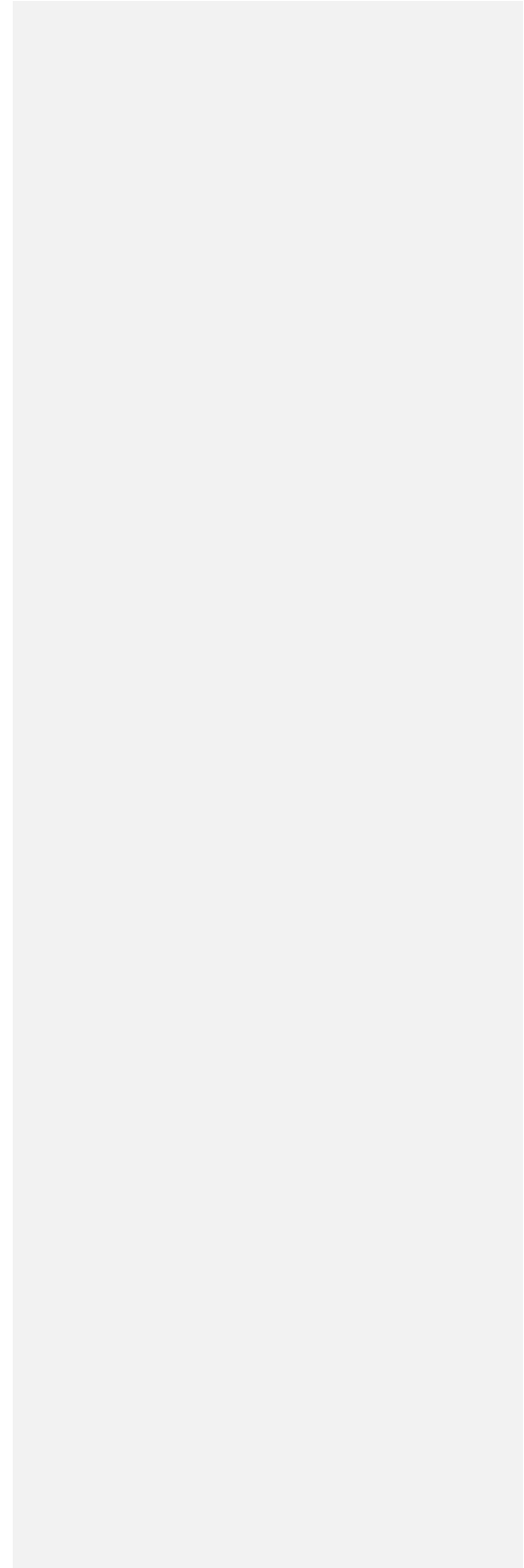


Transportation Impact Analysis Guidelines

Emergency Access

Memorandum Attachments



Attachment A Existing and Proposed Project Figures

Introduction

Attachment A represents typical figures necessary to illustrate conditions relevant to the analysis of emergency access that must be included in a transportation 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

Land Uses within the Study Area, including Emergency Operator Facilities

[Insert file: 88 Bluxome Street_site plan with fire dept.pdf:

Commented [DJ(1): Identifying text on figure to be removed from all figures.

Figure 1 is an example of a study area that includes proposed projects and land uses in the vicinity of the project site, including an emergency operator facility. When developing a map similar to the one shown be explicit at where the sites are located.



Figure 2

Keep Clear Zones

[Insert file: KeepClearZone_Dims.pdf]

Figure 2 is an example of a plan that shows a keep clear zone. When developing a figure similar to the one shown, include the linear dimensions of the keep clear zones. Also, be explicit of the locations of the existing emergency operator facilities.

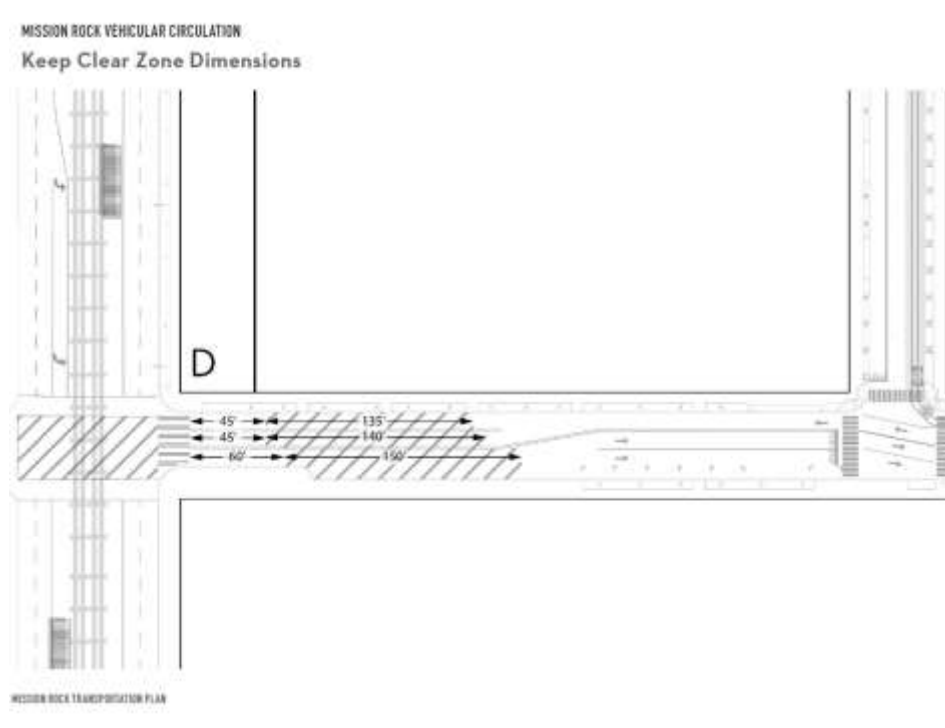


Figure 3

Fire Truck Turn Templates

[Insert file: Mission Rock Fire Truck Operations.pdf]

Figure 3 is an example of a plan that includes fire truck turning templates and the driveway location of the emergency operator facilities.

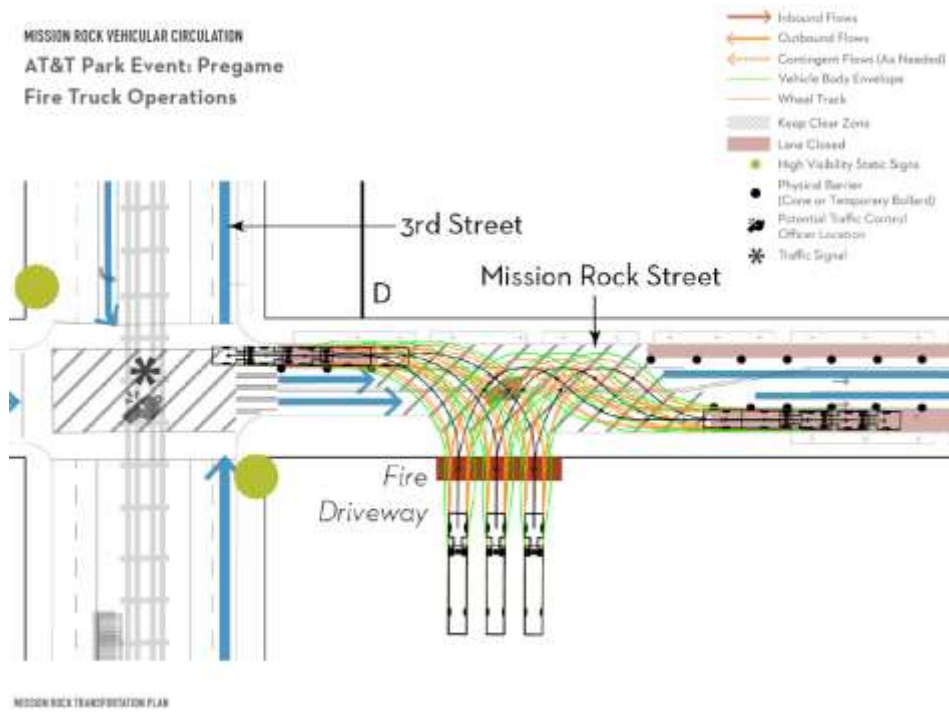
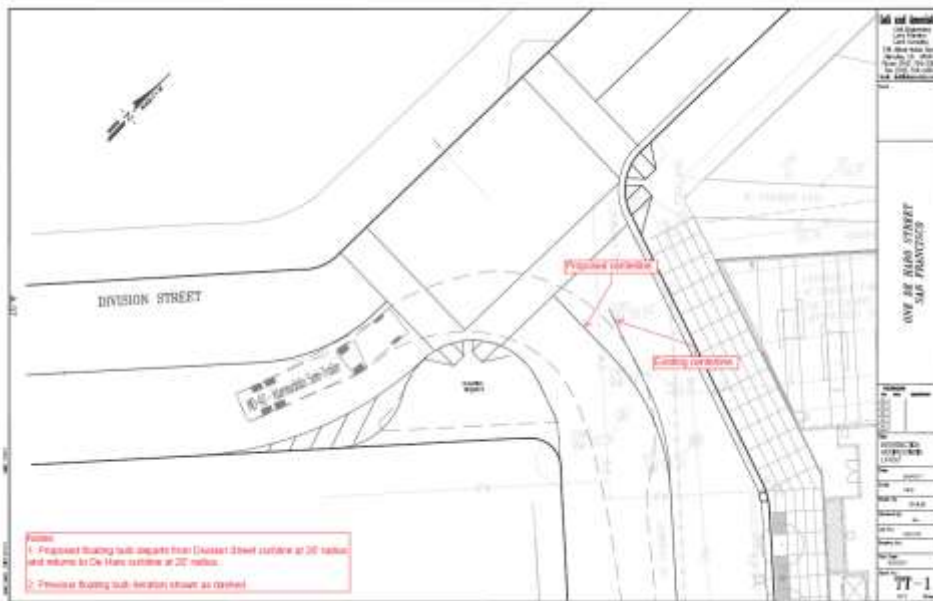


Figure 4

Fire Truck Turn Templates

[Insert files: 552 Berry_Fire Truck Turning Template.pdf]

Figure 4 is an example of a plan that includes fire truck turning templates for a project that made changes to the street network. A WB40 truck was used to approximate a fire truck for this template. However, consultants are encouraged to use emergency service vehicle operator custom templates when available.



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

No applicable mitigation or improvement measures were identified.

Eastern Neighborhoods Rezoning and Area Plan

No applicable mitigation or 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 or improvement measures were identified.

Western SoMa Community Plan

No applicable mitigation and improvement measures were identified.

Central SoMa Area Plan

Mitigation Measure M-TR-8: Emergency Vehicle Access Consultation:

For street network projects that reduce the number of available vehicle travel lanes for a total distance of more than one block where transit-only lanes are not provided: Street network projects shall be designed to comply with adopted city codes regarding street widths, curb widths, and turning movements. To the degree feasible while still accomplishing safety-related project objectives, SFMTA shall design street network projects to include features that create potential opportunities for cars to clear travel lanes for emergency vehicles. Examples of such features include: curbside loading zones, customized signal timing, or other approaches developed through ongoing consultation between SFMTA and the San Francisco Fire Department.

MITIGATION AND IMPROVEMENT MEASURE EXAMPLES

The following lists the typical types of measures that can mitigate or lessen emergency access impacts:

- Provide a roadway design that accommodates emergency service operator vehicles at the site or in surrounding areas (e.g., provide adequate street widths and turning movements)
- Remove permeant physical barriers that obstruct emergency service operator vehicles access to the site or surrounding areas
- Use temporary or moveable features instead of permeant physical features to allow access for emergency service operator vehicles (e.g., moveable bollards and moveable street furniture)
- Use mountable features (e.g., mountable curbs, floating islands, rumble strips, and paint) for visual and physical lane delineation
- Relocate or underground live wires to allow for emergency service operator vehicle access to buildings
- Relocate entrances/exits to off-street garage/loading docks away from emergency service operator facilities
- Employ queue abatement measures or pursue design modifications to off-street vehicular entrances/exits to accommodate queuing vehicles (see queue abatement language below) from emergency service operator facilities