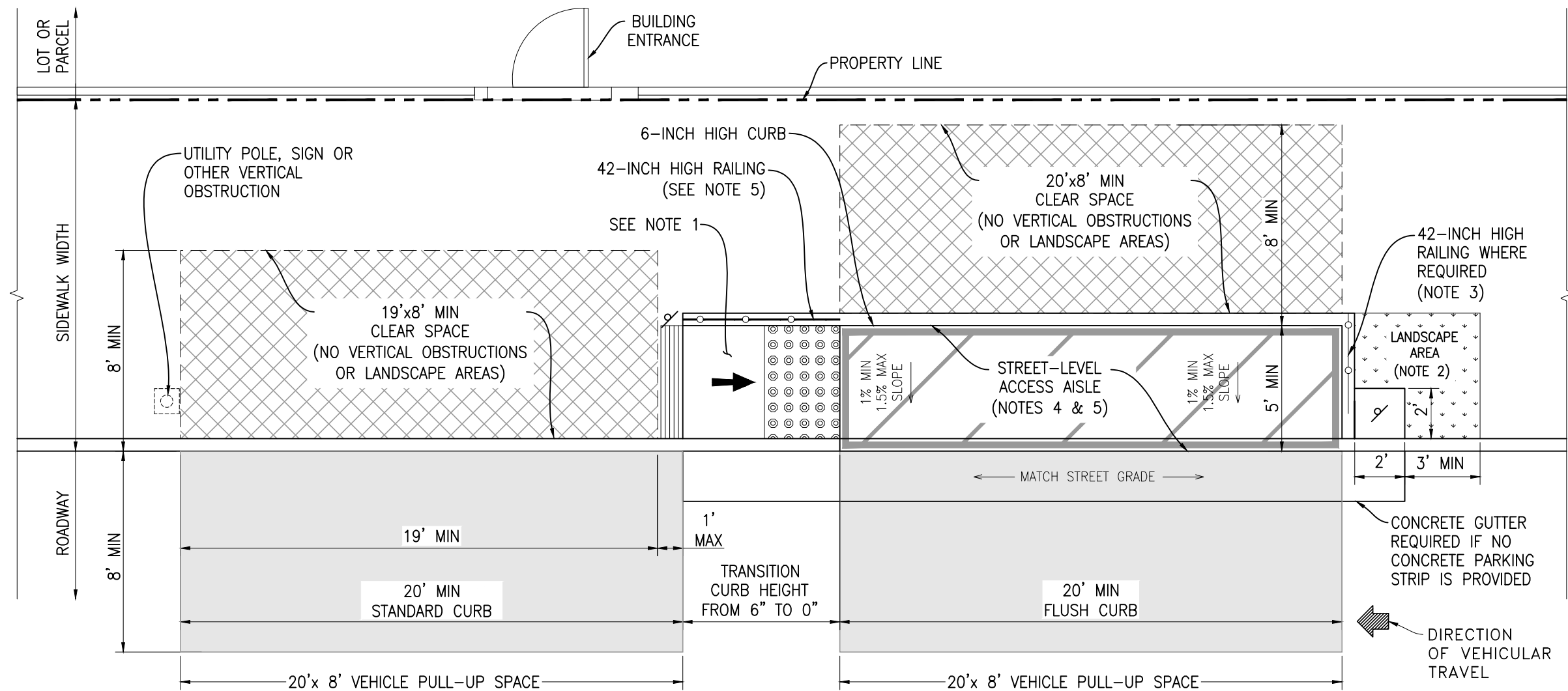




STANDARD ACCESSIBLE PASSENGER LOADING ZONE LAYOUT GUIDELINES

SIDEWALK WIDTH: 14' MIN. (13' MIN. IN TREASURE ISLAND)



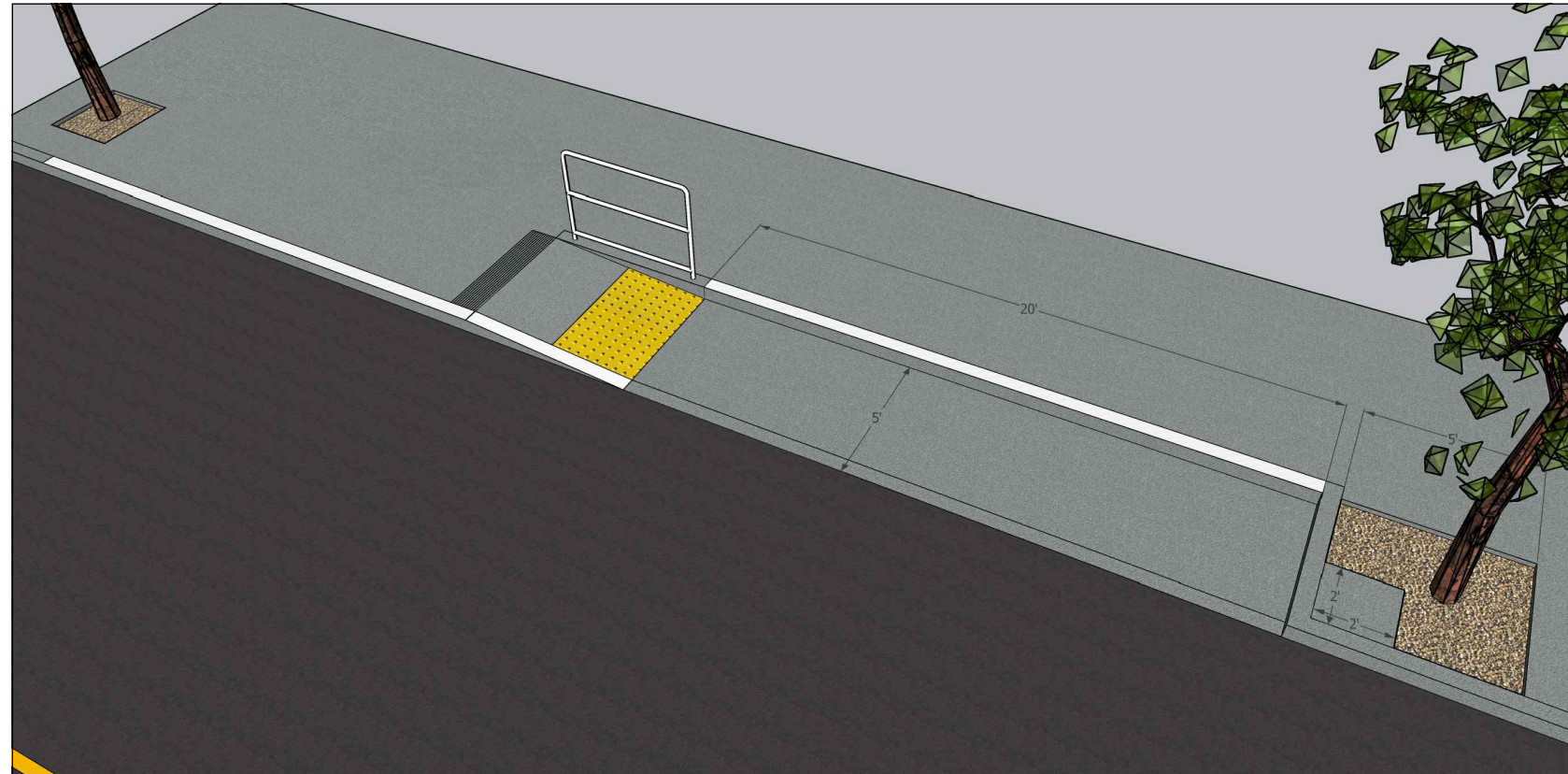
NOTES:

1. CURB RAMP SHALL COMPLY WITH ACCESSIBLE STREET CROSSING STANDARD – STANDARD CURB RAMP PLANS AS REQUIRED BY PUBLIC WORKS ORDER 185854.
2. LANDSCAPE AREA DIMENSIONS & PLACEMENT MAY VARY AND SHALL COMPLY WITH PUBLIC WORKS ORDER 178,631 – PLANTING, MAINTENANCE, AND REMOVAL OF TREES AND LANDSCAPE MATERIALS, PUBLIC WORKS BUREAU OF URBAN FORESTRY (BUF) REQUIREMENTS, AND SF BETTER STREETS PLAN.
3. IF LANDSCAPE AREA IS LESS THAN 5' WIDTH OR OTHERWISE NOT PROVIDED, A RAILING IS REQUIRED ALONG THE CURB ON THE SIDE OF THE STREET LEVEL ACCESS AISLE.
4. STREET LEVEL ACCESS AISLE SHALL BE CONCRETE AND HAVE A MINIMUM THICKNESS OF 6-INCHES.
5. PROJECT SPONSOR IS RESPONSIBLE FOR MAINTENANCE AND REPAIR OF RAILING(S) AND ENSURING STREET-LEVEL ACCESS AISLE IS FREE FROM DEBRIS. MECHANICAL STREET SWEEPERS CANNOT ACCESS THIS AREA.
6. ACCESS AISLES SHALL BE MARKED WITH A PAINTED BORDERLINE AROUND THEIR PERIMETER. THE AREA WITHIN THE BORDERLINES SHALL BE MARKED WITH HATCHED LINES A MAXIMUM OF 36 INCHES ON CENTER IN A COLOR CONTRASTING WITH THAT OF THE ACCESS AISLE SURFACE.
7. VEHICLE PULL-UP SPACES AND ACCESS AISLES SHALL PROVIDE A VERTICAL CLEARANCE OF 114 INCHES.
8. COLOR CURB ZONE EXTENTS AND SIGNAGE SHALL BE DETERMINED BY SFMTA COLOR CURB PROGRAM.
9. IF THE STREET-LEVEL ACCESS AISLE SERVES MORE THAN ONE VEHICLE PULL-UP SPACE, A CURB RAMP IS REQUIRED ON BOTH SIDES OF THE ACCESS AISLE.

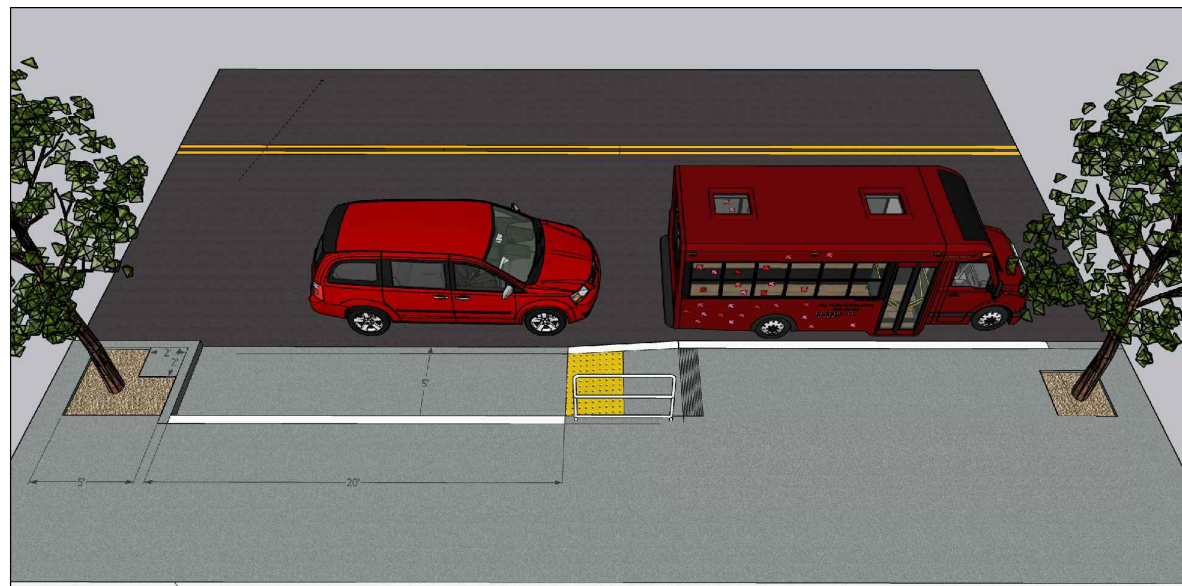
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STANDARD ACCESSIBLE PASSENGER LOADING ZONE RENDERINGS

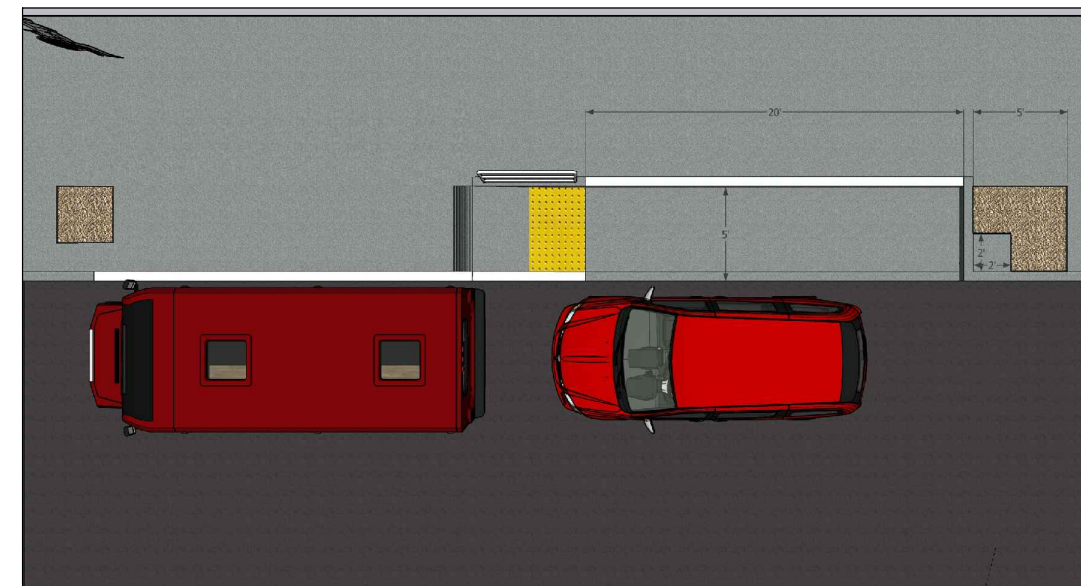
SIDEWALK WIDTH: 14' MIN. (13' MIN. IN TREASURE ISLAND)



FRONT ISOMETRIC VIEW



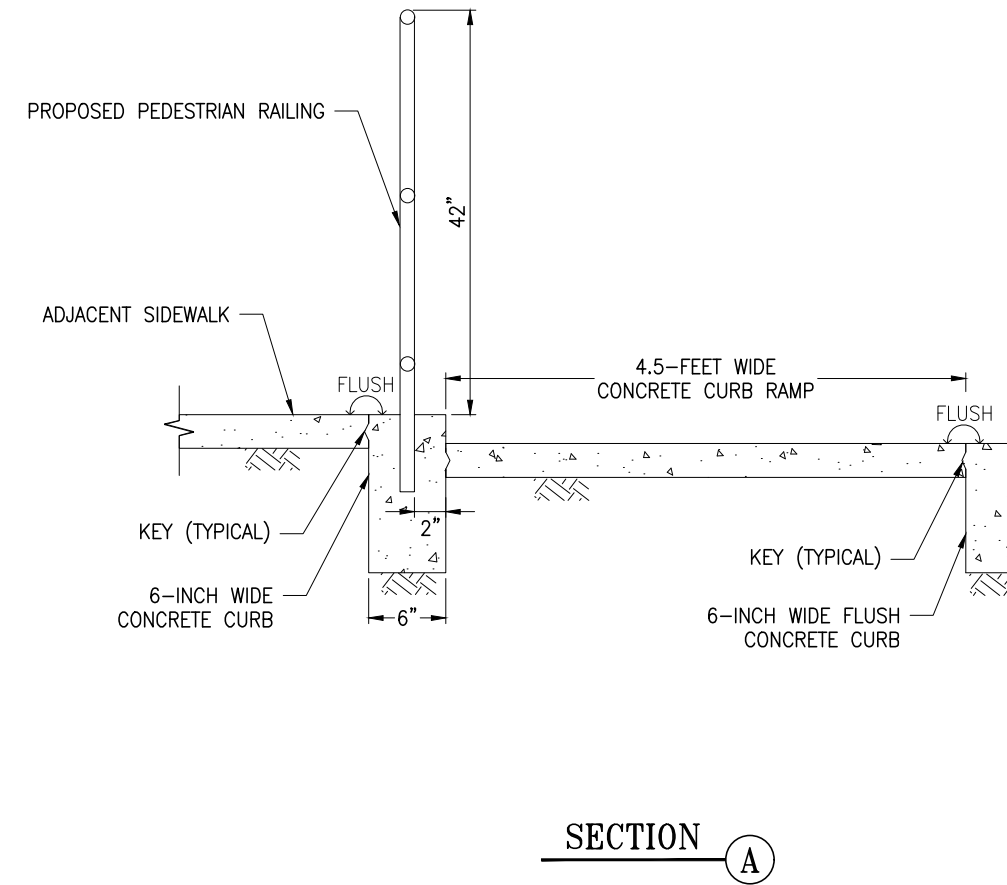
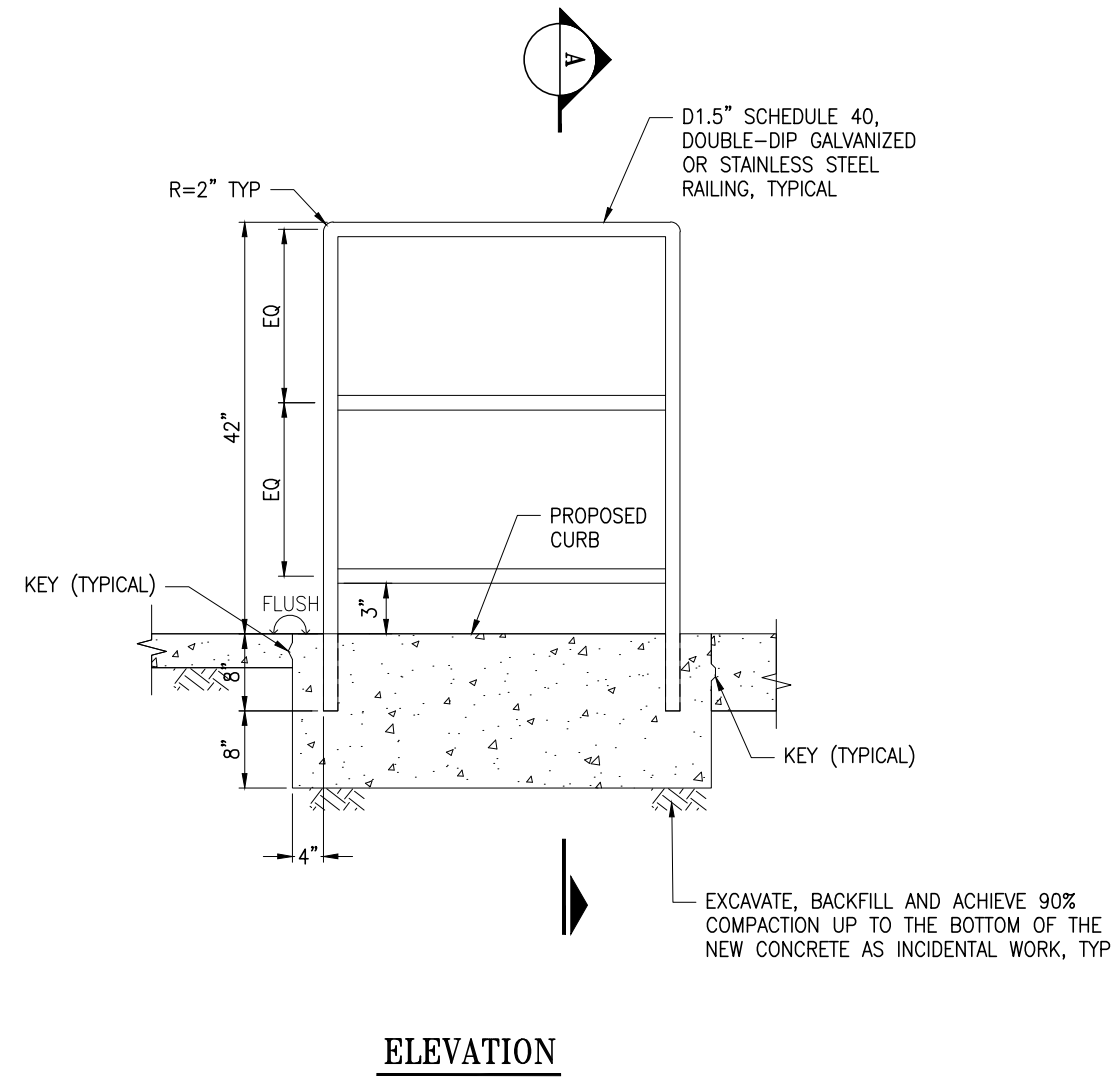
REAR VIEW



TOP VIEW

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STANDARD ACCESSIBLE PASSENGER LOADING ZONE PEDESTRIAN RAILING DETAIL



NOTES:

1. ALL EXPOSED CORNERS AND EDGES SHALL BE EASED WITH A RADIUS OF 1/16-INCH.
2. ALL RAILINGS SHALL COMPLY WITH CALIFORNIA BUILDING CODE STRUCTURAL REQUIREMENTS.
3. RAILINGS SHALL BE SET BACK 18" FROM FACE OF CURB.
4. RAILING SHALL BE FULLY FABRICATED PRIOR TO GALVANIZING.

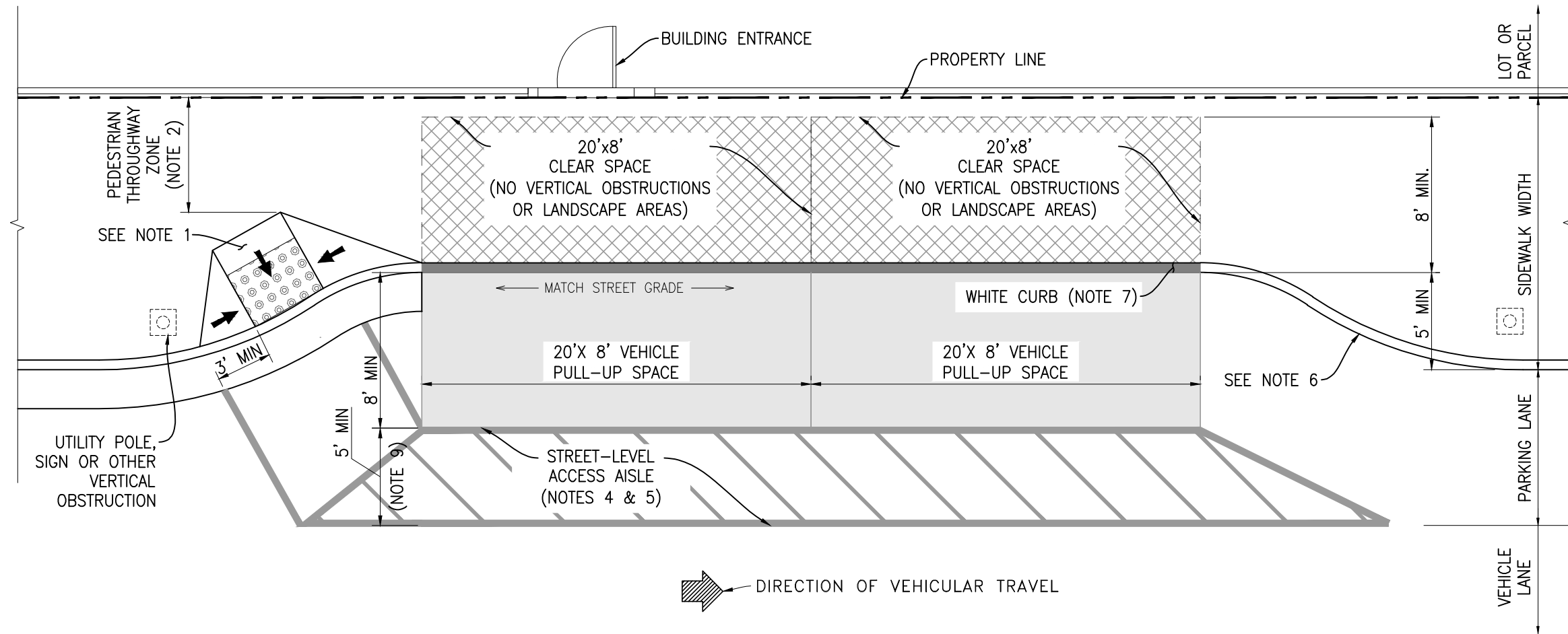
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ALTERNATE ACCESSIBLE PASSENGER LOADING ZONE LAYOUT GUIDELINES

PASSENGER LOADING ZONE ON LEFT SIDE OF ONE-WAY STREET

SIDEWALK WIDTH: 14' MIN.

NOTE: PASSENGER LOADING ZONES ON THE LEFT SIDE OF A ONE-WAY STREET SHOULD ONLY BE CONSIDERED WHEN IT IS TECHNICALLY INFEASIBLE TO INSTALL A STANDARD ACCESSIBLE PASSENGER LOADING ZONE.



NOTES:

- CURB RAMP SHALL COMPLY WITH ACCESSIBLE STREET CROSSING STANDARD – STANDARD CURB RAMP PLANS AS REQUIRED BY PUBLIC WORKS ORDER 185854.
- THE BETTER STREETS PLAN REQUIRES A WIDTH OF NO LESS THAN 6 FEET IN THE PEDESTRIAN THROUGHWAY ZONE. THIS WIDTH MAY BE REDUCED TO 5 FEET OR AS LITTLE AS 4 FEET ON A CASE BY CASE BASIS WITH APPROVAL OF PUBLIC WORKS DISABILITY ACCESS COORDINATOR.
- CLEAR SPACE FOR WHEELCHAIR LIFT DEPLOYMENT SHALL BE LOCATED ON SIDEWALK ADJACENT TO EACH VEHICLE PULL-UP SPACE. CLEAR SPACE SHALL BE FREE OF OBSTRUCTIONS, INCLUDING, BUT NOT LIMITED TO: UTILITY POLES, UTILITY CABINETS, STREET TREES, RAISED PLANTERS, LANDSCAPE AREAS, ETC.
- VEHICLE PULL-UP SPACES AND ACCESS AISLE SHALL PROVIDE A VERTICAL CLEARANCE OF 114 INCHES.
- ACCESS AISLES SHALL BE MARKED WITH A PAINTED BORDERLINE AROUND THEIR PERIMETER. THE AREA WITHIN THE BORDERLINES SHALL BE MARKED WITH HATCHED LINES A MAXIMUM OF 36 INCHES ON CENTER IN A COLOR CONTRASTING WITH THAT OF THE AISLE SURFACE.
- CURB GEOMETRY SHALL COMPLY WITH PUBLIC WORKS CURB BULB & SIDEWALK WIDENING LAYOUT STANDARD PLAN FILE NO. 87175.
- COLOR CURB ZONE EXTENTS AND SIGNAGE SHALL BE DETERMINED BY SFMTA COLOR CURB PROGRAM.
- APPLICATION OF THIS DESIGN MAY BE CONSIDERED ON SIDEWALKS THAT ARE LESS THAN 14 FEET WIDE, BUT IN NO CASE LESS THAN 12 FEET WIDE, WITH APPROVAL OF PUBLIC WORKS DISABILITY ACCESS COORDINATOR AND SFMTA COLOR CURB PROGRAM.
- AN 8-FOOT WIDE STREET-LEVEL ACCESS AISLE IS PREFERRED WHERE FEASIBLE DUE TO EXISTING SIDEWALK WIDTH AND/OR PRESENCE OF MEDIANS.
- A CURB RAMP MAY BE PROVIDED AT THE FRONT OF THE PASSENGER LOADING ZONE WHERE IT IS TECHNICALLY INFEASIBLE TO PROVIDE A CURB RAMP AT THE REAR OF THE PASSENGER LOADING ZONE.

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