



SFMTA

Beach Street Quick-Build Project Frequently Asked Questions

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

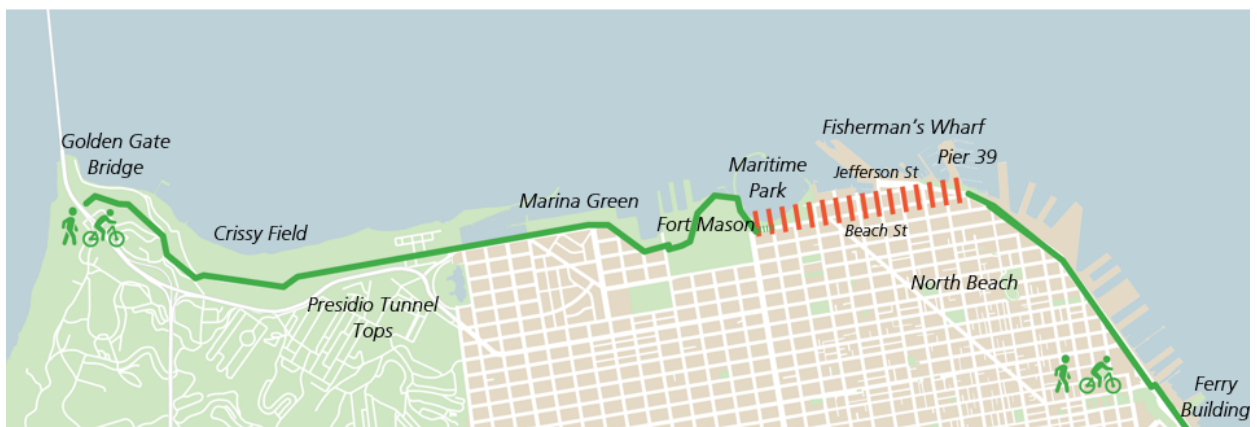
Project Vision:

This project aims to fill a gap in the bicycle and pedestrian network. The Bay Trail, which connects hundreds of miles of trails throughout the Bay Area runs along San Francisco's waterfront. The section that runs through Fisherman's Wharf is a gap in this network that connects pedestrians and cyclists from the Ferry Building, through Aquatic Park, Fort Mason, Marina Green, and to the Golden Gate Bridge. The Beach Street Quick-Build looks to connect one piece of the gap, helping tourists, families, and business patrons navigate the busy area of Aquatic Park.

Vision for the Waterfront

How does the Beach Street QB fit into the overall vision for the Fisherman's Wharf area and San Francisco waterfront?

Improving active transportation on Beach Street now and on Jefferson in a future project can help fill gaps in the connective network in a way that works with the natural patterns of bicycling and walking in the area.



Project History:

- Planning and outreach – Fall 2023-March 2024
- Open House – March 2024
- Design development in partnership with community members and city partners – April-September 2024

Project Scope Refinement:

During our open house the project team heard that the natural path of travel of people biking is on Jefferson Street. Bicyclists generally travel up the Embarcadero, connect to Jefferson Street, and then connect to Beach Street at Hyde Street where Jefferson Street ends. To better align with community priorities, the project team refocused the bike infrastructure scope on the west end of Beach Street. Refocusing on the west end of Beach Street (between Polk and Columbus), prioritizes filling in a gap in the larger bicycle network while addressing conflicts between people walking, biking, driving, and taking transit in a very busy area. Pedestrian improvements will still be implemented at all intersections on Beach Street between Polk and The Embarcadero, consistent with previously presented scope.

In a future phase, the SFMTA will prioritize Jefferson Street between Hyde and Powell as a family-friendly and safe active transportation route for visitors. These changes will be further scoped in early 2025 and may include:

- Traffic calming features, turn restrictions and wayfinding
- Working with the merchant community and the Port to support temporary roadway closures for night-time activation of the corridor for events and gatherings
- Potential bike connections from Jefferson Street to North Point or Embarcadero , creating a continuous connection to the Golden Gate Bridge through the Fisherman's Wharf area

2. What are the Project Limits?

Beach Street from Polk Street to Columbus Avenue

- New bike infrastructure
- Traffic calming features
- Placemaking

Beach Street from Polk Street to The Embarcadero

- Pedestrian safety improvements at all intersections
- Changes to maximize loading and parking efficiency along the corridor

Jefferson Street Quick Build

- A future project between Hyde Street and Powell Street for a family-friendly and safe active transportation route for visitors

Shared lane markings are proposed on Columbus Avenue between Beach Street and North Point. There are existing bike lanes on Polk Street between Beach Street and North Point.

3. Why are you doing this now?

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. 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.

The Project's goals include:

- Promote Fisherman's Wharf vitality
- Address key pedestrian and bicycle safety concerns
- Connect major landmarks by filling in gaps in the bicycle and pedestrian network
- Provide opportunities for placemaking

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

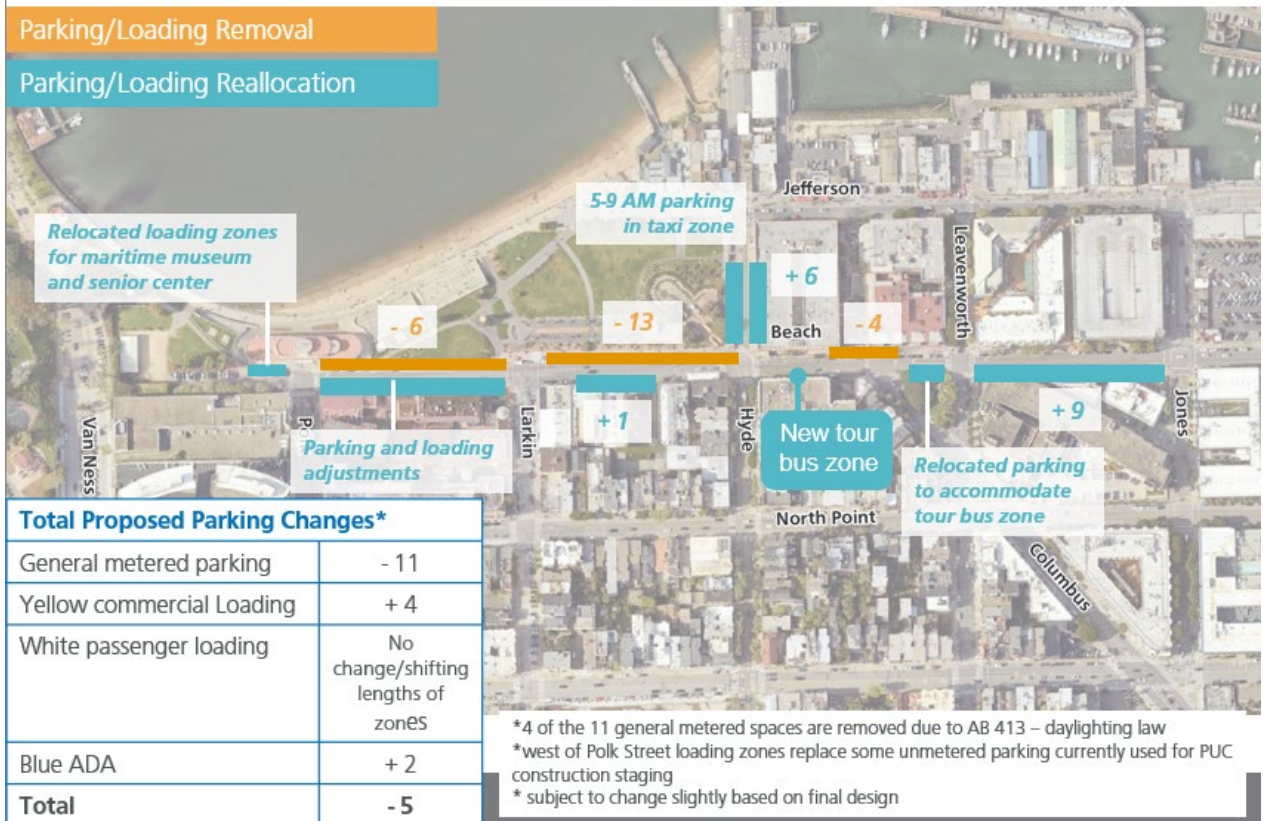
Based on initial community feedback, we heard some desire for on-street parking removal to increase eyes on the street, promote activation, and better connect to the activities on Jefferson Street.

The project proposal may remove approximately **5 metered parking and loading spaces**. Additionally, approximately 7 unmetered parking spaces on Beach Street west of Polk Street will be removed and reallocated to passenger loading.- These unmetered spaces west of Polk Street on Beach Street are currently being utilized as construction staging for a Public Utilities Commission project and have not been utilized as parking for some time.

The project team looked at ways to reallocate parking and loading where feasible to minimize the impact and prioritize proximity for those needing access to services like the senior center, loading for businesses, and recreational activities at the waterfront. The project proposal looks to add back parking on Hyde Street between Beach and Jefferson and on Beach Street between Jones and Leavenworth. 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. A detailed curb management plan will be posted on the website that considers community feedback.

Balance Parking Needs



5. 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.

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

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

7. What are the benefits and tradeoffs of this project?

Benefits	Tradeoffs
Pedestrian safety features for a more comfortable and safe walking experience	Some on-street parking loss
Increased pedestrian activity and economic vitality by supporting community-driven placemaking and activation	Minor circulation changes such as turn lane removals
Strengthening connections through Maritime park	Slightly longer construction timeline due to coordination with the National Parks Service
Balancing parking and loading needs	
Improving wayfinding	
Ensuring transit and emergency access are maintained and meets standards	

8. Why doesn't the bike path continue straight through on Beach Street between Larkin and Polk streets?

The wiggle in the bike path is to accommodate the Muni 19 Polk bus stop and layover. Relocation of this stop and layover is challenging due to the steepness of the neighboring streets and the necessity of the location to be near restrooms for operators. This important bus stop also serves the senior center at Aquatic Park.

The path will wiggle onto National Parks Service paths that will become shared paths for bicyclists and pedestrians with newly installed bike ramps, clear signage, paint, and posts. This block has low vehicle volumes. Tourists currently meander through the park paths here, often riding on sidewalks. We aim to clarify where to expect some mixing between bicyclists and pedestrians and encourage bicyclists to use the new bike paths instead of the sidewalk. Signs, pavement markings, and posts will clearly indicate the new paths.

9. Why are there no improvements on North Point?

Currently, North Point is designated as a dedicated bike facility. Many commuter cyclists travel along North Point to connect to and from the Embarcadero. Upgrades to the current Class II bicycle facilities on North Point would require a capital project and funds to provide a safe street that can accommodate a dedicated bicycle facility, transit, and all other modes of travel. Not only is North Point a steeper street, but it is also further away from many of the destinations many bicyclists are accessing along the waterfront. North Point is a narrow street, with more bus lines running along this corridor. The space restrictions make it challenging to ensure adequate space for transit boarding islands and accessible paths of travel. Signal modifications would also be needed, which may require additional improvements such as curb ramp upgrades, which is currently outside the scope of a quick-build project. The space constraint may also result in significantly more parking

loss due to the numerous driveways located along both sides of the corridor. Currently, Beach Street provides a safe and accessible alternative that could be implemented with a quick-build project, resulting in more immediate and impactful improvements.

10. What is the project timeline?



The SFMTA expects to finalize design for these proposals in the fall and legislate changes by the end of the year. Construction will likely be phased with pedestrian improvements installed in late 2024, and other improvements to follow in Spring 2025 after an approval/coordination process with National Parks Service.

11. 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.