

Section 8: SPECIAL DEVICES, ROADWAYS and PARKING

8.1 Raised Channelizing Devices

Raised traffic control devices in the roadway are used for intersection channelization, sign visibility, speed control, tightening turn radii and other uses. The following are devices found in the roadway:

- A. Rubber or Plastic Speed Bumps
Generally found at roadway intersections, made of rubber and/or plastic, measure 14 inches wide, 2.25" inches high and six feet in length and are marked with alternating black and yellow stripes.

- B. Mid-Block Asphalt Speed Humps and Speed Tables
Constructed of asphalt, typically 12' long, 3" high and extend across the entire roadway width.

- C. Traffic Signs in the Roadway
Examples include STOP and other regulatory signs where the sign pole is out in the road for better visibility. Signs may be accompanied by striping and protective channelization.

- D. Safe-Hit Posts
Surface mounted flexible traffic delineators used to separate various modes of traffic and prohibit specific vehicle movements. The devices are tube shaped, measure 36 to 48 inches high and 2.5 inches in diameter. They may be white or yellow and have reflector elements at the top.

8.2 Removal and Re-Installation of Devices

If devices described in this section must be removed to perform work or to provide space for traffic routing, the Contractor must coordinate removal with the Traffic Engineer via email at trafficpermits@sfmta.com, or directly with the assigned Traffic Engineer if the work is City Contract work. The contractor is responsible for the cost to temporarily remove and restore these devices, as well as costs associated with any damage by the contractor.

The following devices may not be removed by the Contractor and require the SFMTA Traffic Sign Shop to remove prior to construction and re-install following construction:

1. Rubber or Plastic Speed Bumps
2. Traffic Signs in the Roadway
3. Safe-Hit Posts
4. Slow Street Paddles
5. Zicla Ramps

A Special Traffic Permit or a City Contract Specification is required for any work involving removal of the above named devices.

8.3 Slow Streets

Slow Streets are designated as closed to through vehicular traffic. Typically Slow Streets allow pedestrians and bicycles to use the full width of the street area, while still accommodating local access for vehicular traffic. Designated Slow Streets are shown online here:

<https://www.sfmta.com/projects/slow-streets-program>

A. Devices Used on Slow Streets

Intersections with Slow Streets have signs, barricades, planters, art installations and/or delineators that close the street to all but local traffic, pedestrians and bicycles. The standard sign posted at entry points to Slow Streets is SF22, shown in the Uniform Sign Chart in Appendix “E”. See the SFMTA plan document “STR-8490” for layout and details. The plan is available at sfmta.com/Striping.

B. Working on a Slow Street

1. Local access must be maintained at all times. When working on a Slow Street with movable devices (such as planters etc), the Contractor may temporarily remove the existing moveable devices, and must restore them at the end of the workday.
2. When devices are permanently affixed to the roadway, the Contractor may not remove them and must arrange removal and re-installation with the City. See Section 8.2 for removal and replacement procedure.

C. Detouring Traffic onto a Slow Street

Traffic detours are a consequence of lane and street closures. These closures require an STP. The detour route is at the discretion of the SFMTA permit engineer.

Generally, the Contractor is discouraged from using Slow Streets as detour routes for closures on nearby streets. Detouring traffic onto Slow Streets may be considered when there are limited or no other feasible options. Considerations for using a slow street on a detour route may include detour routes that would otherwise become too long or require being routed through other restricted streets, through turn restrictions or where the street network does not provide for a reasonable alternate detour. Closing one or both directions of a street requires a Special Traffic Permit (STP).

8.4 Special Parking Spaces and Bus Zones in the Work Area

A. Car Share Spaces

Car share spaces are parking spaces designated for cars in the car share service for which a car may be rented using a mobile application. The spaces and the locations of the cars are tracked via the company's online application. When construction removes one of these spaces, the company must mark it as "out of service". Re-installation of the car share space will be at the Contractor's expense.

Curbside parking spaces used by the SFMTA's "On-Street Shared Vehicle Parking Permit Program" should not be removed for roadway construction projects unless there is no other option to perform the needed repair or excavation work. If the space must be removed, another space nearby must be identified and designated for use by car-share vehicles. SFMTA and the car-share company must be given notice at least three working days before construction starts that the space will be relocated temporarily.

Contact information for car share permittees and the SFMTA permit administrator can be found at this page: bit.ly/shareops

B. Commuter Shuttle Bus Stops

Commuter Bus Shuttle spaces are parking spaces designated for private companies that run commuter services for their employees and other designated riders.

If a car share space is located within the work area and must be removed, the Contractor must coordinate its removal with the Commuter Shuttle Bus Stop Manager at Samantha.Rebelos@sfmta.com and coordinate the re-installation of the Commuter Shuttle Bus Stop at the Contractor's expense.

8.5 Bicycle Facilities

Bicycle facilities generally appear on sidewalks or in parking strip areas. The following are devices that are found near or in the roadway:

- A. Bicycle Racks
Bike racks are usually constructed of round or square metal tubing in the shape of a hoop or inverted U. If bicycle racks are located within the work area and must be removed, the Contractor must coordinate removal with the SFMTA Bicycle Parking Manager at bikeparking@sfmta.com. Refer to Section 8.2 for removal and re-installation procedure.
- B. Bike Corrals
Bicycle parking spaces with bicycle racks and delineated by pavement markings and safe hit posts. If bicycle corrals are located within the work area and must be removed, the Contractor must coordinate removal with the SFMTA Bicycle Parking Manager at bikeparking@sfmta.com. Refer to Section 8.2 for removal and re-installation procedure.
- C. Bicycle Sharing Stations
Automated electronic bicycle parking facility that dispenses bicycles for public hire. Comprised of multiple components including a group of bicycle docks, a payment kiosk with solar mast, and map panel/display case. If bicycle racks are located within the work area and must be removed, the Contractor must coordinate removal with the SFMTA Bicycle Sharing Manager at bikeshare@sfmta.com.
- D. Bicycle Lockers
Enclosed, secure individual bicycle storage lockers accessed by key or cardkey. If bicycle lockers are located within the work area and must be removed, the Contractor must coordinate removal with the SFMTA Bicycle Sharing Manager at bikeshare@sfmta.com.
- E. Bicycle Counters
Loops or other bicycle detection devices installed in the pavement. "Bicycle barometers" are a type of bicycle counter that is connected to a power source and includes a display which is mounted onto the sidewalk. If bicycle counters are located within the work area and must be removed, the Contractor must coordinate removal with the SFMTA Bicycle Counter Manager at bikeshare@sfmta.com.
- F. Zicla Ramps
Zicla ramps are heavy duty plastic ramp devices to bring bicycles up to sidewalk grade to create a level crossing space for pedestrians while creating a vertical deflection for bicycles. Refer to Section 8.2 for removal and re-installation procedure.