

Section 5: SIDEWALK CLOSURES

5.1 Clear Path of Travel

- A 6-foot wide clear path of travel is desirable. At a minimum, Contractor **shall** provide a **4-foot wide** clear path of travel on any sidewalk at all times. More width may be required by DPW or the SFMTA in areas where heavier pedestrian volumes are expected.
- Any sidewalk closure, walkway closure or any other work 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).
- Any crosswalk closure shall require an STP. Requests for an STP to close a crosswalk **may** be granted, and generally, only one crosswalk at an intersection is allowed to be closed at a time.
- The STP will require that the Contractor post and maintain the appropriate pedestrian signs, including but not limited to “SIDEWALK CLOSED AHEAD/USE OTHER SIDE”, “SIDEWALK CLOSED”, “NO PEDESTRIAN CROSSING” and “USE ← or → CROSSWALK” (see Signs in Appendix E).

5.2 Sidewalk Closure Guidelines

- Requests for an STP to close a sidewalk in the middle of the block are generally not accepted because this results in pedestrians having to walk around the work site, usually out into the street, to continue down the sidewalk.
- Requests for an STP to close the whole block **may** be accepted, but only if the Contractor’s frontage occupies the entire block.
- Requests for an STP to close the sidewalk on a minor alley **may** be granted.
- Requests for an STP to close a typical sidewalk **may** be considered by the SFMTA if off-duty SFPD officers are provided to direct pedestrians back to the last safe crossing, and proper signage is installed.
- Contractors may also route pedestrians into the parking strip provided that a temporary walkway is set up per DPW’s Barricade Standards. The parking strip cannot be used as a pedestrian walkway during the hours that tow-away is in effect (see Appendix F for Typical Applications).