

Section 7: TRANSIT OPERATIONS

The Contractor shall not delay the operation of mass transit vehicles at any time, including SFMTA (Muni) vehicles, Golden Gate Transit buses, SamTrans buses, and others operating in the city. It is recommended that the Contractor become familiar with Muni transit routes that operate within the limits of the construction.

7.1 Bus Stops

The Contractor shall not impede bus movements into or out of bus stops.

A. Bus Stops Defined

Most bus stops include a bus stop flag sign, also known as a “Landor” sign that marks the site as a bus stop and indicates the lines that serve the stop. In some cases a yellow band with black painted route numbers on a utility pole may appear.

1. Bus Zones

Painted box with “BUS STOP” marked on the street (generally 6’ wide) and red painted curb and “Tow-Away” markings on the curb. Bus zones usually appear in parking strips, but may appear in live travel lanes.

2. Boarding Islands

Street Islands for transit loading.

3. Bus Bulbs

Sidewalk widening to serve transit in live travel lanes. Item 1 markings also used.

4. Flag Stops

Bus stop on a route without a marked zone. At these stops, the bus will stop in the travel lane outside the parking strip. These are marked only with a bus stop sign or a yellow band on a utility pole. These stops may also be marked in constrained locations by a yellow bar on the street with a number for the bus serving the stop and the “Stop ID” number stenciled below the yellow stop bar.

B. Working at Bus Stops

1. Muni Notification and Approval:

The Contractor shall request authorization from the Superintendent of Special Events and Construction at least ten 10 business days in advance of work, for any work that may interfere with existing passenger loading and unloading operations. Fill in the form found at: www.sfmta.com/permits

2. Moving a Bus Stop:

SFMTA may authorize the temporary relocation of bus zones if requested at least 10 days in advance. Fees may apply. When tow-away outside the work area is required to reserve space for a relocated bus zone, a Special Traffic Permit may be required. SFMTA may require the Contractor to install a temporary bench for elderly and disabled passengers (if space is available). Written confirmation of the relocation is required from Muni Transit Special Operations before implementation.

3. Temporary Bus Stop Signage:

The Contractor shall provide and continuously maintain at least one sign at each closed or re-located bus stop, and at any temporary bus stop location. The signs “STOP MOVED TO” SF-T1 and “TEMP BUS STOP” SF-T2 are as shown in the uniform sign chart in Appendix E. SFMTA Muni personnel will determine the locations and wording (the Muni line numbers and locations of temporary bus stops) for these signs. Additional signs in languages other than English may be required if translation is deemed necessary. Please refer to 7.2 below for requirements and Appendix “E” for design.

4. Unauthorized Closures and Posting:

Unauthorized bus zone relocations or unauthorized use of the temporary bus stop signs will result in fines and citations as described in Section 13 of this manual. This includes continuing any relocations without written confirmation of extension.

7.2 Bus Stop Relocation Signage

When a transit stop is relocated due to construction, orange and black notification signs shall be installed as follows:

- a) At the existing (missed) stop, one sign “STOP MOVED TO” SF-T1 at each end of the bus zone.
- b) At the temporary (relocated) stop, one sign “TEMP BUS STOP” SF-T2 at each end of the bus zone.

Notification signs shall comply with the following:

1. Dates

- a) Dates shall be in MM/DD/YY format
- b) Dates shall match the approved service change bulletin and updated as needed.

2. Stop Location

- a) Signs shall identify the intersection of the relocated stop.
- b) Use the name of the street and the nearest cross street.
- c) Arrows, distances, and other directional descriptions shall not be used

3. Visibility and Placement

- a) Lettering shall be legible, neatly written and minimum 2 inch height
- b) Signs shall be placed on a pole or bus shelter within the stop zone, where feasible. Install so that the bottom of the sign is between 4 and 5.5 feet above the top of sidewalk
- c) A pole stand shall be used where no mounting surface is available
- d) A-frames may be used provided they remain upright, visible, and do not obstruct

the pedestrian path of travel or vehicular traffic.

7.3 Overhead Wires

The Contractor is responsible for ensuring that trolley buses can reach overhead trolley wires when passing the work area.

- A. Muni overhead electric wires carry a minimum of 600 volts DC and have 17.6 feet +/- vertical clearance from the roadway.
- B. CAL OSHA and CPUC General Order 95 regulations require that any boom type equipment that moves vertically must maintain a 10 foot radial clearance and any other equipment must maintain a six (6) foot clearance from Muni overhead wires. The contractor is responsible for planning the means and methods that are compliant with maintaining all required clearances and safe working practices around overhead lines. Failure to maintain adequate safe clearance may result in state and/or city level fines as specified in the California Code of Regulations and in Section 13 of this manual and be grounds for the site to be shut down.
- C. Lanes made available for traffic must provide an adequate travel path for coach lines. The extreme touring range of the centerline of a trolley coach is 10 feet from the centerline of the trolley wires. The Contractor shall provide a 45-foot turning radius for Municipal Railway vehicles.

For additional information regarding overhead wires see the link below:
<http://www.sfmta.com/permits/muni-construction-support-and-clearance-permit>

7.4 Passenger Facilities

A. Removing Passenger Shelters

Contractors may not remove shelters on their own. To coordinate the removal and reinstallation of any passenger shelter that is impacted by construction activities, the contractor shall contact the SFMTA's Passenger Shelter providers:

Matt West: Matthew.West@sfmta.com (415-626-2753)
Margeaux Casillas: MargeauxCasillas@clearchannel.com (510-446-7259)
Ashley Kirchner at ashleykirchner.ncs@yahoo.com (707-213-8833)

The Contractor is responsible for restoring electrical power, telephone and data service, and the sidewalk to pre-construction condition.

B. Permanent Bus Stop Signage (Landor Signs)

Contractors shall not remove signs. To remove permanent existing bus stop signs, the Contractor shall contact the SFMTA Sign Shop at 415.401.3765 to coordinate the removal and reinstallation of Muni bus stop signs impacted by

construction activities. See Section 7.1 B for procedures on removing Muni Bus Stops.

7.5 Tracks

The Contractor must obtain a track clearance permit from the SFMTA Transit Management Center **before** performing work within 72 inches (6 feet) of the outside edge of SFMTA track (the “Safety Envelope”).

- A. If workers will be within the safety envelope, the Contractor must obtain a clearance permit and comply with and train its workers per the SFMTA Rail Safety Training program before starting any work. Contact the SFMTA for training requirements by email: roadwayworkerprotection@sfmta.com. Please use the following link to start the application process:
<http://www.sfmta.com/permits/muni-construction-support-and-clearance-permit>
- B. Track Clearance Permit applications must be submitted at least 72 hours in advance of the date needed. If the track clearance requires overhead lines de-energization it must be submitted no less than 7 Calendar days in advance. Clearances must be held by SFMTA Staff on behalf of an applicant and if the project requires RWP (Rail Worker Protection) support, RWP support must be secured before the application for a clearance.
- C. After a Track Clearance Permit is obtained, the Contractor shall call the SFMTA Transit Management Center at 415-565-3137 every day before work begins to activate the permit, and again to close the permit when work has been completed for that day. The Project holding the clearance is obligated to call on and off the clearance each day. Failure to close (call off) the clearance may be grounds to revoke permission to work.
- D. The Contractor shall attend Rail Clearance meetings to present the proposed work plan seeking permits for work. Please email for meeting dates and locations: constructionrequest@sfmta.com.