway to direct vehicles entering and exiting the building and avoid any safety-related conflicts with people walking on the sidewalk during the a.m. and p.m. peak periods of traffic and pedestrian activity, with extended hours as dictated by traffic and pedestrian conditions and by activity in the project garage and loading dock. (See also Mitigation Measure M-TR-4b, above.) Each project shall also install audible and/or visible warning devices, or comparably effective warning devices as approved by the Planning Department and/or the Sustainable Streets Division of the Municipal Transportation Agency, to alert people walking of the outbound vehicles from the parking garage and/or loading dock, as applicable.

Western SoMa Community Plan

No applicable mitigation and improvement measures were identified.

Central SoMa Plan

M-TR-4: Upgrade Central SoMa Area Crosswalks

As appropriate and feasible, the SFMTA shall widen and restripe the crosswalks to the continental design when there is a street network improvement that upgrades sidewalk widths. With either the Howard/Folsom One-Way Option or Howard/Folsom Two-Way Option street network changes, the SFMTA shall, as feasible, widen the following crosswalks:

- At the intersection of Third/Mission, widen the east and west crosswalks.
- At the intersection of Fourth/Mission, widen the east crosswalk, and widen the west crosswalk.
- At the intersection of Fourth/Townsend, widen the west crosswalk.

MITIGATION AND IMPROVEMENT MEASURE EXAMPLES

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

Potentially Hazardous Conditions

- Establish safe site distances (e.g., daylighting, relocation of curb cuts or new structures);
- Widen existing sidewalks or install sidewalks where none exist
- Relocate entrances/exits for people walking away from off-street garage/loading docks;
- Manage freight and service deliveries (e.g., active loading management plan);
- 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);
- Install visible and/or audible (at a level just above ambient) warning devices at off-street vehicular driveways to alert both people walking and people driving of activity at the driveway;
- Provide on-site signage promoting safety for people walking (e.g., signage at the garage exit reminding motorists to slow down and yield to people walking on the sidewalk);
- 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, refuge islands);
- Provide roadway designs that slow vehicle speeds such as traffic calming measures (e.g., bulb-outs, chicanes, speed humps, tighter turning radii);
- Remove turn pockets;
- Use right-in right-out channelization or signage at garage entrances/exits;
- Signalize vehicle turning movements and restrict vehicle movements on red;
- Signal changes such as reducing signal cycle lengths or leading intervals for people walking; and
- Provide network improvements such as crosswalks, shorter blocks, mid-block crossings, or mid-block alleys between the project site and intersections, adjacent transit stations/stops, and other major destinations

Accessibility

- Construct, upgrade, or redesign curb ramps and sidewalks to be ADA compliant;
- provide adequate (e.g., effective widths, paths of travel) sidewalks;
- widen existing sidewalks or install sidewalks where none exist;
- 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 network improvements such as crosswalks, shorter blocks, mid-block crossings, or mid-block alleys between the project site and intersections, adjacent transit stations/stops, and major destinations;
- place physical structure underground or in another location to maintain access for people walking; and
- Place wayfinding signs to direct people walking towards entrances/exits