



SFMTA

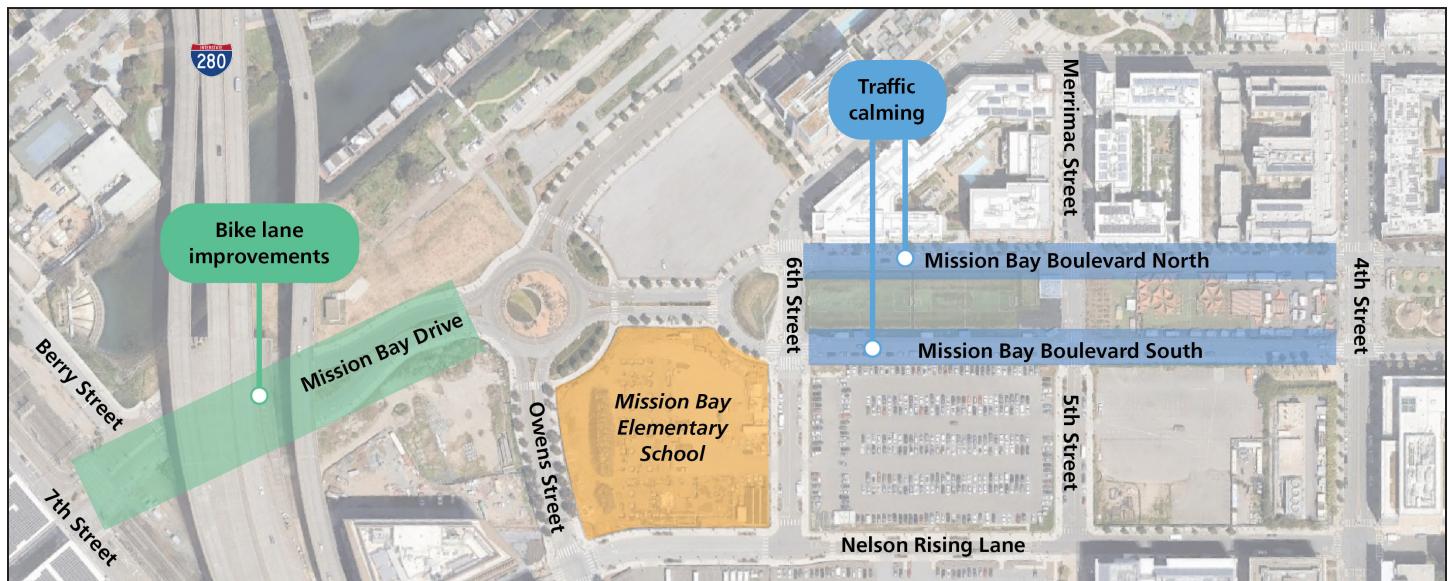
Mission Bay Boulevard Quick-Build Project Update

Spring 2026

Project Update

The Mission Bay Quick-Build Project conducted outreach during the winter of 2025. A walkthrough was held with project staff and key representatives from the community. A survey was shared widely to the community in December 2025 and mailers were sent to all addresses in the project vicinity. The following pages provide an update on the survey results and proposed designs.

A public hearing will be scheduled in Spring 2026, to provide an opportunity for community input before construction begins in Summer 2026.



Project Timeline

Fall 2025

Winter-Spring 2026

Summer 2026

Planning & Community Outreach

Detailed Design

Construction

Current project status

Survey Results



183 complete survey responses

 **84%**

of respondents live on or near the project corridor

 **10%**

of respondents will have a child attending the new elementary school



86% walk
57% bike/scooter
69% drive

Respondents are multimodal

SAFETY

64% of respondents feel safe today (very safe or somewhat safe)
31% of respondents feel unsafe today (somewhat unsafe or very unsafe)

TRAFFIC CALMING

Respondents were asked to rank the following traffic calming devices in order of preference:

- Raised Crosswalk
- Speed Humps
- Chicane

Of respondents who **SUPPORT** traffic calming:



- **49%** ranked raised crosswalks as their top choice
(**82%** ranked raised crosswalks as their first or second choice)
- **26%** ranked speed humps as their top choice
(**64%** ranked speed humps as their first or second choice)
- **25%** ranked chicanes as their top choice

Comment Themes

- Adding **stop signs** and making intersections all-way stops
- Concerns about increased traffic
- Desire to see improvements at the intersections of 7th Street/Mission Bay Drive and at Berry Street/Mission Bay Drive
- Concerns about loss of parking and double parking challenges
- Desire for more traffic calming on other streets in Mission Bay and further restrictions on vehicle movements
- More protection for bike lanes



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Proposed Street Changes

Mission Bay Boulevard: Stop Signs & Traffic Calming

Stop Signs

Add stop signs at the following intersections, making all the intersections all-way stops. Stop signs provide clear and consistent right-of-way control and are preferred intersection treatments for school zones.

- Long Bridge Street and Mission Bay Boulevard North
- Long Bridge Street and Mission Bay Boulevard South
- Merrimac Street and Mission Bay Boulevard North
- Merrimac Street and Mission Bay Boulevard South



Why stop signs and not raised crosswalks?

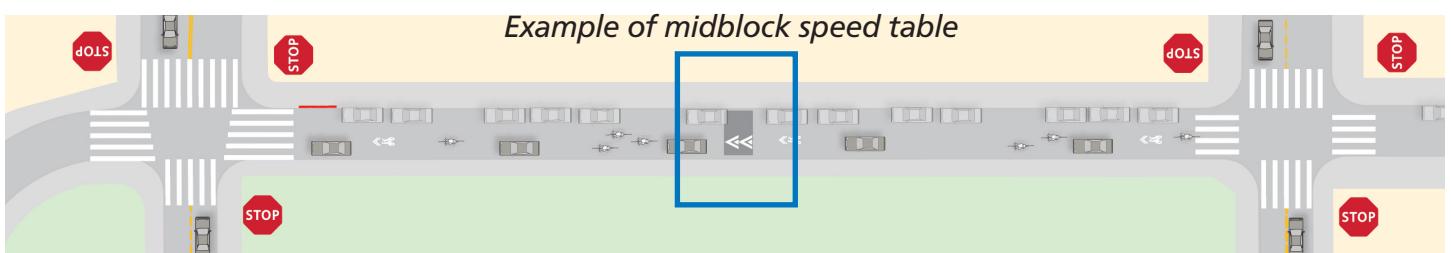
During outreach, we heard many comments expressing interest in installing stop signs at key intersections along Mission Bay Boulevard. Because stop signs and raised crosswalks are not typically used at the same location, each intersection requires choosing one or the other. Raised crosswalks calm traffic by slowing vehicles and reinforcing yielding to pedestrians. When no pedestrians are present, motorists and cyclists can proceed without stopping. Stop signs are traffic control devices that require motor vehicles and cyclists to stop at the crosswalk, even when no pedestrians are present, and they help clarify right-of-way for all road users.

Given the expected increase in vehicle and pedestrian activity from the new elementary school, as well as concerns we heard from the community, we determined that all way stop signs would provide the most consistent and clear right of way control to enhance intersection safety.

Speed Tables

Add one midblock raised speed table to reduce excessive speeding. A speed table has a longer profile than a speed hump and can be more easily traversed by emergency response vehicles.

- Mission Bay Boulevard North midblock between Long Bridge Street and Merrimac Street
- Mission Bay Boulevard North midblock between Merrimac Street and 4th Street
- Mission Bay Boulevard South midblock between Long Bridge Street and Merrimac Street
- Mission Bay Boulevard South midblock between Merrimac Street and 4th Street



Painted Safety Zones

A painted safety zone can help to prevent illegal parking in daylighting zones, improve visibility of people crossing the street, and encourage drivers to turn slower and further away from the curb. Proposed in existing daylighting zones at:

- Long Bridge Street and Mission Bay Boulevard North
- Merrimac Street and Mission Bay Boulevard North
- Merrimac Street and Mission Bay Boulevard South

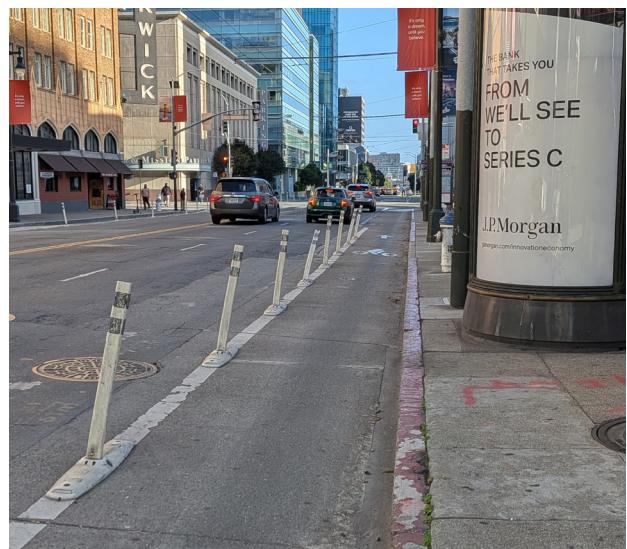


Mission Bay Drive: Plastic Delineators to Separate Bikeway

Separated Bikeway

Install plastic delineators along existing bike lanes to create vertical separation between moving traffic and people traveling in the bike lane.

- Mission Bay Drive between 7th Street and Mission Bay Circle



For more information please visit SFMTA.com/MissionBayQB or contact Daniel.Carr@sfmta.com

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Frequently Asked Questions

Why is the project installing stop signs instead of raised crosswalks, as indicated in the survey responses as the preferred traffic calming treatment?

During outreach, we heard many comments expressing interest in installing stop signs at key intersections along Mission Bay Boulevard. Because stop signs and raised crosswalks are not typically used at the same location, each intersection requires choosing one or the other. Raised crosswalks calm traffic by slowing vehicles and reinforcing yielding to pedestrians. When no pedestrians are present, motorists and cyclists can proceed without stopping. Stop signs are traffic control devices that require motor vehicles and cyclists to stop at the crosswalk, even when no pedestrians are present, and they help clarify right-of-way for all road users.

Given the expected increase in vehicle and pedestrian activity from the new elementary school, as well as concerns we heard from the community, we determined that all way stop signs would provide the most consistent and clear right of way control to enhance intersection safety. We are proposing all-way stops on Mission Bay Boulevard North and South at Long Bridge and Merrimac streets, four intersections total.

In addition to the stop signs, we will be installing speed tables midblock, which provide effective calming while also being more accessible for SF Fire Department (SFFD) and other emergency vehicles. Finally, 15 MPH speed limit signs will be posted along the corridor.

Will traffic calming and stop signs increase traffic on adjacent streets?

Another common comment from the survey expressed concerns that traffic calming would cause motorists to alter their route through the neighborhood and increase traffic on surrounding streets. In 2019, the SFMTA conducted a study of 68 blocks where traffic calming was installed around the city and found no difference in traffic volume before and after installation. This suggests that motorists do not alter their routes because of traffic calming and will continue to use Mission Bay Boulevard as the most direct route between 3rd and 7th streets after our project is installed. Currently, some motorists treat the intersections as all-way stops which creates confusion for other road users and pedestrians. The all-way stops we are proposing will help to clarify the right-of-way at the intersections along the street.

What about the roundabout and 7th Street?

The SFMTA has recently begun a project to explore opportunities for improvement at the intersection of Mission Bay Drive and 7th Street. Our ability to modify this intersection is heavily influenced by potential impacts to the adjacent Caltrain rail crossing, so any proposals will have to be carefully studied by SFMTA and reviewed by the California Public Utilities Commission (CPUC).

Additionally, the San Francisco County Authority (SFCTA) is developing long-term designs for improvements to cycling around the Mission Bay roundabout. SFMTA and San Francisco Public Works are coordinating on that effort, and the SFCTA is planning to present their designs in spring 2026.

What can be done about double parking?

Another common concern raised during the survey comments includes the prevalence of double parking on what are already narrow roadways. Recent adjustments to curbside loading for Spark Social will improve conditions near this important neighborhood business and gathering spot. Additional loading zones can be considered separately in the future as needed.

Will there be any parking removal?

The Mission Bay Quick-Build Project is not proposing any parking removal. The project will convert one general metered parking space to a blue accessible parking spot on Mission Bay Boulevard South.

Will any of the daylighting zones be enhanced?

We will be upgrading existing daylighting (red zones) to painted safety zones (PSZ) that will keep the daylighting clear of loading and parking with paint and plastic posts. Given that many of the red zones are marked in front of fire hydrants, adding additional amenities inside the zones is not feasible at this time.

For more information please visit SFMTA.com/MissionBayQB or contact Daniel.Carr@sfmta.com

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