

TRANSPORTATION IMPACT ANALYSIS GUIDELINES

EMERGENCY ACCESS MEMO APPENDICES



San Francisco
Planning

Existing and Proposed Project Figures

Introduction

Appendix A represents typical figures necessary to illustrate conditions relevant to the analysis of emergency access 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 herein are from previous transportation studies and are illustrative only and may not include all the basic elements.

FIGURE 1

Site Plan with Emergency Operator Facilities

Figure 1 is an example of a site plan that includes emergency operator facilities adjacent to the project site. Site plans of this type shall clearly depict where the proposed project's parking access and emergency operator facilities are located. This example shows Fire Department Station #8.

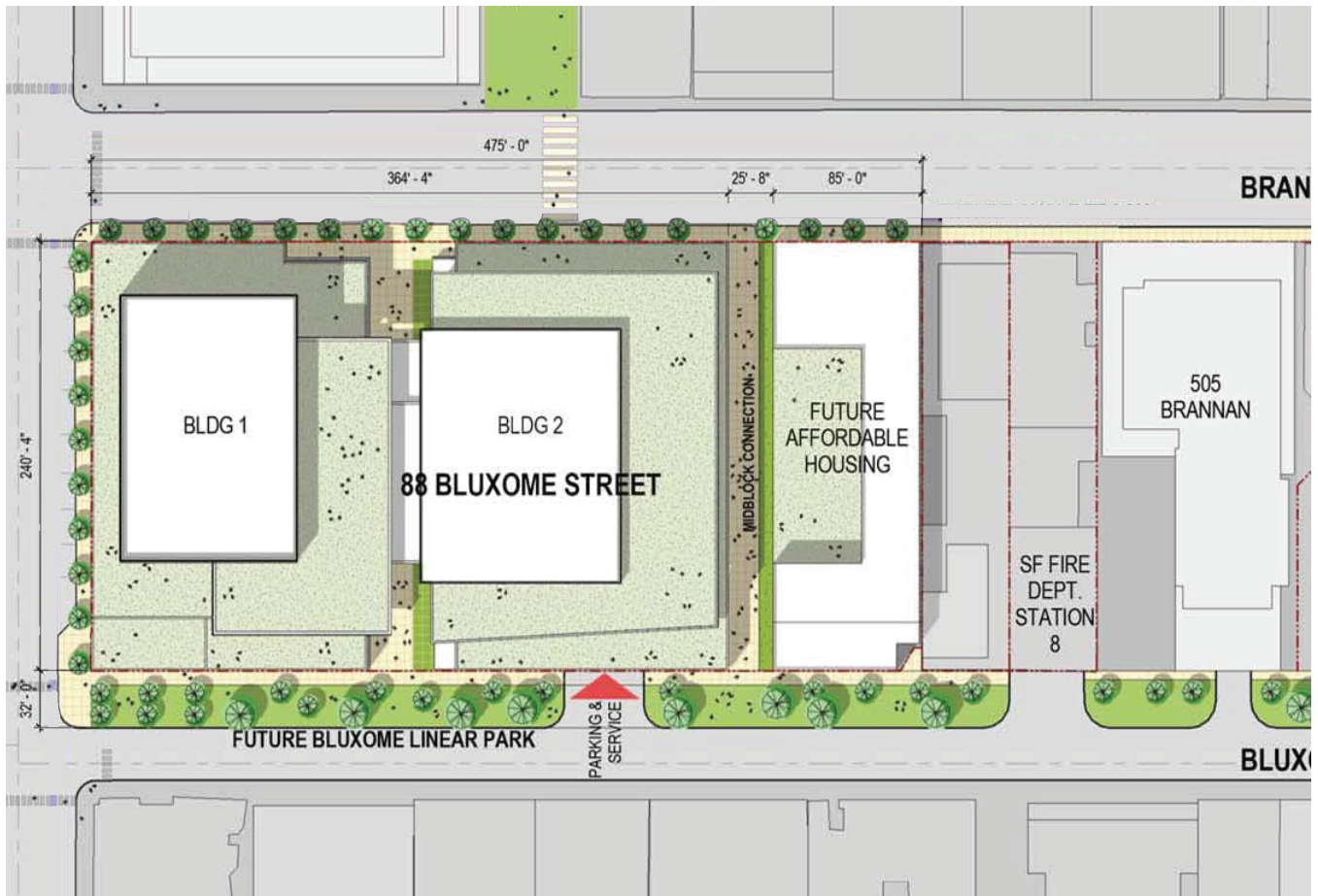


FIGURE 2

Keep Clear Zones

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. Site plans of this type shall clearly depict the locations of existing emergency operator facilities. This example shows the public safety building.

Keep Clear Zone Dimensions

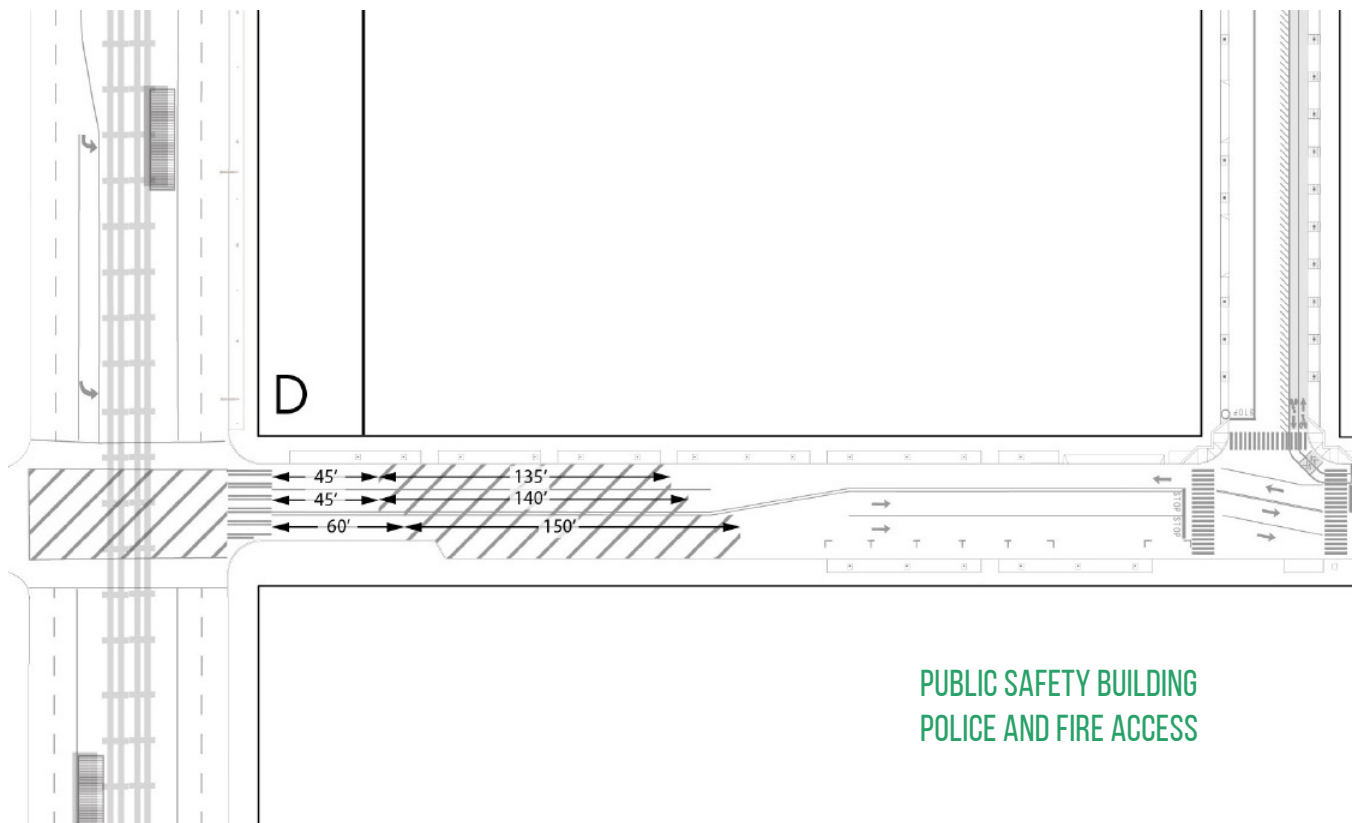


FIGURE 3

Fire Truck Turn Templates

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

Fire Truck Operations

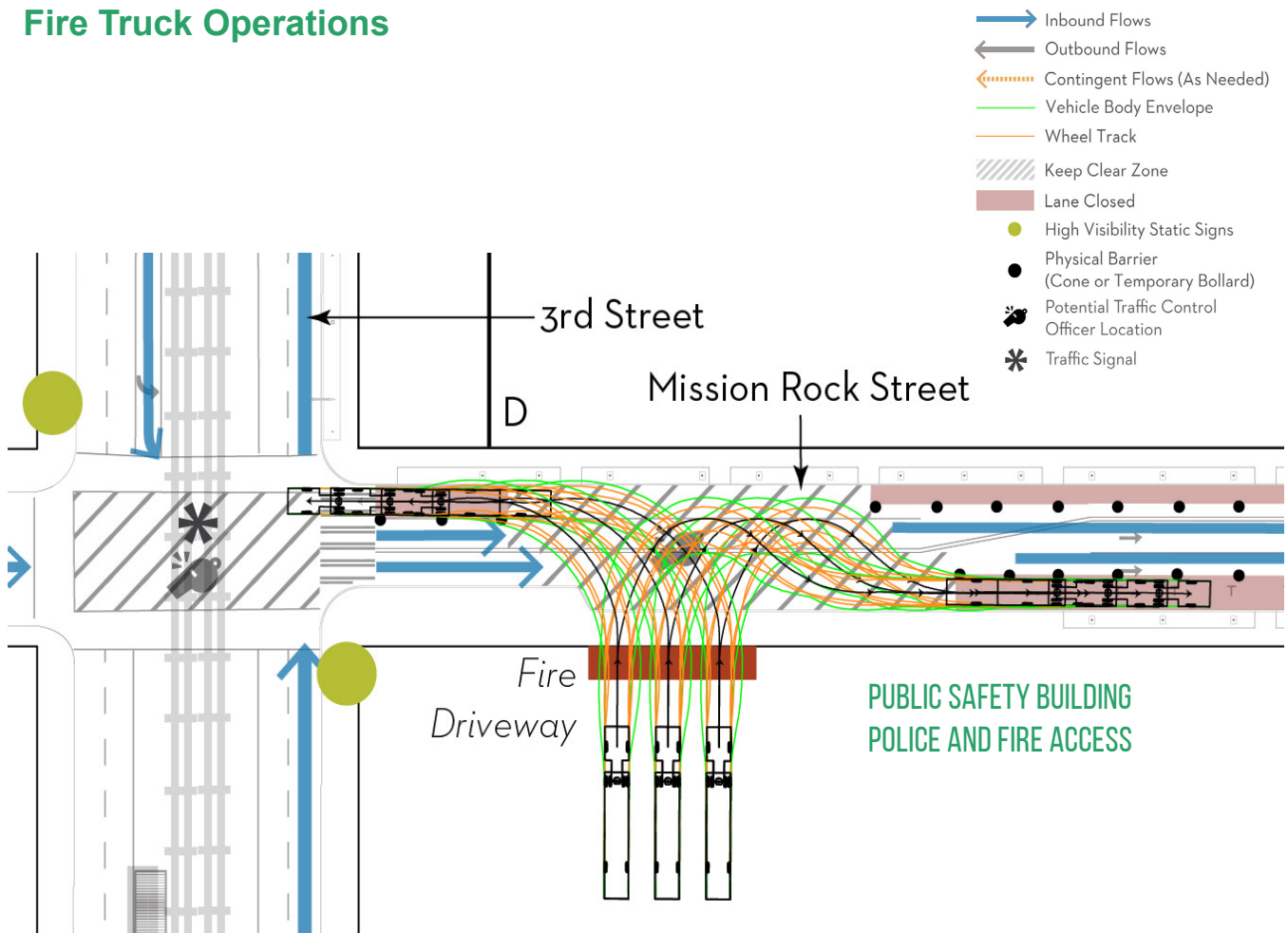
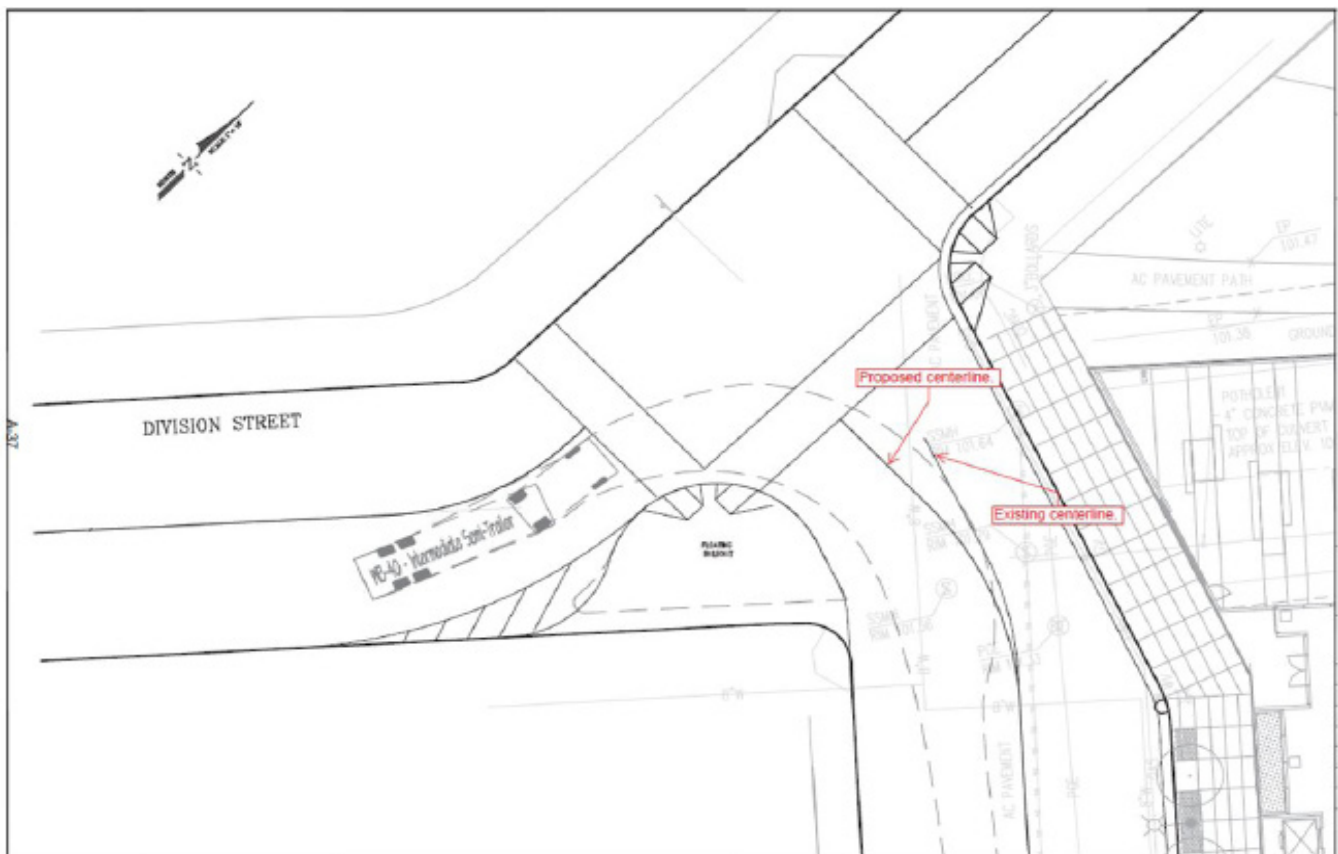


FIGURE 4

Fire Truck Turn Templates

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 WB-40 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.



Mitigation and Improvement Measures

MITIGATION MEASURES FOR LAND USE DEVELOPMENT PROJECTS LOCATED WITHIN AN AREA PLAN

Central SoMa Area Plan

Improvement 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.

Rincon Hill

No applicable mitigation and improvement measures were identified.

Market and Octavia

No applicable mitigation and improvement measures were identified.

Visitacion Valley

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 or improvement measures were identified.

Treasure Island

No applicable mitigation and improvement measures were identified.

Glen Park

No applicable mitigation and improvement measures were identified.

Transit Center District Plan

No applicable mitigation or improvement measures were identified.

Western SoMA

No applicable mitigation and improvement measures were identified.

Central SoMa

No applicable mitigation and improvement measures were identified.

MITIGATION AND IMPROVEMENT MEASURE EXAMPLES

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

- » Provide a roadway design that accommodates emergency service operator vehicles (e.g., provide adequate street widths and turning movements)
- » Remove permanent physical barriers that obstruct emergency service operator vehicles access
- » Use temporary or moveable features instead of permanent 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