Bayshore Quick-Build Project
Community Outreach Summary – Summer 2022

Summary

Thank you to the over 900 residents, commuters, business owners, employees, and visitors who took the surveys during our initial outreach phase for the Bayshore Quick-Build Project. The project team reviewed all feedback received and identified the following key needs/concerns:

- Unsafe vehicle speeds on Bayshore Boulevard
- Need for greater protection between the vehicle travel lane and bike lane
- Need for improved pedestrian and bike safety
- Need for improved neighborhood connections by bike

The project team is considering refinements to the project proposal in response to feedback received and will continue to provide updates to all project stakeholders.

The current project timeline is listed below:

- **August 2022** – Round 2 Community Outreach and Final Design (showcase the final proposed project design and answer questions).
- **Summer/Fall 2022** – Approvals/Legislation for Section 1 – Bayshore Boulevard from Silver to Oakdale avenues (Public Hearing anticipated in late September).
- **Fall 2022** – Construction begins on Section 1 – Bayshore Boulevard from Silver to Oakdale avenues.

Survey Results

In May 2022, we distributed an online multilingual survey to project stakeholders. We also sent mailers to residents within 1,000 feet of the project area of Bayshore Boulevard between Silver and Jerrold avenues. We also included residences within 1,000 feet on the east and west side of Hwy 101 at Cesar Chavez, Alemany Boulevard at Putnam Street and Willie Brown Middle School and Thurgood Marshall Highschool.
Figure 1 below illustrates the breakdown of the 941 survey responses received in terms of source, neighborhood, race/ethnicity, age, and gender identity.

The rest of this document summarizes the feedback received and explains next steps for the project.

**Figure 1 – Survey Respondents’ Demographics**

**Neighborhood**
- Bayview-Hunters Point: 14%
- Bernal Heights: 8%
- Excelsior: 6%
- Mission: 5%
- Potrero Hill: 5%
- South of Market: 4%
- Visitacion Valley: 4%
- Other San Francisco Neighborhood: 4%  
- Outside of San Francisco: 33%

**Race/Ethnicity**
- Asian/Pacific Islander: 4%
- Black/African American: 4%
- Latino/a/Hispanic: 2%
- Middle Eastern/North African: 1%
- Native American/Asian Indian: 1%
- White: 63%
- Two or More Races: 0%
- Not Listed: 0%
- Decline to Answer: 0%

**Gender Identity**
- Female: 28%
- Male: 63%
- Genderqueer/Gen der Non-binary: 3%
- Trans Female: 0%
- Trans Man: 0%
- Not Listed: 0%
- Decline to answer: 7%

**Disability**
- Blindness or vision impairment: 7%
- Hearing impairment: 0%
- Mobility disability: 9%
- Cognitive or mental impairment: 10%
- Not listed: 0%
- Decline to answer: 0%

**Figure 2 – Survey Respondents’ Relationship to Bayshore Blvd.**

**Relationship to Bayshore Blvd.**
- Live on or near: 34%
- Own a business: 6%
- Work on or near: 4%
- Commute or make trips: 1%
- Do not live, work,  
- Don’t know/Not sure: 10%
- Other: 75%

**Travel on Bayshore Blvd.**
- Walk or use a wheelchair: 27%
- Drive a car or motorcycle: 55%
- Use rideshare: 2%
- Ride a bicycle or scooter: 1%
- Ride Muni: 18%
- Ride SamTrans: 10%
- Paratransit: 10%
- Taxi: 6%
- Don’t know/Not sure: 0%
- Other: 0%
Figure 3 – Survey Respondents’ Sentiment on Transportation Safety Improvements on Bayshore Blvd. between Silver and Oakdale Avenues (Section 1)
*Ratings include (1 = Dislike to 5 = Like)*
Figure 4 – Survey Respondents’ Sentiment on Transportation Safety Improvements on Bayshore Blvd. between Oakdale and Jerrold Avenues (Section 2)

*Ratings include (1 = Dislike to 5 = Like)

Figure 5 – Top Comments on Proposed Transportation Safety Improvements

Next Steps

Currently, the project team is working to refine the project proposal for Section 1 – Bayshore Boulevard from Silver to Oakdale avenues. A final staff recommended project design along with information about the SFMTA Public Hearing will be anticipated by late summer or early fall of this year.

Section 2 – Bayshore Boulevard from Oakdale to Jerrold avenues will be further analyzed and potentially become part of a future project where the needs of the roadway can be better met through longer-term, capital construction work.