

## Section 5: WALKWAY CLOSURES

### 5.1 Clear Path of Travel

- A. Any walkway, sidewalk or crosswalk closure that does not provide a continuous 4-foot wide clear path of travel on the same side of the street shall require a Special Traffic Permit (STP).
- B. The minimum walk path width that must be provided for any walkway or sidewalk is **4-feet wide**. The path of travel must be clear of all obstructions. Note that a 6-foot wide clear path of travel is desirable, and more width may be required by SFPW or the SFMTA in areas where significant volumes of pedestrians are expected.
- C. Contractors may route pedestrians into the parking strip provided that a temporary walkway is set up per SFPW's Barricade Standards. Parking strips that are posted with Tow-Away hours cannot be used as a pedestrian walkway during those hours if the Tow-Away results in an active travel lane.
- D. Curb ramps (permanent or temporary) may not be obscured or blocked at any time. The path of travel must be separated from the construction and traffic areas by barricades or barriers.
- E. Walkways or crosswalks over excavation must be plated or bridged.
- F. Crosswalks through work zones must be delineated with pedestrian barricades safety fence or barrier systems. Cones and other delineators that do not provide appropriate path of travel information for blind pedestrians using canes must not be used as pedestrian barricades. Refer to SFPW barricade standards for guidelines.
- G. When a temporary crosswalk is provided outside the existing crosswalk, the temporary crosswalk must be clearly defined by signs and striping. If the location of the temporary crosswalk is 15 feet or more from an existing crosswalk with pedestrian signals, then temporary pedestrian signals must be provided at these crosswalks.
- H. Work at intersection corners such as sidewalk and curb ramp improvements can use the parking strip and temporary crosswalks as shown in figures 5.1a and 5.1b.



Figure 5.1a  
Pedestrian Detour at Intersection Corner  
(Work Hours)



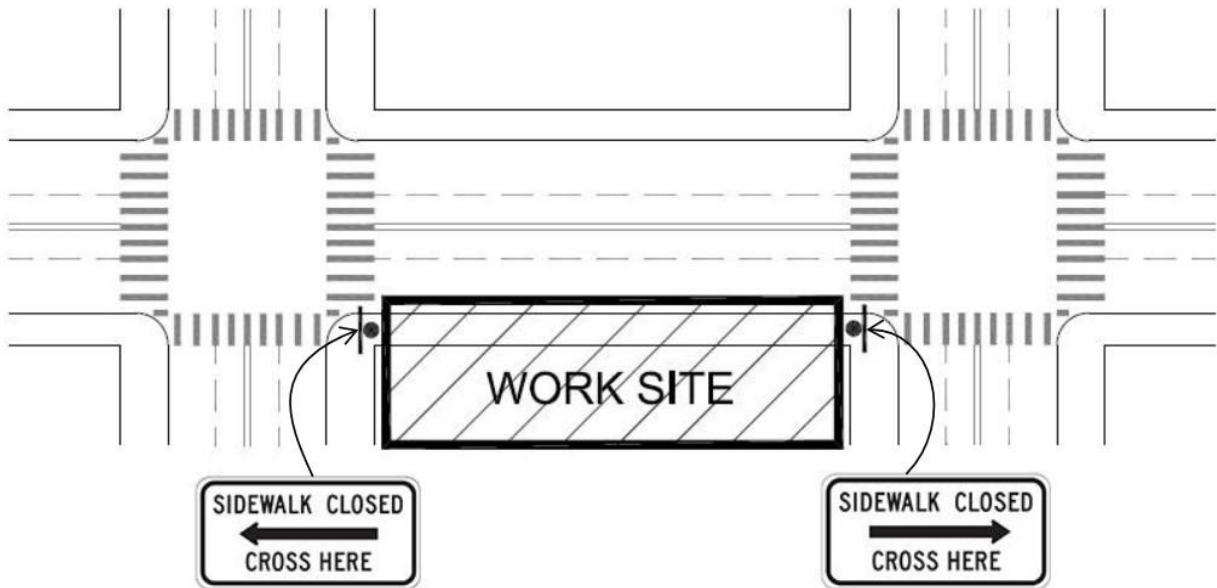
Figure 5.1b  
Pedestrian Detour at Intersection Corner  
(Non-Work Hours)

## 5.2 Walkway and Crosswalk Closure Guidelines

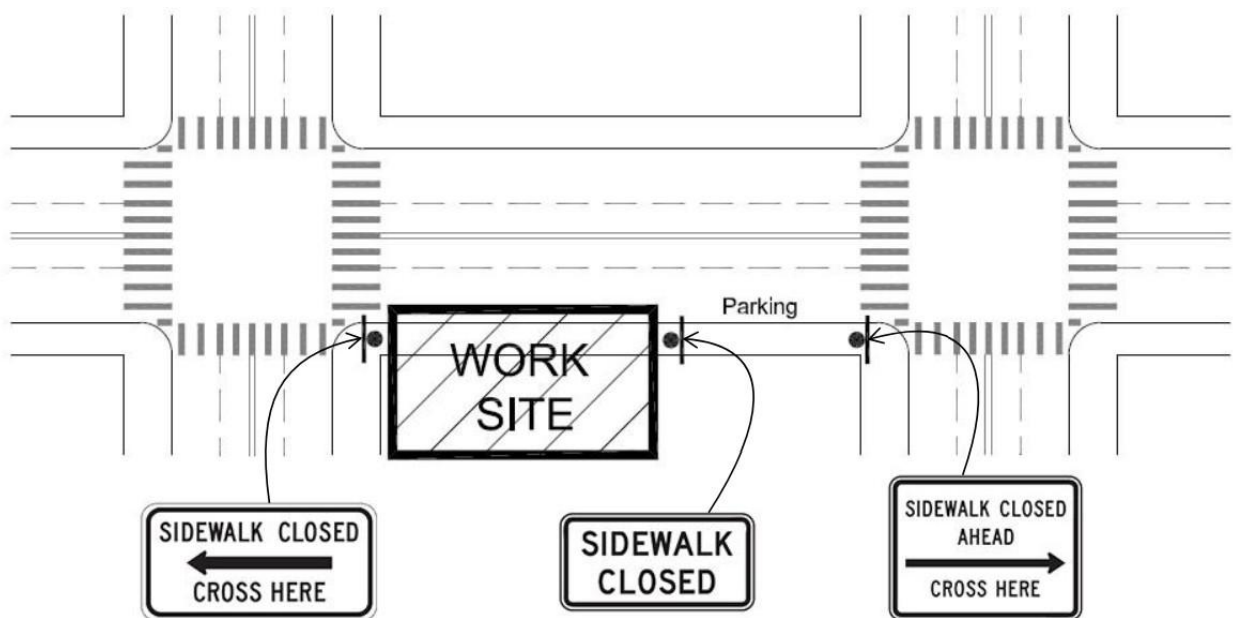
Each of the following set-ups require an approved traffic plan or a Special Traffic Permit (STP):

- A. Closing a sidewalk in the middle of the block is generally not approved because this results in pedestrians detouring around the work site, out into live travel lanes, to continue walking.
- B. Closing the path on one side of the street for the whole block **may** be approved. Consideration will be given only if the work site frontage occupies the entire block. A block is defined as a roadway which spans the distance between two major street intersections. Intersections with minor streets and alleys are not considered end points or limits of a block. A minor street is one for which no stop or signal-controlled crossing of the mainline street exists. See Figure 5.2a below.
- C. Closing the sidewalk on a minor alley **may** be approved. Consideration is given if the closure is part time and the contractor provides flaggers. Closures may be considered for full time use if the following apply:
  1. The closure spans a full block (without the use of flaggers)
  2. The closure spans part of a block (with the use of flaggers)
  3. The closure spans part of a block and there are adequate sight-lines between drivers and pedestrians. Mitigations such as parking removal and flaggers may be required.
- D. Closing a sidewalk mid-block full time on a major street (those larger than typical alleys) **may** be considered by the SFMTA if off-duty SFPD or SFMTA officers are provided full-time to direct pedestrians back to the last safe crossing, and proper signage is installed. See Figures 5.2b and 5.2c below.

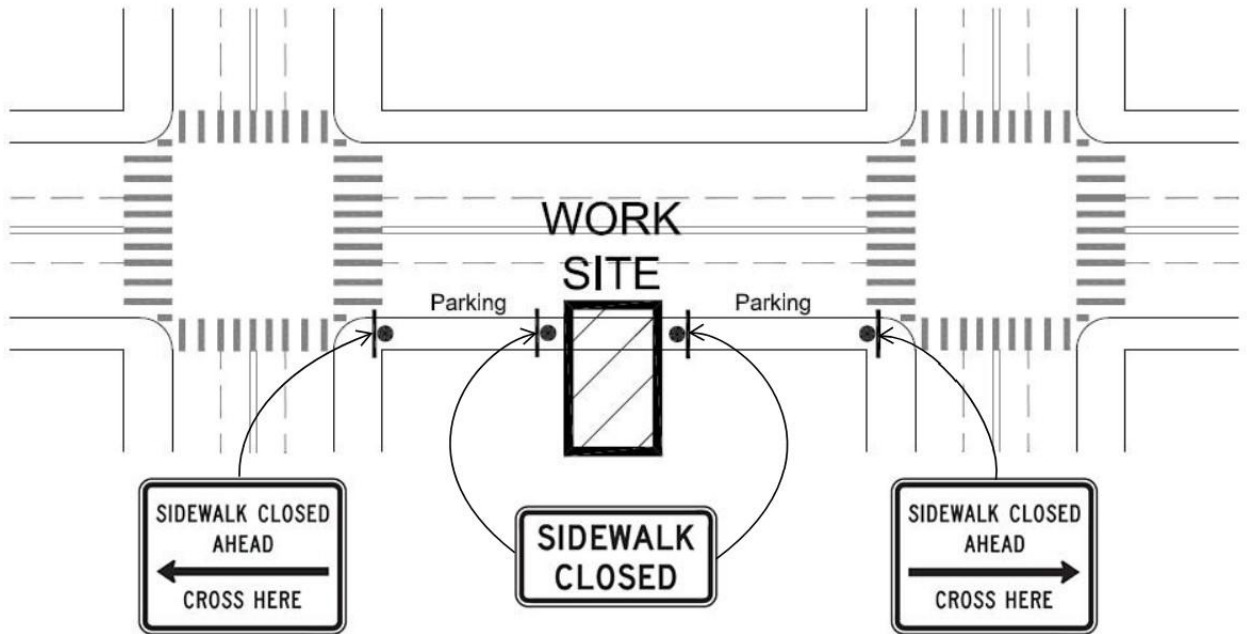
- E. Closing a crosswalk **may** be approved. In general only one crosswalk at an intersection is allowed to be closed at a time. This is to ensure that there is a path between all corners and approach sidewalks at an intersection.
- F. Closing more than one walkway or crosswalk, can result in pedestrians being unable to navigate between all walkways or intersection corners. These types of combination closures are discouraged but **may** be approved.
- G. Closing a sidewalk with active bus or passenger loading zones **may** be approved if the bus and/or passenger zones are relocated.



**Figure 5.2a – Full Block Sidewalk / Walkway Closure**



**Figure 5.2b – Partial Block Sidewalk / Walkway Closure  
(One side at an intersection)**



**Figure 5.2c – Mid-Block Sidewalk / Walkway Closure**

**Figures 5.2a, 5.2b & 5.2c – Notes:**

1. All Sidewalk and Walkway Closures require a Special Traffic Permit (STP)
2. Sidewalk and Walkway Closures may require flaggers, PCO's or SFPD personnel depending upon pedestrian volumes
3. A "Block" is defined as between two major streets (alleys do not define the end of a block)
4. Do Not direct pedestrians to cross the street at alleyway intersections

### 5.3 Implementing Walkway Closures under Special Traffic Permits (STP)

- A. The Contractor must post and maintain pedestrian signs, including but not limited to [“SIDEWALK CLOSED AHEAD” / “CROSS HERE”], [ “SIDEWALK CLOSED”], [ No Ped Crossing Symbol / “USE CROSSWALK→”] (see Uniform Sign Chart in Appendix E).
- B. Crosswalks which are temporarily closed must be barricaded at each end with approved pedestrian barricades and signs.
- C. Temporary ramps must be installed when pedestrians are routed off of the sidewalk to a parking strip, temporary crosswalk or other walkway at a different elevation than the existing walkway where no curb ramps are available for use. Temporary curb ramps provide an accessible safe path-of-travel for pedestrians.
- D. Temporary ramps must have a minimum 4' wide platform and meet current Americans with Disabilities Act (ADA) requirements and must be constructed to preclude any gaps between the concrete and asphalt surfaces. Temporary ramps must be constructed so that their removal will not damage the existing pavement, curb, and gutter. All surfaces must be restored to their original condition. Where drainage may be impaired, a 2" diameter schedule 40 PVC pipe must be installed through the base of the ramp.

ADA Website: <https://www.access-board.gov/ada/guides/chapter-4-ramps-and-curb-ramps/>