

TRANSPORTATION IMPACT ANALYSIS GUIDELINES

DRIVING HAZARDS MEMO APPENDICES



San Francisco
Planning

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 distances¹ (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 language below);
- » 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).

¹ 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 6th Edition.

Queue Abatement Sample Language

Update the sample language, particularly in the second and third paragraphs, to reflect the conditions at the project site and the characteristics of the project. The language should provide specific proactive measures to prevent queues from taking place, as opposed to mitigating the queue after it occurs.

It shall be the responsibility of the owner/operator of any off-street parking facility with more than 20 parking spaces (excluding loading and car-share spaces) to ensure that vehicle queues do not occur regularly on the public right-of-way. A vehicle queue is defined as one or more vehicles (destined to the parking facility) blocking any portion of any public street, alley, or sidewalk for a consecutive period of three minutes or longer.

Prior to a recurring queue occurring (e.g., if queues are observed for a consecutive period of two minutes or longer), the owner/operator of the parking facility shall employ abatement methods as needed to abate a reoccurring queue. Appropriate abatement methods shall vary depending on the characteristics and causes of the recurring queue, as well as the characteristics of the parking facility, the street(s) to which the facility connects, and the associated land uses (if applicable).

Suggested abatement methods include but are not limited to the following: redesign of facility to improve vehicle circulation and/or on-site queue capacity; employment of parking

attendants; installation of "LOT FULL" signs with active management by parking attendants; use of valet parking or other space-efficient parking techniques; use of off-site parking facilities or shared parking with nearby uses; use of parking occupancy sensors and signs directing drivers to available spaces; Transportation Demand Management (TDM) strategies such as additional bicycle parking, customer shuttles, delivery services; and/or parking demand management strategies such as parking time limits, paid parking, time-of-day parking surcharge, or validated parking.

If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department shall notify the property owner in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than 7 days. The consultant shall prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the facility owner/operator shall have 90 days from the date of the written determination to abate the queue.