

PERMITS ISSUED BY BUREAU OF STREET-USE AND MAPPING

- Additional Street Space
- Banners
- Boring/Monitoring Well
- Café Tables and Chairs
- Debris Box
- Display Merchandise
- Flower Market
- Free Sample Merchandise
- General Excavation
- Inspection of Conformity Right of Way
- Major Encroachment
- Minor Sidewalk Encroachment
- Mobile Food Facility (Food Trucks)
- Mobile Storage Container
- Night Noise
- Notice to Repair
- Over-wide Driveway (over 30')
- Parklet
- Pipe Barrier / Security Bollards
- Side Sewer
- Sidewalk Landscaping
- Sidewalk Repair (Voluntary)*
- Special Sidewalk
- Street Space Occupancy*
- Street Improvement
- Transit Shelters
- Temporary Occupancy
- Tree Planting and Removal
- Underground Tank Removal
- Utility Excavation
- Vault Encroachment
- Wireless Box

*Issued only at Bureau of Street-Use Mapping counter at
Department of Building Inspection —
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Definitions:

Crosswalk: Any marked or unmarked pedestrian crossing between two (2) angular returns. The width of an unmarked crosswalk shall be defined as the arc of an angular return. It also includes a San Francisco Municipal Transportation Agency approved mid-block crosswalk; e.g. between public office buildings, schools, hospitals, or any other facility that serves the public.

Angular Return: The portion of the sidewalk at an intersection, measured as a 90-degree arc from the corner of the adjacent private property to the constructed curb line.

Pedestrian Bulb-Out or Curb Extension: Where the sidewalk edge is extended from the prevailing curb line into the roadway conforming to existing sidewalk grade, effectively shortening pedestrian crossings.

Corner Curb Radius: Defines the sharpness of the curve that the curb or edge of the sidewalk follows as it turns a corner. The larger the radius, the shorter the crossing distance for pedestrians and the larger the turn for vehicles, a method to slow them down.

Technically infeasible: Per section 106.5 of the 2010 Americans with Disabilities Act Standards (ADAS) technically infeasible means, with respect to an alteration of a facility, it has little likelihood of being accomplished because “existing physical or site constraints prohibit modification or addition of elements, spaces, or features, which are in full and strict compliance with the minimum requirements for new construction and which are necessary to provide accessibility.”



CURB RAMP CONSTRUCTION

DPW Order 182003 :

Establishing regulations and guidelines for the evaluation and construction of new curb ramps or reconstruction/upgrade of existing curb ramps and additional pedestrian safety improvements when street excavations occur at angular returns or in the crosswalk.

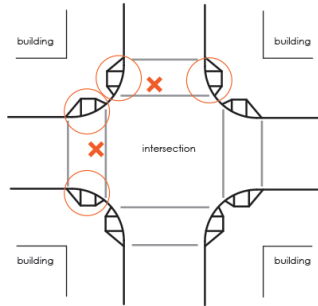
Bureau of Street-Use & Mapping

1155 Market Street, 3rd Floor
San Francisco, CA 94103
(415) 554-5810 (T) | (415) 554-6161 (F)
Processing Hours : 7:30A-4:00P
Monday through Friday

The federal Americans with Disabilities Act (ADA), and the 2010 ADA Standards (2010 ADAS) require curb ramp upgrades/replacements when there is new construction or alteration of the roadway adjacent to the intersection. Article 2.4 of the San Francisco Public Works Code (PWC), and San Francisco Public Works policy requires that upon performing any excavation within a marked or unmarked crosswalk within the public right of way, all affected curb ramps shall be evaluated and/or reconstructed/upgraded per current DPW Standards. Section 98.1 of the San Francisco Administrative Code requires that, in accordance with the City's Better Streets Plan, all City departments shall prioritize pedestrian safety, enjoyment and comfort when considering an approval or decision concerning any public and private project that impacts or is adjacent to a publicly accessible right of way.

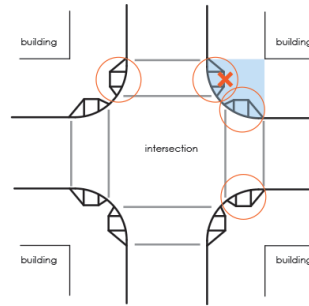
What triggers the construction of a Curb Ramp?

Excavation within the Crosswalk:



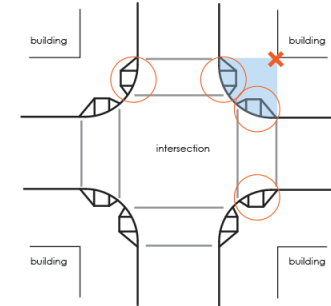
When performing any excavation in any portion of the crosswalk, evaluation of the angular returns of the affected crosswalk is required. If curb ramps do not exist or are not constructed per current DPW Standards, curb ramps shall be constructed by excavator to complete the path of travel at all returns in the intersection.

Excavation at the Angular Return:



When performing any excavation within the public right of way, affecting any portion of the angular return, evaluation of the crosswalk(s) adjacent to the affected angular return is required. If curb ramps do not exist or are not constructed per current DPW Standards, curb ramps shall be constructed by excavator to complete the path of travel from that angular return.

Building Construction affecting the Angular Return:



When performing any building construction affecting any portion of the angular return, evaluation of the angular return is required. If curb ramps do not exist or are not constructed per current DPW Standards, curb ramps shall be constructed by excavator to complete the path of travel from that angular return. Crosswalks shall be restriped and curb ramp(s) adjacent to the building site within the affected intersection also shall be evaluated and constructed where necessary to complete the path of travel.



What triggers the evaluation of pedestrian safety?

Excavation within the crosswalk, excavation at the angular return, and building construction touching the angular return — For any regular return where curb ramp evaluation is performed and curb ramp construction is deemed necessary, the intersection and the curb line shall also be evaluated by the City to assess the need for upgrades to improve pedestrian safety.

Should the location be identified as a high-priority location for pedestrian safety improvements where additional city investments in pedestrian safety will be made, the excavator shall pay a fee to the Department of Public Works in lieu of constructing the ramps, in an amount equal to the estimated cost it would have paid for ramp construction (based on Public Works current average cost per ramp). This in-lieu fee then will be supplemented with City funds for pedestrian safety, and the curb ramp and pedestrian safety improvements will be constructed by the City. Additional curb line improvements may include new pedestrian bulb-outs or reduction of corner curb radii or alignments, as necessary, in order to shorten crossing distances, reduce vehicle speeds, and improve pedestrian visibility.

The Order establishes an effective date of July 1, 2014. All permits issued on or after this date shall comply with DPW Order 182,003 for the evaluation, construction and upgrade of curb ramps and corresponding pedestrian safety improvements at angular returns. Permits issued before July 1, 2014 are subject to DPW Order 179,245.

Exceptions

In the evaluation of the angular returns, a request for exception to the installation of curb ramps requires a detailed identification of the existing conditions that could cause the design and construction of a complying curb ramp to be technically infeasible. In a location where a fully complying curb ramp is infeasible, evaluation will be made to determine if a non-compliant accessibility improvement is possible. The request for exception based upon technical infeasibility shall be in writing to the Director of Public Works, identifying the nature of the infeasibility and evaluating construction alternatives. The Director of Public Works shall review this request for exception and provide written authorization or denial to the requested exception.