



# Beach Street Quick-Build Project Frequently Asked Questions

## 1. What is the Beach Street Quick-Build Project?

Beach Street is part of San Francisco's Vision Zero High Injury Network. This means Beach Street is part of a small percentage (12%) of San Francisco streets that experience over half (68%) of the city's severe traffic injuries and fatalities.

The Project's goals include:

- Addressing current safety issues on Beach Street and building upon the transportation safety improvements that have been implemented along and adjacent to Beach Street.
- Improving access for pedestrians and bicyclists on the corridor between Stockton and Polk streets.
- Supporting placemaking opportunities for residents and visitors to enjoy the scenic and vibrant neighborhood.

## 2. Why are you doing this now?

From 2018 to 2022, 29 traffic collisions were reported on Beach Street between The Embarcadero and Polk streets. Three of these involved a person on a bicycle and 10 involved a pedestrian, resulting in three severe injuries. Beach Street includes a diverse set of transportation options such as the Muni 19 Polk, F Fisherman Wharf streetcar, private bike rentals and bike and scooter share opportunities. Further, there are high pedestrian volumes at major destinations, particularly at Beach/Hyde Street and Beach/Larkin Street. Although there is a bikeway on North Point Street, there are bicyclists traveling on Beach Street, mainly westward starting in the midday period. During our preliminary stakeholder outreach, we heard a desire from the community to provide more activation along the corridor, bikeway access to bicyclists on Beach Street, and include placemaking opportunities at the west end of the corridor. As a result, it's important that we begin to circulate these concepts for community input.

## 3. How many Parking Lots and Garages are located in the area?

There are approximately 15 publicly accessible parking lots and garages with over 4,100 parking spaces surrounding Beach Street and several establishments, such as hotels, have their own private and/or valet parking garages.

## 4. Does the project extent have a Residential Parking Permit Area?

Yes, Residential Parking Permit Area A exists within the project area, specifically on Beach between Columbus and Larkin, and extends south on North Point Street.

If permanent residents or business owners live in this permit area, they are exempt from the posted time limit.

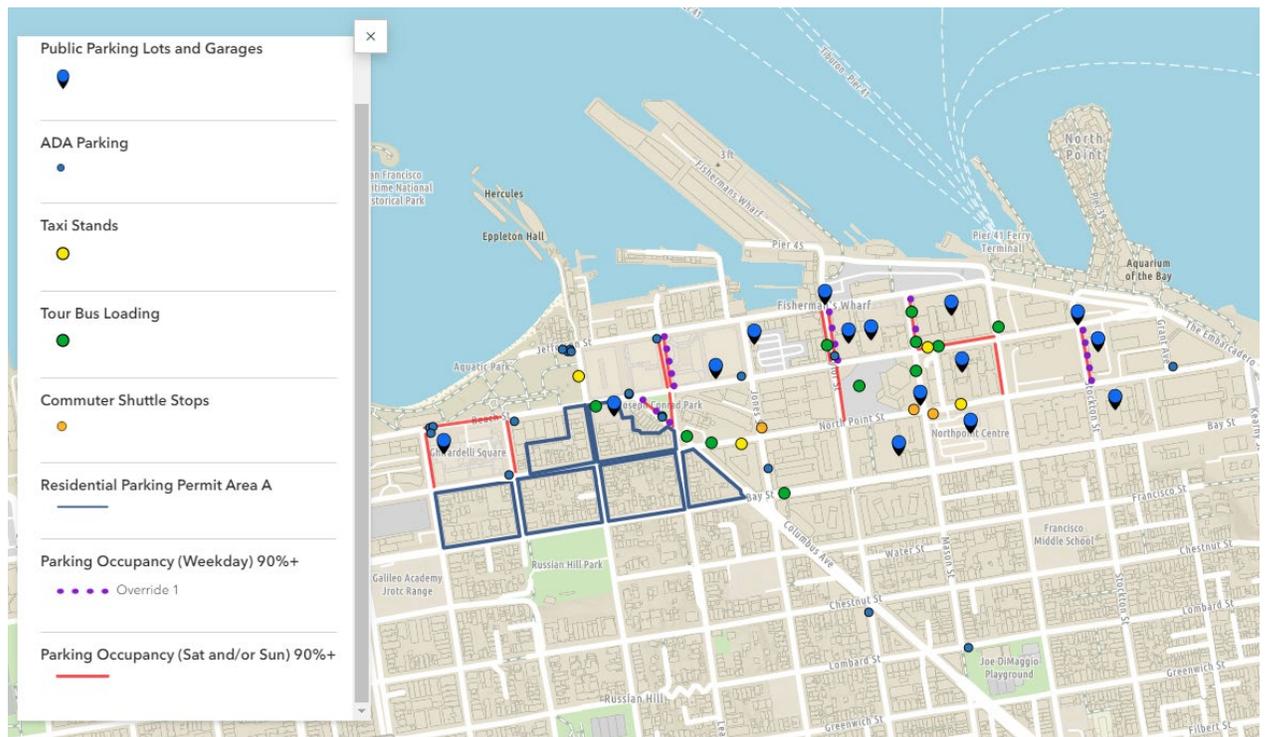
5. Have you reviewed the parking demand for the project area?

Parking data was analyzed from November 2022 to November 2023. The blocks that generally have the highest parking occupancy (an average of over 90% occupied), along Beach Street are:

1. Beach Street between Polk and Larkin
2. Beach Street between Mason and Powell

Generally, the weekends (Saturdays and Sundays) after 12 pm have the highest parking demand. The remaining blocks along Beach Street generally see parking occupancy range between 30-60% on weekdays and 70-85% on weekends.

There are over 4,100 off-street public parking spaces in the vicinity of the project area. The map below shows the location of the public parking lots and garages.



The side streets with 90% or more parking occupancy within two or more time periods include:

Block	Time Period		
	12 pm to 3 pm	3 pm to 6 pm	6 pm to 10 pm
Larkin Street between Beach and North Point		X	X
Leavenworth between Jefferson and Beach		X	X
Mason between Jefferson and Beach	X	X	
Taylor between Jefferson and Beach	X	X	X

6. How much parking will be removed as part of the project, and have you considered the implications?

Based on initial community feedback, we heard some desire for on-street parking removal to increase eyes on the street, promote activation, and better connect to the activities on Jefferson Street.

The project proposals may remove approximately 58 parking and loading spaces. To mitigate some of these impacts, the project may add back approximately 16 additional parking and loading spaces for a net change of approximately -42 parking and loading spaces. These numbers are approximated and may change based on final design considerations.

There are over 4,100 off-street public parking spaces in the vicinity of the project area. We will work with businesses and hotels to ensure that loading needs are met. A detailed curb management plan will be posted on the website at a later date after community feedback is considered.

7. What are the benefits and tradeoffs of implementing the bikeway and placemaking on Beach Street?

Bike Network Benefits	Bike Network Tradeoffs
<ul style="list-style-type: none"> <li>• Enhances bicyclist comfort and safety.</li> <li>• Connects bicyclists between the east and west sides of the city, particularly the many tourist and business destinations in the area.</li> <li>• Additional eyes on the street to enhance security.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking removed from the north side of Beach Street and some parking and loading relocated to adjacent side streets.</li> </ul>
Placemaking Benefits	Placemaking Tradeoffs
<ul style="list-style-type: none"> <li>• Enhances the neighborhood.</li> <li>• Improves public health, well-being, and additional eyes on the street.</li> <li>• Increases economic opportunities in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• Temporary parking removal and adjustments.</li> <li>• Temporary traffic diversion to adjacent streets.</li> </ul>

8. Why doesn't the bike lane connect to Polk Street or the Embarcadero?

The current potential extent of the bike lane are from Columbus Avenue to Powell Street. On the eastern end, due to more complicated signal infrastructure requirements needed at the Beach/Embarcadero intersection, a quick-build connection is not currently feasible and would require further engineering and capital funding. On the western end, placemaking, lane configuration changes, signal timing upgrades, and wayfinding will improve safety for bicyclists connecting to/from destinations such as Ghirardelli Square, Aquatic Park, Fort Mason, and the Golden Gate Bridge. Continuation of a bike lane west beyond Columbus Avenue is still under evaluation and may require additional capital funds.

9. What is the project timeline?



10. Will these traffic safety improvements be evaluated to ensure they are working?

Within 24 months after construction, there will be an evaluation of the project. This means we will look at traffic and street level data and analyze street use before the Beach Street Quick-Build was implemented and after construction. Data review includes changes in vehicle/pedestrian/bike collisions, traffic volumes, and loading behavior.

Visit [SFMTA.com/BeachQB](https://www.sfmta.com/BeachQB) for information about the project and sign up for project updates.