

Section 2: WORKING ON STREETS WITH SPECIAL RESTRICTIONS

Depending on the work site, there are certain restrictions that will apply. This section identifies streets where work is limited by time of day or day of the week. In some instances contractors may be restricted to working during evenings and weekends.

2.1 Streets of Major Traffic Importance (Appendix C, Table 1)

Table 1 in Appendix C lists the City streets by direction of travel, on which traffic lanes must be kept clear during certain times of the day, and the restricted hours for each block. No work resulting in shifting or closing traffic lanes is allowed on listed streets during the specified hours. This includes any hole, debris, or material or equipment in the traffic lanes, including tow-away lanes, during these hours. Streets marked “Caltrans Jurisdiction” are within Caltrans’ Jurisdiction and require an encroachment permit from the State, in addition to any city permits. Caltrans may determine working hours or defer to the City of San Francisco for working hours determined by SFMTA.

2.2 Restrictions in Certain Areas

Streets with heavy traffic in the downtown area, streets with transit lines, streets that lead to Oracle Park, and streets containing bicycle routes all have special restrictions. Contractor is responsible for complying with these restrictions.

2.2.1 Area of Important Streets – Downtown (Appendix D, Map 1A)

Map 1A outlines the downtown area. Within the bounded area construction activity is limited on certain street segments from 7 a.m. to 9 a.m., and 3 p.m. to 7 p.m., Monday to Friday and other segments are further restricted. Refer to Appendix C, Table 1 for specific street segments with these hours restrictions.

2.2.2 Restrictions for Moscone Convention Center Events (Appendix D, Map 2)

The streets around Moscone Convention Center are subject to restricted construction hours during major events at the Center. No construction activity is allowed one hour before to one hour after these events.

2.2.3 Ball Park Restrictions (Appendix D, Map 3)

The streets around Oracle Park and Chase Center are subject to restricted construction hours during major events at the ball parks. No construction activity is allowed from two (2) hours before to two (2) hours after these events.

2.2.4 Holiday Moratorium

No construction work is allowed in the public right of way from the day after Thanksgiving to January 1, inclusive, during the hours of 7 a.m. to 10 p.m. on Holiday Moratorium protected streets. On protected streets all openings in the street and in the sidewalk must be closed by backfilling and paving or by plating over, providing safe and adequate passage for bicycles, vehicles and pedestrians. Work may be allowed between the hours of 10 p.m. and 7 a.m. as long as the proper night noise permit is obtained.

A. Protected Streets - The following streets are considered Holiday Moratorium protected:

1. **Business Blocks in the City except as noted in parts 2 and 3 below:** A Business Block is any City block (including alleys) where at least 50 percent of the frontage is devoted to business. Frontage is defined as the measurement of the length of a building facing the subject street and only includes buildings with entry on the subject street. Establishments in this category are retail stores, grocery stores, bars, restaurants, non-residence type hotels and other retail businesses as determined by the SFMTA. Gas stations, parking lots and garages, government and private offices, repair shops, wholesale businesses that are not open to the public and businesses which are exclusively manufacturing, construction, professional or financial services, while all important, are not considered holiday retail businesses for the purposes of the Holiday Moratorium.
2. **SF Downtown Streets Within Shown in Figure 2.1 Downtown Holiday Restrictions Boundaries area “A”:** Holiday Moratorium restrictions do not apply to tenant and property owner initiated minor construction projects such as installation of commercial signage, interior tenant improvements, storefront repairs and holiday installations which impact the street and/or sidewalk for no more than 3 days. This area is bounded by Pine Street, Taylor Street, Market Street and Kearny Street, inclusive of both sides of those streets.
3. **SF Downtown Streets Within Shown in Figure 2.1 Downtown Holiday Restrictions Boundaries area “B”:** The Holiday Moratorium restrictions do not apply to area “B” of the map. A moratorium waiver is not required to work in this section of the map. This area is bounded by California Street, Front Street, Fremont Street, Folsom Street, 8th Street, Market Street, Kearny Street, Pine Street and Taylor Street **except** the portions of Market Street, Kearny Street and Pine Street which border area “A”, which are part of area “A” and are subject to area “A” moratorium requirements.
4. Alleys are not included in the Holiday Moratorium restriction unless they meet the criteria of a Business Block in the City (see paragraph ii below). Alleys are defined as streets under 25’ wide from curb to curb.

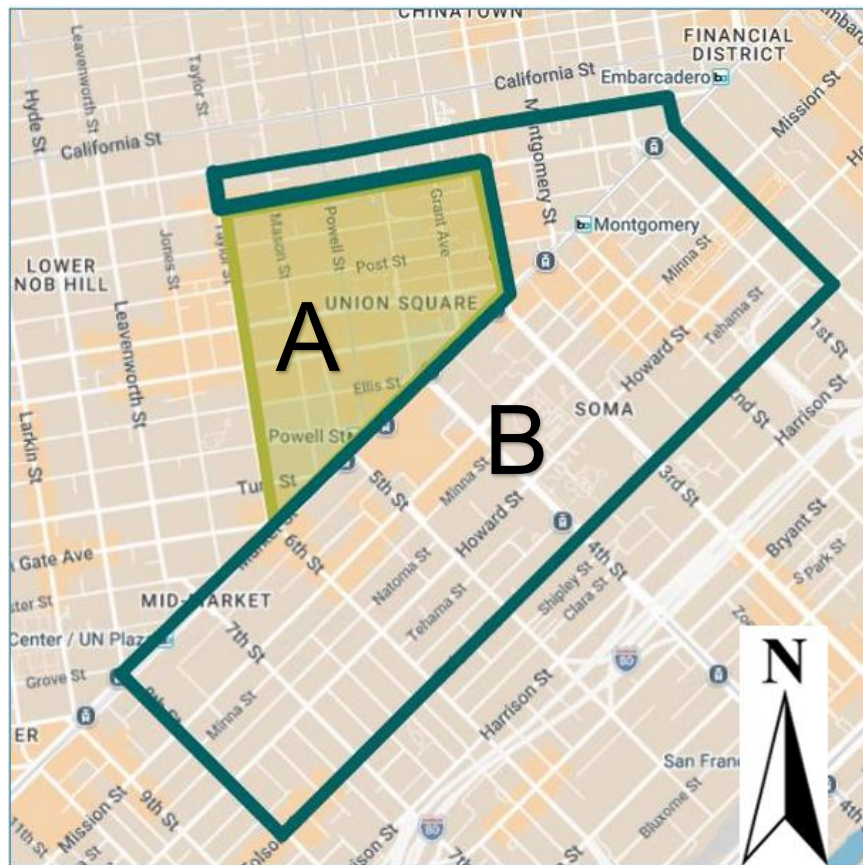


Figure 2.1: Downtown Holiday Restrictions Boundaries

B. Business Block Evaluation: If work is planned during the Holiday Moratorium on a block that appears to be 50 percent or more protected commercial frontage, contractors should complete the Holiday Moratorium form available at the following link:
<https://www.sfmta.com/media/33044/download?inline>
 and email a copy to SFMTA permit staff at TrafficPermits@sfmta.com

C. Conditional Approval and Waivers

1. **Conditional Holiday Moratorium Approval.** Applicants may apply for “Conditional Approval” to work on any street that has up to 75% business and is outside the map area in Figure 1 above (or on alleys within the map area). When applying for “Conditional Approval”, the applicant does not have to complete a full “Holiday Moratorium Business Block Survey.” If granted, the applicant may work as long as no valid objection is received at SFMTA. Following any valid objection, Conditional Approval may be revoked and work ceased until the applicant receives a standard Holiday Moratorium waiver.
2. **Standard Holiday Moratorium Waiver.** Applicants may request a standard Holiday Moratorium waiver from affected businesses if the block is protected. Applicants who request a waiver must be prepared to detail the hours of operation of businesses and obtain written approval from property and business owners. Please contact

the SFMTA prior to contacting the public about a Holiday Moratorium waiver.

To request a standard Holiday Moratorium waiver, the contractor shall prepare a map of each block and a table listing businesses and their approvals and submit them along with copies of written approvals from the businesses and completed “Holiday Moratorium Business Block Survey” form for SFMTA to review. The contractor should use the City assessor map and the Holiday Moratorium worksheet for this documentation available at the following links:

Assessor Map:

<https://sfplanninggis.org/pim/?pub=true>

Holiday Moratorium worksheet:

https://www.sfmta.com/sites/default/files/reports-and-documents/2020/09/2020_holiday_moratorium_worksheet-sipv2.xlsx

SFTMA staff will review the Holiday Moratorium documents, make a decision and return a completed copy of the form to the contractor. If the block(s) are not Holiday Moratorium protected **or** SFMTA has received all written approvals, then SFMTA will approve the waiver on the form and work may continue. The contractor shall keep a copy of the form on site to show City staff (inspectors, engineers or enforcement personnel). The contractor must include approved Holiday Moratorium forms along with any traffic permits applied for during the Holiday Moratorium period. Holiday Moratorium documents are valid for the year in which they are submitted.

2.2.5 Major Muni Routes

Some routes in the Muni system are designated “Major Muni Routes”. In order to facilitate traffic flow for Muni vehicles and for the general public, construction activity is limited on certain street segments citywide from 4 p.m. to 7 p.m., Monday through Friday. In addition, construction activity is further limited on certain street segments along Major Muni Routes that are in the Area of Important Streets (see Appendix D, Map 1A), between the hours of 7 a.m. to 9 a.m. and 3 p.m. to 7 p.m., Monday through Friday. Refer to Appendix C, Table 1 for specific street segments with these hours restrictions and other segments that are further restricted.

Table 2 in this section lists routes that are considered “Major Muni Routes”. The Contractor should become familiar with the routes of the coach lines operating within the work area. For further information on Muni routes or schedules, visit the SFMTA’s website at www.sfmta.com or call SFMTA at 311.

Table 2: Major Muni Routes

Muni Line		Name	Muni Line		Name
BUS & TROLLEY LINES			CABLE CARS (CC)		
1	✓	California	C	✓	California

2	✓	Clement	PH	✓	Powell-Hyde
5	✓	Fulton	PM	✓	Powell-Mason
7	✓	Haight-Noriega			
8X	✓	Bayshore Express	RAIL LINES		
9	✓	San Bruno	F	✓	Market
10	✓	Townsend	J		Church
12	✓	Folsom/Pacific	K		Ingleside
14	✓	Mission	L		Taraval
19	✓	Polk	M		Ocean View
21	✓	Hayes	N	✓	Judah
22		Fillmore	T	✓	Third
24		Divisadero			
28		19 th Avenue			
29		Sunset			
30	✓	Stockton			
31	✓	Balboa			
38	✓	Geary			
41	✓	Union			
43		Masonic			
44		O'Shaughnessy			
45	✓	Union-Stockton			
47	✓	Van Ness			
48		Quintara			
49	✓	Van Ness-Mission			

✓ = Route services downtown (Map 1A)

SECTION 3: LANE CLOSURE REQUIREMENTS

3.1 Closing a Lane

The Contractor must properly plan, use, place and maintain traffic control devices while in use at the construction site. In general, closing a traffic lane requires the use of a flashing arrow board. Solar or battery powered flashing arrow boards are required in residential areas, especially at night, to minimize noise problems. For certain lane closures, the use of high-level warning flags along with other devices in place of flashing arrow board is acceptable. Flashing arrow boards and high level warning flags must be installed in accordance with the California MUTCD. Typical lane closure plans are presented in Appendix F.

3.2 Traffic Lane Requirements

The Contractor shall provide the required number of through traffic lanes according to the Regulations For Working In San Francisco Streets ("The Blue Book") – Revised Oct 13, 2026

table and notes below.

Table 3: Traffic Lane Requirements Per Direction

Existing Number of Through Traffic Lanes	Minimum Number of Through Traffic Lanes to Remain Open
1	1
2	1
3	2
4	2
5	3
6	4

Notes:

- A. For two-way streets, Contractor shall consider each direction separately. For example, a four-lane road with two lanes in each direction shall provide a minimum of one lane in each direction.
- B. **Lane Widths:** The minimum width required for a single traffic lane is 12 feet. The minimum width required for a vehicular traffic lane contiguous to one or more vehicular traffic lanes in the same direction is 10 feet. Lane widths must be clear of any obstructions, including traffic cones and delineators.
- C. **Existing Turn Lanes:** When streets have existing left and/or right turn lanes, Contractor must provide a separate 10' wide left and/or right turn lane of equal length to the existing turn lane. Turn lanes must be provided in addition to maintaining the required number of through lanes in Table 3.
- D. **Within 100 Feet of an Intersection - Streets with Two Lanes in the Same Direction – Without Existing Turn Lanes:** This applies where two lanes in a single direction are reduced to one lane and because of a traffic lane closure, through vehicles cannot physically pass a left or right turning vehicle. Contractor shall provide a left and/or right turn lane (each lane minimum 10' wide, 50' long), **or** shall request a Special Traffic Permit to prohibit left and/or right turns at the intersection and post a signed detour for each prohibited turn.
- E. **Two-Way “Reversible Lane” Flag Control:** Completely closing any direction of traffic is not allowed without a valid Special Traffic Permit or a SFMTA approved traffic routing plan. This includes any plan which allows one lane to be used for two directions of traffic (“Two-Way Flag Control”).
- F. **Roadway Closures:** The complete closure of a roadway is not permitted without a valid Special Traffic Permit or a SFMTA approved traffic routing plan.
- G. **Muni Trolley Coaches:** Contractor is responsible for ensuring that the lanes provided allow Muni trolley coaches to reach the overhead wires at all times (see Section 7.2 for details).

- H. **Traffic Signal Visibility:** When lanes are shifted the Contractor must ensure that at least two traffic signal heads are visible from the shifted lanes. Requirements for visibility may be seen in the MUTCD. Temporary traffic signal heads may be provided as needed or personnel posted to mitigate the loss of visibility.
- I. **Complex Traffic Signal Phasing:** Some intersections have traffic signals with Bicycle, Vehicular Turn Phases and Turn Restriction Blank-Out indications. At intersections where these indications appear, separate dedicated traffic lanes must be provided to accommodate traffic or bicycles that will be required to use the signals to move through the intersection. In these cases, these special lanes cannot be closed without first mitigating the conflicts caused by the special traffic signal phases.

3.3 Temporary Traffic Lanes and Transition Lengths

Space for a traffic lane(s) can be made available by temporarily prohibiting parking. Full transition length must be provided when shifting or ending a traffic lane. Transition lengths are calculated using the California MUTCD formulas:

- $L = ws^2/60$, for speeds of 40mph or less; or
- $L = ws$, for speeds of 45mph or more

where “L” is the transition length, “w” is width across which the lane is being laterally shifted, and “s” is the speed. (Units for the formulas in feet and miles/hour).

3.4 Multi-Lane Shifts

When shifting multiple lanes (2 or more), the Contractor must provide transition delineation for each lane shifted. If the parking strip is used to route vehicular lanes, the contractor must shift each lane with physical traffic control devices or traffic lane tape. The contractor must channelize each lane into and out of the curb space provided for the temporary lanes. See Figures 3.4a, b and c.

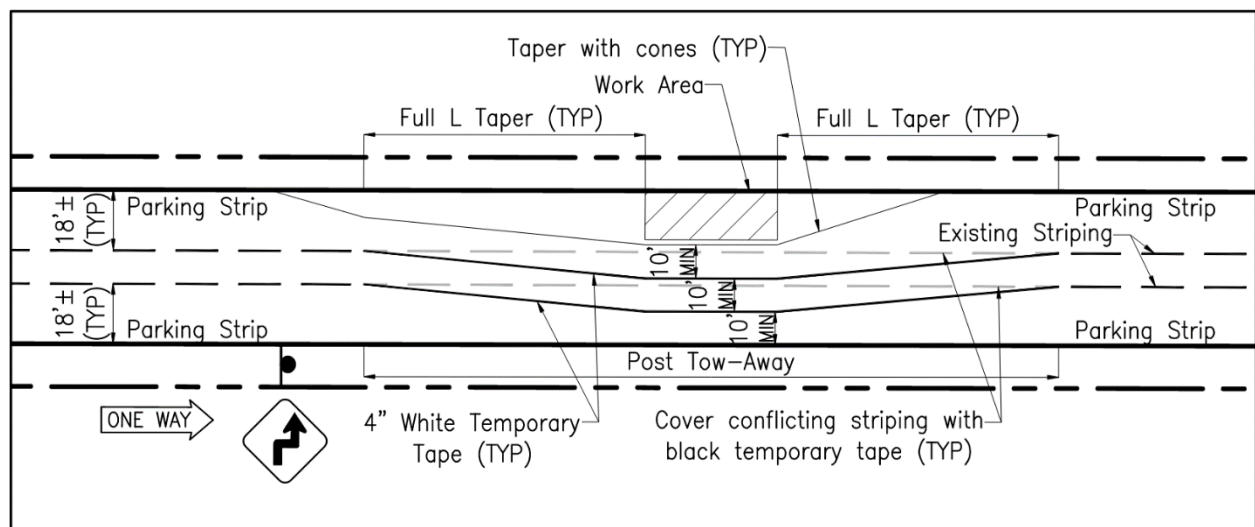


Figure 3.4a: One-Way Multi-lane Shift with Curbside Worksite

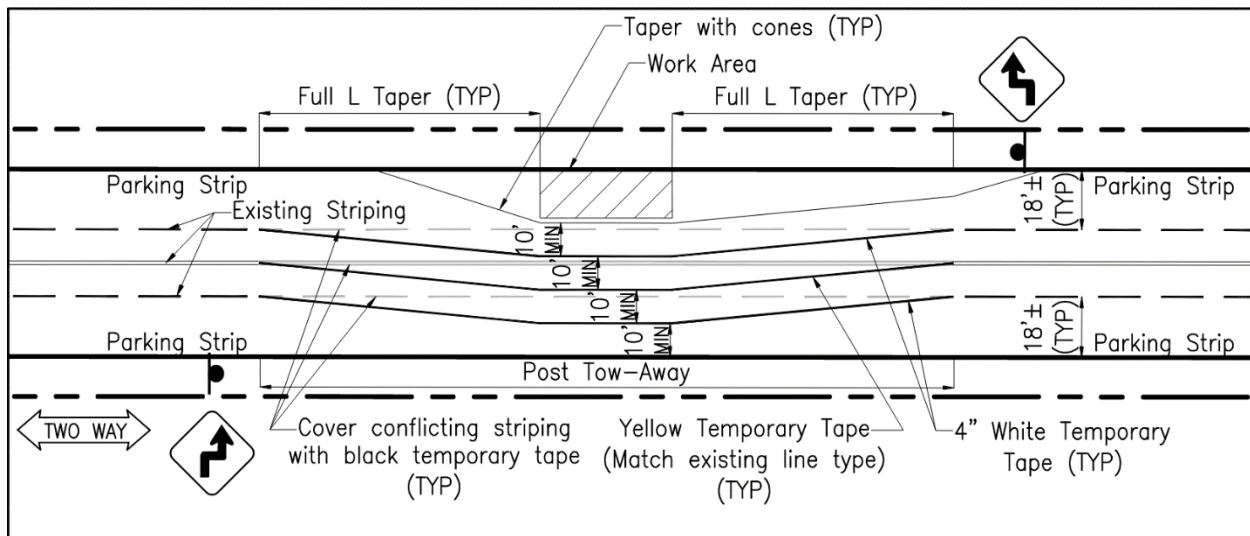


Figure 3.4b: Two-Way Multi-lane Shift with Curbside Worksite

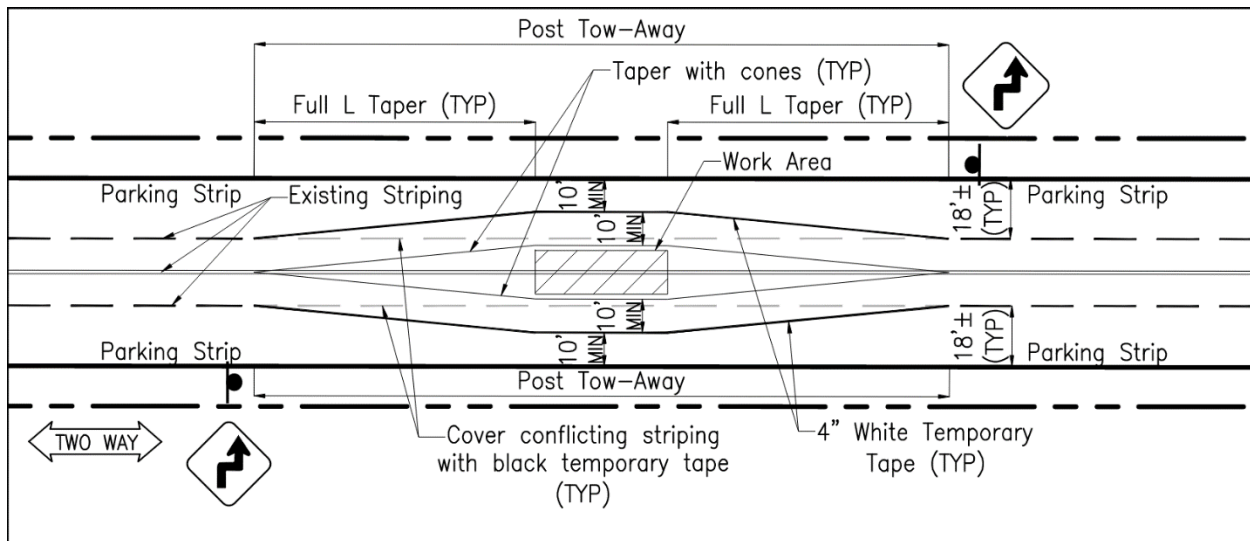


Figure 3.4c: Two-Way Multi-lane Shift with Center Worksite

3.5 Flag Control

Flaggers may be required by Contract Specifications or an STP.

The following rules apply to flaggers:

- A. Flaggers must be properly equipped with a Type II vest (daytime) or Type III (nighttime) and a sign paddle.
- B. Flaggers must be certified and must have their certification card at all times.
- C. When an STP or Contract Specification allows the use of one lane for two directions of traffic (i.e., Two-Way Flag Control), a minimum of two (2) flaggers are required.

- D. SFMTA or SFPD Officers may be hired to provide flag control (see Section 10 for details).

3.6 Coordination with Others

A. Work in Proximity to Other Work Sites

In order to ensure that the traffic lanes provided are adequate and continuous, only one contractor at a time is allowed to work on any one block. If a second contractor is planning to work on that block or on an adjacent block, then the second contractor shall obtain an STP before starting any work. Moreover, a contractor is not allowed to work within a block of a project under City Contract without the approval of the Resident Engineer of the subject contract, and an STP.

B. School Zones

Additional care should be taken to ensure safety of school children and their “safe passage” to and from school sites. This includes all school crossings and all streets within posted school zones. This is particularly critical during the arrival time and departure times at a construction-impacted school site/zone. Additional flaggers may be required for this purpose.

The Contractor shall give advance notice of construction activities to the school principal and administration at any adjacent school.

The Contractor must contact the school principal to coordinate the temporary closure of any school loading zones at least ten (10) days prior to the start of work. The Contractor may need to establish loading zones during construction at a different location in coordination with the school.