

## SFMTA - TASC SUMMARY SHEET

<b>PreStaff_Date:</b> 2/4/2025 <b>Requested_by:</b> SFMTA <b>Handled:</b> Brian Donahoe <i>BD</i> <b>Section Head :</b> MS <i>MS</i>	<input type="checkbox"/> <b>Public Hearing Consent</b> <input type="checkbox"/> <b>Public Hearing Regular</b> <input type="checkbox"/> <b>Informational / Other</b> <small>No TASC - PH Only</small>	<b>No objections:</b> _____ <b>Item Held:</b> _____ <b>Other:</b> _____
<b>Location:</b> Beach Street between Van Ness Avenue and Taylor Street		
<b>Subject:</b> Beach Street Quick-Build Project Clean Up Legislation		
<b>PROPOSAL / REQUEST:</b> ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 5 PM, MONDAY THROUGH SATURDAY Beach Street, south side, from 70 feet to 114 feet west of Polk Street (shifting existing yellow zone)  ESTABLISH – BLUE ZONE Beach Street, north side, from 142 feet to 162 feet east of Polk Street Beach Street, south side, from 14 feet to 34 feet east of Leavenworth Street  ESTABLISH – RED ZONE Beach Street, north side, from 162 feet to 177 feet east of Polk Street  ESTABLISH - WHITE ZONE, PASSENGER LOADING, 9 AM TO 4 PM MONDAY THROUGH FRIDAY Beach Street, north side, from 177 feet to 216 feet east of Polk Street (shifting previously legislated white zone)  RESCIND - METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY Beach Street, south side, from 173 feet to 257 feet east of Leavenworth Street (4 metered spaces)  ESTABLISH – GENERAL LOADING ZONE, 5 MIN, 10 AM TO 10 PM, DAILY		
<b>BACKGROUND INFORMATION / COMMENTS</b> The Beach Street Quick-Build Project was approved on December 17, 2024 (Res. 241217-146) and will install on-street bike facilities, traffic calming, and pedestrian crossing improvements on Beach Street between Van Ness Avenue and The Embarcadero. This proposal includes legislative items that were not included in Res. 241217-146 due to additional outreach and engagement with the community. Changes include adding a blue zone, adding a general loading zone, shifting commercial loading zones, and other minor color curb changes.		
<b>HEARING NOTIFICATION AND PROCESSING NOTES:</b>	<b>ENVIRONMENTAL CLEARANCE BY:</b> <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input type="checkbox"/> Pending	
<b>CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:</b> <input type="checkbox"/>		

## Beach Street Quick-Build Legislative Language – TASC

ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 8 AM TO 5 PM, MONDAY THROUGH SATURDAY

Beach Street, south side, from 70 feet to 114 feet west of Polk Street (shifting existing yellow zone)

ESTABLISH – BLUE ZONE

Beach Street, north side, from 142 feet to 162 feet east of Polk Street

Beach Street, south side, from 14 feet to 34 feet east of Leavenworth Street

ESTABLISH – RED ZONE

Beach Street, north side, from 162 feet to 177 feet east of Polk Street

ESTABLISH - WHITE ZONE, PASSENGER LOADING, 9 AM TO 4 PM MONDAY THROUGH FRIDAY

Beach Street, north side, from 177 feet to 216 feet east of Polk Street (shifting previously legislated white zone)

RESCIND - METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 7 PM, MONDAY THROUGH SATURDAY

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

ESTABLISH – GENERAL LOADING ZONE, 5 MIN, 10 AM TO 10 PM, DAILY

Beach Street, south side, from 234 feet to 254 feet east of Leavenworth Street (metered space #515)

ESTABLISH – GENERAL LOADING ZONE, 5 MIN, 9 AM TO 5 PM, MONDAY THROUGH FRIDAY

Beach Street, south side, from 154 feet to 174 feet east of Leavenworth Street (metered space #523)

ESTABLISH - METERED YELLOW ZONE, COMMERCIAL LOADING, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY

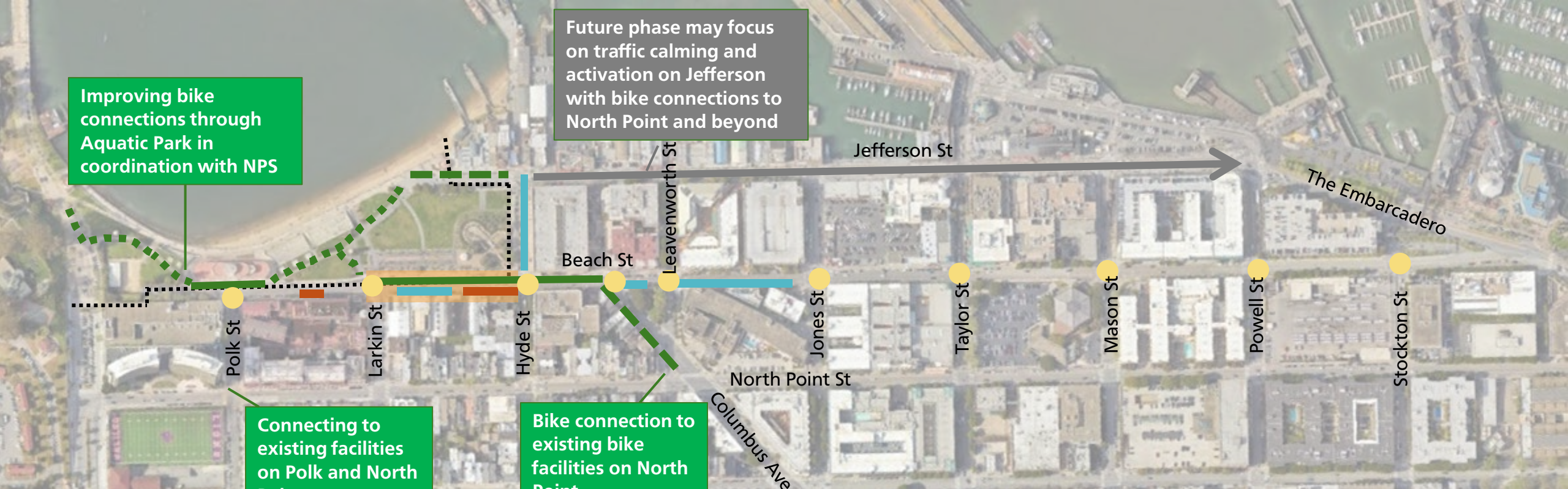
Beach Street, south side, from 84 feet to 126 feet west of Jones Street (2 metered spaces) (shifting previously legislated commercial loading zone)

RESCIND – RED ZONE

Beach Street, north side, from 20 feet to 31 feet east of Taylor Street

The Beach Street Quick-Build Project was approved on December 17, 2024 (Res. 241217-146) and will install on-street bike facilities, traffic calming, and pedestrian crossing improvements on Beach Street between Van Ness Avenue and The Embarcadero. This proposal includes legislative items that were not included in Res. 241217-146 due to additional outreach and engagement with the community. Changes include adding a blue zone, adding a general loading zone, shifting commercial loading zones, and other minor color curb changes.

# Quick Build Proposal - Overview



Future phase may focus on traffic calming and activation on Jefferson with bike connections to North Point and beyond

Improving bike connections through Aquatic Park in coordination with NPS

Connecting to existing facilities on Polk and North Point

Bike connection to existing bike facilities on North Point

- 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

# ALREADY LEGISLATED

### Beach Quick Build Project Parking

Parking Changes Inventory - Existing and Proposed Supply by Type and Block

				Supply under Existing Conditions								
Block	Street	Cross Streets	Side	Unreg	Non-Met	GMP (#)	Yellow (#)	White (ft)	Green (#)	Blue (#)	M/C (#)	Total*
Unit	Beach	Grant - Stockton	N									0
Unit	Beach	Grant - Stockton	S									0
100	Beach	Stockton - Powell	N									0
100	Beach	Stockton - Powell	S									0
200	Beach	Powell - Mason	N			5	2	139				14
200	Beach	Powell - Mason	S									0
300	Beach	Mason - Taylor	N			10	1					11
300	Beach	Mason - Taylor	S									0
400	Beach	Taylor - Jones	N			13	3					16
400	Beach	Taylor - Jones	S									0
500	Beach	Jones - Leavenworth	N			3	6	66		1		13.3
500	Beach	Jones - Leavenworth	S									0
2700	Leavenworth	Beach-North Point	E			6		22				7.1
2800	Leavenworth	Jefferson-Beach	W			2	8			1		11
1300	Columbus	Beach-North Point	W			12				0		12
600	Beach	Leavenworth - Hyde	N			6	2	22		2		11.1
600	Beach	Leavenworth - Hyde	S			3	2	44				7.2
2800	Hyde	Jefferson-Beach	W			6		100				11
2800	Hyde	Jefferson-Beach	E			0		78				3.9
700	Beach	Hyde - Larkin	N			13		68		1		17.4
700	Beach	Hyde - Larkin	S			15	2			1		18
3000	Larkin	Beach-North Point	W			1	3	44	2	0		8.2
800	Beach	Larkin - Polk	N			6		69		2		11.5
800	Beach	Larkin - Polk	S			14	2			1		17
3100	Polk	Beach-North Point	W			7				0		7
900	Beach	Polk - Van Ness	N									0
900	Beach	Polk - Van Ness	S									0
2800	Stockton	North Point - Beach	E			2		93				6.7
												0
												0
												0
												0
<b>Totals</b>				<b>0</b>	<b>0</b>	<b>124</b>	<b>31</b>	<b>745</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>203.4</b>

Supply under Proposed Conditions									
Unreg	Non-Met	GMP (#)	Yellow (#)	White (ft)	Green (#)	Blue (#)	M/C (#)	Total*	
								0	
								0	
								0	
								0	
		5	2	139				14	
								0	
		10	1					11	
								0	
		13	3					16	
								0	
		2	6	66		1		12.3	
		9	4			1		14	
		5		22				6.1	
		2	7			1		10	
		11				1		12	
		2	2	22		1		6.1	
		2	2	116				9.8	
		6		90				10.5	
		6		78		1		10.9	
		0		0		0		0	
		16	3			1		20	
		1	3	44	2	1		9.2	
		1		44		0		3.2	
		11	2	20		1		15	
		5				1		6	
				70		1		4.5	
								0	
		4		93				8.7	
								0	
								0	
								0	
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>35</b>	<b>804</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>199.3</b>

Difference								
Unreg	Unreg	GMP (#)	Yellow (#)	White (ft)	Green (#)	Blue (#)	M/C (#)	Total*
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		-1	0	0	0	0	0	-1
		9	4	0	0	1	0	14
		0	-1	0	0	0	0	-1
		0	0	-1	0	0	0	-1
		0	-1	0	0	0	1	0
		0	-4	0	0	0	-1	-5
		0	-1	0	72	0	0	2.6
		0	0	0	-10	0	0	-0.5
		0	6	0	0	0	1	7
		0	-13	0	-68	0	-1	-17.4
		0	1	1	0	0	0	2
		0	0	0	0	0	1	1
		0	-5	0	-25	0	-2	-8.3
		0	-3	0	20	0	0	-2
		0	-2	0	0	0	1	-1
		0	0	0	70	0	1	4.5
		0	0	0	0	0	0	0
		0	2	0	0	0	0	2
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>-13</b>	<b>4</b>	<b>59</b>	<b>0</b>	<b>2</b>	<b>-4.1</b>

Side street parking changes not captured. Right turn pockets not sized for demand yet.  
 \*Total equivalent car parking stalls - White zones converted at 20ft/stall, Motorcycles converted at 5 motorcycle spaces per equivalent car parking stall

Legend	
Unreg (#)	Unregulated (RPP or street cleaning only)
GMP (#)	General (regular) metered parking stalls
Yellow (#)	Yellow metered loading stalls
White (ft)	White passenger loading, taxi or tour bus zone, in feet
Green (#)	Green short term metered parking stall
Blue (#)	Blue accessible parking stalls
M/C (#)	Motorcycle parking stalls

8.136

20 Feet per unregulated parking space  
 Updated: 10/16/2024

# PROPOSED CHANGES

## Beach Quick Build Project Parking

Parking Changes Inventory - Existing and Proposed Supply by Type and Block

Block	Street	Cross Streets	Side	Supply under Existing Conditions							Total*			
				Unreg	Non-Met	GMP (#)	Yellow (#)	White (ft)	Green (#)	Blue (#)		M/C (#)		
Unit	Beach	Grant - Stockton	N											
Unit	Beach	Grant - Stockton	S											
100	Beach	Stockton - Powell	N											
100	Beach	Stockton - Powell	S											
200	Beach	Powell - Mason	N			5	2	139				14		
200	Beach	Powell - Mason	S									0		
300	Beach	Mason - Taylor	N			10	1					11		
300	Beach	Mason - Taylor	S									0		
400	Beach	Taylor - Jones	N			13	3					16		
400	Beach	Taylor - Jones	S									0		
500	Beach	Jones - Leavenworth	N			3	6	66		1		13.3		
500	Beach	Jones - Leavenworth	S									0		
2700	Leavenworth	Beach-North Point	E			6		22				7.1		
2800	Leavenworth	Jefferson-Beach	W			2	8			1		11		
1300	Columbus	Beach-North Point	W			12				0		12		
600	Beach	Leavenworth - Hyde	N			6	2	22		2		11.1		
600	Beach	Leavenworth - Hyde	S			3	2	44				7.2		
2800	Hyde	Jefferson-Beach	W			6		100				11		
2800	Hyde	Jefferson-Beach	E			0		78				3.9		
700	Beach	Hyde - Larkin	N			13		68		1		17.4		
700	Beach	Hyde - Larkin	S			15	2			1		18		
3000	Larkin	Beach-North Point	W			1	3	44		2		8.2		
800	Beach	Larkin - Polk	N			6		69		2		11.5		
800	Beach	Larkin - Polk	S			14	2			1		17		
3100	Polk	Beach-North Point	W			7				0		7		
900	Beach	Polk - Van Ness	N									0		
900	Beach	Polk - Van Ness	S									0		
2800	Stockton	North Point - Beach	E			2		93				6.7		
												0		
												0		
												0		
												0		
												0		
												0		
<b>Totals</b>						<b>0</b>	<b>0</b>	<b>124</b>	<b>31</b>	<b>745</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>203.4</b>

Supply under Proposed Conditions										
Unreg	Non-Met	GMP (#)	Yellow (#)	White (ft)	Green (#)	Blue (#)	M/C (#)	Total*		
										0
										0
										0
										0
										0
										0
										0
										14
										0
										12
										0
										16
										0
										12.3
										14
										6.1
										10
										12
										6.1
										9.8
										10.5
										10.9
										0
										20
										9.2
										3
										15
										6
										4.5
										0
										8.7
										0
										0
										0
										0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>33</b>	<b>839</b>	<b>2</b>	<b>12</b>	<b>0</b>		<b>200.1</b>

Difference								
Unreg	Unreg	GMP (#)	Yellow (#)	White (ft)	Green (#)	Blue (#)	M/C (#)	Total*
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	1	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	-1	0	0	0	0	-1
		0	-1	0	0	0	0	-1
		0	-1	0	72	0	0	2.6
		0	0	0	-10	0	0	-0.5
		0	6	0	0	0	1	7
		0	-13	0	-68	0	-1	-17.4
		0	1	1	0	0	0	2
		0	0	0	0	0	1	1
		0	-6	0	-30	0	-1	-8.5
		0	-3	0	20	0	0	-2
		0	-2	0	0	0	1	-1
		0	0	0	70	0	1	4.5
		0	0	0	0	0	0	0
		0	2	0	0	0	0	2
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>-13</b>	<b>2</b>	<b>94</b>	<b>0</b>	<b>3</b>	<b>-3.3</b>

Side street parking changes not captured. Right turn pockets not sized for demand yet.

\*Total equivalent car parking stalls - White zones converted at 20ft/stall, Motorcycles converted at 5 motorcycle spaces per equivalent car parking stall

Legend	
Unreg (#)	Unregulated (RPP or street cleaning only)
GMP (#)	General (regular) metered parking stalls
Yellow (#)	Yellow metered loading stalls
White (ft)	White passenger loading, taxi or tour bus zone, in feet
Green (#)	Green short term metered parking stall
Blue (#)	Blue accessible parking stalls
M/C (#)	Motorcycle parking stalls

8.136

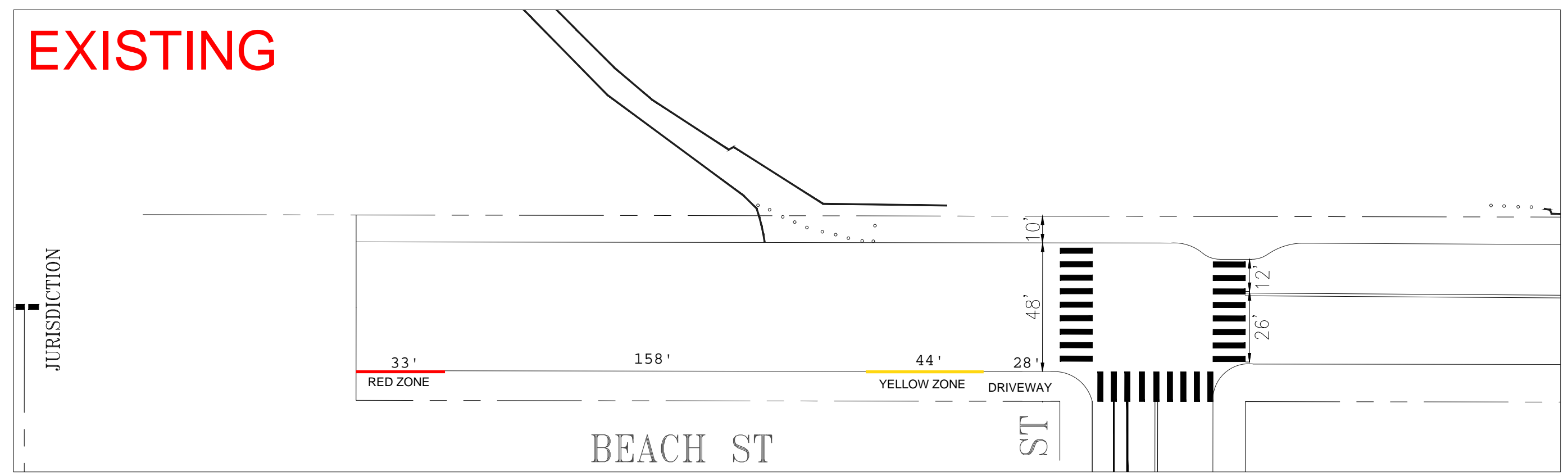
20 Feet per unregulated parking space

Updated: 1/30/2025

NOT OFFICIAL - FOR INTERNAL REFERENCE ONLY

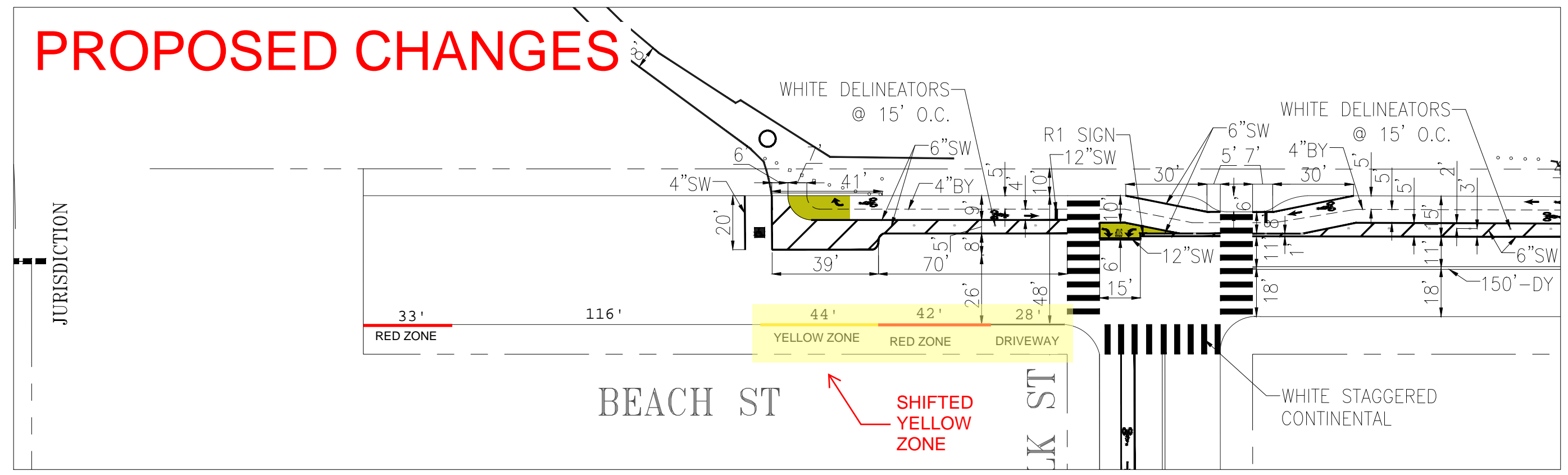
# EXISTING

PLAN - EXISTING



# PROPOSED CHANGES

PLAN - PROPOSED



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



DRAWN: B. DONAHOE DATE: // // //	CHECKED: A. UY DATE: // // //	APPROVED SENIOR ENGINEER CITY TRAFFIC ENGINEER	SCALE: 1" = 20' SHEET/SHEETS: 5
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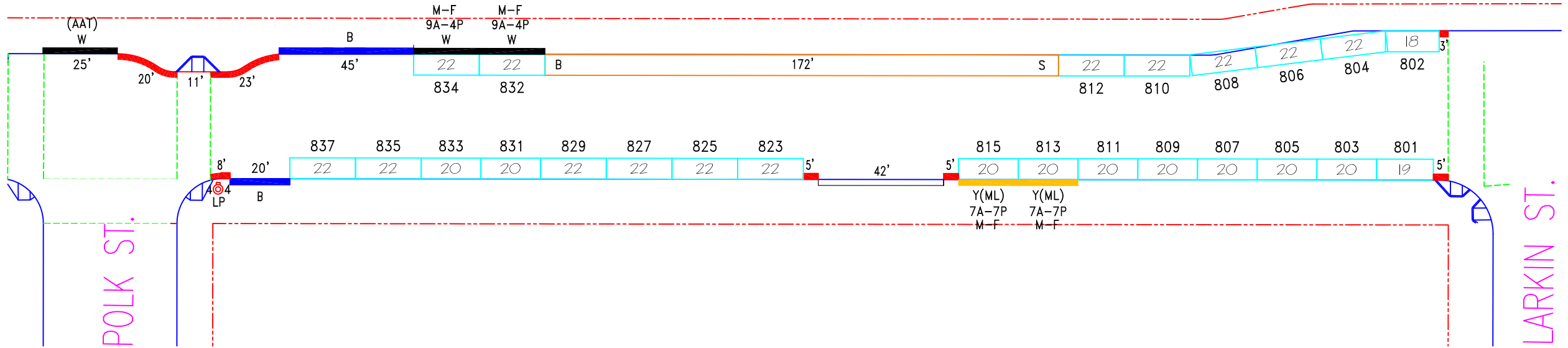
BEACH STREET QUICK BUILD TRAFFIC STRIPING  BEACH STREET POLK ALLEY	CONTRACT NO. DRAWING NO. DRAFT FILE NO. REV. NO. DRAFT
--	---

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


# EXISTING

BEACH

ST.



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	8	9	10	
					Revoke PT-PLZ on #831,833-S/S	JB	12/4/19	6132
6	Install #832, 834 w/ PT-PLZ, N/S	JB	4/12/17		Revoke PT-SBLZ#801,803,805-S/S	JB	11/18/20	6283
7	New bulbout, Reloc. Blue Z. MOS #839, S/S	JB	2/27/19	80717.097	Establish ML on #813-S/S	JB	12/24/20	6301


**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
**CITY AND COUNTY OF SAN FRANCISCO**  
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
ODD			16		14		7A-7P	SU-SA	2				2				14	16
EVEN			8		8		7A-7P	SU-SA									8	8

**BEACH ST. (BCH - 326)**  
**(800) BLOCK**  
 Meters 326-08XXy  
**LARKIN ST. TO POLK ST.**

**AREA 4**

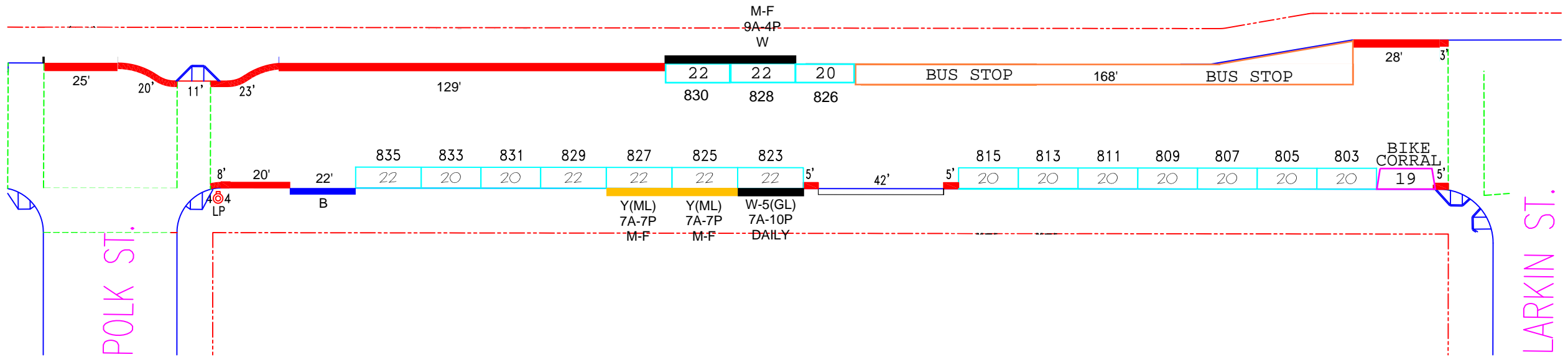
SCALE: 1" = 40'      DATE: 7/14/09      BY: JB



# ALREADY LEGISLATED

BEACH

ST.



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	8	9	10	
					Revoke PT-PLZ on #831,833-S/S	JB	12/4/19	6132
6	Install #832, 834 w/ PT-PLZ, N/S	JB	4/12/17		Revoke PT-SBLZ#801,803,805-S/S	JB	11/18/20	6283
7	New bulbout, Reloc. Blue Z. MOS #839, S/S	JB	2/27/19	80717.097	Establish ML on #813- S/S	JB	12/24/20	6301



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
**CITY AND COUNTY OF SAN FRANCISCO**  
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL			LOADING			METERED SPACES							
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
ODD			16		14		7A-7P	SU-SA	2				2				14	16
EVEN			8		8		7A-7P	SU-SA									8	8

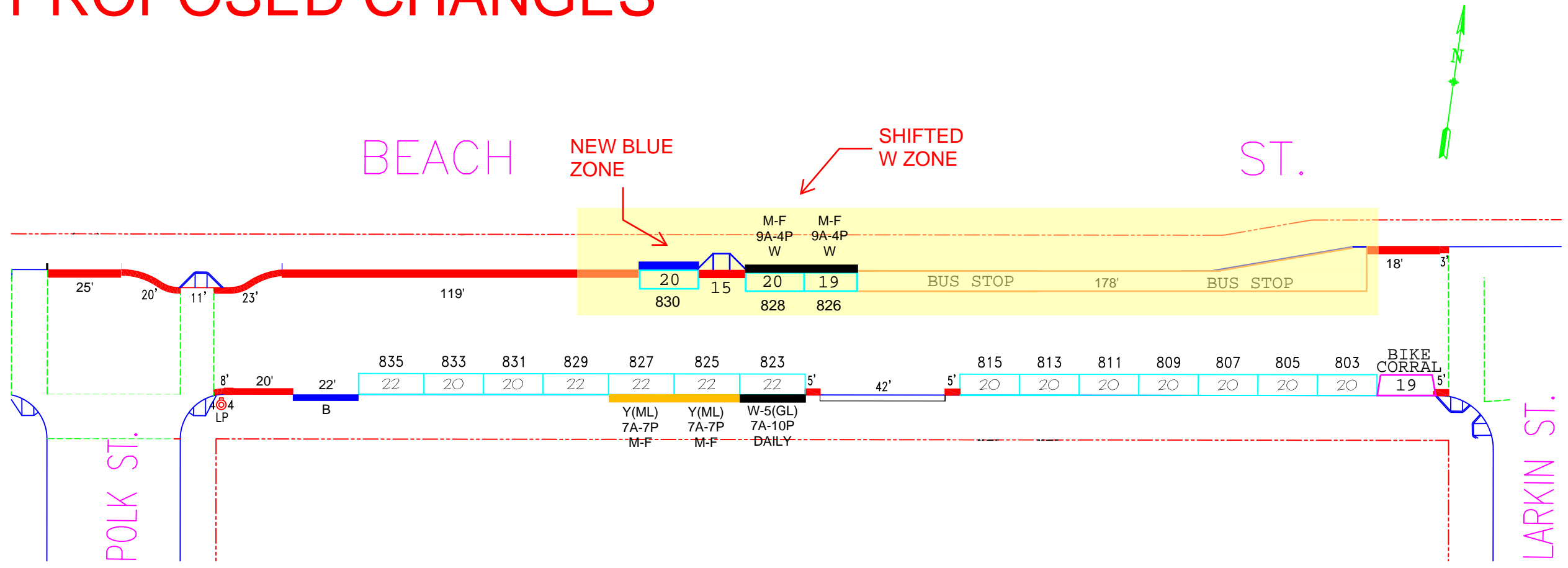
**BEACH ST. (BCH - 326)**  
**(800) BLOCK**  
 Meters 326-08XXy

**LARKIN ST. TO POLK ST.**


SCALE: 1" = 40'
DATE: 7/14/09
BY: JB

AREA  
4

# PROPOSED CHANGES



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES	8	9	10			
					8	Revoke PT-PLZ on #831,833-S/S	JB	12/4/19	6132	
6	Install #832, 834 w/ PT-PLZ, N/S	JB	4/12/17		9	Revoke PT-SBLZ#801,803,805-S/S	JB	11/18/20	6283	
7	New bulbout,Reloc.BlueZ.MOS#839,S/S	JB	2/27/19	80717.097	10	Establish ML on #813- S/S	JB	12/24/20	6301	



**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
**CITY AND COUNTY OF SAN FRANCISCO**  
 PARKING METER SPACES

SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
ODD			16		14		7A-7P	SU-SA	2				2				14	16
EVEN			8		8		7A-7P	SU-SA									8	8

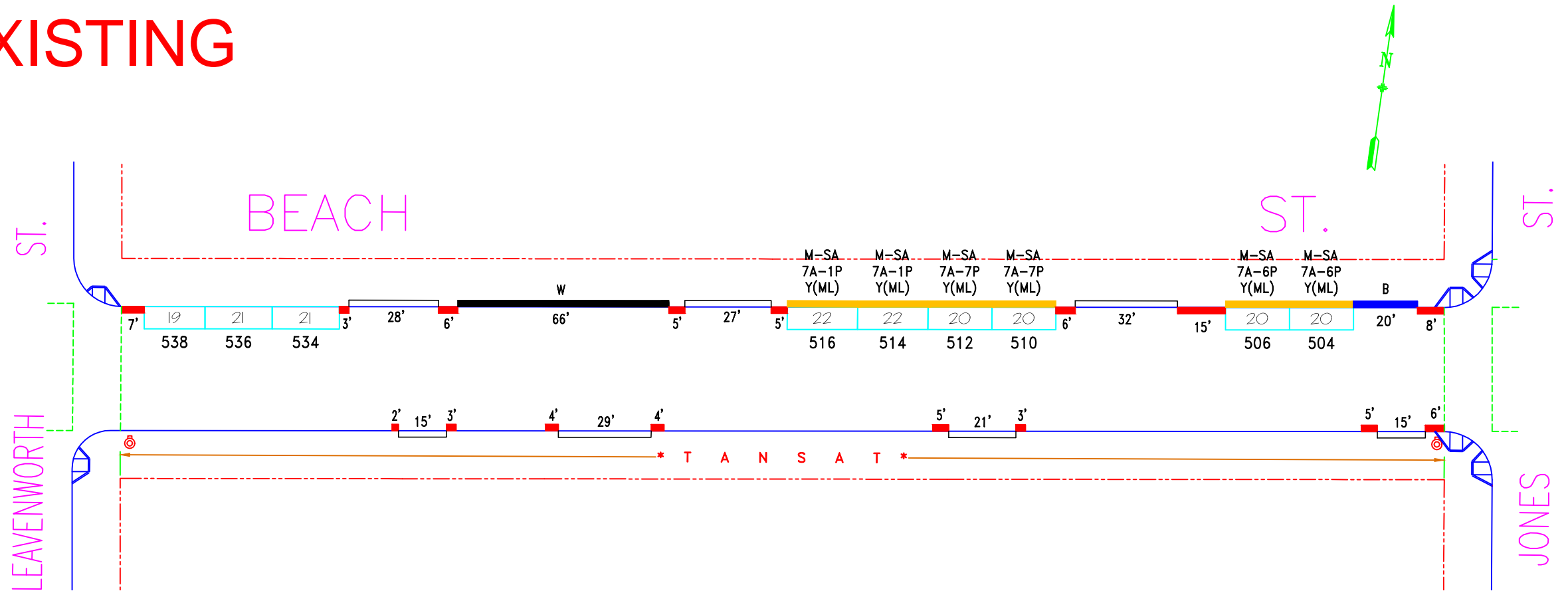
**BEACH ST. (BCH - 326)**  
**(800) BLOCK**  
 Meters 326-08XXy

**LARKIN ST. TO POLK ST.**

SCALE: 1" = 40'
DATE: 7/14/09
BY: JB

AREA  
4

# EXISTING



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES														
1	Change MTL to ML #504, 506	JB	2/1/13															


**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
 CITY AND COUNTY OF SAN FRANCISCO  
 PARKING METER SPACES

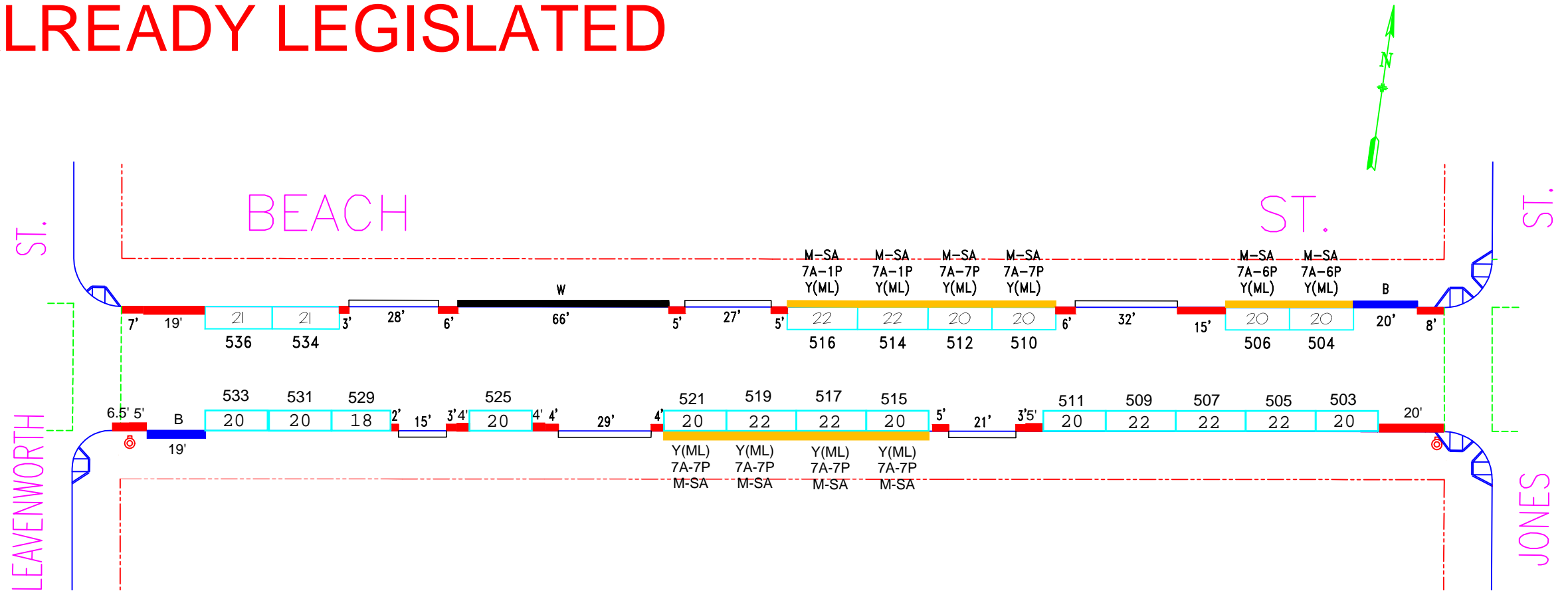
SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING			METERED SPACES						
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
ODD	*	*																
EVEN			9		3		7A-7P	SU-SA	6				6				3	9

**BEACH ST. (BCH - 326)**  
**(500) BLOCK**  
 Meters 326-05XXy  
**JONES ST. TO LEAVENWORTH ST.**

SCALE: **1" = 40'**      DATE: **7/14/09**      BY: **JB**

**AREA 4**

# ALREADY LEGISLATED



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES														
1	Change MTL to ML #504, 506	JB	2/1/13															


**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
 CITY AND COUNTY OF SAN FRANCISCO  
 PARKING METER SPACES

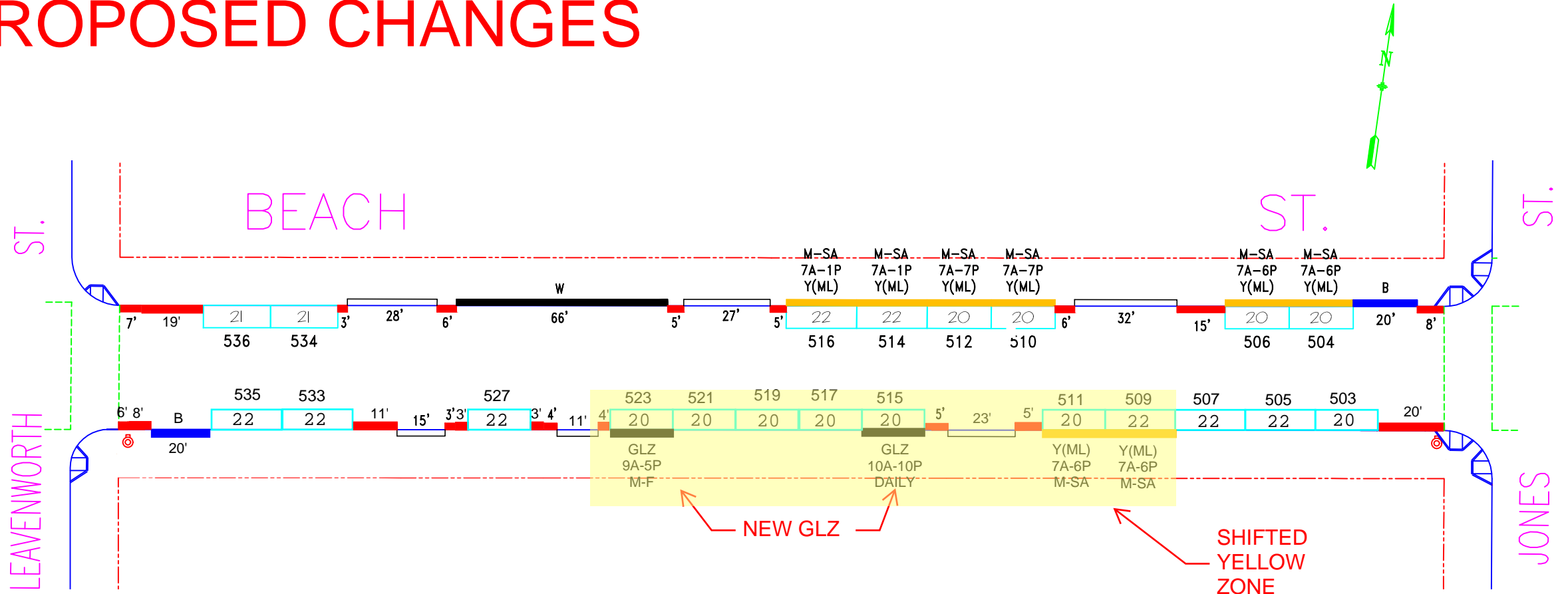
SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
ODD	*	*																
EVEN			9		3		7A-7P	SU-SA	6				6				3	9

**BEACH ST. (BCH - 326)**  
**(500) BLOCK**  
 Meters 326-05XXy  
**JONES ST. TO LEAVENWORTH ST.**

SCALE: **1" = 40'**      DATE: **7/14/09**      BY: **JB**

**AREA 4**

# PROPOSED CHANGES



NO.	REVISION DESCRIPTION	BY	DATE	DIR/RES														
1	Change MTL to ML #504, 506	JB	2/1/13															


**SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY**  
 CITY AND COUNTY OF SAN FRANCISCO  
 PARKING METER SPACES

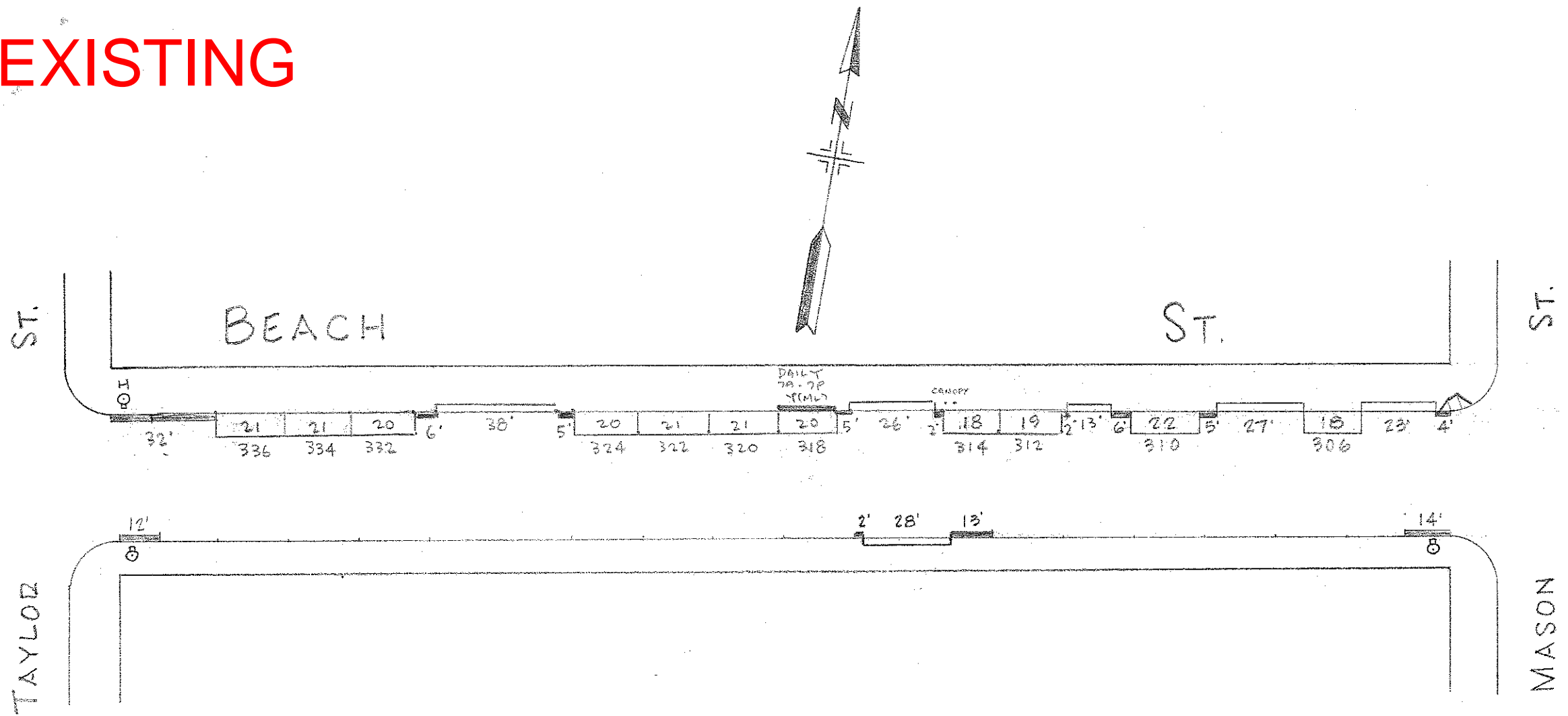
SIDE	TOW-AWAY		METER CT.		GENERAL				LOADING		METERED SPACES							
	AM	PM	SS	MS	GMP	MC	TIMES	DAYS	ML	MTL	6-W	15 MIN	30 MIN	1 HR	2 HR	10 HR	4 HR	TOTAL
ODD	*	*																
EVEN			9		3		7A-7P	SU-SA	6					6			3	9

**BEACH ST. (BCH - 326)**  
**(500) BLOCK**  
 Meters 326-05XXy  
**JONES ST. TO LEAVENWORTH ST.**

SCALE: **1" = 40'**      DATE: **7/14/09**      BY: **JB**

**AREA 4**

# EXISTING



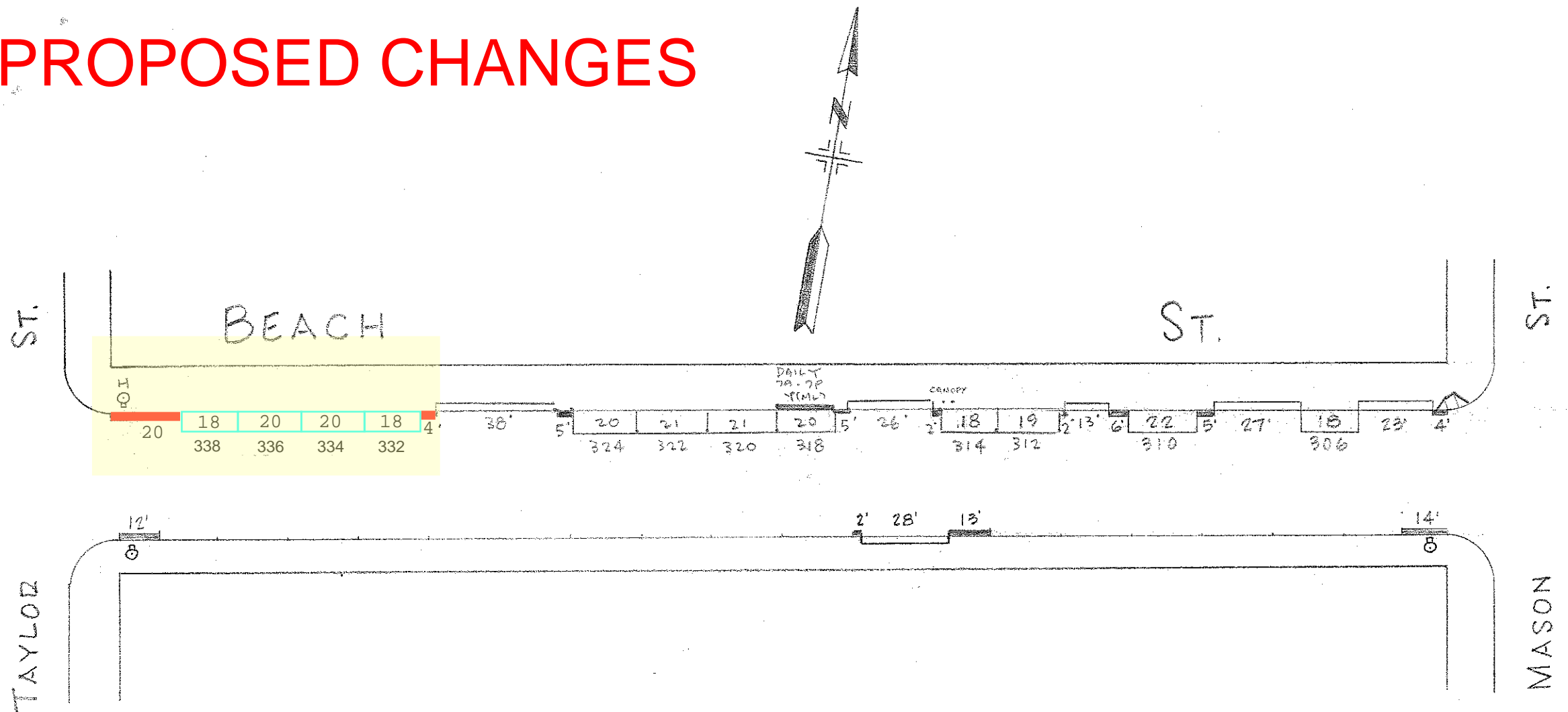
Remove # 338

6-30-98

CITY AND COUNTY OF SAN FRANCISCO - D. P. T.  
**PARKING METER SPACES**

TOWAWAY ZONE					REGULAR					SPECIAL TRUCK LOAD			NUMBER OF METERED SPACES					SCALE	AREA		
HOUR	7A-9A	4P-6P	7A-6P	24 hrs	7A-7P	7A-4P	7A-6P	9A-4P	9A-6P	TOTAL	1P-4P	1P-6P	TOTAL	15 Min.	30 Min.	1 Hour	2 Hour	TOTAL	40 HF 3-14-73	BEACH ST. (300)	4
SIDE				S	11	(7 DAYS A WEEK)									1	10		11		MASON ST. TO TAYLOR ST.	

# PROPOSED CHANGES



Remove # 338

6-30-98

CITY AND COUNTY OF SAN FRANCISCO - D. P. T.  
**PARKING METER SPACES**

TOWAWAY ZONE					REGULAR					SPECIAL TRUCK LOAD			NUMBER OF METERED SPACES					SCALE	AREA		
HOUR	7A-9A	4P-6P	7A-6P	24 hrs	7A-7P	7A-4P	7A-6P	9A-4P	9A-6P	TOTAL	1P-4P	1P-6P	TOTAL	15 Min.	30 Min.	1 Hour	2 Hour	TOTAL			
SIDE				S	11	(7 DAYS A WEEK)				11					1	10		11	40 HF 3-14-73	BEACH ST. (300) MASON ST. TO TAYLOR ST.	4

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 241217-146

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



**CEQA STATUTORY EXEMPTION DETERMINATION**  
**Public Resources Code Section 21080.25**

*Date Issued:* November 14, 2024  
*Record No.:* 2024-010181ENV  
*Project:* **Beach Street Quick-Build Project**  
*Project Sponsor:* Ashley Hong, San Francisco Municipal Transportation Agency (SFMTA)  
Through: Marcus Barrango, SFMTA  
*Staff Contact:* Jennifer McKellar, jennifer.mckellar@sfgov.org, (628) 652-7563

**PROJECT DESCRIPTION**

The SFMTA proposes to implement transportation safety improvements for pedestrians and bicyclists on Beach Street between Van Ness Avenue and The Embarcadero and on Columbus Avenue between Beach and North Point streets as part of the Beach Street Quick-Build Project (proposed project). The proposed project would establish a two-way protected bikeway along Beach Street between Van Ness Avenue and Columbus Avenue and bicycle and pedestrian safety improvements along the entire project corridor. Proposed pedestrian improvements include continental crosswalks, advance limit lines, traffic signal timing improvements to give pedestrians a head start to cross the intersection, daylighting for improved visibility (red curbs/no parking at intersection approaches), and a painted safety zone. Additional pedestrian improvements on the block of Beach Street between Hyde Street and Larkin Street include vehicle turn restrictions and curb use changes to support desired placemaking and prioritize pedestrians on this block. Bike network improvements, such as new bike curb ramps and traffic signal phasing changes, would be focused on Beach Street between Van Ness Avenue and Columbus Avenue. In addition, bicycle shared lane markings (sharrows) would be implemented on Columbus Avenue between Beach Street and North Point streets.

Please see the attached Beach Street Quick-Build Project memo for a more detailed project description, which is also available online in Planning Dept. Case No. 2024-010181ENV.

Carried out by:	Contracted through:
<input checked="" type="checkbox"/> Public Works	<input type="checkbox"/> Public Works
<input checked="" type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA
<input type="checkbox"/> Public Agency:	<input type="checkbox"/> Public Agency:

**SB922 ELIGIBILITY CHECKLIST**

This project, as proposed, has been determined to be exempt under the California Environmental Quality Act (CEQA), specifically under a statutory exemption pursuant to Public Resources Code section 21080.25 as demonstrated below.

<p align="center"><b>Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)</b></p> <p>The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.</p>	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way.
<input checked="" type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) A project for the designation and conversion of general purpose lanes to high-occupancy vehicle lanes or bus-only lanes, or highway shoulders to part-time transit lanes, for use either during peak congestion hours or all day on highways with existing public transit service or where a public transit agency will be implementing public transit service as identified in a short range transit plan.
<input type="checkbox"/>	(5) A public project for the institution or increase of bus rapid transit, bus, or light rail service, including the construction or rehabilitation of stations, terminals, or existing operations facilities, which will be exclusively used by zero-emission, near-zero-emission, low oxide of nitrogen engine, compressed natural gas fuel, fuel cell, or hybrid powertrain buses or light rail vehicles, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit. The project shall be located on a site that is wholly within the boundaries of an urbanized area or urban cluster, as designated by the United States Census Bureau.
<input type="checkbox"/>	<p>(6) A public project to construct or maintain infrastructure or facilities to charge, refuel, or maintain zero-emission public transit buses, trains, or ferries, provided the project is carried out by a public transit agency in compliance with the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) or any regulations identified by the State Air Resources Board’s 2020 Mobile Source Strategy, adopted on October 28, 2021, and the project is located on property owned by the local agency or within an existing public right-of-way or on property owned by a public or private utility.</p> <p>*For projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries, see Table 3 for additional requirements.</p>
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in paragraphs (1) to (6), inclusive.
<input checked="" type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in paragraphs (1) to (7), inclusive.
<input type="checkbox"/>	(9) A planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.

<b>Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)</b>	
<p>The project must meet <b>all</b> the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.</p>	
<input checked="" type="checkbox"/>	(1) A local agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project does not induce single-occupancy vehicle trips, add additional highway lanes, widen highways, or add physical infrastructure or striping to highways except for minor modifications needed for the efficient and safe movement of transit vehicles, bicycles, or high-occupancy vehicles, such as extended merging lanes, shoulder improvements, or improvements to the roadway within the existing right of way. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(3) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	<p>(4) The project would:</p> <p><input checked="" type="checkbox"/> <b>not</b> exceed fifty million dollars (\$50,000,000) <b>OR</b></p> <p><input type="checkbox"/> exceed \$50,000,000 (but not exceed \$100,000,000)* and meet the noticed public meeting requirements in Table 3</p>
<p>* If the project exceeds \$100,000,000, then Section 21080.25(d) imposes additional requirements. Please consult with the Planning Department staff.</p>	
<b>Table 3: Noticed Public Meetings Requirements – Public Resources Code Section 21080.25(d)(1)(D)(i), (iii), (iv) and Section 21080.25(d)(1)(E)</b>	
<p>Projects including hydrogen refueling infrastructure or facilities necessary to refuel or maintain zero-emission public transit buses, trains, or ferries or projects exceeding \$50,000,000 must meet <b>all</b> the applicable criteria listed below to qualify for this statutory exemption.</p>	
<input type="checkbox"/>	<p>The lead agency shall hold noticed public meetings as follows:</p> <p><input type="checkbox"/> Before determining that a project is exempt pursuant to this section, the lead agency shall hold at least three noticed public meetings in the project area to hear and respond to public comments. Public meetings occurred:</p> <p><input type="checkbox"/> The lead agency shall conduct at least two noticed public meetings annually during project construction for the public to provide comments.</p> <p><input type="checkbox"/> The public meetings held pursuant to Section 21080.25(d)(1)(D)(i) to (iii), inclusive, shall be in the form of either a public community planning meeting held in the project area or in the form of a regularly scheduled meeting of the governing body of the lead agency.</p>
<input type="checkbox"/>	<p>The lead agency shall give public notice of the meetings (listed in the row above) to the last known name and address of all the organizations and individuals that have previously requested notice and shall also give the general public notice using <b>at least one</b> of the following procedures:</p> <p><input type="checkbox"/> Publication of the notice in a newspaper of general circulation in the area affected by the project. If more than one area will be affected, the notice shall be published in the newspaper of largest circulation from among the newspapers of general circulation in those areas.</p> <p><input type="checkbox"/> Posting of the notice onsite and offsite in the area where the project is located.</p> <p><input type="checkbox"/> Posting of the notice on the lead agency’s internet website and social media accounts.</p>
<input checked="" type="checkbox"/>	Not Applicable – Project type not applicable and cost of project is below \$50,000,000.



<b>Table 4: Project Labor Requirements – Public Resources Code Section 21080.25(f)</b>	
<p>In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for this statutory exemption. See Attachment 1 below for definitions of terms. Note: Table 4 does not apply to a planning decision carried out by a local agency to reduce or eliminate minimum parking requirements or institute parking maximums, remove or restrict parking, or implement transportation demand management requirements or programs.</p>	
<input type="checkbox"/>	<p>(1) Following the granting of an exemption under this section, the lead agency shall take an action at a public meeting of its governing board to certify that the project will be completed by a skilled and trained workforce. (Does not apply if the lead agency has an existing policy or certification approved by its governing board that requires the use of a skilled and trained workforce to complete the project if the lead agency is a signatory to a project labor agreement that will require the use of a skilled and trained workforce on the project.)</p>
<input type="checkbox"/>	<p>(2) (A) Except as provided in subparagraph (2) (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.</p>
<input type="checkbox"/>	<p>(2) (B) Subparagraph (2) (A) does not apply if any of the following requirements are met:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement.</li> <li><input type="checkbox"/> (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021.</li> <li><input type="checkbox"/> (iii) The entity contracted to perform the project entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce.</li> </ul>
<input type="checkbox"/>	<p>A portion of the project would not require the use of contractors for labor.</p>
<input checked="" type="checkbox"/>	<p>Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.</p>

*Continues on the next page*

<b>EXEMPTION DETERMINATION (TO BE COMPLETED BY ENVIRONMENTAL PLANNER)</b>	
<p>Project Approval Action: Approval by the SFMTA Board of Directors</p>	<p>Signature/Date: <i>Jennifer McKellar</i> 11/14/2024 Jennifer McKellar San Francisco Planning Department</p>
<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a> and inputting the record number. Individual files can be viewed by clicking on the Planning Applications link, clicking the “More Details” link under the project’s environmental record number (ENV) and then clicking on the “Related Documents” link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Administrative Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or, if the approval is not made at a noticed public hearing, within 30 days after posting on the Planning Department’s website a written decision or notice of the Approval Action.</p>	

*Continues on the next page.*

## **ATTACHMENT 1: DEFINITIONS**

Definitions for terms 1 through 12 are the same as provided in the text of Public Resources Code section 21080.25(a).

- (1) “**Affordable housing**” means any of the following:
  - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
  - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
  - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.
  
- (2) “**Bicycle facilities**” includes, but is not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
  
- (3) “**High-occupancy vehicle**” means a vehicle with three or more occupants.
  
- (4) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.
  
- (5) “**Local agency**” means a public transit operator, city, county, city and county, special district, joint powers authority, local or regional transportation agency, or congestion management agency.
  
- (6) “**Part-time transit lanes**” means designated highway shoulders that support the operation of transit vehicles during specified times and are not open to nonpublic transit vehicles at any time.
  
- (7) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.
  
- (8) “**Public transit operator**” has the same meaning as in Section 99210 of the Public Utilities Code.
  
- (9) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.
  
- (10) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.
  
- (11) “**Transit prioritization projects**” means any of the following transit project types on highways or in the public right-of-way:
  - (A) Signal and sign changes, such as signal coordination, signal timing modifications,

signal modifications, or the installation of traffic signs or new signals.

(B) The installation of wayside technology and onboard technology.

(C) The installation of ramp meters.

(D) The conversion to dedicated transit lanes, including transit queue jump or bypass lanes, shared turning lanes and turn restrictions, the narrowing of lanes to allow for dedicated transit lanes or transit reliability improvements, or the widening of existing transit travel lanes by removing or restricting street parking.

(E) Transit stop access and safety improvements, including, but not limited to, the installation of transit bulbs and the installation of transit boarding islands.

(12) “**Transportation demand management program**” means a specific program of strategies, incentives, and tools to be implemented, including, with specified annual status reporting obligations, to reduce vehicle trips by providing opportunities for the public to choose sustainable travel options, such as transit, bicycle riding, or walking. A specific program of strategies, incentives, and tools includes, but is not limited to, any of the following:

(A) Provision of onsite electric vehicle charging stations in excess of applicable requirements.

(B) Provision of dedicated parking for car share or zero-emission vehicles, or both types of vehicles, in excess of applicable requirements.

(C) Provision of bicycle parking in excess of applicable requirements.

(13) Pedestrian Facilities as a term is not defined in Public Resources Code Section 21080.25. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”<sup>1</sup> This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of Public Resources Code Section 21080.25.

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<sup>1</sup> U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



**SFMTA**

Date: November 14, 2024  
To: Jennifer McKellar, San Francisco Planning Department  
From: Ashley Hong, San Francisco Municipal Transportation Agency  
Thru: Marcus Barrango, San Francisco Municipal Transportation Agency  
Re: **Beach Street Quick-Build Project**  
Case Number: 2024-010181ENV

## Summary

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement transportation safety improvements for pedestrians and bicyclists on Beach Street between Van Ness Avenue and The Embarcadero and shared bicycle lane markings (sharrows) on a short segment of Columbus Avenue as part of the Beach Street Quick-Build Project (proposed project).

Beach Street between Van Ness Avenue and The Embarcadero (project area) is part of San Francisco's Vision Zero High Injury Network. From 2018 to 2022, there have been 29 injury collisions on Beach Street between Van Ness Avenue and The Embarcadero. Ten of these collisions involved pedestrians, three of which resulted in a severe injury. Three collisions involved a person on a bicycle. The proposed project would create safer conditions for pedestrians and bicyclists by installing pedestrian and bicycle facilities along the project area. This project would establish a two-way protected bikeway along Beach Street between Van Ness Avenue and Columbus Avenue and bike and pedestrian safety improvements along the entire project corridor (Van Ness Avenue to the Embarcadero). Proposed pedestrian improvements include continental crosswalks, advance limit lines, traffic signal timing improvements to give pedestrians a head start to cross the intersection, daylighting for improved visibility (red curbs/no parking at intersection approaches), and a painted safety zone. Additional pedestrian improvements on the block of Beach Street between Hyde Street and Larkin Street include vehicle turn restrictions and curb use changes to support desired placemaking and prioritize pedestrians on this block. Bike network improvements, such as new bike curb ramps and traffic signal phasing changes, would be focused between Van Ness Avenue and Columbus Avenue.

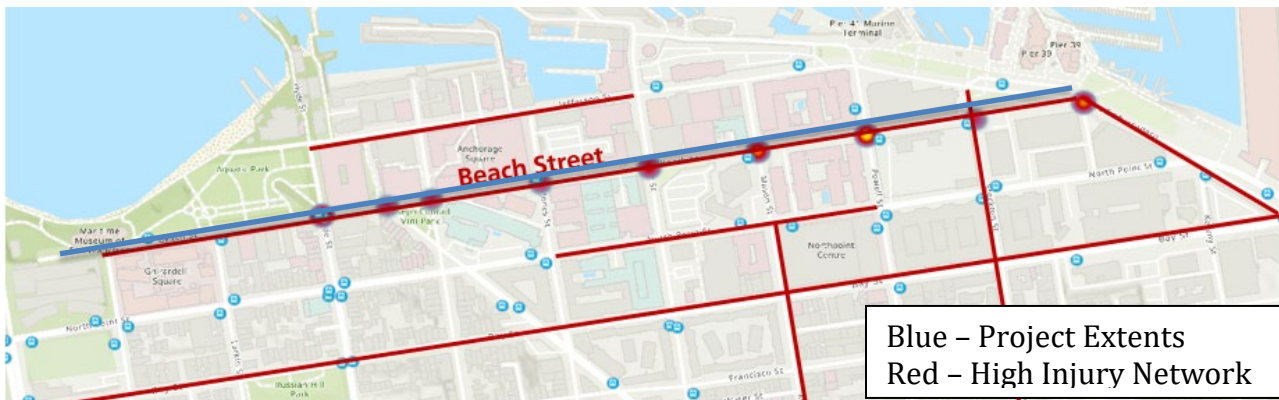
The proposed project supports the City's adopted Vision Zero policy, which seeks to eliminate all traffic-related fatalities and severe injuries.

## Existing Conditions

From The Embarcadero to Polk Street, Beach Street is a two-way street 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. There are currently no bike facility markings along Beach Street despite a high volume of bicycle traffic. There is a mix of regular metered parking spaces and commercial and passenger loading zones on the corridor. There are 31 yellow commercial loading zones, two green short term

metered parking stalls, nine blue accessible parking stalls, and approximately 38 white passenger loading zones on the corridor.

The project extents on Beach Street from The Embarcadero to Van Ness Avenue are about a half mile in length (9.5 blocks), shown in **Figure 1**. 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. Sidewalk widths range from 9 to 18 feet but are on average approximately 15 feet wide.



**Figure 1:** Project Extents – Beach Street between Van Ness Avenue to the Embarcadero

Between Van Ness Avenue and Polk Street, the Beach Street roadway is an alley that terminates and does not serve through traffic. The Beach Street roadway is approximately 46 feet from face of curb to face of curb. On the north side of the street there is unmetered, back-in 90-degree parking. On the south side of the street, there is unmetered parallel parking.

Between Polk Street and Larkin Street, the Beach Street roadway is approximately 44 feet from face of curb to face of curb. There is an existing Muni bus layover for the 19 Polk on the north side of this block, with metered parking on both sides of the street.

Between Larkin Street and Hyde Street, the Beach Street roadway is approximately 51 feet from face of curb to face of curb. There is metered parking and loading on both sides of the street.

Between Hyde Street and Columbus Avenue, the Beach Street roadway is approximately 41 feet from face of curb to face of curb. There is metered parking and loading on the south side of the street. The northern lane serves as both a right-turn pocket and several loading zones.

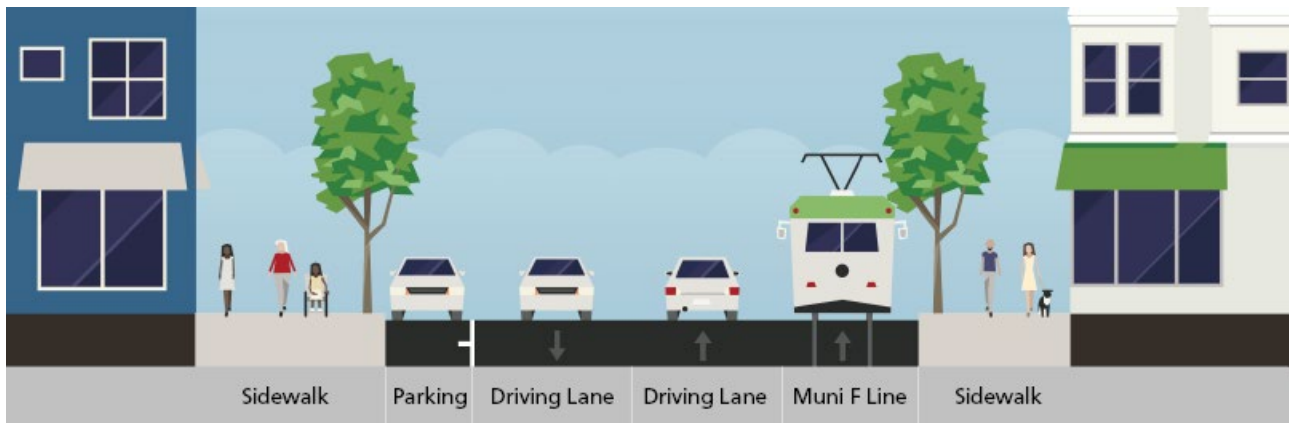
Between Columbus Avenue and Jones Street, the Beach Street roadway is approximately 38 feet from face of curb to face of curb. There is currently metered parking on the north side. The short block between Columbus Avenue and Leavenworth Street consists of two eastbound travel lanes, one westbound travel lane, and one lane of metered parking on the north side. The block between Leavenworth Street and Jones Street consists of one travel lane in each direction, metered parking

and loading on the north side. The southern lane is tow-away no stopping between 10 AM and 9 PM, and commercial loading between 7 AM to 10 AM every day.

Between Jones Street and Stockton Street, the Beach Street roadway is approximately 42 feet from face of curb to face of curb. The Muni F line tracks begin at Jones Street and continue east towards The Embarcadero along the south side of the street. There is metered parking and loading on the north side of the street. **Figure 2** shows a typical mid-block cross-section of Beach Street east of Jones Street.

Between Powell Street and Stockton Street, the Beach Street roadway is approximately 42.5 feet from face of curb to face of curb. There is one lane of travel eastbound and two lanes of travel westbound, including a right-turn lane.

Between Stockton Street and The Embarcadero, the Beach Street roadway varies between 43 to 58 feet given the curvature of the roadway. There is one eastbound travel lane adjacent to the Muni F line tracks and two westbound travel lanes. There is an eastbound left turn pocket midblock to facilitate the entry to the Peir 39 Garage.



**Figure 2:** Typical Existing Beach Street Cross-Section East of Jones Street

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 Parks Service, the park includes a fleet of historic vessels, a visitor center, a maritime museum, pedestrian paths, and greenspace. The paths on National Parks Service property are currently for pedestrian and service vehicles only. Currently, there are signs for bikes to dismount and walk their bikes through the park.

Columbus Avenue between Beach Street and Leavenworth Street is approximately 40 feet from face of curb to face of curb. Between Leavenworth Street and North Point Street, the roadway is approximately 55 feet from face of curb to face of curb. There is one lane of travel south-eastbound and one lane of travel north-westbound. There is metered parking and loading on both sides.

The following Muni routes exist within the project area:

- The F-Line to Fisherman's Wharf streetcar runs east along Beach Street from Jones Street to The Embarcadero.
- The 19-Polk bus 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.

## Proposed Project

The proposed project (shown in **Figure 3**) includes the installation of a two-way (eastbound and westbound) separated bikeway on the north side of Beach Street between Van Ness Avenue (and Columbus Avenue, with connections to existing bike facilities on Polk Street, Columbus Avenue, and North Point Street. The bikeway would be separated by a striped buffer with delineators. The proposed project includes the removal of on-street parking and loading on the north side of Beach Street between Van Ness Avenue and Columbus Avenue, one right-turn-only lane at eastbound Beach Street approaching Hyde Street, and one right-turn pocket at westbound Beach Street approaching Hyde Street. This project would also install sharrow markings on Columbus Avenue between Beach Street and North Point Street in both directions.



**Figure 3:** Overview of proposed project

Between 150 feet east of Polk Street and the intersection of Beach Street and Larkin Street, the bikeway would be routed off-street onto National Parks Service pathways in order to avoid the



Muni 19 Polk bus stop on the north side of Beach Street. Seventy (70) feet west of the Polk Street intersection, the bikeway would be routed off the street into National Parks Service pathways that connect to Van Ness Avenue. 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.

Two new bicycle ramps would be built to transition bikes from the roadway onto the proposed off-street bike paths: one at the northwest corner of Beach Street and Larkin Street, and one on the north side of Beach Street approximately 120 feet east of Polk Street. One new pedestrian curb ramp will be built to accommodate a passenger loading zone on the north side of Beach Street between Polk and Larkin streets.

The signal phasing at the Beach Street and Hyde Street intersection would be modified to provide a protected bicycle movement crossing Hyde Street. In the existing signal phasing structure, the northbound vehicle movement and southbound vehicle movement are split, while the eastbound vehicle and westbound vehicle movements are concurrent. In the future signal phasing structure, the eastbound and westbound vehicle movements will be split as well, allowing eastbound and westbound bike movements in the new two-way separated bikeway to occur during the eastbound vehicular movement. New pedestrian and traffic signals will be employed using existing conduits and programming.

On National Parks Service property, the project would build one bike ramp on Jefferson Street, to connect to the shared path. A parking-protected bike lane is proposed on Van Ness Avenue, on the east side of the street between the shared-use path and the promenade (pedestrian path along the waterfront). One bicycle ramp would be built on Van Ness Avenue to connect to the shared path. Some 90-degree parking would be reconfigured to parallel parking to accommodate the bike lane. This bike lane will be separated with a striped buffer and delineators. On the shared-use paths, signs and stencils will be installed to alert users of the shared paths.

### **Parking and Loading**

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. 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.

A total of approximately 14 parking spaces and loading zones will be removed to install the Beach Street separated bikeway and other safety features, including clear zones for San Francisco Fire Department operations. Loading and accessible zones being removed due to the bikeway will be relocated. Of the 14 spaces being removed,

- 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 formally removed along the corridor to enhance pedestrian visibility

Approximately four additional yellow commercial loading zones, three additional white passenger loading zones, and two blue accessible zones will be added.

### **Pedestrian Safety Improvements**

The proposed project would improve pedestrian safety by formalizing daylighting along the corridor (established by Assembly Bill 413) with red zones, painted-safety zones, continental crosswalks, and advanced limit lines. Additionally, signals would be retimed to include leading pedestrian intervals. Pedestrian safety improvements would be implemented at all intersections between Polk Street and The Embarcadero.

### **Construction**

The proposed project would be installed using standard roadway paint, painted curbs, signage, meter removal/installation, curb ramps, and signal modifications. SFMTA Field Operations would lead implementation and construction for this project. The Sign Shop would install new delineator posts, traffic signs, and parking signs. The Paint Shop would remove existing and install new traffic striping on the roadway. The Curb Painting Shop would remove and install color curbs. The Meter Shop would remove and install parking meters. The Signal Shop would install traffic signal hardware and implement signal modifications and signal timing changes. San Francisco Public Works would construct curb and bike ramps. The project would not involve excavation of the roadway to depths greater than 2 feet. For all work constructed by Public Works, all applicable Public Works Standard Construction Measures would be implemented, including Standard Archeological Measure I (Archeological Discovery).

Construction is anticipated in phases with pedestrian safety treatments installed first with SFMTA Field Operations and is expected to last approximately 2 weeks. Construction of the bikeway, striping, curb adjustments and signal modifications is anticipated in a second phase in coordination with the National Parks Service and expected to last approximately 1 month.

### **Approval Action**

The first approval of the project committing the City to carrying out the proposed project as defined by S.F. Administrative Code Chapter 31, Section 31.04(h)(2) is approval by the SFMTA Board of Directors. This approval action starts the 30-day appeal period for the environmental review determination under Administrative Code Section 31.16.

## **ATTACHMENTS**

Attachment A: Existing and Proposed Plans