

Impact PS-1: The proposed project would not be expected to increase demand for public services (in order to maintain acceptable service ratios, response times, or other performance objectives for public services) to the extent that it would require new or physically altered governmental facilities, the construction of which could result in significant environmental impacts.

This Statement is an erroneous assumption. Response times for emergency vehicles located at Fire Station 15 (address 1000 Ocean Avenue) will be adversely affected, as well as response times from the next nearest three fire stations (Fire Station 33 at 8 Capitol Avenue, Fire Station 39 at 1091 Portola Drive, and Fire Station 19 at 290 Buckingham Way). It is generally assumed that with new residences comes new traffic, which will undoubtedly slow response times. Although response priority 3 emergency calls (also known as code 3 calls) permit the use of emergency lights and sirens to safely bypass traffic signals and other traffic control devices, response priority 2 calls (code 2 calls) do not. Because code 2 calls require that emergency vehicles negotiate traffic at regular speeds, code 2 calls have the potential to become severely extended. Furthermore, upon arrival to the scene of a code 2 call, often times the situation is found to be more severe than previously thought, and calls are often upgraded to code 3.

With the addition of 500 – 1550 new units, an additional 1000 – 3000 or more residents will arrive. This will undoubtedly increase demand on the emergency response system, depending on the demographics of the new residents (statistically, senior citizens and low-income people are more frequent users of 911). Increased demand of the emergency response system combined with increased response times puts a strain on the ability of the SFFD to meet their 4 minute response time criteria (4 minutes from dispatch of call to patient contact).

Another significant impact to public services is in public transit, i.e. MUNI. Currently, according to city charter, if a MUNI vehicle is 4 or more minutes late to any timepoint, it is considered late. A timepoint is a MUNI passenger stop with a specific time of MUNI vehicle arrival tied to it. For example, if a bus is scheduled to arrive at the intersection of Market and Castro Sts. at 0700 hrs, it is not considered late until it arrives after 0704 hrs.

A 4 minute delay on a bus route such as the 43 Masonic, which is a 9 mile cross town bus route will have effects that resonate throughout the entire bus line. If the 43 northbound is delayed by 4 minutes arriving to Balboa Park BART station, it would be considered significantly late by city charter standards. However, the SEIR doesn't consider MUNI to be late through the Balboa Reservoir project zone unless it is delayed by 4 minutes, independent of the city charter. Thus, if the 43 Masonic was late to Balboa Park BART station by 3 minutes and further delayed through the BR Project zone by another 3 minutes, it would not be considered significant by SEIR standards, but it would be considered significant by city charter standards. Thus the allowable delay of 4 minutes through the BR project zone could be in violation of city charter standards.

What does the project propose to do to expedite bus service, and what does the project propose to do to improve emergency vehicle response times?