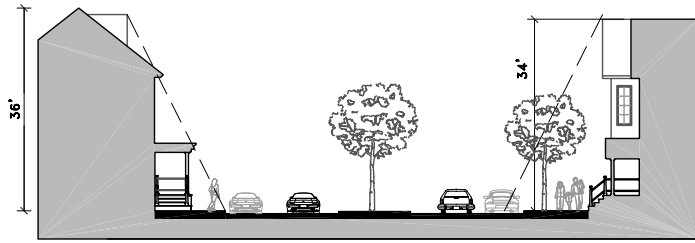




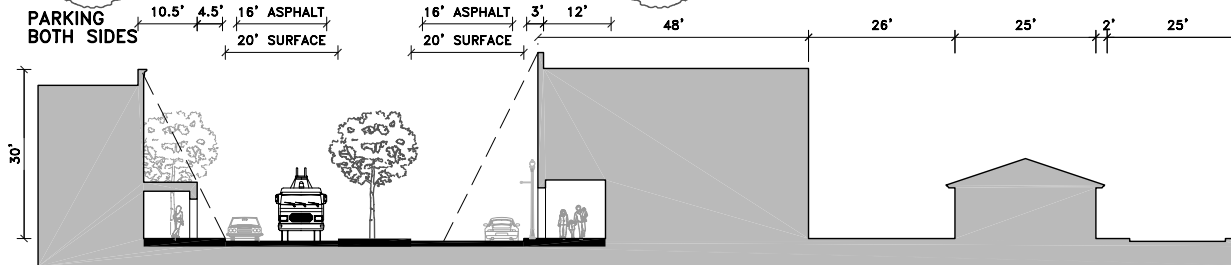
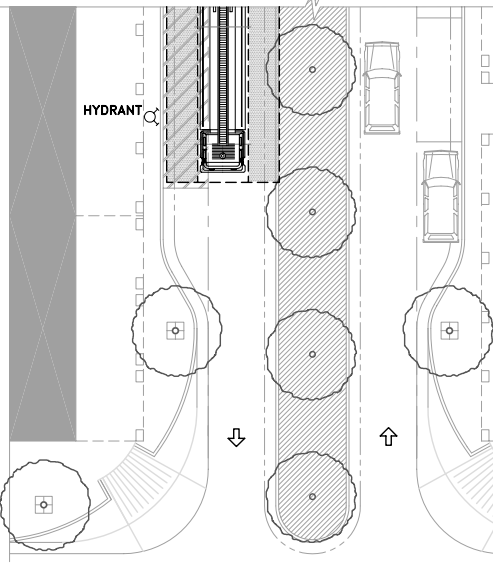
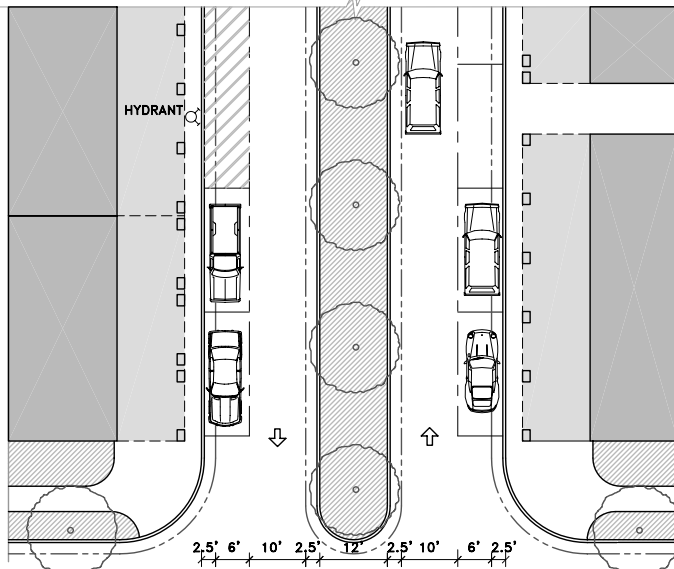
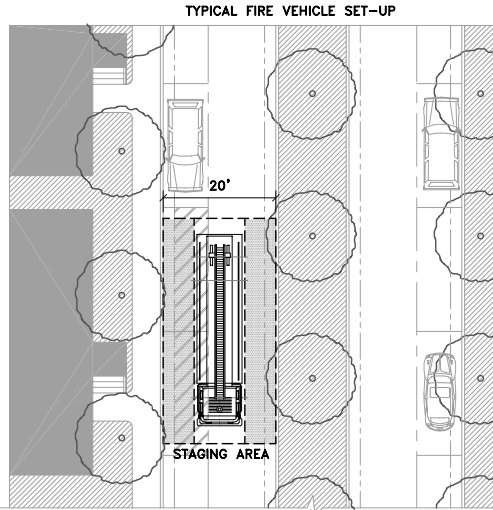
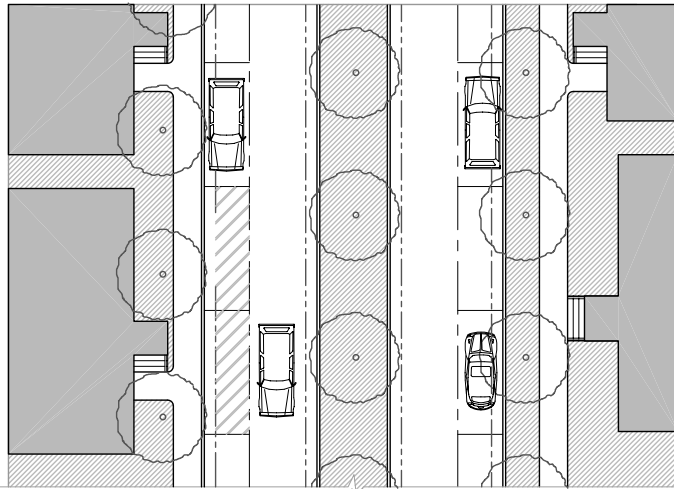
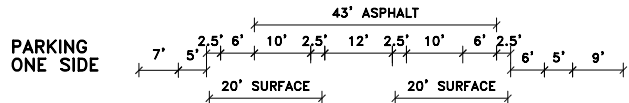
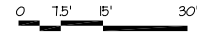
EMERGENCY VEHICLE STANDARDS

PROPOSED STREET CODES - NOVEMBER 2007

A. EMERGENCY VEHICLE GUIDELINES



AVENUE
HIGHER DENSITY



CONTEXT

WHERE USED:	Traffic volume is anticipated to be < 2,500 V.P.D.
MOVEMENT CONDITION: ³	Free.
POSTED SPEED LIMIT:	30 MPH
LEFT TURN LANE:	None.
BIKING LANE:	Yes - 5'-0" Min.
BRAKING DISTANCE:	196 feet (Reaction - 110 feet; breaking & stopping - 86 feet)
PEDESTRIAN CROSSING TIME:	16 seconds (average)
SIGNAGE:	None
STRIPING:	Travelway: None On-street Parking: Yes Bike Lane: Yes

CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 600 feet Street shall extend 4 to 6 blocks in length
STREET WIDTH (MAX.):	20'-0" Surface (Parking one side)
TRAVELWAY WIDTH: ¹	10'-0" plus gutter pan
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Both Sides - Conditional to site.
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site.
CENTER MEDIAN:	Conditional
CURB & GUTTER:	Vertical curb & gutter. (Rolled curb & gutter - conditional). Vertical curb to be flattened if deemed necessary for emergency vehicle turning.
CURB RADII (MAX.):	15'-0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"
PROXIMITY TO CURB FACE (MIN.):	3'-0" Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

PARKING ONE SIDE



FIRE SAFETY CONDITIONS

- LADDER TRUCK FIRE ACCESS:**
Unobstructed fire access travelway: Parking One Side: 12'-0" (surface)
- STREET CONNECTIVITY:**
Fire Access Type "A" (Major Response Street).⁴
An Avenue serves as a primary thoroughfare for fire & vehicle movement and is located within a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
- TRUCK SET-UP ZONE:**
Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area.⁵
- ON-STREET PARKING:**
Restrictions to on-street parking are conditional to specific layout.
- OBSTRUCTIONS:**
Placement of vertical elements at intersections are conditional to specific layout.
- LADDER TRUCK STANCE** (outriggers fully extended):
Ivins: Pierce 55' Ladder - 10'-0" wide stance .
St. George: Pierce 105' Ladder - 14'-0" wide stance.
- BUILDING SPRINKLERS:**
As per building code and discretion of Local Fire Marshal.

¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.

² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.

³ Free Movement: A free movement condition accommodates vehicle speed up to a range of 25-30 mph with a thoroughfare capacity of up to 4,000 V.P.D.

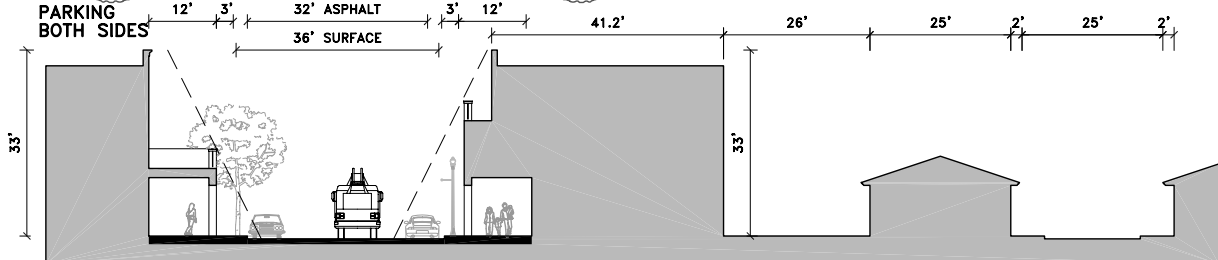
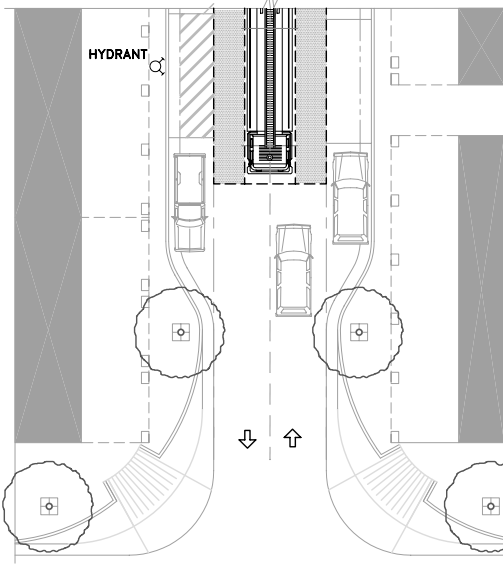
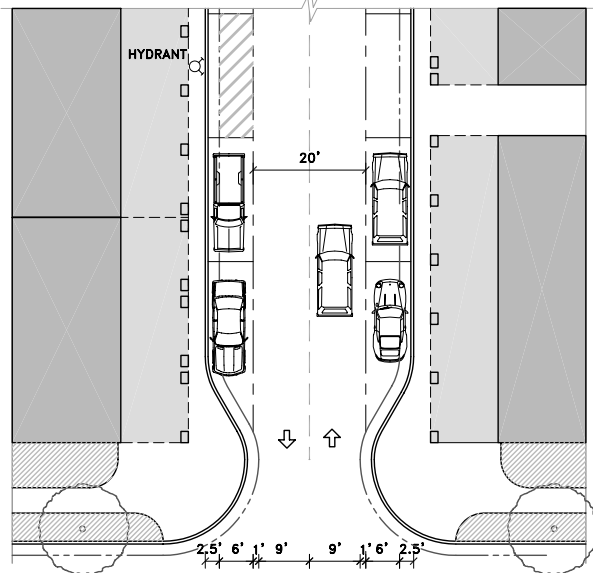
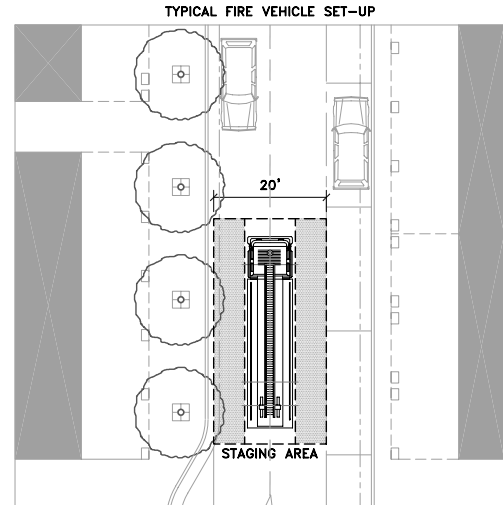
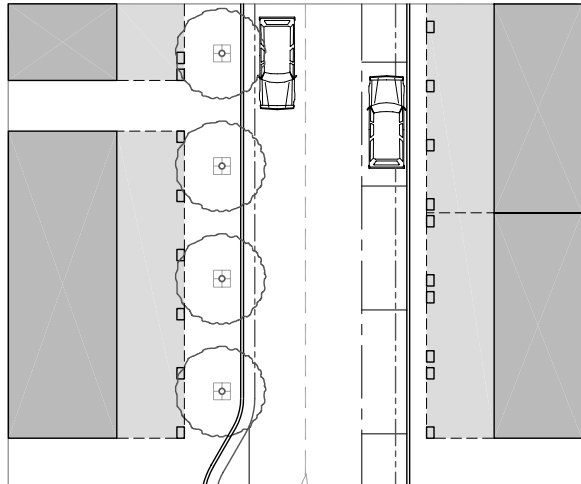
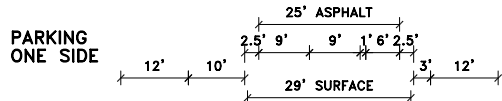
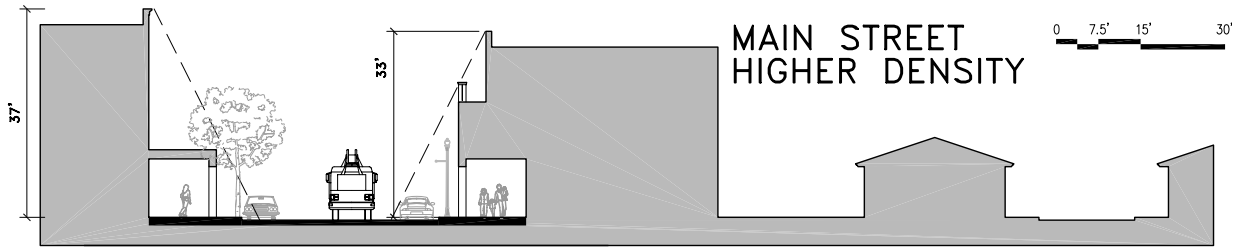
⁴ Type "A" - Major Response Street: Streets which are intended to serve primarily the longer, most direct legs of emergency response trips. 20' min. unobstructed fire access.

⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building . See dashed line at buildings on street cross section diagrams.

PARKING ONE SIDE



A. EMERGENCY VEHICLE GUIDELINES



CONTEXT

WHERE USED:	Traffic volume is anticipated to be 2,000-3,000 V.P.D. Commercial areas for local access and circulation.
MOVEMENT CONDITION: ³	Slow.
POSTED SPEED LIMIT:	25 MPH
LEFT TURN LANE:	None.
BIKING LANE:	Yes / Shared with Travelway.
BRAKING DISTANCE:	147 feet (Reaction - 92 feet; breaking & stopping - 55 feet)
PEDESTRIAN CROSSING TIME:	15 seconds (average)
SIGNAGE:	"No Parking" signs are required for restricted on-street parking.
STRIPING:	Travelway: None On-street Parking: Yes

CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 600 feet Street shall extend 4 to 8 blocks in length
STREET WIDTH (MAX.):	36'-0" Surface (Parking both sides) 29'-0" Surface (Parking one side)
TRAVELWAY WIDTH: ¹	9'-0"
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Both Sides - Conditional to site.
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site.
CENTER MEDIAN:	Conditional
CURB & GUTTER:	Vertical curb & gutter. (Rolled curb & gutter - conditional). Vertical curb to be flattened if deemed necessary for emergency vehicle turning.
CURB RADII (MAX.):	15'-0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"
PROXIMITY TO CURB FACE (MIN.):	3'-0" Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

PARKING BOTH SIDES



FIRE SAFETY CONDITIONS

LADDER TRUCK FIRE ACCESS:	Unobstructed fire access travelway remains 20'-0" (min.).
STREET CONNECTIVITY:	Fire Access Type "A" (Major Response Street). ⁴ A Main Street serves as a primary thoroughfare for fire & vehicle movement and is located within a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
TRUCK SET-UP ZONE:	Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area. ⁵
ON-STREET PARKING:	Restrictions to on-street parking are conditional to specific layout.
OBSTRUCTIONS:	Placement of vertical elements at intersections are conditional to specific layout.
LADDER TRUCK STANCE (outriggers fully extended):	Ivins: Pierce 55' Ladder - 10'-0" wide stance . St. George: Pierce 105' Ladder - 14'-0" wide stance.
BUILDING SPRINKLERS:	As per building code and discretion of Local Fire Marshal.

¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.

² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.

³ Slow Movement: A slow movement condition accommodates vehicle speed up to a range of 20-25 mph with a thoroughfare capacity of up to 2,500 V.P.D.

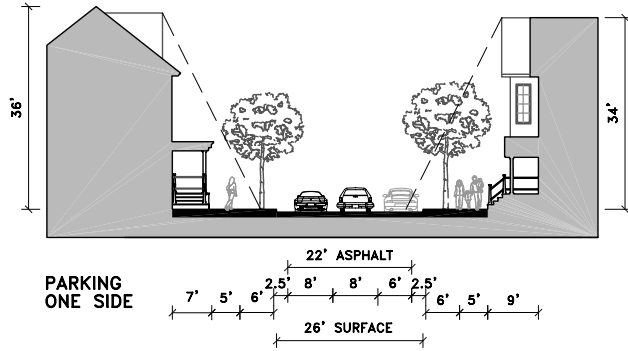
⁴ Type "A" - Major Response Street: Streets which are intended to serve primarily the longer, most direct legs of emergency response trips. 20' min. unobstructed fire access.

⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building. See dashed line at buildings on street cross section diagrams.

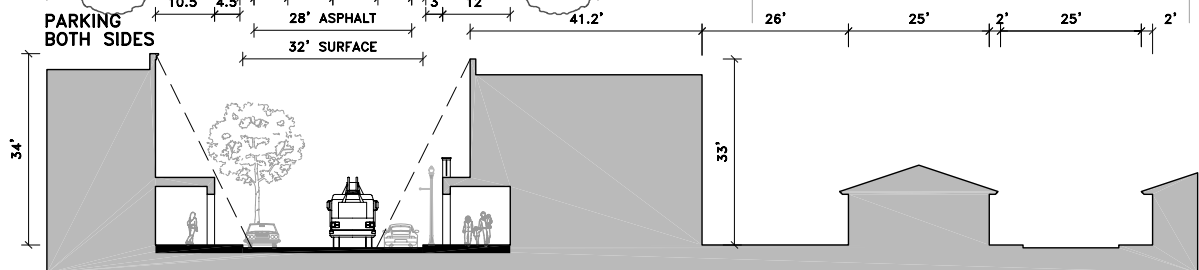
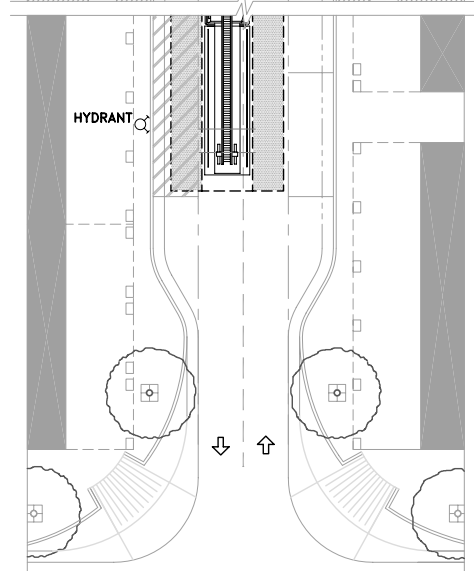
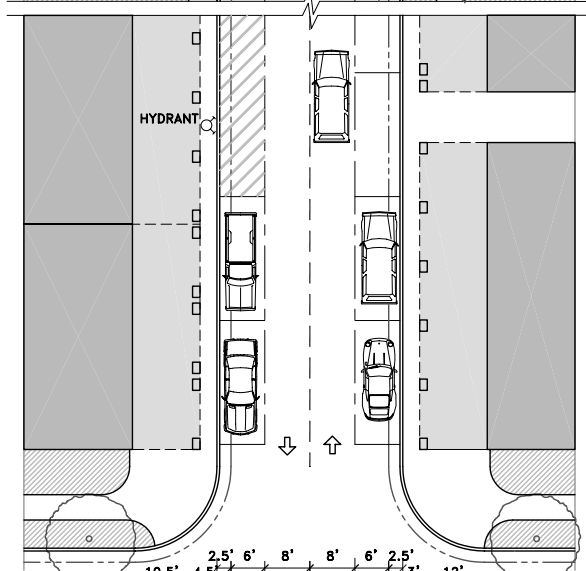
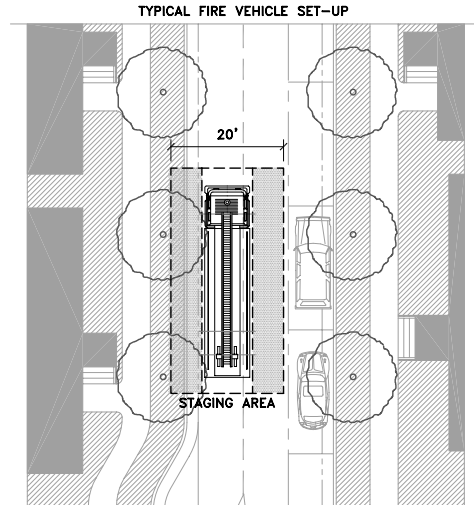
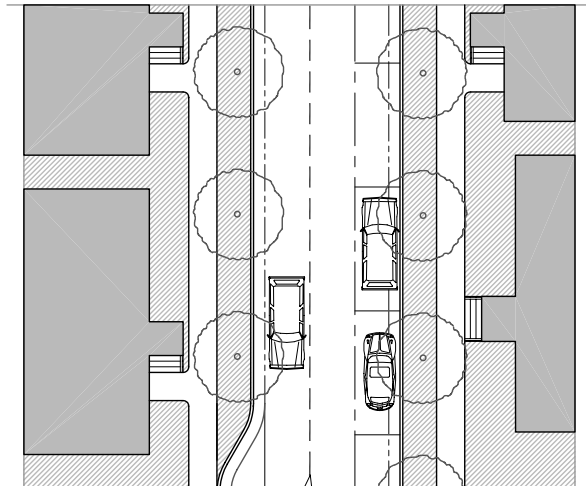
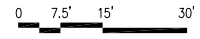
PARKING BOTH SIDES



A. EMERGENCY VEHICLE GUIDELINES



LOCAL STREET HIGHER DENSITY



CONTEXT

WHERE USED:	Traffic volume is anticipated to be 1,500-2,500 V.P.D. Commercial & Residential areas for local access and circulation.
MOVEMENT CONDITION: ³	Slow
POSTED SPEED LIMIT:	25 MPH
LEFT TURN LANE:	None
BIKING LANE:	Yes / Shared with Travelway
BRAKING DISTANCE:	147 feet (Reaction - 92 feet; breaking & stopping - 55 feet)
PEDESTRIAN CROSSING TIME:	13 seconds (average)
SIGNAGE:	"No Parking" signs are required for restricted on-street parking.
STRIPING:	Travelway: None On-street Parking: Yes

CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 600 feet Street shall extend 2 to 6 blocks in length
STREET WIDTH (MAX.):	32'-0" Surface (Parking both sides) 26'-0" Surface (Parking one side)
TRAVELWAY WIDTH: ¹	8'-0"
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Both Sides - Conditional to site.
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site.
CENTER MEDIAN:	Conditional
CURB & GUTTER:	Vertical curb & gutter. Rolled curb & gutter (drive over) to be conditional as per fire official. Vertical curb to be flattened if deemed necessary for emergency vehicle turning.
CURB RADII (MAX.):	15' -0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"
PROXIMITY TO CURB FACE (MIN.):	3'-0" Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

PARKING BOTH SIDES



FIRE SAFETY CONDITIONS

LADDER TRUCK FIRE ACCESS:	Unobstructed fire access travelway: Parking One Side: 18'-0" (surface) Parking Both Sides: 16'-0"
STREET CONNECTIVITY:	Fire Access Type "B" (Minor Response Street). ⁴ A Local Street serves as a secondary thoroughfare for fire & vehicle movement and is located within a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
TRUCK SET-UP ZONE:	Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up' Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area. ⁵
ON-STREET PARKING:	Restrictions to on-street parking are conditional to specific layout.
OBSTRUCTIONS:	Placement of vertical elements at intersections are conditional to specific layout.
LADDER TRUCK STANCE (outriggers fully extended):	Ivins: Pierce 55' Ladder - 10'-0" wide stance . St. George: Pierce 105' Ladder - 14'-0" wide stance.
BUILDING SPRINKLERS:	As per building code and discretion of Local Fire Marshal.

¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.

² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.

³ Slow Movement: A slow movement condition accommodates vehicle speed up to a range of 20-25 mph with a thoroughfare capacity of up to 2,500 V.P.D.

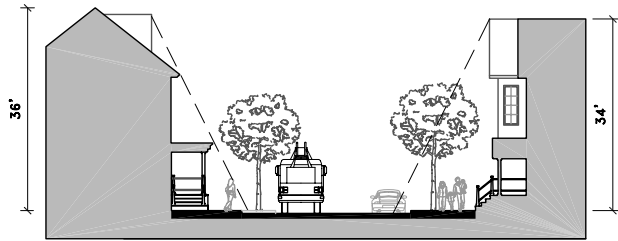
⁴ Type "B" - Minor Response Street: Streets which are intended to serve primarily the shorter legs of emergency response trips.

⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building . See dashed line at buildings on street cross section diagrams.

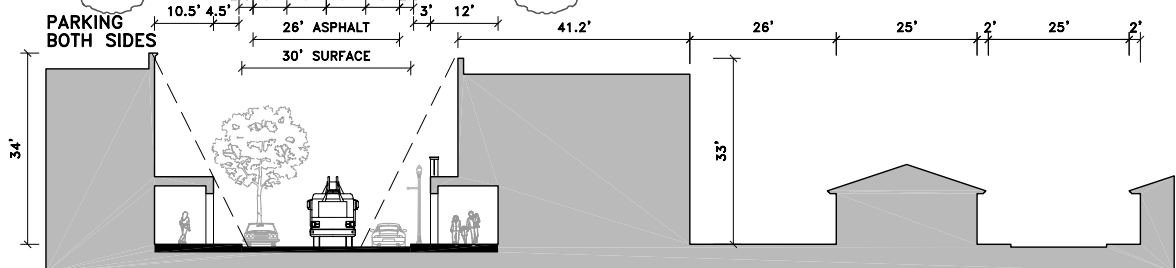
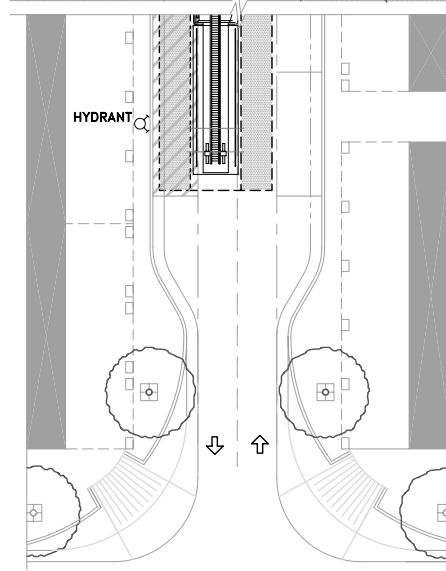
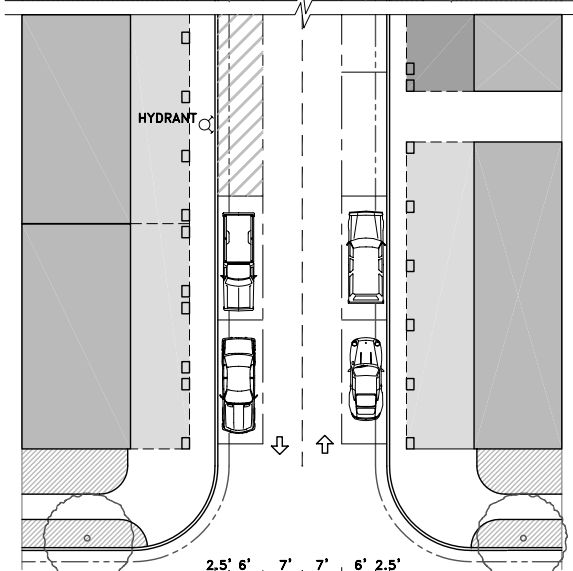
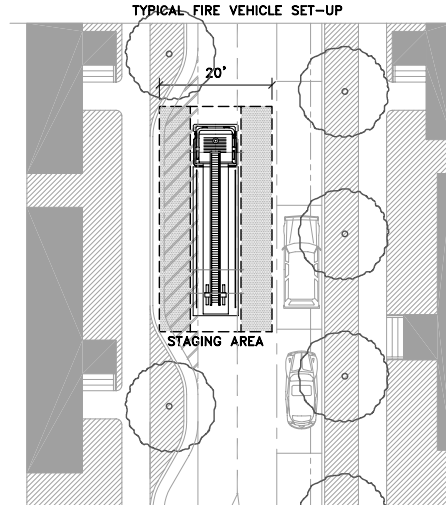
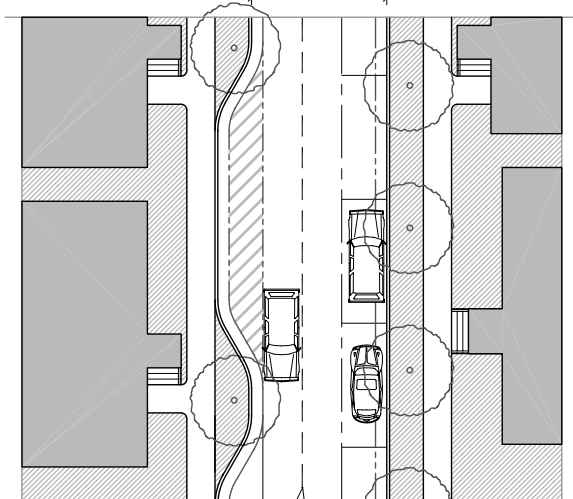
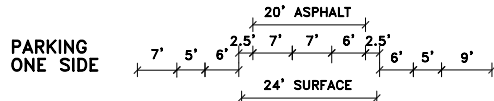
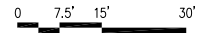
NO PARKING



A. EMERGENCY VEHICLE GUIDELINES



SMALL STREET HIGHER DENSITY



CONTEXT

WHERE USED:	Traffic volume is anticipated to be 750-1,000 V.P.D. Small scale Commercial & Residential areas for local access and circulation.
MOVEMENT CONDITION: ³	Slow
POSTED SPEED LIMIT:	20 MPH
LEFT TURN LANE:	None
BIKING LANE:	Yes / Shared with Travelway.
BRAKING DISTANCE:	106 feet (Reaction - 73 feet; breaking & stopping - 33 feet)
PEDESTRIAN CROSSING TIME:	11 seconds (average)
SIGNAGE:	"No Parking" signs are required for restricted on-street parking.
STRIPING:	Travelway: None On-street Parking: None

CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 400 feet Street shall extend 2 to 4 blocks in length
STREET WIDTH (MAX.):	30'-0" Surface (Parking both sides) 24'-0" Surface (Parking one side)
TRAVELWAY WIDTH: ¹	7'-0"
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Both Sides - Conditional to site
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site
CENTER MEDIAN:	Conditional
CURB & GUTTER:	Vertical curb & gutter. (Rolled curb & gutter - conditional). Vertical curb to be flattened if deemed necessary for emergency vehicle turning.
CURB RADII (MAX.):	15'-0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"
PROXIMITY TO CURB FACE (MIN.):	3'-0" Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

PARKING BOTH SIDES



FIRE SAFETY CONDITIONS

LADDER TRUCK FIRE ACCESS:	Unobstructed fire access travelway: Parking One Side: 16'-0" (surface) Parking Both Sides: 14'-0"
STREET CONNECTIVITY:	Fire Access Type "B" (Minor Response Street). ⁴ A Small Street serves as a secondary thoroughfare for fire & vehicle movement and is located within a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
TRUCK SET-UP ZONE:	Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up' Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area. ⁵
PARKING:	No parking permitted within 30' (or within 20' if intersecting with an alley) of the intersection of streets 28' in width or less. Such areas shall be designated as fire lanes.
OBSTRUCTIONS:	No above ground obstructions (fire hydrants, streetlights, trees or traffic signs) permitted within 15' of an intersection of streets 28' in width or less.
LADDER TRUCK STANCE (outriggers fully extended):	Ivins: Pierce 55' Ladder - 10'-0" wide stance . St. George: Pierce 105' Ladder - 14'-0" wide stance.
BUILDING SPRINKLERS:	As per building code and discretion of Local Fire Marshal.

¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.

² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.

³ Slow Movement: A slow movement condition accommodates vehicle speed up to a range of 20-25 mph with a thoroughfare capacity of up to 2,500 V.P.D.

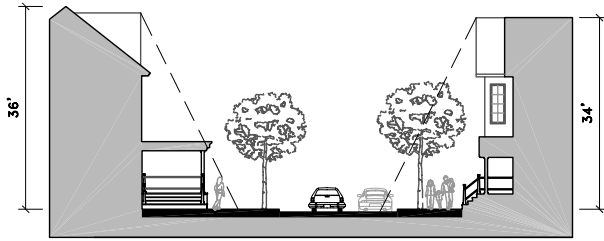
⁴ Type "B" - Minor Response Street: Streets which are intended to serve primarily the shorter legs of emergency response trips.

⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building . See dashed line at buildings on street cross section diagrams.

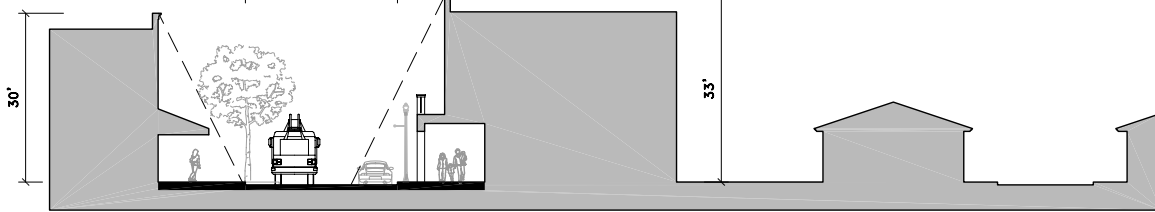
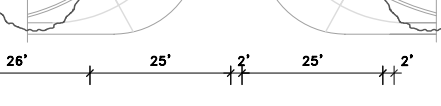
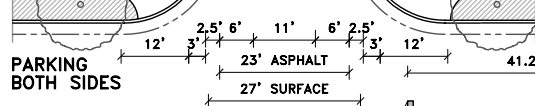
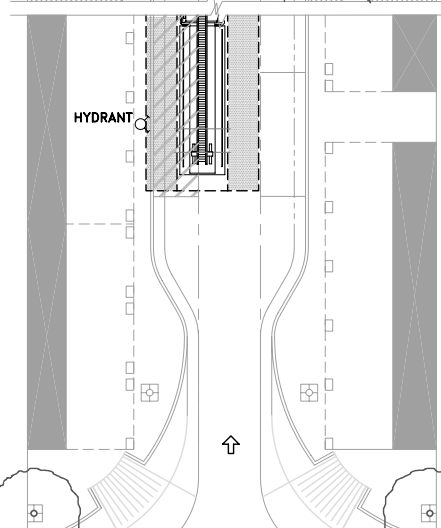
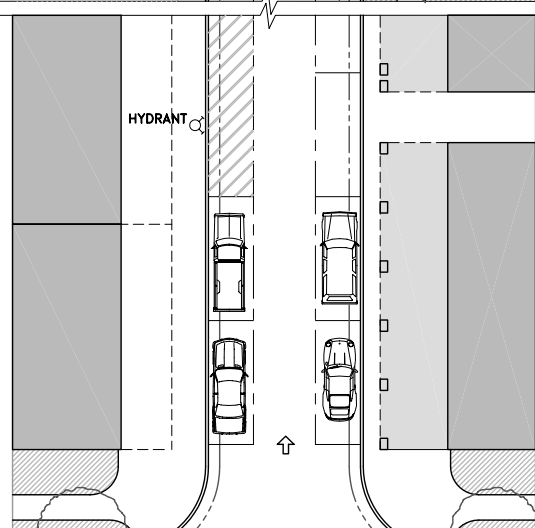
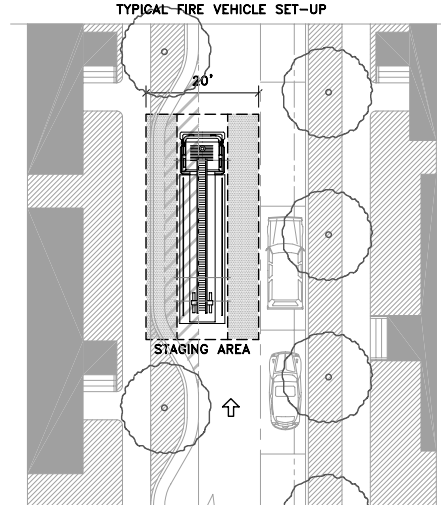
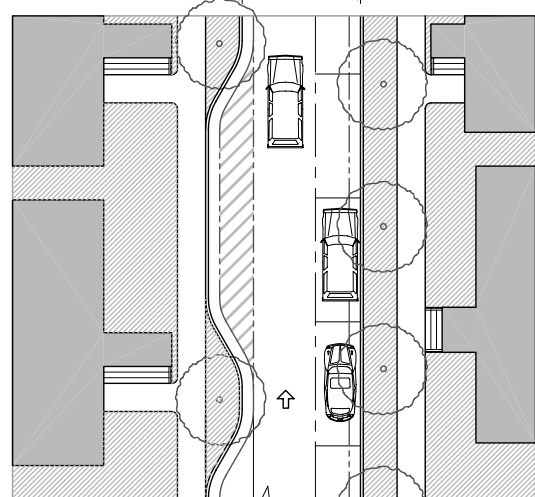
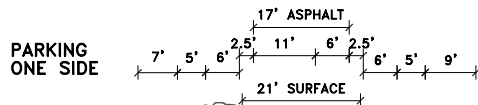
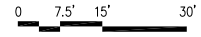
PARKING BOTH SIDES



A. EMERGENCY VEHICLE GUIDELINES



ONE WAY
HIGHER DENSITY



CONTEXT

WHERE USED:	Traffic volume is anticipated to be 300-1,500 V.P.D.
MOVEMENT CONDITION: ³	Slow
POSTED SPEED LIMIT:	20 MPH
LEFT TURN LANE:	None
BIKING LANE:	Yes / Shared with Travelway
BRAKING DISTANCE:	106 feet (Reaction - 73 feet; breaking & stopping - 33 feet)
PEDESTRIAN CROSSING TIME:	13 seconds (average)
SIGNAGE:	"No Parking" signs are required for restricted on-street parking.
STRIPING:	Travelway: None On-street Parking: None

CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 400 feet Street shall extend 1 to 3 blocks in length
STREET WIDTH (MAX.):	27'-0" Surface (Parking both sides) 21'-0" Surface (Parking one side)
TRAVELWAY WIDTH: ¹	11'-0"
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Both Sides - Conditional to site
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site
CENTER MEDIAN:	Conditional
CURB & GUTTER:	Vertical curb & gutter. (Rolled curb & gutter - conditional). Vertical curb to be flattened if deemed necessary for emergency vehicle turning.
CURB RADII (MAX.):	15'-0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"	
PROXIMITY TO CURB FACE (MIN.):	3'-0"	Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

PARKING BOTH SIDES



FIRE SAFETY CONDITIONS

LADDER TRUCK FIRE ACCESS:	Unobstructed fire access travelway: Parking One Side: 13'-0" (surface) Parking Both Sides: 11'-0"
STREET CONNECTIVITY:	Fire Access Type "B" (Minor Response Street). ⁴ A One-Way Street serves as a secondary thoroughfare for fire & vehicle movement and is located within a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
TRUCK SET-UP ZONE:	Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up' Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area. ⁵

PARKING:
No parking permitted within 30' (or within 20' if intersecting with an alley) of the intersection of streets 28' in width or less. Such areas shall be designated as fire lanes.

OBSTRUCTIONS:
No above ground obstructions (fire hydrants, streetlights, trees or traffic signs) permitted within 15' of an intersection of streets 28' in width or less.

LADDER TRUCK STANCE (outriggers fully extended):
Ivins: Pierce 55' Ladder - 10'-0" wide stance .
St. George: Pierce 105' Ladder - 14'-0" wide stance.

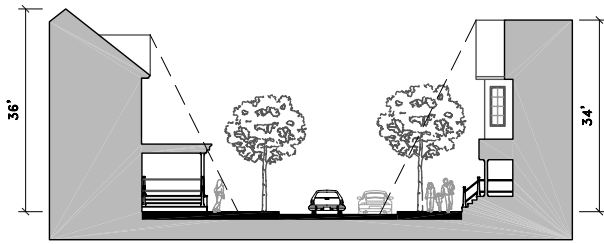
BUILDING SPRINKLERS:
As per building code and discretion of Local Fire Marshal.

- ¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.
- ² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.
- ³ Slow Movement: A slow movement condition accommodates vehicle speed up to a range of 20-25 mph with a thoroughfare capacity of up to 2,500 V.P.D.
- ⁴ Type "B" - Minor Response Street: Streets which are intended to serve primarily the shorter legs of emergency response trips.
- ⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building . See dashed line at buildings on street cross section diagrams.

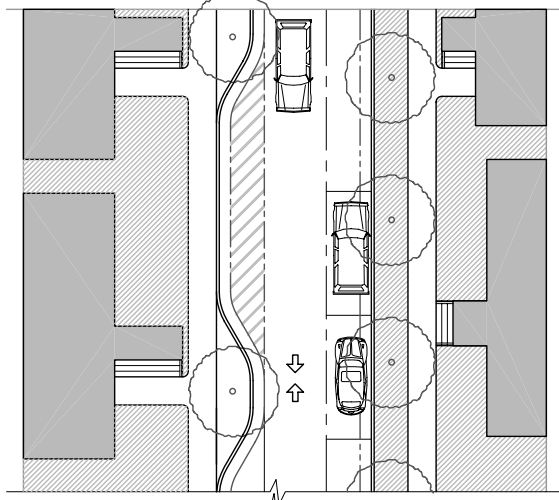
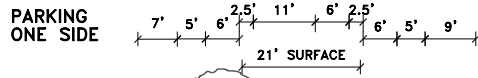
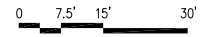
PARKING ONE SIDE



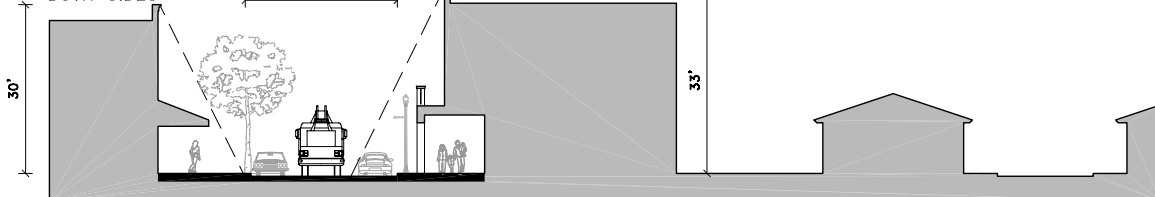
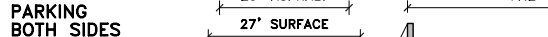
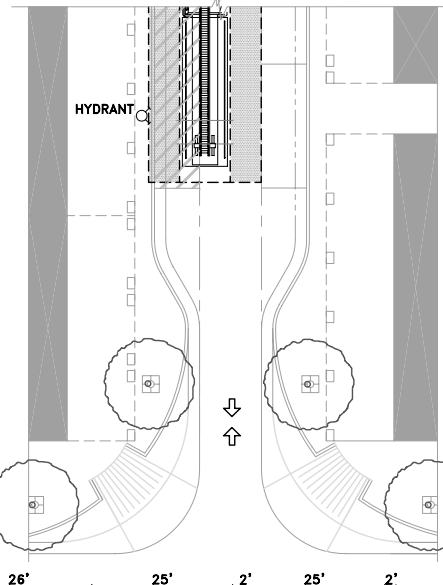
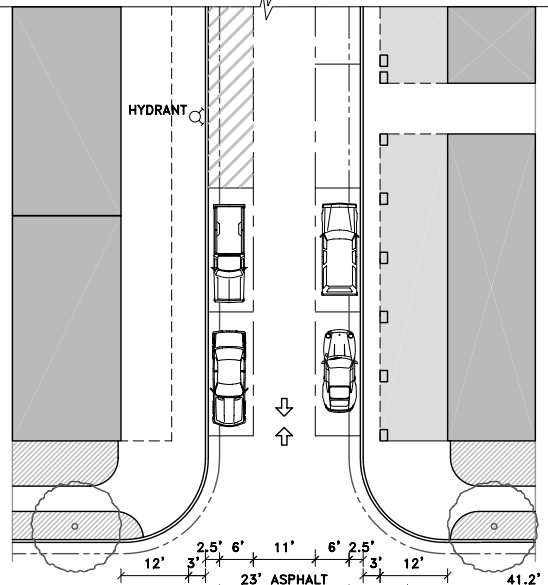
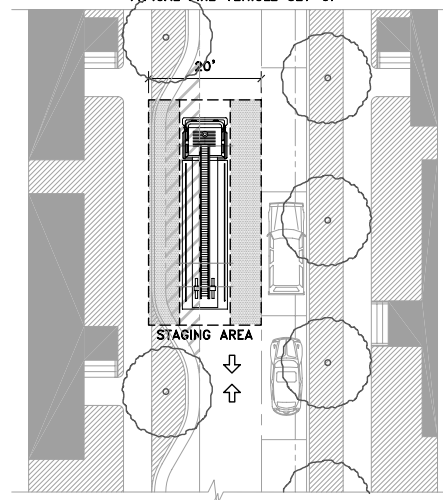
A. EMERGENCY VEHICLE GUIDELINES



YIELD STREET
HIGHER DENSITY



TYPICAL FIRE VEHICLE SET-UP



CONTEXT

WHERE USED:	Traffic volume is anticipated to be 300-500 V.P.D. Used in pedestrian zones and shared surface streets (lanes, alleys, fire lanes), where walking, cycling & other living functions have priority over motor vehicles.
MOVEMENT CONDITION: ³	Yield
POSTED SPEED LIMIT:	15 MPH
LEFT TURN LANE:	None
BIKING LANE:	Yes / Shared with Travelway
BRAKING DISTANCE:	73 feet (Reaction - 55 feet; breaking & stopping - 18 feet)
PEDESTRIAN CROSSING TIME:	8 seconds (average)
SIGNAGE:	"No Parking" signs are required for on-street restricted parking.
STRIPING:	Travelway: None On-street Parking: None

CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 400 feet Street shall extend 1 to 2 blocks in length
STREET WIDTH (MAX.):	27'-0" Surface (Parking both sides) 21'-0" Surface (Parking one side)
TRAVELWAY WIDTH: ¹	11'-0" (Shared Lane)
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Both Sides - Conditional to site
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site
CENTER MEDIAN:	Conditional
CURB & GUTTER:	Vertical curb & gutter. (Rolled curb & gutter - conditional). Vertical curb to be flattened if deemed necessary for emergency vehicle turning.
CURB RADII (MAX.):	15'-0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"
PROXIMITY TO CURB FACE (MIN.):	3'-0" Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

PARKING BOTH SIDES



FIRE SAFETY CONDITIONS

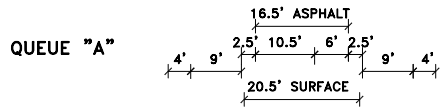
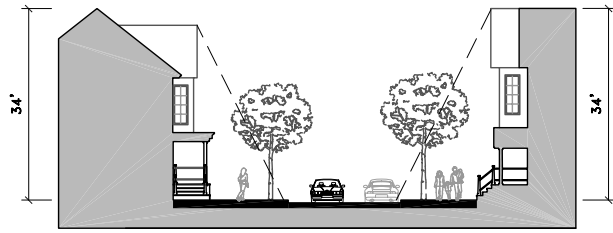
LADDER TRUCK FIRE ACCESS:	Unobstructed fire access travelway: Parking One Side: 13'-0" (surface) Parking Both Sides: 11'-0"
STREET CONNECTIVITY:	Fire Access Type "B" (Minor Response Street). ⁴ A Yield Street serves as a secondary thoroughfare for fire & vehicle movement and is located within a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
TRUCK SET-UP ZONE:	Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up' Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area. ⁵
PARKING:	No parking permitted within 30' (or within 20' if intersecting with an alley) of the intersection of streets 28' in width or less. Such areas shall be designated as fire lanes.
OBSTRUCTIONS:	No above ground obstructions (fire hydrants, streetlights, trees or traffic signs) permitted within 15' of an intersection of streets 28' in width or less.
LADDER TRUCK STANCE (outriggers fully extended):	Ivins: Pierce 55' Ladder - 10'-0" wide stance . St. George: Pierce 105' Ladder - 14'-0" wide stance.
BUILDING SPRINKLERS:	As per building code and discretion of Local Fire Marshal.

- ¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.
- ² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.
- ³ Yield Movement: A yield movement condition accommodates vehicle speed up to a range of 15-20 mph with a thoroughfare capacity of up to 500 V.P.D.
- ⁴ Type "B" - Minor Response Street: Streets which are intended to serve primarily the shorter legs of emergency response trips.
- ⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building. See dashed line at buildings on street cross section diagrams.

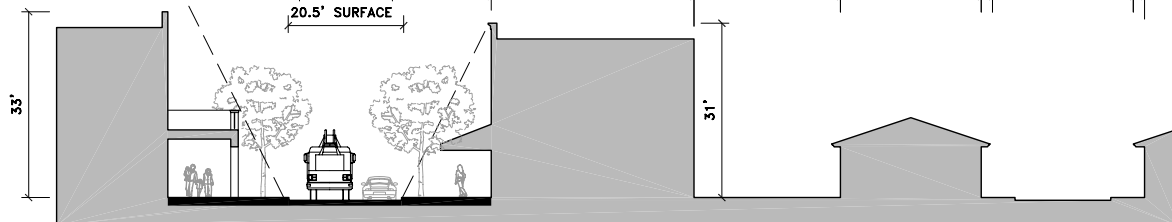
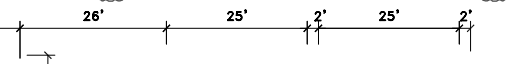
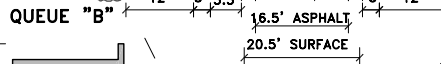
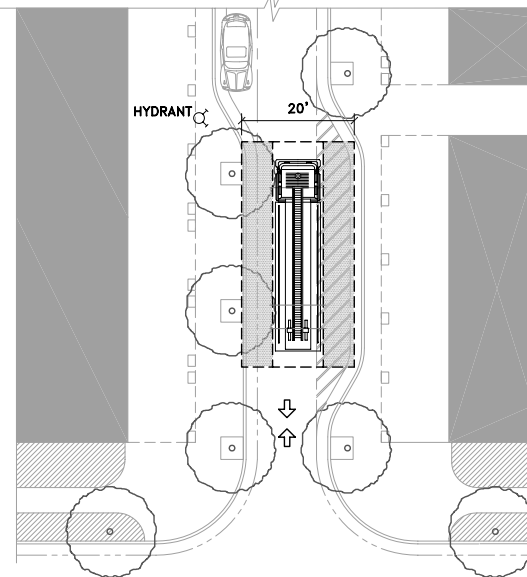
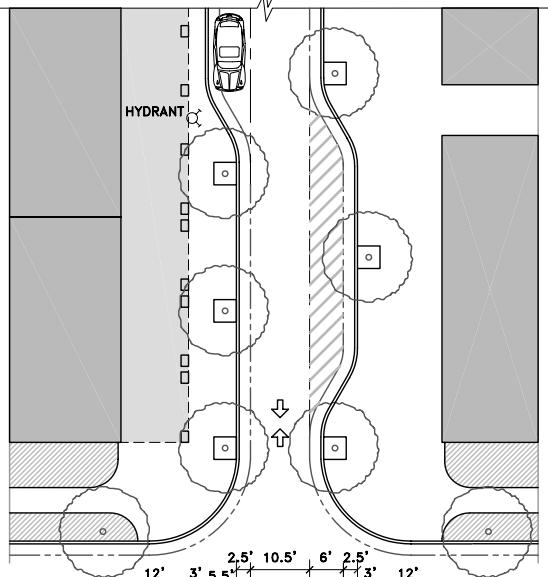
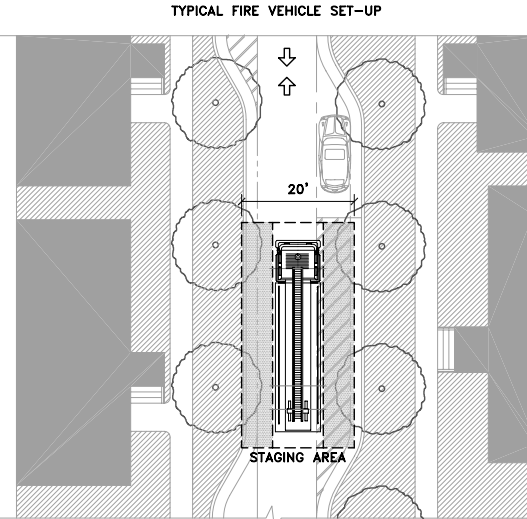
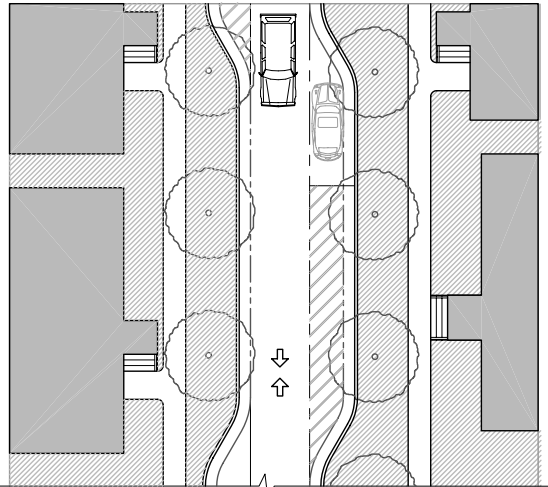
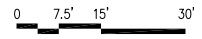
PARKING BOTH SIDES



A. EMERGENCY VEHICLE GUIDELINES



QUEUE LANE HIGHER DENSITY



CONTEXT

WHERE USED:	Traffic volume is anticipated to be < 300 V.P.D. Used in pedestrian zones and shared surface streets (lanes, alleys, fire lanes), where walking, cycling and other living functions have priority over motor vehicles.
MOVEMENT CONDITION: ³	Shared.
POSTED SPEED LIMIT:	10 MPH
LEFT TURN LANE:	None.
BIKING LANE:	Yes / Shared with Travelway.
BRAKING DISTANCE:	45 feet (Reaction - 37 feet; breaking & stopping - 8 feet)
PEDESTRIAN CROSSING TIME:	11 seconds (average)
SIGNAGE:	"No Parking" signs are required for on-street restricted parking.
STRIPING:	Travelway: None On-street Parking: None

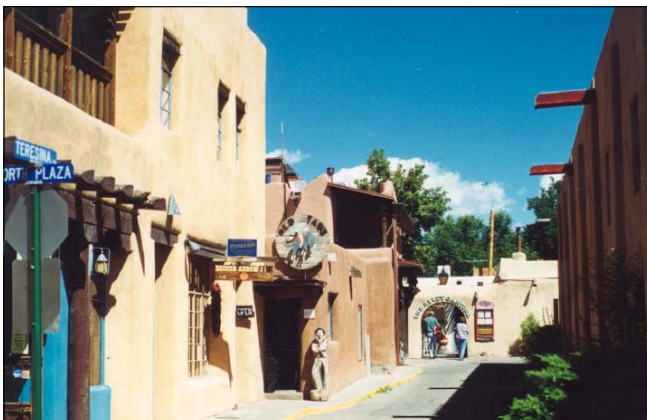
CONFIGURATION

STREET LENGTH (MAX.):	Length of street < 400 feet Street shall extend 1 block in length
STREET WIDTH (MAX.):	20'-6" (Shared Lane)
TRAVELWAY WIDTH: ¹	10'-6" plus gutter pan
ON-STREET PARKING WIDTH: ²	8'-0" (includes gutter pan)
ON-STREET PARKING LOCATION: ²	One Side / Intermittent - Conditional to site.
OFF-STREET PARKING SUPPLY:	Residential: Occupant - 100 % supplied off-street Guests - 100 % supplied on-street (conditional) Commercial: Combination of on-street & off-street - Conditional to site.
CENTER MEDIAN:	N.A.
CURB & GUTTER:	Rolled curb & gutter (drive over).
CURB RADII (MAX.):	15'-0"

STREETSCAPE (VERTICAL ELEMENTS)

STREET TREE SPACING:	30'-0"
PROXIMITY TO CURB FACE (MIN.):	3'-0" Building (Arcade) Street Lights, Parking Meters / Bollards, Fences.

NO PARKING



FIRE SAFETY CONDITIONS

- LADDER TRUCK FIRE ACCESS:**
Unobstructed fire access travelway: Parking One Side: 12'-6" (surface)
- STREET CONNECTIVITY:**
Fire Access Type "C" (Mixed / Pedestrian).⁴
A Queue Lane serves as an ancillary fire access route, part of a network of streets consisting of small blocks (400' - 600') which provide a minimum of 2 access routes for emergency vehicles.
- TRUCK SET-UP ZONE:**
Where access travelway is less than code reference (for more than 150'-0" in street length), a 'Truck Set-Up Zone' (20'-0" W x 55'-0" L) will be required. 'Truck Set-Up Zone' shall be located outside of building collapse area.⁵
- PARKING:**
No parking permitted within 30' (or within 20' if intersecting with an alley) of the intersection of streets 28' in width or less. Such areas shall be designated as fire lanes.
- OBSTRUCTIONS:**
No above ground obstructions (fire hydrants, streetlights, trees or traffic signs) permitted within 15' of an intersection of streets 28' in width or less.
- LADDER TRUCK STANCE** (outriggers fully extended):
Ivins: Pierce 55' Ladder - 10'-0" wide stance.
St. George: Pierce 105' Ladder - 14'-0" wide stance.
- BUILDING SPRINKLERS:**
As per building code and discretion of Local Fire Marshal.

¹ Travelway width varies according to street configuration & length, posted speed, traffic load, fire access routes, intersection design, density of parking (on-street & off-street), building uses & intensity, streetscape elements, building frontage, and the place of the thoroughfare within the street network & access hierarchy.

² Parking width and location vary according to factors of street configuration, speed, traffic loading, fire access, building uses and frontage.

³ Shared Movement: A shared movement condition accommodates vehicle speed up to 10 mph with a thoroughfare capacity of <350 V.P.D. Shared streetspace elements may be added to the street to slow traffic and provide pedestrian scale use.

⁴ Type "C" - Mixed / Pedestrian: Pedestrian zones & shared surface streets (alleys or fire lanes). Walking, cycling and other living functions have priority over motor vehicles.

⁵ Collapse Zone: Horizontal distance (equal to 1/2 height of bldg.) from front face of building. See dashed line at buildings on street cross section diagrams.

PARKING ONE SIDE



A. EMERGENCY VEHICLE GUIDELINES
