



Central Embarcadero Quick-Build

Evaluation Summary

The Central Embarcadero Quick-Build Project was implemented in early 2022 to improve safety and access for people walking, biking, and rolling along and across the Central Embarcadero (Mission Street to Broadway). The project tripled the existing waterside bikeway's length by extending it northward to Broadway, upgraded pedestrian crossings, and made a suite of curb-management changes. It is part of the larger **Embarcadero Enhancement Program** of waterfront transportation-safety and access improvements.

This executive summary summarizes several of the key results of the evaluation – the full report at [SFMTA.com/Embarcadero](https://www.sfmta.com/Embarcadero).



Promenade safety and bikeway utilization

A majority of people on bikes and scooters ride in the new bikeway

The two-way waterside bikeway relieves pressure on the Embarcadero's promenade by providing a dedicated space for riding bikes and scooters protected from vehicle traffic. After the bikeway was installed, 86% of wheeled users were observed in the bikeway during the weekday morning, 78% during the weekday afternoon, and 94% on the weekend.

| | Weekday morning | | Weekday afternoon | | Weekend mid-day | |
|-------------------|-----------------|---------|-------------------|---------|-----------------|---------|
| | Promenade | Bikeway | Promenade | Bikeway | Promenade | Bikeway |
| Oct 2021 (before) | 47% | 53% | 43% | 57% | 23% | 77% |
| Aug 2022 (after) | 14% | 86% | 22% | 78% | 6% | 94% |

People who continue riding on the promenade do so more slowly than those in the bikeway, averaging 6 mph near the Ferry Building and 8 mph at Pier 7 south of Broadway.

A planned extension of the bikeway southward to Bryant Street and modifications at the Broadway intersection (detailed below) would provide earlier and more straightforward opportunities for people to enter the bikeway, further increasing its use.

Protected bikeway design and behaviors

Most bike and scooter riders yield to pedestrians at crosswalks

A majority (70-90%) of people on bikes and scooters stop at the new bike signals. Behavior varies by location, with crosswalks near the Ferry Building and those without cross traffic seeing less compliance. At mid-block crosswalks without signals, two-thirds of riders yield or give space to pedestrians; further improvements may be warranted to increase yielding.

The bikeway protection and floating loading zones are working well

The physical separation of the bikeway functions well to keep people driving from blocking it. Additional traffic-delineator posts at crosswalks and green bikeway paint in front of the Ferry Building have helped reduce bikeway-blocking incidents, though some still occur.



The adjustments made by farmers' market staff to operate with the new bikeway effectively maintain safety and access for vendors, customers, and bikeway users. However, vehicles are often parked both at the curb and in the floating spaces during the afternoon load-out.

Traffic circulation

Corridor vehicle travel times slowed slightly, but not as much as expected

Vehicle travel time along the entire corridor (northbound from Townsend Street to Broadway) increased slightly (+40 seconds maximum) compared to pre-pandemic traffic, but not enough to affect the route or schedule of a typical trip. This result is less than half of the delay initially expected. However, the reconfiguration of lanes approaching Broadway has resulted in substantial delays for people wanting to turn left off the Embarcadero.

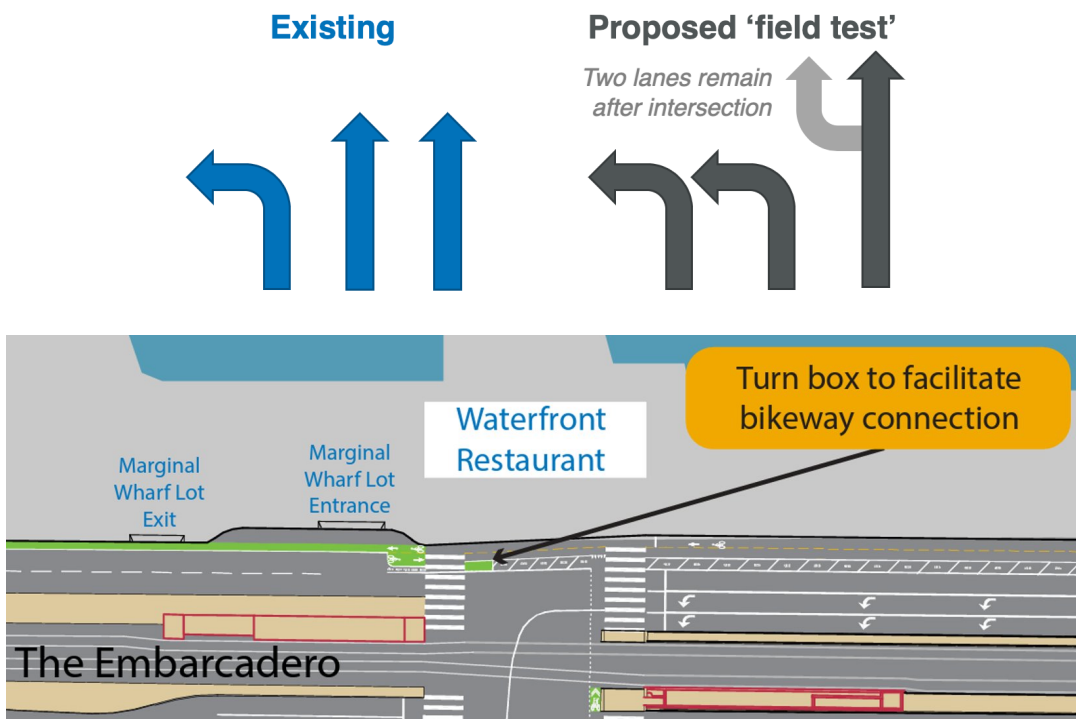
The evaluation shows that substantial additional delay for people turning left at Broadway has resulted from the project. The single left-turn lane onto westbound Broadway often overfills, resulting in vehicle queues exceeding the length of the left-turn lane and adding to general congestion along the Embarcadero corridor.

Next steps

Testing a Broadway intersection alternative

Staff recommends a ‘field test’ and expanded evaluation at Broadway, bringing back the second left-turn lane and testing a single northbound approach (two travel lanes would remain north of the intersection). Since more green time is given to northbound through traffic than left turns, a single through lane is expected to move traffic better.

Implementation of the alternative design is proposed for the first quarter of 2023, with a goal of settling on a preferred intersection design by late spring / early summer.



The revised design would allow the bikeway to continue through, providing for safer left turns for bike riders onto Broadway and an earlier opportunity for wheeled users to move off the promenade.

Designing an extension of the bikeway southward

The team is also working to build an extension of the bikeway south from Folsom Street to Bryant Street and to provide targeted upgrades to the existing quick-build bikeway. The team will use the evaluation findings to help inform final design and construction priorities.