

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving various parking and traffic modifications along Beach Street between Van Ness Avenue and The Embarcadero to improve transportation safety and connectivity, including the establishment of new Class IV separated bikeways, as part of the Beach Street Quick-Build Project.

SUMMARY:

- The Beach Street Quick-Build Project proposes new Class IV separated bikeways, bike and pedestrian safety improvements, and parking and loading changes.
- The proposed Class IV separated bikeways on Beach Street between Polk Street and Columbus Avenue provide a missing gap in a connected network traveling to and from the Ferry Building, Fisherman’s Wharf, Fort Mason, Marina Green, and the Golden Gate Bridge.
- The Beach Street Quick-Build Project proposes reversible, adjustable treatments from the SFMTA’s quick-build toolkit—such as paint, traffic delineators, street signs, and parking and loading changes—to support the City’s Vision Zero goal of eliminating traffic deaths.
- The Planning Department has determined that the Beach Street Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Proposed Overview Graphic
3. Existing and Proposed Engineering Striping Drawings

APPROVALS:

DATE

DIRECTOR 

December 12, 2024

SECRETARY 

December 12, 2024

ASSIGNED SFMTAB CALENDAR DATE: December 17, 2024

PAGE 2

PURPOSE

Approving various parking and traffic modifications along Beach Street between Van Ness Avenue and The Embarcadero to improve transportation safety and connectivity, including the establishment of new Class IV separated bikeways, as part of the Beach Street Quick-Build Project.

STRATEGIC PLAN GOALS AND TRANSIT-FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit-First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Existing Conditions

The Beach Street Quick-Build Project (the project) is proposed along Beach Street from Van Ness Avenue to The Embarcadero, located in San Francisco's North Beach and Russian Hill neighborhoods. This section of Beach Street runs parallel to the Fisherman's Wharf area, which includes tourist, maritime, commercial retail, office, and hotel activity.

The project extents are about a half mile in length (9.5 blocks). In its current condition, there is typically one vehicle travel lane in each direction (east-west) with on-street parking and loading on the north side between Polk Street and Powell Street and on the south side between Polk Street and Jones Street. Sidewalks range from 9 to 18 feet, but are on average approximately 15 feet wide.

PAGE 3

The following intersections are signalized:

- Beach Street/Grant Avenue/The Embarcadero
- Beach Street/Stockton Street
- Beach Street/Powell Street
- Beach Street/Mason Street
- Beach Street/Taylor Street
- Beach Street/Jones Street
- Beach Street/Hyde Street

The following intersections are stop-controlled on Beach Street (all-way stops):

- Beach Street/Leavenworth Street
- Beach Street/Larkin Street
- Beach Street/Polk Street

There is one intersection where Beach Street is uncontrolled (i.e. stop control only on the cross-street approach):

- Beach Street/Columbus Avenue

There is currently no bike facility along Beach Street despite a high volume of bicycle traffic. On Beach Street between Hyde Street and Larkin Street, there were approximately 635 bicyclists between 9 AM and 4 PM and over 200 bicyclists during the PM peak period between 4 to 6 PM¹. North of Beach Street, between Hyde Street and Van Ness Avenue, is the San Francisco Maritime National Historical Park. Under the jurisdiction of the National Park Service, the park includes a fleet of historic vessels, a visitor center, a maritime museum, pedestrian paths, and green space. The paths on National Parks Service property are currently for pedestrian and service vehicles only. There are signs for bikes to dismount and walk their bikes through the park. The off-street paths are envisioned as shared paths in the [Aquatic Park Vision Study](#) and the [Fisherman's Wharf Public Realm Plan](#) to prioritize pedestrians on the promenade.

There is a mix of regular metered parking spaces and commercial and passenger loading zones on the corridor. There are 124 general metered parking spaces, 31 yellow commercial loading zones, 2 green short term metered parking stalls, 9 blue accessible parking stalls, and approximately 38 white passenger loading zones in the project area .

The following Muni routes exist within the project area:

- The F Market and Wharves historic streetcar route runs east along Beach Street from Jones Street to The Embarcadero.
- The 19 Polk traverses one block of Beach Street between Polk Street and Larkin Street.
- The Powell/Hyde Cable Car line terminates at Beach Street and Hyde Street.

Beach Street from Van Ness Avenue to The Embarcadero is part of the San Francisco's Vision Zero High Injury Network, the 12 percent of San Francisco streets that disproportionately

1. Data collected by Quality Counts on July 25, 2023

PAGE 4

experiences 68 percent of the city's severe traffic injuries and fatalities. From 2019 to 2023, there have been 25 reported collisions on this segment of Beach Street that each resulted in at least one injury. Eight of these collisions involved pedestrians, two of which resulted in a severe injury. Four collisions involved a person on a bicycle, one of which resulted in a severe injury.

Project Elements

Bicycle Safety and Connectivity Improvements

The project proposes to improve connectivity and safety for people traveling by bicycle on Beach Street by creating a dedicated space on the roadway for travel using this mode. This project would build delineator (safe-hit post)-separated bikeways (Class IV) on Beach Street between Van Ness Avenue and Columbus Avenue.

A separated bikeway offers people biking a dedicated space physically separated from motorized traffic. The eastbound/westbound separated bikeway would be located along the north side of the street. Physical separation from moving vehicular traffic is reinforced using plastic safe-hit posts.

On Beach Street between Polk Street and Larkin Street, the bikeway would be routed off-street onto National Parks Service pathways to avoid the Muni 19 Polk bus stop and layover on the north side of Beach Street. The paths on National Parks Service property will be converted to shared-use paths for bicyclists and pedestrians. Bicyclists would not have to dismount as they currently do. The project team worked closely with the transit team to consider alternate locations for the Muni 19 Polk bus stop and layover. It was determined that keeping the stop and layover location would be the least disruptive to transit services and operations due to the following considerations: 1) proximity to the senior center located in the Maritime National Historic Park Museum; 2) proximity to a restroom for operators; and 3) slope and grade of surrounding streets.

The project proposes creating a Class III shared bike route on Columbus Avenue between Beach Street and North Point Street to connect to the existing Class III shared bike route on Columbus Avenue south of North Point Street and to the existing Class II bike lanes on North Point Street.

This project is also pursuing a Class IV separated bikeway on Van Ness Avenue north of Beach Street on National Parks Service jurisdiction to further enhance bicycle connectivity in this area and provide a path off of the promenade.

The following treatments are also proposed at various locations along the corridor as part of the project:

- **Intersection guidelines for bike movements (at Beach/Hyde streets)** - Intersection guidelines indicate the intended path of bicyclists and guide bicyclists on a direct path through intersections. Intersection guidelines provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.
- **Bike lane separation (through to the intersection)** - Instead of having vehicles merge

into the bike lane before turning right, the proposed design keeps the vehicle lane separated from people on bikes through to the intersection at many locations. This separation encourages drivers to take turns more slowly and at a 90-degree angle.

- **Painted buffer with raised elements (Van Ness Avenue to Columbus Avenue)** – The curbside bike lanes on Beach Street would be separated from the adjacent travel lane by painted buffers and delineators with plastic curbs.
- **Bicycle ramps (at Larkin Street intersection and east of Polk Street intersection)** – New bicycle ramps would be built to transition bikes from the roadway onto the proposed off-street bike paths. These ramps will provide dedicated bike access to facilitate a safe transition between the curb to the street. This project also proposes to build curb ramps at Van Ness Avenue and Jefferson Street where National Parks Service paths end. However, these two locations are located on National Parks Service jurisdiction and approval from the SFMTA Board of Directors is not required.
- **Stop signs (at Polk Street, Larkin Street, and Columbus Avenue)** – Additional stop signs will be installed for bicyclists traveling in the bikeway as it crosses STOP-controlled intersections, making it safer for bicyclists to cross Beach Street.

Pedestrian Safety Improvements

The project proposal includes several elements aimed at improving pedestrian safety.

- **New STOP control** - Currently, Beach Street at Columbus Avenue (adjacent to Joseph Conrad Park) is the only intersection in the project area with marked crosswalks but no stop control on Beach Street. Beach Street at Columbus Avenue will now be an all-way stop with the addition of a stop sign at the eastbound approach, matching other intersections on this corridor and making it easier for pedestrians to cross Beach Street.
- **Upgraded continental crosswalks** - Four intersections are proposed to have upgraded continental crosswalks (Larkin, Jones, Taylor, and Stockton streets). These high visibility markings provide a visual cue for people who drive and bike of where to expect pedestrians in the roadway.
- **Daylighting** – The project will reinforce daylighting at each intersection approach along the corridor (established by Assembly Bill 413) by painting the curb red. Daylighting consists of curbside parking prohibitions at the approach of an intersection. By converting the on-street parking spaces immediately before a crosswalk into red zones, daylighting increases the visibility of pedestrians crossing the street and other users of the road.
- **Painted Safety Zones** - Painted safety zones are painted roadway areas that wrap around sidewalk corners to make intersections with pedestrian crossings more visible to people driving. There will be one painted safety zone installed on the southwest corner of Beach and Hyde streets (in front of Buena Vista Café). Painted safety zones are typically painted in a khaki color and outlined by plastic delineators to further reinforce that this area should be kept clear for visibility. Painted safety zones also encourage drivers to turn further away from the curb and at a slower speed, putting more distance between pedestrians and cars.
- **Advanced limit lines** – Four intersections are proposed to have advanced limit lines

where there are two vehicle lanes approaching an intersection (eastbound Beach Street at Taylor Street, eastbound Beach Street at Mason Street, southbound Powell Street at Beach Street, and eastbound Beach Street at Stockton Street). Advanced limit lines are solid white lines extending across all approach lanes to indicate where vehicles must stop in compliance with a stop sign or signal. By indicating drivers to stop before an intersection, advanced limit lines provide extra space between stopping vehicles and pedestrians in the crosswalk, while also increasing visibility between pedestrians and motorists.

- **Leading Pedestrian Intervals** - Leading pedestrian intervals (LPIs) are signal timing treatments designed to prioritize the safety of pedestrians at signalized intersections. All signalized intersections in the project area on Beach Street will include adjustments for LPIs. With an LPI, pedestrians are given a head start by displaying a walk signal for at least 3 seconds before the corresponding green signal for vehicles. This allows pedestrians to enter the intersection and establish their presence, making them more visible to drivers and reducing the likelihood of conflicts.
- **Signal Lens Upgrade** – All signalized intersections in the project area on Beach Street will include signal lens upgrades. This traffic safety treatment involves replacing the existing signal lenses on traffic signals, with larger and more discernible lenses. Specifically, upgrading the size of signal lenses from 8 inches to 12 inches in diameter offer improved visibility for drivers.

The project is also pursuing these pedestrian safety improvements on intersections in San Francisco Port jurisdiction: Beach Street/Powell Street, Beach Street/Stockton Street, Beach Street/The Embarcadero/Grant Street.

Parking and Loading Changes

Tow-Away No Stopping Anytime regulation would be implemented on the north side of Beach Street between Van Ness Avenue and Columbus Avenue to accommodate the new bikeways. The project would maintain parking and loading on the south side of Beach Street. On Beach Street between Larkin Street and Hyde Street, some parallel parking would be reconfigured to 45-degree back-in angled parking to accommodate extra spaces. On Beach Street between Leavenworth Street and Jones Street, new on-street parking spaces would be established in place of the existing eastbound right turn only lane. On Hyde Street between Jefferson and Beach streets, new on-street parking spaces would be established on the east side with the removal of the southbound left turn pocket.

Installing the Beach Street separated bikeway and other safety features, including clear zones for San Francisco Fire Department operations, will affect a total of approximately 14 parking spaces and loading zones as follows:

- Approximately four metered spaces for parking and loading will be removed
- Approximately 10 unmetered parking spaces will be removed
- Four parking spaces are now illegal under the state daylighting law (Assembly Bill 413) and would be painted red along the corridor to enhance pedestrian visibility

PAGE 7

This project also proposes loading changes to accommodate existing land uses and business needs. Color curbs can be used to designate space for commercial and passenger loading activities. Approximately four additional yellow commercial loading zones (Beach Street between Jones Street and Leavenworth Street), three additional white passenger loading zones (Beach Street between Van Ness Avenue and Polk Street, and between Leavenworth Street and Hyde Street, and Hyde Street between Beach Street and Jefferson Street) and two blue accessible zones (Beach Street between Jones Street and Leavenworth Street and Hyde Street between Beach Street and Jefferson Street) will be added. These changes will allow a reallocation of roadway space to better serve the complex needs of Beach Street while also improving safety for all users.

Transit Stop Changes

The Muni 19 Polk bus stop and layover location will remain on the north side of Beach Street between Polk Street and Larkin Street. The project will shift the bus stop and layover 104 feet east from its current location. This shift allows space for the two-way bikeway to transition to/from National Parks Service paths. The new stop and layover location is also closer to the operator restrooms at the Cable Car turnaround.

Emergency Access

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the project team worked with representatives of the SFFD and SFPD to make sure the proposed designs meet their needs. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the design. The SFMTA submitted the final proposed street designs for interdepartmental reviews and neither the SFFD nor SFPD had objections.

Class IV Separated Bikeway

As discussed above, the project proposes to establish a two-way Class IV bikeway on the north side of Beach Street between Van Ness Avenue and Columbus Avenue.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and

3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed separated bikeway between Van Ness Avenue and Columbus Avenue meet these three conditions. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. The alternative criteria for the separated bikeway design have been reviewed and approved by a qualified engineer before installation. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89-02 Class IV Bikeway Guidance. The NACTO guidelines state that separated bikeways require the following features:

- Like a bike lane, a separated bikeway is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeways between Van Ness Avenue and Columbus Avenue will conform to these NACTO design guidelines. The separated bikeways will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items A through C, G, L through N, T, AA, EE through HH, and JJ through MM requires SFMTA Board approval. Further, although Transportation Code, Division II, Section 201 subsection (a) delegates to the City Traffic Engineer the authority to approve the remaining items (D through F, H through K, O through S, U through Z, BB through DD, II, MM, and NN), the City Traffic Engineer recommends that the SFMTA Board approve these items as part of the Beach Street Quick-Build Project.

- A. **ESTABLISH – CLASS IV BIKEWAY**
Beach Street, north side, eastbound and westbound, from 109 feet west of Polk Street to 152 feet east of Polk Street

PAGE 9

Beach Street, north side, eastbound and westbound, from 31 feet west of Larkin Street to Columbus Avenue

Beach Street, north side, eastbound and westbound, from Columbus Avenue west crosswalk to 37 feet easterly (in intersection)

B. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME

i. Beach Street, north side, from 109 feet to 70 feet west of Polk Street

ii. Beach Street, north side, from the western property line of Polk Street to 152 feet east of Polk Street

iii. Beach Street, north side, from 31 feet west of Larkin Street to Columbus Avenue

iv. Beach Street, north side, from Columbus Avenue west crosswalk to 37 feet easterly (in intersection)

C. ESTABLISH – CLASS III BIKEWAY

Columbus Avenue, southeast bound and northwest bound, from Beach Street to North Point Street

D. ESTABLISH – STOP SIGN

Beach Street, eastbound and westbound, at Columbus Avenue

Columbus Avenue, southbound, at Beach Street (for the bikeway)

Polk Street, southbound, at Beach Street (for the bikeway)

E. RESCIND – RIGHT LANE MUST TURN RIGHT

Beach Street, eastbound and westbound, at Hyde Street

Beach Street, eastbound, at Jones Street

F. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Beach Street, north side, from Polk Street to 70 feet westerly

G. ESTABLISH – RED ZONE

i. Beach Street, south side, from Polk Street to 70 feet westerly

ii. Beach Street, south side, from 8 feet to 29 feet east of Columbus Avenue

iii. Beach Street, north side, from Leavenworth Street to 26 feet easterly

iv. Hyde Street, east side, from Beach Street to 27 feet northerly

v. Beach Street, north side, from 12 feet to 37 feet east of the western property line of Polk Street (in intersection)

vi. Leavenworth Street, west side, from Beach Street to 21 feet northerly (metered space #2801)

H. RESCIND – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES

Beach Street, north side, from 12 feet to 37 feet east of the western property line of Polk Street (in intersection)

I. RESCIND – BLUE ZONE

PAGE 10

- i. Beach Street, north side, from 23 feet to 68 feet east of Polk Street
 - ii. Beach Street, south side, from 8 feet to 28 feet east of Polk Street
 - iii. Beach Street, south side, from Larkin Street to 18 feet easterly
 - iv. Beach Street, north side, from Columbus Avenue to 22 feet westerly
 - v. Beach Street, north side, from 17 feet to 37 feet west of Larkin Street east property line (in intersection)
- J. RESCIND – WHITE ZONE, PASSENGER LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY
Beach Street, north side, from 68 feet to 112 feet east of Polk Street (2 metered spaces)
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY
Beach Street, north side, from 152 feet to 196 feet east of Polk Street
- L. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 7 AM TO 7PM, DAILY
Beach Street, north side, from 196 feet to 216 feet east of Polk Street (metered space #826)
- M. RESCIND – BUS STOP
Beach Street, north side, from 112 feet to 284 feet east of Polk Street
Stockton Street, east side, from Beach Street to 68 feet southerly
- N. ESTABLISH – BUS STOP
Beach Street, north side, from 216 feet to 384 feet east of Polk Street (shifting bus zone east)
- O. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY
Beach Street, south side, from 134 feet to 178 feet east of Polk Street (metered spaces #825 and #827)
- P. ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE TIME LIMIT, 7 AM TO 10 PM, DAILY
Beach Street, south side, from 178 feet to 200 feet east of Polk Street (metered space #823)
- Q. ESTABLISH – NO PARKING ANY TIME, EXCEPT BICYCLES
Beach Street, south side, from 5 feet to 24 feet west of Larkin Street (metered space #801)
- R. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY

PAGE 11

Beach Street, south side, from 124 feet to 164 feet west of Larkin Street (metered spaces #813 and #815)

Leavenworth Street, west side, from Beach Street to 21 feet northerly (metered space #2801)

- S. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, DAILY
Beach Street, south side, from 142 feet to 162 east of Larkin Street (metered space #727)
- T. RESCIND – PARALLEL PARKING
ESTABLISH – 45-DEGREE BACK-IN ANGLED PARKING
Beach Street, south side, from 70 feet to 229 feet east of Larkin Street (11 metered spaces)
- U. RESCIND – WHITE ZONE, PASSENGER LOADING, TOUR BUS ONLY, 20-MINUTE TIME LIMIT, AT ALL TIMES
Beach Street, north side, from 15 feet to 83 feet west of Hyde Street
- V. ESTABLISH – BLUE ZONE, ACCESIBLE PARKING, AT ALL TIMES
- i. Beach Street, north side, from 109 feet to 119 feet west of Polk Street
 - ii. Beach Street, south side, from 28 feet to 50 feet east of Polk Street
 - iii. Beach Street, south side, from Larkin Street to 20 feet easterly
 - iv. Beach Street, south side, from 11 feet to 30 feet east of Leavenworth Street
 - v. Polk Street, west side, from 20 feet to 40 feet south of Beach Street (metered space #3125)
 - vi. Larkin Street, west side, from 14 feet to 36 feet south of Beach Street
 - vii. Hyde Street, east side, from 27 feet to 47 feet north of Beach Street
 - viii. Columbus Avenue, west side, from 10 feet to 30 feet south of Beach Street (metered space #1351)
- W. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, DAILY
Beach Street, south side, from 20 feet to 70 feet east of Larkin Street (metered spaces #743 and #741)
Beach Street, south side, from 14 feet to 58 feet east of Hyde Street (metered spaces #641 and #639)
- X. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY
Beach Street, north side, from 44 feet to 88 feet west of Columbus Avenue (metered spaces #626 and #628)
- Y. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY

PAGE 12

Beach Street, north side, from 65 feet to 109 feet west of Leavenworth Street (metered spaces #608 and #610)

Beach Street, south side, from 173 feet to 257 feet east of Leavenworth Street (4 metered spaces)

- Z. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 8 PM, DAILY
Beach Street, north side, from 113 feet to 135 feet west of Leavenworth Street (metered space #612)
- AA. RESCIND – TOW-AWAY, NO STOPPING, BUS ONLY, 6 AM TO 9:30 AM, MONDAY THROUGH FRIDAY
Beach Street, south side, from 14 feet to 102 feet east of Hyde Street
- BB. RESCIND – WHITE ZONE, PASSENGER LOADING, 8 AM TO 8 PM, DAILY
Beach Street, north side, from 135 feet to 157 feet west of Leavenworth Street
- CC. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 9:30 AM, DAILY
Beach Street, south side, from 58 feet to 80 feet east of Hyde Street (metered space #637)
- DD. ESTABLISH – WHITE ZONE, PASSENGER LOADING, TOUR BUS ONLY, 20-MINUTE TIME LIMIT, AT ALL TIMES
Beach Street, south side, from 80 feet to 152 feet east of Hyde Street
- EE. RESCIND – TOW-AWAY, NO PARKING ANY TIME
Beach Street, south side, from 8 feet to 76 feet east of Columbus Avenue
- FF. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 7 AM TO 7 PM, DAILY
Beach Street, south side, from Leavenworth Street to Jones Street
Beach Street, south side, from 29 feet to 69 feet east of Columbus Avenue (metered spaces #603 and #605)
Stockton Street, east side, from 20 feet to 60 feet south of Beach Street (2 metered spaces)
- GG. RESCIND – TOW-AWAY, NO STOPPING ANY TIME, 10 AM TO 9 PM, DAILY
RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 10 AM, DAILY
Beach Street, south side, from Leavenworth Street to Jones Street
- HH. RESCIND – TOW-AWAY, NO STOPPING, 6 AM TO 9:30 AM, MONDAY THROUGH FRIDAY
Polk Street, east side, from 7 feet to 51 feet north of North Point Street

PAGE 13

- II. RESCIND – NO PARKING ANY TIME, EXCEPT BICYCLES
Larkin Street, west side, from 14 feet to 36 feet south of Beach Street

- JJ. RESCIND – TOW-AWAY, WHITE ZONE, PASSENGER LOADING, TAXI CAB ONLY, AT ALL TIMES
Hyde Street, west side, from 10 feet to 110 feet north of Beach Street

- KK. ESTABLISH – TOW-AWAY, WHITE ZONE, PASSENGER LOADING, TAXI CAB ONLY, 12:01 AM TO 5 AM AND 9 AM TO 12:01 AM, DAILY
Hyde Street, west side, from 20 feet to 110 feet north of Beach Street

- LL. RESCIND – TOW AWAY, NO STOPPING ANY TIME
Hyde Street, east side, from 6 feet to 167 feet north of Beach Street

- MM. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7 AM TO 7 PM, DAILY
Hyde Street, east side, from 47 feet to 167 feet north of Beach Street (6 metered spaces)

- NN. ESTABLISH – RED ZONE
 - i. Beach Street, south side, from 8 feet to 28 feet east of Polk Street
 - ii. Beach Street, south side, from 229 to 242 feet east of Larkin
 - iii. Beach Street, south side, from Leavenworth Street to 20 feet westerly
 - iv. Beach Street, south side, from Leavenworth Street to 11 feet easterly
 - v. Beach Street, south side, from Jones Street to 20 feet westerly
 - vi. Polk Street, west side, from Beach Street to 20 feet southerly
 - vii. Polk Street, east side, from 12 feet to 20 feet south of Beach Street
 - viii. Stockton Street, east side, from Beach Street to 20 feet southerly
 - ix. Stockton Street, east side, from 60 feet to 68 feet south of Beach Street
 - x. Beach Street, north side, from 17 feet to 37 feet west of the Larkin Street east property line (in intersection)
 - xi. Leavenworth Street, east side, from 3 feet to 22 feet south of Beach Street (metered space #2728)

ALTERNATIVES CONSIDERED

The project team assessed design alternatives prior to recommending a two-way separated bikeway on Beach Street between Van Ness Avenue and Columbus Avenue. The following description details the alternative options considered and the associated tradeoffs and constraints.

- *Option 1 – Class IV two-way separated bikeway between Van Ness Avenue and Columbus Avenue.* A Class IV bikeway (separated bikeway) is the most preferable on-street bikeway facility as it offers upgraded protection for people traveling by bike and limits their exposure to moving vehicular traffic. This option is the option recommended

by staff and described above.

- *Option 2 – Class IV two-way separated bikeway between Columbus Avenue and Powell Street.* The project team considered installing a Class IV two-way separated bikeway on the north side of Beach Street between Columbus Avenue and Powell Street. This would involve establishing tow-away on the north side of the street. The project team showcased this option during a public open house in February 2024. This option was not selected due to the hardship that parking and loading removal would impose on the surrounding land use, as was expressed to the project team during outreach.
- *Option 3 – Class IV one-way separated bikeway between Columbus Avenue and Powell.* The project team considered installing a Class IV one-way separated bikeway on the north side of Beach Street between Columbus Avenue and Powell Street. This would involve establishing tow-away on the north side of the street. The project team showcased this option during a public open house in February 2024. This option was not selected due to the hardship that parking and loading removal would impose on the surrounding land use, as was expressed to the project team during outreach.
- *Option 4 - Class IV two-way separated bikeway on Columbus Avenue between Beach Street and North Point Street.* The project team considered installing a Class IV two-way separated bikeway on either the east or west side of Columbus Avenue between Beach Street and North Point Street. This would involve establishing tow-away on one side of the street. This option was not selected due to the hardship that parking and loading removal would impose on the surrounding land use, as was expressed to the project team during outreach.
- *Option 5 - Class IV one-way separated bikeway on Columbus Avenue between Beach Street and North Point Street.* The project team considered installing Class IV separated bikeways on both sides of Columbus Avenue between Beach Street and North Point Street. This would involve establishing tow-away on both sides of the street. This option was not selected due to the hardship that parking and loading removal would impose on the surrounding land use, as was expressed to the project team during outreach.
- *Option 6 – No-Build.* The project team considered the option to not install any bicycle facility on Beach Street. However, this option does not meet SFMTA Strategic Plan Goals or Transit-First Policy principles.

While some design options focused on creating on-street bicycle facilities on Beach Street east of Columbus Avenue, the public stakeholders steered the project team to focus on bicycle network connectivity west of Columbus Avenue, where there are opportunities to connect with off-street bike paths. For this reason, the project team recommends installing a separated bikeway where feasible along the corridor (Option 1).

STAKEHOLDER ENGAGEMENT

The SFMTA conducted extensive outreach with community stakeholders throughout the course of the planning and conceptual design phases of the project.

PAGE 15

Initial outreach kicked-off in summer 2023. It began with introducing the project's framework for goals and themes to the public through a series of internal and external stakeholder interviews. It was important for this first phase to set expectations with the public for the SFMTA Quick-Build effort. This included the following:

- Project extents – Beach Street between Polk Street and The Embarcadero;
- Possible treatments – improvements within a quick-build project budget; installable by SFMTA Sign, Paint, and Meter Shops; no concrete, paving, or major signal timing changes; and
- Goals discussion – synthesizing road user and local stakeholder needs for safety, comfort, and function (i.e., loading/parking).

During this first phase of outreach, the project team conducted interviews with 14 businesses and organizations and six internal stakeholders. At this stage, the SFMTA did not have any draft designs for discussion. These stakeholders included:

- Businesses and organizations
 - Fisherman's Wharf Community Benefit District (FWCBD)
 - Pier 39
 - San Francisco Senior Center – Aquatic Park
 - Ghirardelli Square/Jamestown LP
 - Big Bus
 - International Longshoreman and Warehouse Union
 - Hotels: Argonaut Hotel, Hotel Riu, Alton Hotel, Holiday Inn Express, Courtyard Marriot
 - South End Rowing Club
 - Dolphin Club
 - Williams Sonoma
- Internal stakeholders
 - Transit Divisions (Cable Car, Green, Kirkland)
 - Taxi, Access, and Mobility Division
 - San Francisco Port
 - National Parks Service
 - Volpe National Transportation Systems Center

Questions asked during these interviews explored how staff and visitors currently use Beach Street, main destinations in the area, barriers and challenges around the pedestrian and bicycle network, desire for public spaces and activation, and loading operations.

The project team heard five key themes: safety and enforcement, placemaking opportunities, curb space improvements, traffic improvements, and bicycle and pedestrian improvements.

Safety and Enforcement Issues:

- Increase SFMTA enforcement for loading zones activity
- Remove on-street parking in specific areas to increase eyes on the street

Community Placemaking Aspirations:

- Street murals between Powell/Taylor
- Shared Space on Beach between Hyde and Larkin
- Create public space around Joseph Conrad Park

Curb Space Improvements:

- Hotel activities
- Tour bus activities
- TNC/Taxi pickup/drop off
- Commercial loading
- Limited ADA parking availability

Traffic Improvements:

- Clarify off-street parking entrances and wayfinding
- Improve visibility at driveways and near parklets

Pedestrian/Bicycle Improvements:

- Reduce pedestrian and bicycle/scooter conflicts
- Increase pedestrian and bicyclist visibility at intersections
- Install bike parking near Beach Street and Hyde Street

From late 2023 into early 2024, the project team drafted project designs based on identified needs heard during the first outreach and needs analysis phases. It was clear some tradeoffs would be necessary, based on total street dimensions and the limited space within the right-of-way. Once the project team finished addressing the variety of design nuances and created a draft design, staff began the next feedback stage.

The Beach Street Quick-Build Project team held another outreach and public feedback period from February 28 through March 19, 2024. During this time, those interested in the project were encouraged to view the design and provide feedback online or in person. The project team sent out emails to the project email list, mailers to all buildings within one block of the project corridor, and went door-to-door along Beach Street to share information about the project, the upcoming feedback opportunity, and to pass out project fact sheets.

Events held during the feedback period included:

- Virtual Open House & Survey (available in English and Chinese) – live February 28 through March 19, 2024
 - Project staff hosted a dynamic webpage using ArcGIS Online StoryMaps to share project details, showcase conceptual designs, and solicit feedback using a survey about the proposed changes. The survey received over 300 complete responses and nearly 100 partial responses.
 - The Open House period was extended twice in response to requests from community members to allow more time for feedback.
- Door-to-door outreach – March 3, 2024

- Project staff went door-to-door along the corridor sharing project information and collecting feedback

The design alternatives presented during the virtual open house included:

- (1) **Intersection Safety:** Quick and effective pedestrian safety and traffic improvements at all intersections along the project corridor.
- (2) **Placemaking Application Support:** Staff assistance for future community-initiated Shared Spaces by facilitating applications through the review process. For instance, a community initiative that focuses on enhancing pedestrian safety while enabling temporary weekend street closures for public events/activities in coordination with the Fisherman's Wharf Community Benefit District.
- (3) **Bike Network Improvements:** Separated bike lane from Powell Street to Columbus Avenue, with potential connections to Larkin at the western end of the corridor, and connections south to the existing bike facility on North Point Street.
 - a. **Alternative One:** One-Way Bikeway
 - b. **Alternative Two:** Two-Way Bikeway

The themes heard during this feedback period included the following:

- Support for a two-way protected bikeway and pedestrian improvements;
- Strong opposition to parking removal, particularly for hotels, merchants, and swimming/rowing clubs;
- Redundancy of a bikeway on Beach Street when the natural path for bicyclists is along Jefferson Street and the existing bike facilities on North Point Street; and
- Lack of enforcement.

Based on the feedback received, the project team considered and adjusted proposed designs to better address issues and concerns that were raised. After the Open House feedback period, the project team held additional in-depth discussions with stakeholders, performed site visits with specific businesses, and reviewed e-mails, voice comments, and survey results. As a result of the ongoing community engagement, the project team refocused the scope to better align with community priorities. The changes include the following:

Beach Street between Van Ness Avenue and Columbus Avenue

- Focusing bicycle infrastructure on Beach Street from Van Ness Avenue to Columbus Avenue;
 - Two-way bike facility on the north side of Beach Street between Van Ness Avenue and Columbus Avenue connecting to businesses and attractions on the west end of Beach Street, to Van Ness Avenue/Fort Mason, and bikeways on Polk and North Point
 - In response to feedback about nearby parallel bike routes, staff refocused the bikeway extents to facilitate the connection to National Park Service paths. Additional routes in the citywide bicycle network allows cyclists to directly access more destinations in the neighborhood.

PAGE 18

- Adjusting parking and parklet configurations on Beach Street from Larkin Street to Hyde Street based on merchant and FWCBD feedback;
- Reconfiguring parking and loading on Beach Street from Polk Street to Hyde Street, including adding parking on Hyde Street from Jefferson Street to Beach Street to help with needs of swimming and rowing clubs in the area;
- Coordinating with the National Park Services (NPS) to allow for shared use of the paths for bicyclists and pedestrians; and
- Facilitating any future community-sponsored Shared Spaces application for temporary street closures and activation

Beach Street between Van Ness Avenue and the Embarcadero

- Focusing on pedestrian improvements on Beach Street from Polk to Embarcadero
The project will include pedestrian safety improvements at intersections and changes to maximize loading and parking efficiency along the corridor. Pedestrian safety improvements are proposed at intersections on Beach from Polk to the Embarcadero and include:
 - o [High-visibility crosswalks](#)
 - o [Daylighting](#)
 - o [Painted safety zones](#)
 - o [Advanced limit lines](#)
 - o [Signal timing adjustments](#)

Future Phase - Jefferson Street Quick-Build Project

The community shared that Jefferson Street was the main bike route for tourists in the area. The SFMTA committed to prioritizing Jefferson Street between Hyde Street and Powell Street as a family-friendly and safe active transportation route for visitors in a future quick-build project.

Following the refocus of the project, the project team presented the refined scope to each key stakeholder including:

- o District 2 and 3 Supervisors
- o Fisherman's Wharf Community Benefit District (FWCBD)
- o San Francisco Senior Center – Aquatic Park
- o South End Rowing Club
- o Dolphin Club
- o San Francisco Arts Commission
- o Advocacy organizations: Walk SF, San Francisco Bicycle Coalition, KidSafe SF

During design the project team worked closely with the San Francisco Fire Department, internal transit/taxi/accessibility/parking teams, and businesses such as tour bus companies and loading zone sponsors.

FUNDING IMPACT

Funding for the proposed traffic modifications is provided by several funding sources. The total project cost is broken down into the following project phases and sources:

Funding Source	Amount	Phases
TNC Tax	\$340,000	Planning & Design
Proposition B	\$60,000	Planning & Design
TNC Tax	\$405,000	Construction
TOTAL	\$805,000	

ENVIRONMENTAL REVIEW

The proposed Beach Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right of way pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on November 14, 2024, that the proposed Beach Street Quick-Build Project (Case Number 2024-010181ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-010181ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

Project scope within the National Park Service (NPS) jurisdiction requires approval from NPS. The portions of the project scope within NPS jurisdiction will be submitted for NPS review and the project team will prepare a special use permit for construction activities targeted for spring 2025.

Project scope within San Francisco Port jurisdiction has been submitted for Port review and the project team has received an encroachment permit.

PAGE 20

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve various parking and traffic modifications along Beach Street between Van Ness Avenue and The Embarcadero to improve transportation safety and connectivity, including the establishment of new Class IV separated bikeways, as part of the Beach Street Quick-Build Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to achieving the Vision Zero commitment of eliminating transportation-related fatalities and severe injuries; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit-First city that prioritizes non-private automobile transportation; and,

WHEREAS, The SFMTA is committed to creating a network of protected bikeways citywide; and,

WHEREAS, The SFMTA has proposed the installation of separated bikeways and parking and traffic modifications along Beach Street from Van Ness Avenue to The Embarcadero as follows:

- A. ESTABLISH – CLASS IV BIKEWAY
 - Beach Street, north side, eastbound and westbound, from 109 feet west of Polk Street to 152 feet east of Polk Street
 - Beach Street, north side, eastbound and westbound, from 31 feet west of Larkin Street to Columbus Avenue
 - Beach Street, north side, eastbound and westbound, from Columbus Avenue west crosswalk to 37 feet easterly (in intersection)
- B. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME
 - i. Beach Street, north side, from 109 feet to 70 feet west of Polk Street
 - ii. Beach Street, north side, from the western property line of Polk Street to 152 feet east of Polk Street
 - iii. Beach Street, north side, from 31 feet west of Larkin Street to Columbus Avenue
 - iv. Beach Street, north side, from Columbus Avenue west crosswalk to 37 feet easterly (in intersection)
- C. ESTABLISH – CLASS III BIKEWAY
 - Columbus Avenue, southeast bound and northwest bound, from Beach Street to North Point Street
- D. ESTABLISH – STOP SIGN
 - Beach Street, eastbound and westbound, at Columbus Avenue
 - Columbus Avenue, southbound, at Beach Street (for the bikeway)
 - Polk Street, southbound, at Beach Street (for the bikeway)
- E. RESCIND – RIGHT LANE MUST TURN RIGHT
 - Beach Street, eastbound and westbound, at Hyde Street
 - Beach Street, eastbound, at Jones Street

- F. ESTABLISH – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES
Beach Street, north side, from Polk Street to 70 feet westerly
- G. ESTABLISH – RED ZONE
- i. Beach Street, south side, from Polk Street to 70 feet westerly
 - ii. Beach Street, south side, from 8 feet to 29 feet east of Columbus Avenue
 - iii. Beach Street, north side, from Leavenworth Street to 26 feet easterly
 - iv. Hyde Street, east side, from Beach Street to 27 feet northerly
 - v. Beach Street, north side, from 12 feet to 37 feet east of the western property line of Polk Street (in intersection)
 - vi. Leavenworth Street, west side, from Beach Street to 21 feet northerly (metered space #2801)
- H. RESCIND – WHITE ZONE, PASSENGER LOADING, AT ALL TIMES
Beach Street, north side, from 12 feet to 37 feet east of the western property line of Polk Street (in intersection)
- I. RESCIND – BLUE ZONE
- i. Beach Street, north side, from 23 feet to 68 feet east of Polk Street
 - ii. Beach Street, south side, from 8 feet to 28 feet east of Polk Street
 - iii. Beach Street, south side, from Larkin Street to 18 feet easterly
 - iv. Beach Street, north side, from Columbus Avenue to 22 feet westerly
 - v. Beach Street, north side, from 17 feet to 37 feet west of Larkin Street east property line (in intersection)
- J. RESCIND – WHITE ZONE, PASSENGER LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY
Beach Street, north side, from 68 feet to 112 feet east of Polk Street (2 metered spaces)
- K. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 9 AM TO 4 PM, MONDAY THROUGH FRIDAY
Beach Street, north side, from 152 feet to 196 feet east of Polk Street
- L. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 7 AM TO 7PM, DAILY
Beach Street, north side, from 196 feet to 216 feet east of Polk Street (metered space #826)
- M. RESCIND – BUS STOP
Beach Street, north side, from 112 feet to 284 feet east of Polk Street
Stockton Street, east side, from Beach Street to 68 feet southerly
- N. ESTABLISH – BUS STOP
Beach Street, north side, from 216 feet to 384 feet east of Polk Street (shifting bus zone east)
- O. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY
Beach Street, south side, from 134 feet to 178 feet east of Polk Street (metered spaces #825 and #827)
- P. ESTABLISH – GENERAL LOADING ZONE, 5-MINUTE TIME LIMIT, 7 AM TO 10 PM, DAILY

- Beach Street, south side, from 178 feet to 200 feet east of Polk Street (metered space #823)
- Q. ESTABLISH – NO PARKING ANY TIME, EXCEPT BICYCLES
Beach Street, south side, from 5 feet to 24 feet west of Larkin Street (metered space #801)
- R. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH FRIDAY
Beach Street, south side, from 124 feet to 164 feet west of Larkin Street (metered spaces #813 and #815)
Leavenworth Street, west side, from Beach Street to 21 feet northerly (metered space #2801)
- S. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, DAILY
Beach Street, south side, from 142 feet to 162 east of Larkin Street (metered space #727)
- T. RESCIND – PARALLEL PARKING
ESTABLISH – 45-DEGREE BACK-IN ANGLED PARKING
Beach Street, south side, from 70 feet to 229 feet east of Larkin Street (11 metered spaces)
- U. RESCIND – WHITE ZONE, PASSENGER LOADING, TOUR BUS ONLY, 20-MINUTE TIME LIMIT, AT ALL TIMES
Beach Street, north side, from 15 feet to 83 feet west of Hyde Street
- V. ESTABLISH – BLUE ZONE, ACCESSIBLE PARKING, AT ALL TIMES
- i. Beach Street, north side, from 109 feet to 119 feet west of Polk Street
 - ii. Beach Street, south side, from 28 feet to 50 feet east of Polk Street
 - iii. Beach Street, south side, from Larkin Street to 20 feet easterly
 - iv. Beach Street, south side, from 11 feet to 30 feet east of Leavenworth Street
 - v. Polk Street, west side, from 20 feet to 40 feet south of Beach Street (metered space #3125)
 - vi. Larkin Street, west side, from 14 feet to 36 feet south of Beach Street
 - vii. Hyde Street, east side, from 27 feet to 47 feet north of Beach Street
 - viii. Columbus Avenue, west side, from 10 feet to 30 feet south of Beach Street (metered space #1351)
- W. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, DAILY
Beach Street, south side, from 20 feet to 70 feet east of Larkin Street (metered spaces #743 and #741)
Beach Street, south side, from 14 feet to 58 feet east of Hyde Street (metered spaces #641 and #639)
- X. RESCIND – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY
Beach Street, north side, from 44 feet to 88 feet west of Columbus Avenue (metered spaces #626 and #628)

- Y. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY
 Beach Street, north side, from 65 feet to 109 feet west of Leavenworth Street (metered spaces #608 and #610)
 Beach Street, south side, from 173 feet to 257 feet east of Leavenworth Street (4 metered spaces)
- Z. ESTABLISH – WHITE ZONE, PASSENGER LOADING, 8 AM TO 8 PM, DAILY
 Beach Street, north side, from 113 feet to 135 feet west of Leavenworth Street (metered space #612)
- AA. RESCIND – TOW-AWAY, NO STOPPING, BUS ONLY, 6 AM TO 9:30 AM, MONDAY THROUGH FRIDAY
 Beach Street, south side, from 14 feet to 102 feet east of Hyde Street
- BB. RESCIND – WHITE ZONE, PASSENGER LOADING, 8 AM TO 8 PM, DAILY
 Beach Street, north side, from 135 feet to 157 feet west of Leavenworth Street
- CC. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING, 7 AM TO 9:30 AM, DAILY
 Beach Street, south side, from 58 feet to 80 feet east of Hyde Street (metered space #637)
- DD. ESTABLISH – WHITE ZONE, PASSENGER LOADING, TOUR BUS ONLY, 20-MINUTE TIME LIMIT, AT ALL TIMES
 Beach Street, south side, from 80 feet to 152 feet east of Hyde Street
- EE. RESCIND – TOW-AWAY, NO PARKING ANY TIME
 Beach Street, south side, from 8 feet to 76 feet east of Columbus Avenue
- FF. ESTABLISH – GENERAL METERED PARKING, 4-HOUR TIME LIMIT, 7 AM TO 7 PM, DAILY
 Beach Street, south side, from Leavenworth Street to Jones Street
 Beach Street, south side, from 29 feet to 69 feet east of Columbus Avenue (metered spaces #603 and #605)
 Stockton Street, east side, from 20 feet to 60 feet south of Beach Street (2 metered spaces)
- GG. RESCIND – TOW-AWAY, NO STOPPING ANY TIME, 10 AM TO 9 PM, DAILY
 RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 10 AM, DAILY
 Beach Street, south side, from Leavenworth Street to Jones Street
- HH. RESCIND – TOW-AWAY, NO STOPPING, 6 AM TO 9:30 AM, MONDAY THROUGH FRIDAY
 Polk Street, east side, from 7 feet to 51 feet north of North Point Street
- II. RESCIND – NO PARKING ANY TIME, EXCEPT BICYCLES
 Larkin Street, west side, from 14 feet to 36 feet south of Beach Street
- JJ. RESCIND – TOW-AWAY, WHITE ZONE, PASSENGER LOADING, TAXI CAB ONLY, AT ALL TIMES
 Hyde Street, west side, from 10 feet to 110 feet north of Beach Street

- KK. ESTABLISH – TOW-AWAY, WHITE ZONE, PASSENGER LOADING, TAXI CAB ONLY, 12:01 AM TO 5 AM AND 9 AM TO 12:01 AM, DAILY
Hyde Street, west side, from 20 feet to 110 feet north of Beach Street
- LL. RESCIND – TOW AWAY, NO STOPPING ANY TIME
Hyde Street, east side, from 6 feet to 167 feet north of Beach Street
- MM. ESTABLISH – GENERAL METERED PARKING, 2-HOUR TIME LIMIT, 7 AM TO 7 PM, DAILY
Hyde Street, east side, from 47 feet to 167 feet north of Beach Street (6 metered spaces)
- NN. ESTABLISH – RED ZONE
 - i. Beach Street, south side, from 8 feet to 28 feet east of Polk Street
 - ii. Beach Street, south side, from 229 to 242 feet east of Larkin
 - iii. Beach Street, south side, from Leavenworth Street to 20 feet westerly
 - iv. Beach Street, south side, from Leavenworth Street to 11 feet easterly
 - v. Beach Street, south side, from Jones Street to 20 feet westerly
 - vi. Polk Street, west side, from Beach Street to 20 feet southerly
 - vii. Polk Street, east side, from 12 feet to 20 feet south of Beach Street
 - viii. Stockton Street, east side, from Beach Street to 20 feet southerly
 - ix. Stockton Street, east side, from 60 feet to 68 feet south of Beach Street
 - x. Beach Street, north side, from 17 feet to 37 feet west of the Larkin Street east property line (in intersection)
 - xi. Leavenworth Street, east side, from 3 feet to 22 feet south of Beach Street (metered space #2728)

WHEREAS, Although the City Traffic Engineer has the authority to approve Items D through F, H through K, O through S, U through Z, BB through DD, II, and NN, the City Traffic Engineer recommends that the SFMTA Board of Directors approve these items as part of the Beach Street Quick-Build Project; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public outreach process; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The separated bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The proposed Beach Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on November 14, 2024, that the proposed Beach Street Quick-Build Project (Case Number 2024-010181ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-010181ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeways and parking and traffic modifications associated with the Beach Street Quick-Build Project listed as Items A-NN above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of December 17, 2024.

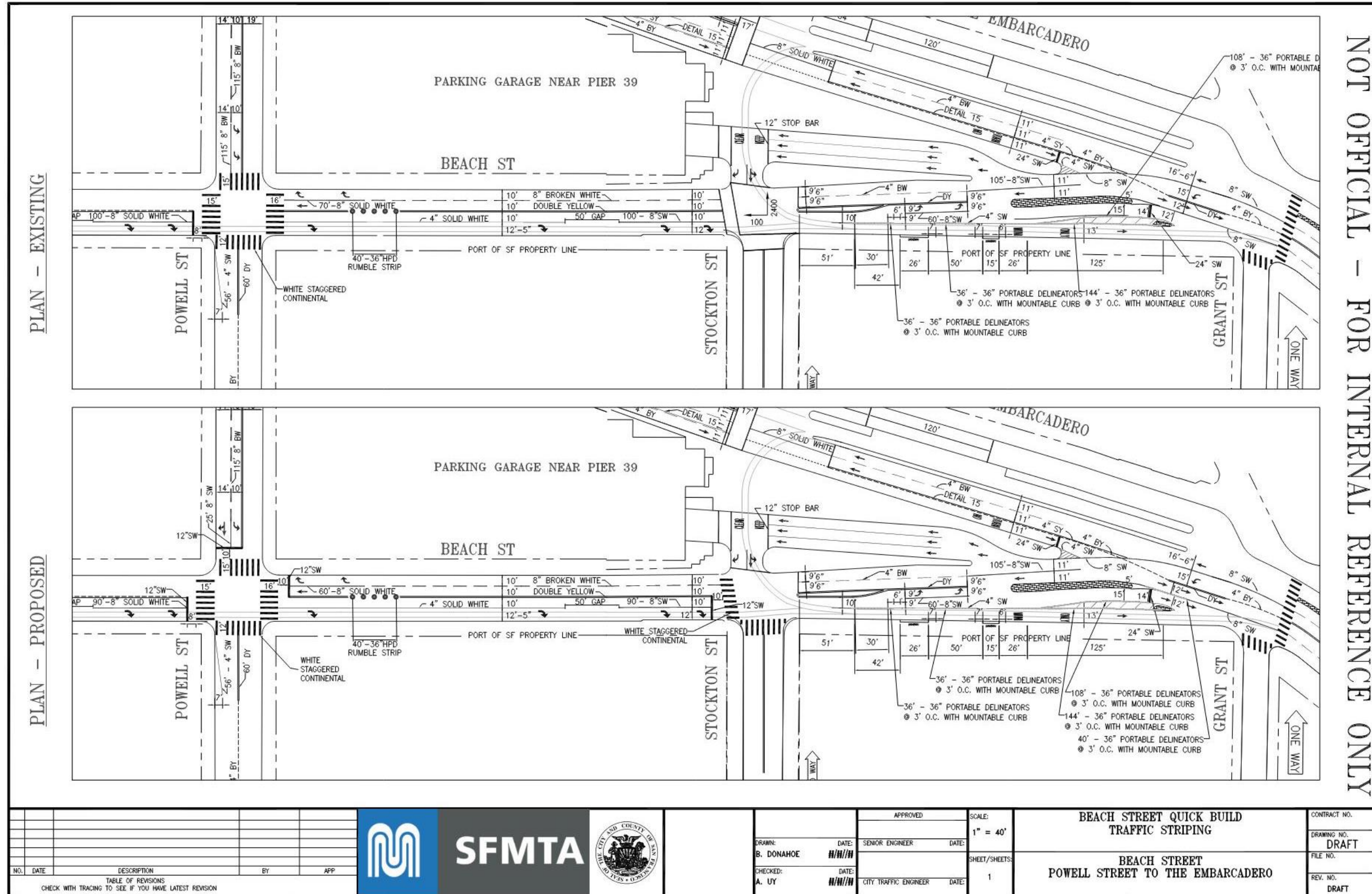
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Overview Graphic



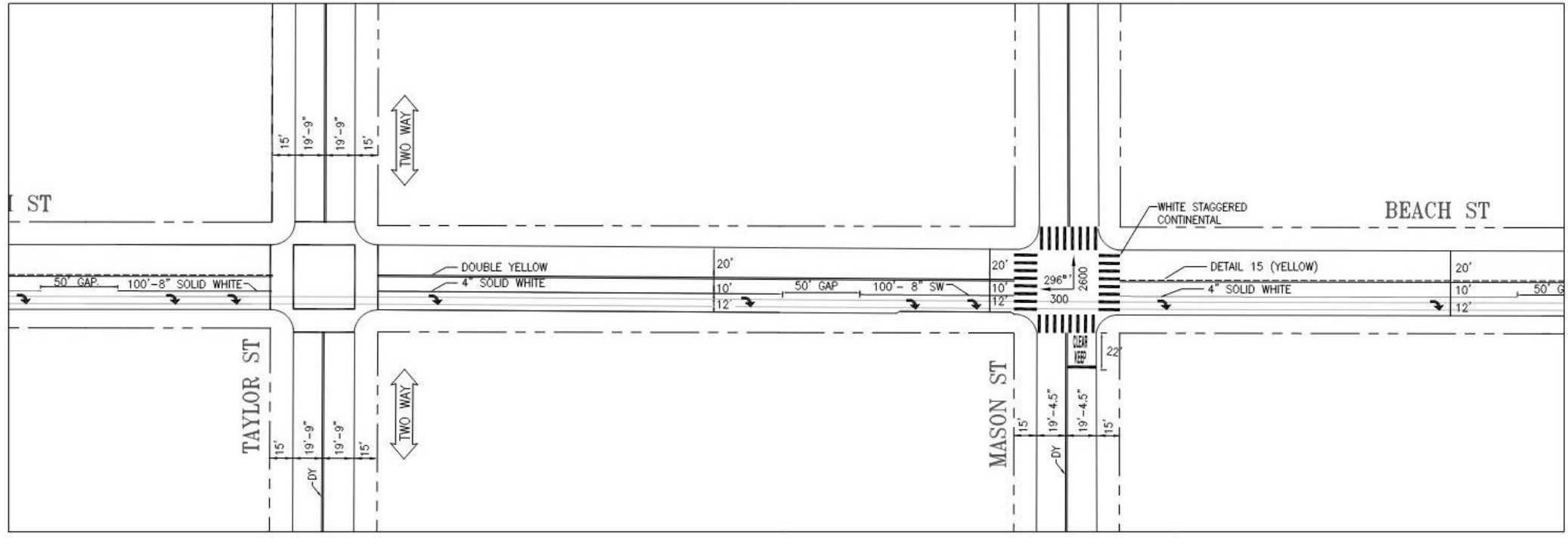
- Pedestrian safety improvements at all intersections between Polk and the Embarcadero
- Two-way separated bikeway
- - - Shared pathway on NPS property
- · - · Shared lane markings
- Adding parking/loading
- Parklets
- Placemaking and activation
- · - · - · National Parks Service Boundary

Enclosure 3: Existing and Proposed Engineering Striping Drawings

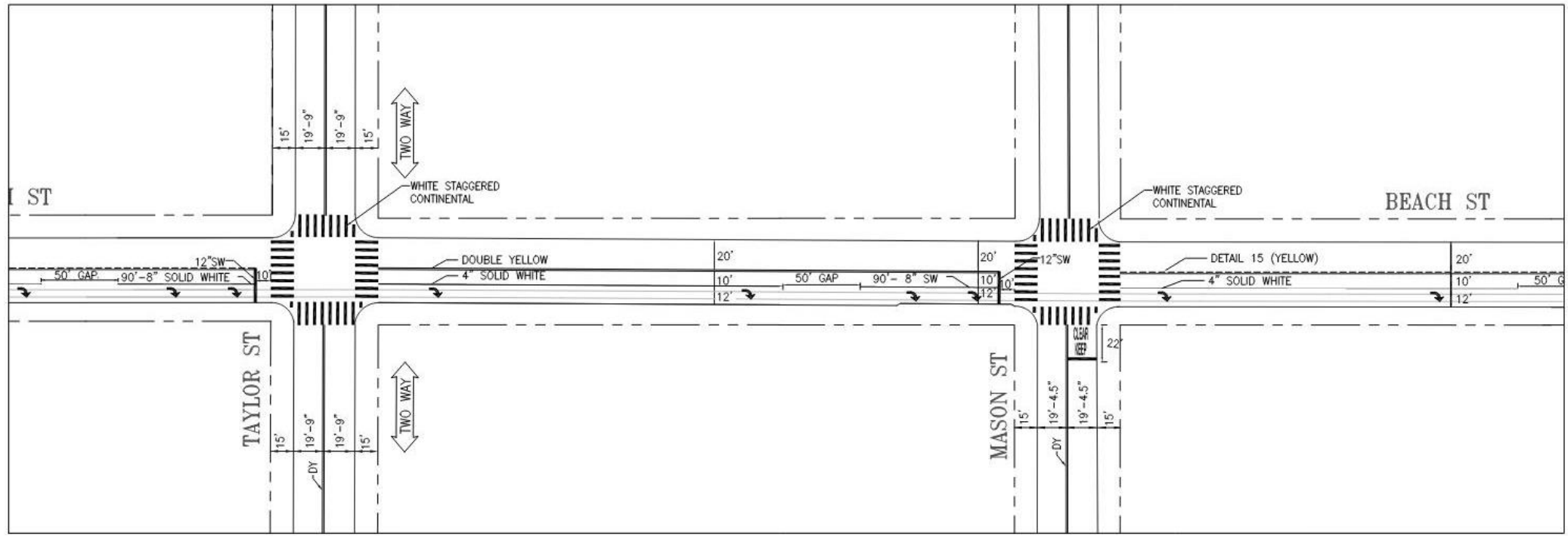


NOT OFFICIAL - FOR INTERNAL REFERENCE ONLY

PLAN - EXISTING



PLAN - PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



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APPROVED		SCALE: 1" = 40'	
SENIOR ENGINEER		DATE:	
CITY TRAFFIC ENGINEER		DATE:	
SHEET/SHEETS: 2			

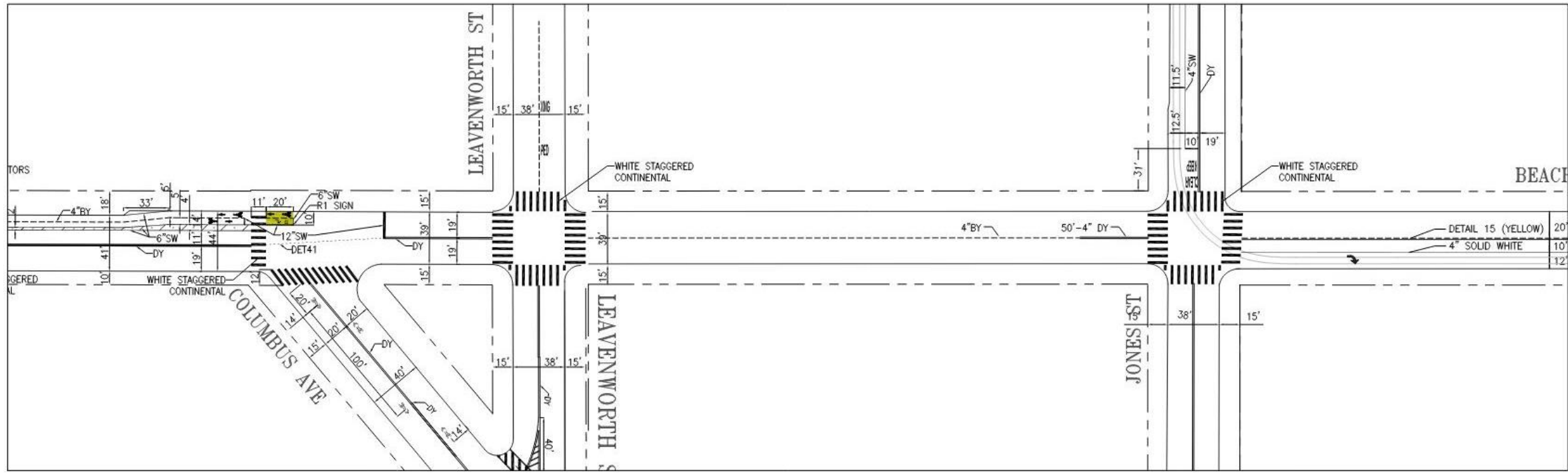
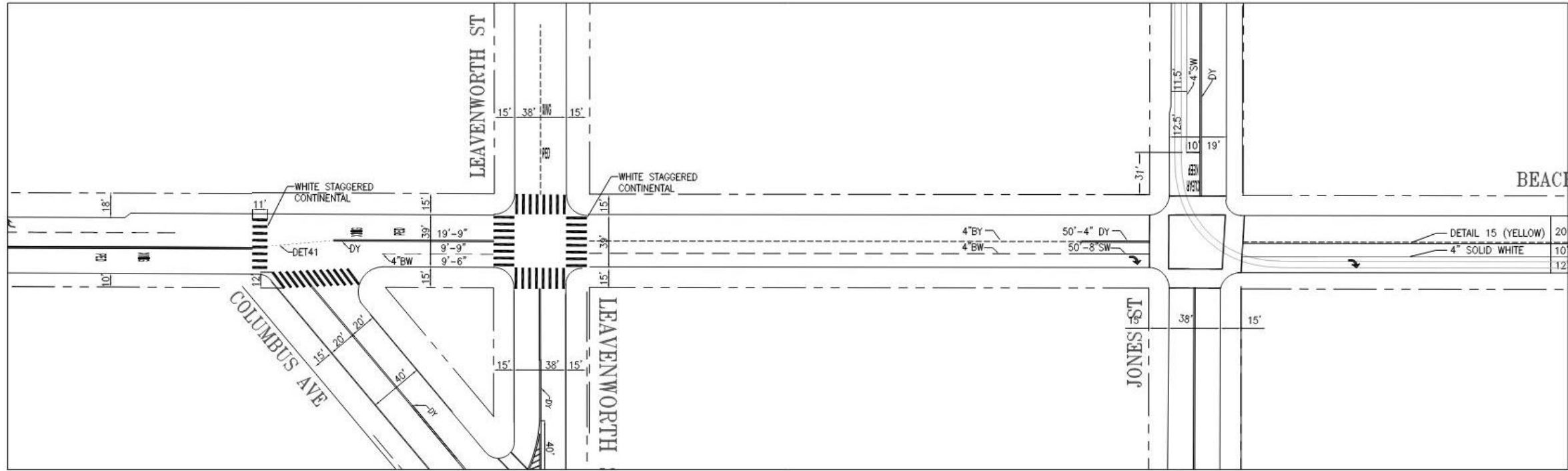
**BEACH STREET QUICK BUILD
TRAFFIC STRIPING**

**BEACH STREET
TAYLOR STREET TO MASON STREET**

CONTRACT NO.
DRAWING NO. DRAFT
FILE NO.
REV. NO. DRAFT

FILE NAME:
DATE: ---/---/---

NOT OFFICIAL - FOR INTERNAL REFERENCE ONLY



PLAN - EXISTING

PLAN - PROPOSED

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CHECKED: A. UY		DATE: ////		SENIOR ENGINEER		SHEET/SHEETS: 3	
				CITY TRAFFIC ENGINEER			

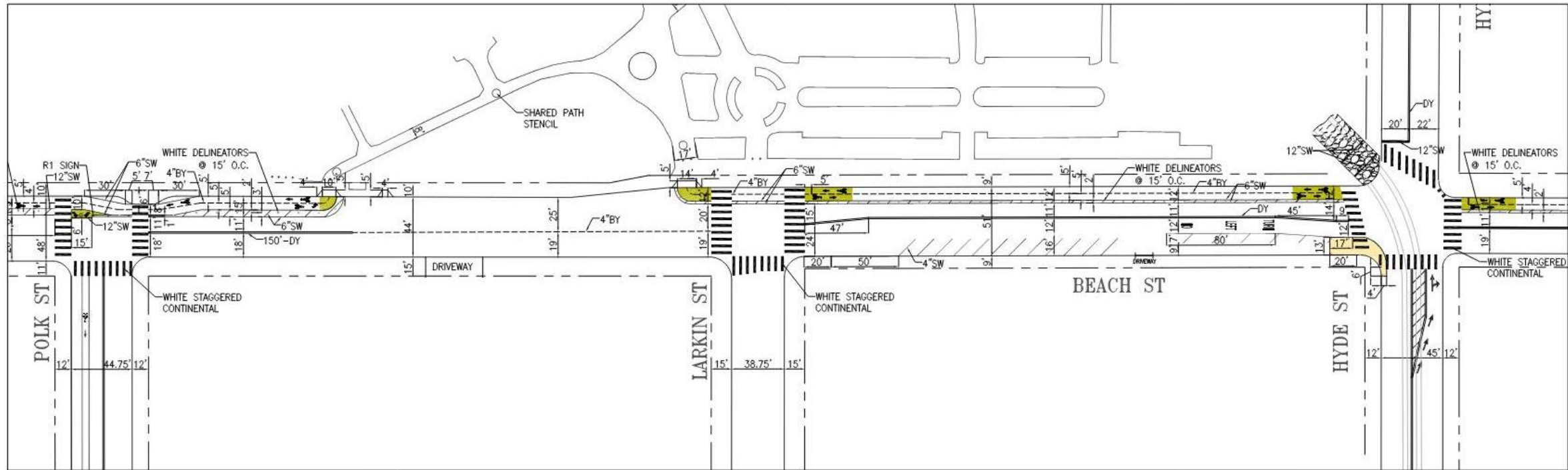
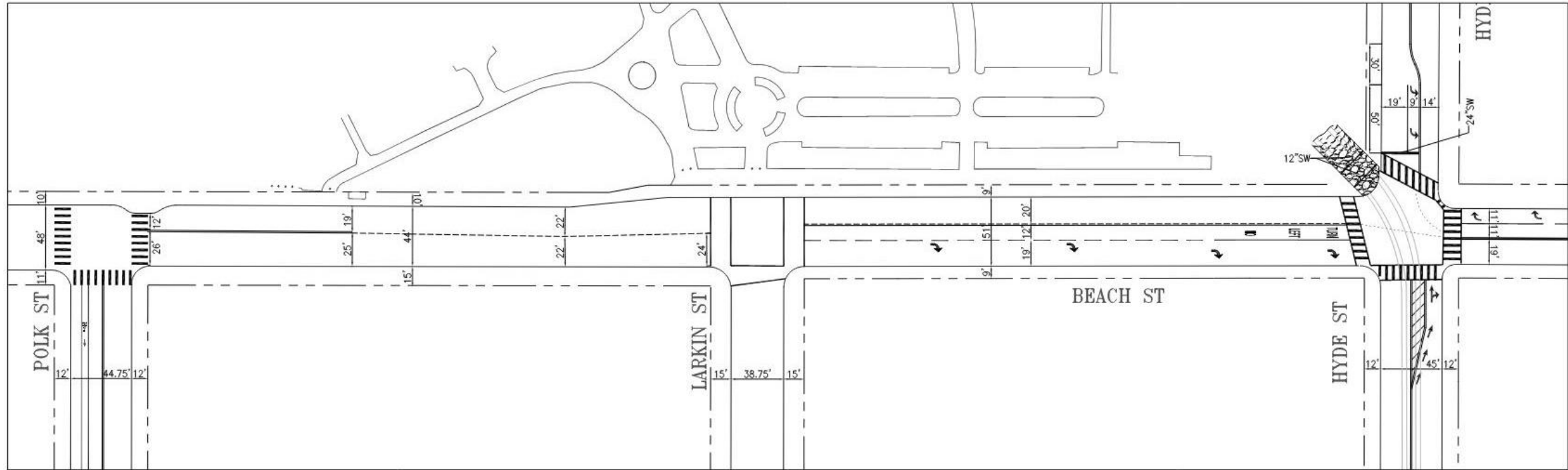
**BEACH STREET QUICK BUILD
TRAFFIC STRIPING**

**BEACH STREET
COLUMBUS AVENUE TO JONES STREET**

CONTRACT NO.
DRAWING NO. DRAFT
FILE NO.
REV. NO. DRAFT

FILE NAME:
DATE: ////

NOT OFFICIAL - FOR INTERNAL REFERENCE ONLY



PLAN - EXISTING

PLAN - PROPOSED

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACINGS TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: B. DONAHOE		DATE: ////		APPROVED		SCALE: 1" = 40'	
CHECKED: A. UY		DATE: ////		SENIOR ENGINEER		SHEET/SHEETS: 4	
				CITY TRAFFIC ENGINEER			

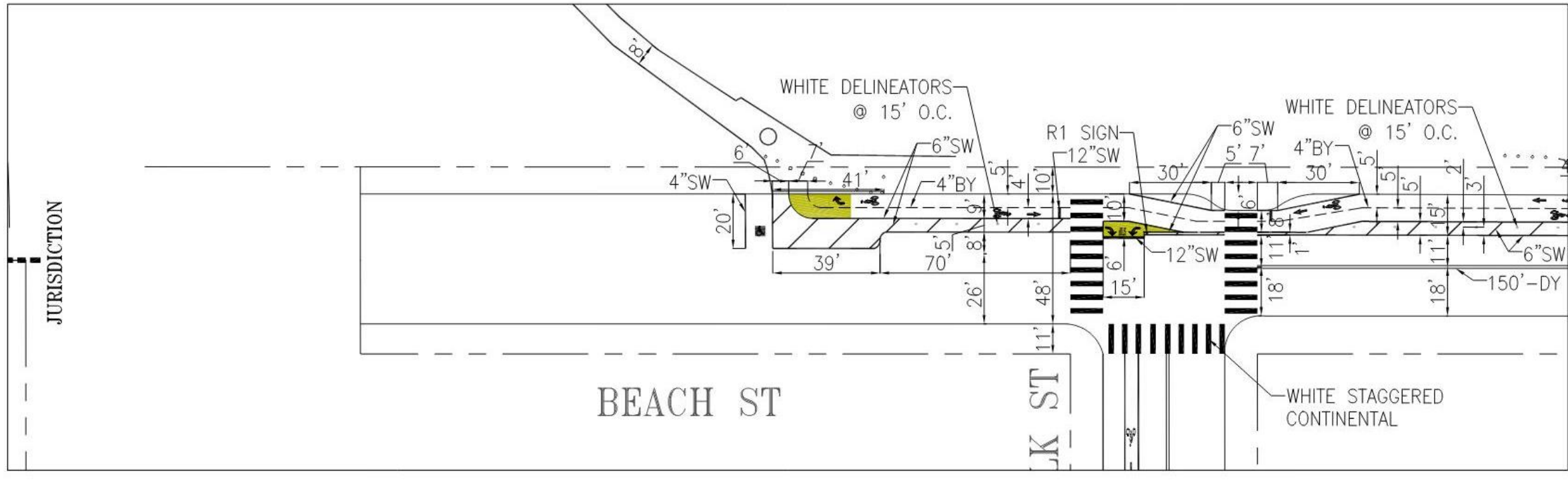
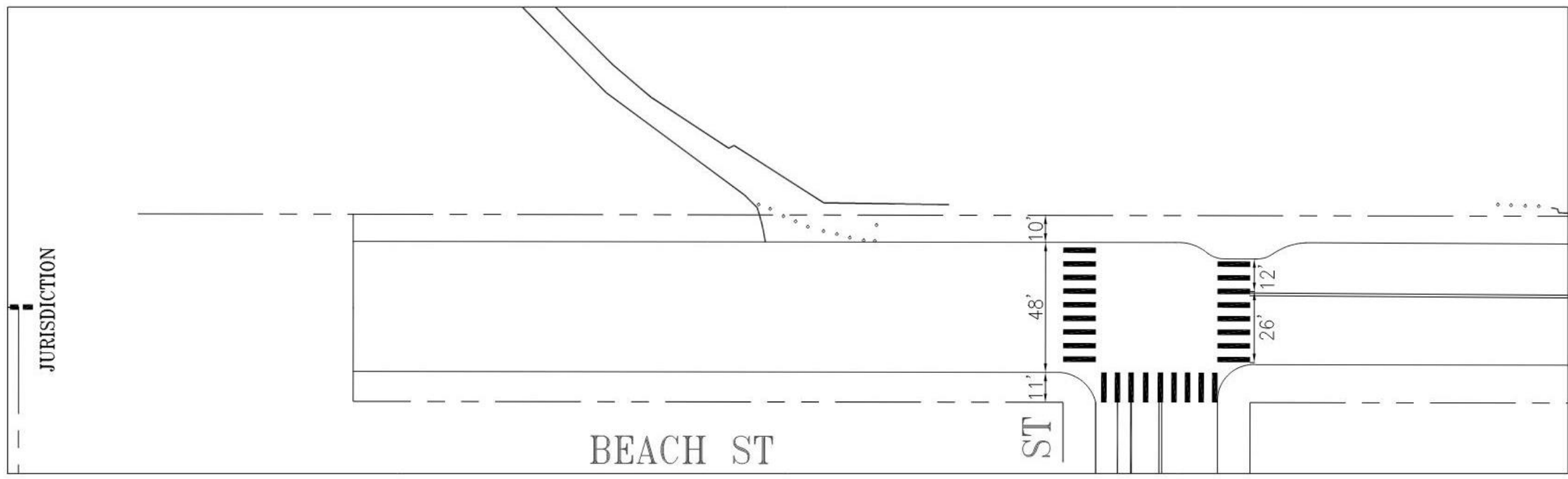
**BEACH STREET QUICK BUILD
TRAFFIC STRIPING**

**BEACH STREET
POLK STREET TO HYDE STREET**

CONTRACT NO.
DRAWING NO. DRAFT
FILE NO.
REV. NO. DRAFT

FILE NAME:
DATE: / /

NOT OFFICIAL - FOR INTERNAL REFERENCE ONLY



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: B. DONAHOE		DATE: 11/11/11		SENIOR ENGINEER		DATE:	
CHECKED: A. UY		DATE: 11/11/11		CITY TRAFFIC ENGINEER		DATE:	
APPROVED				SCALE: 1" = 20'			
SHEET/SHEETS: 5				CONTRACT NO.			

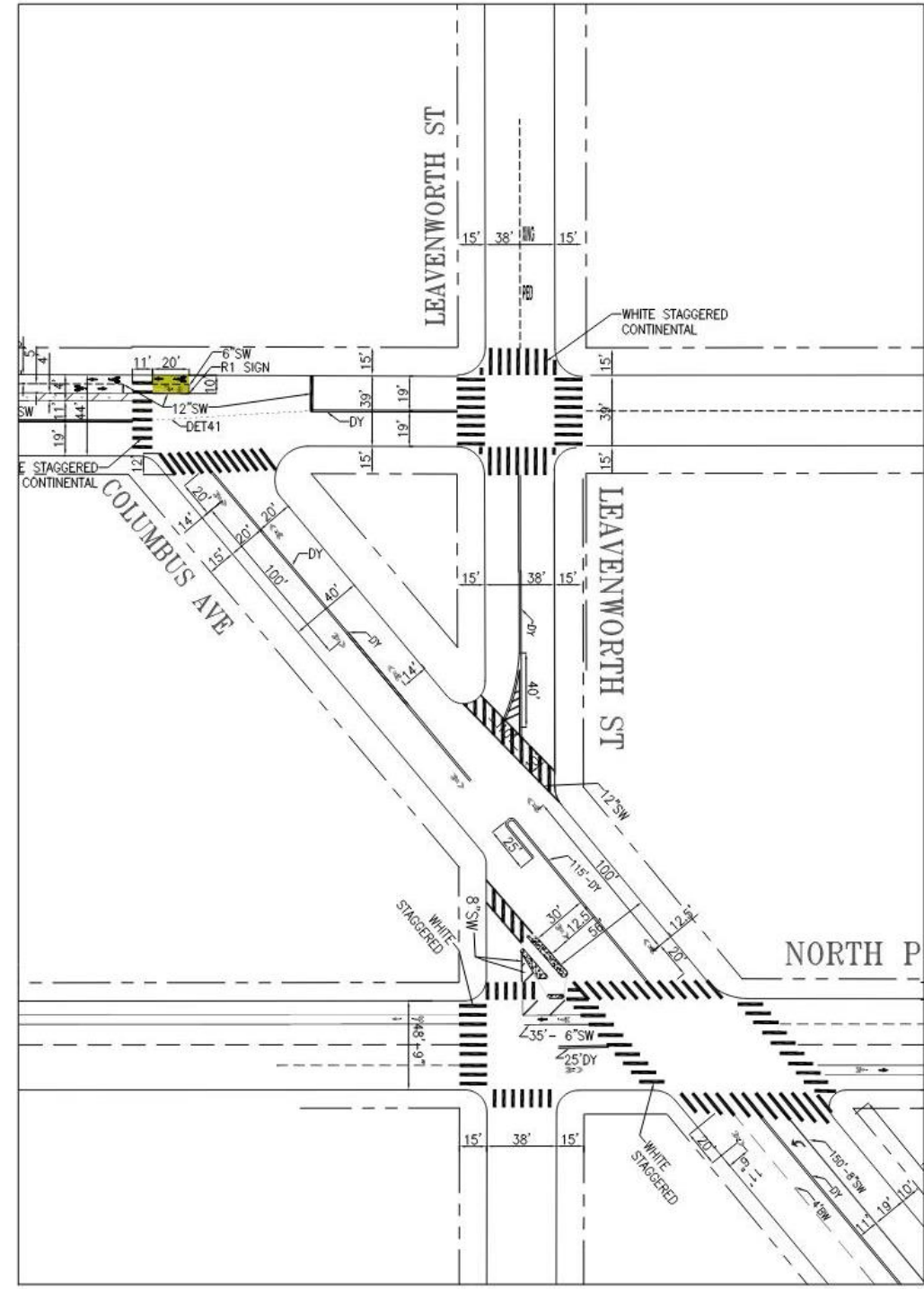
**BEACH STREET QUICK BUILD
TRAFFIC STRIPING**

**BEACH STREET
POLK ALLEY**

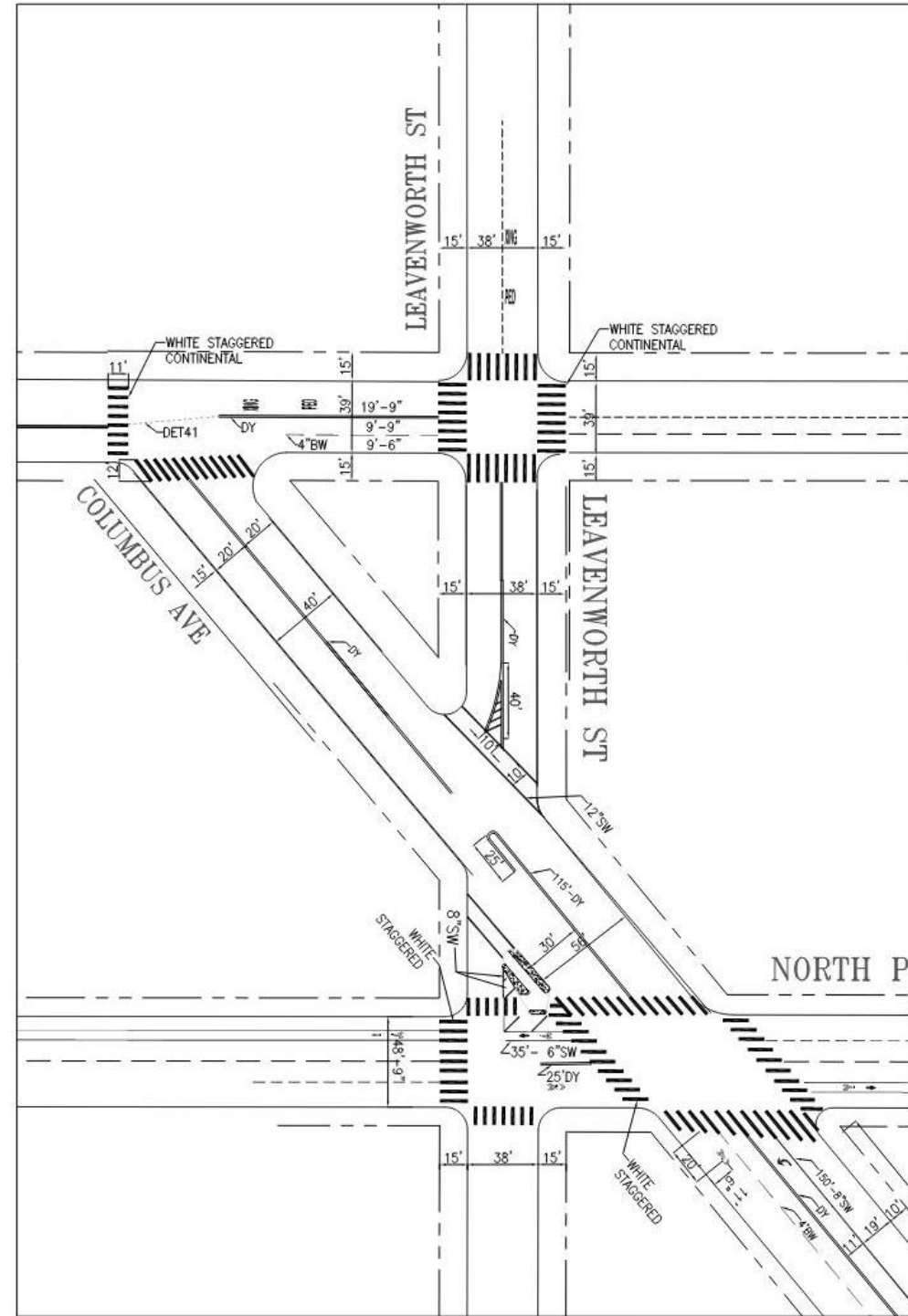
DRAWING NO. DRAFT
FILE NO.
REV. NO. DRAFT

FILE NAME:
DATE:

NOT OFFICIAL - FOR INTERNAL REFERENCE ONLY



PLAN - PROPOSED



PLAN - EXISTING

NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: B. DONAHOE		DATE: ////		SENIOR ENGINEER		DATE:	
CHECKED: A. UY		DATE: ////		CITY TRAFFIC ENGINEER		DATE:	

APPROVED

SCALE:
1" = 40'

SHEET/SHEETS:
6

**BEACH STREET QUICK BUILD
TRAFFIC STRIPING**

**COLUMBUS AVENUE
BEACH STREET TO NORTH POINT STREET**

CONTRACT NO.
DRAWING NO. DRAFT
FILE NO.
REV. NO. DRAFT

FILE NAME:
DATE: --/--