

# Vision Zero Quick-Build Project Updates

January 2020



## Recently Completed

### Market Street

In January 2020, the Better Market Street project officially launched its quick-build phase to install safety and transit improvements. Quick-build elements include:

- Making Market Street car-free eastbound from 10th Street to Main Street and westbound from Steuart Street to Van Ness Avenue
- Peak hour loading restrictions
- Over 100 new cross-street passenger and commercial loading zones
- Intersection bicycle improvements
- Extending existing transit-only lanes
- Painted safety zones at eight intersections

Once car-free restrictions along sections of Market Street and surrounding streets went into effect, data from the Market Street bike counter totem poles showed volumes 20 percent higher on opening day compared to other days in January!

Over the next few months, SFMTA will continue to expand transit lanes, bicycle intersections, and other quick-build elements, such as implementing peak hour loading restrictions, extending existing transit-only lanes, installing painted safety zones, and changing nearby streets to improve safety and vehicle movement. These measures will reduce pedestrian conflicts with vehicles and contribute to the goal of revitalizing Market Street, the city’s busiest street for people walking, biking, and riding transit.

## Design in Process

### Evans Avenue / Hunters Point Boulevard / Innes Avenue & Williams Avenue

Bayview Quick-Build Transportation Projects is an effort to deliver transportation safety improvements to prioritized locations that were identified during the planning phase of the Bayview Community Based Transportation Plan (CBTP). SFMTA quick-build project teams are currently preparing designs with a goal of improving the safety of all roadway users by increasing pedestrian visibility and comfort at crossings and reducing vehicle speeds.



## Next Up for Approval

### The Embarcadero

In January 2020, the project team announced a proposal to advance a quick-build version of the two-way, water-side, on-street protected bikeway on The Embarcadero between Mission Street and Folsom Street, as well as paving and striping improvements to southbound Embarcadero. Pending approval by the Port of San Francisco, implementation could occur in late spring or early summer of 2020 while additional segments of The Embarcadero are considered for quick-build.



## Design Spotlight: Boarding Islands

Transit boarding islands improve transit travel time by reducing the need for buses to pull in and out of curbside bus stops. They also prevent merging conflicts between buses and bicyclists near bus stops and improve pedestrian safety by shortening crossing distances. Similarly, passenger loading or school bus boarding islands also prevent merging conflicts at well-used pick-up and drop-off locations. These islands are not designed for use by municipal transit.

### Project in Progress

Boarding islands are a critical design feature of an increasing number of quick-build projects, including the following:

- 5th Street
- Howard Street
- Townsend Street
- 7th Street
- Valencia Street

### Design Considerations

- All boarding islands must be accessible to people with disabilities. New curb ramps may be constructed to ensure that the path of travel to access them are as well.
- The resulting roadway grade and geometry adjacent to boarding islands must allow water to drain into nearby catch basins. Accommodating for drainage may add additional scope and cost.
- The presence of utility lines or service covers requires further coordination efforts between the City and utility companies, potentially adding to overall timelines.

### Evaluation Results



New transit boarding islands resulted in a 24 second travel time savings for the 19-Polk on southbound 8th Street between Market Street and Folsom Street.

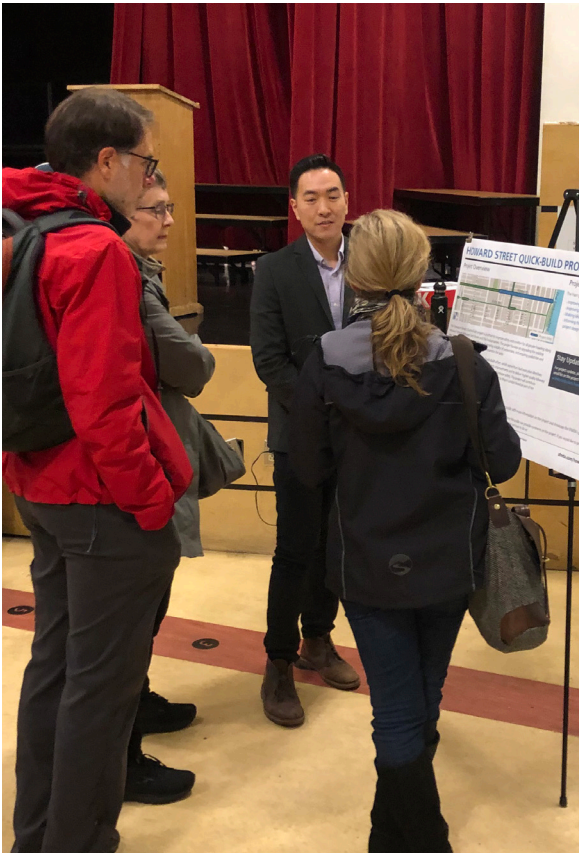


No conflicts were observed at the school boarding islands on Valencia Street between Clinton Park and 14th Street, even with a higher number of pedestrians and bikes present.



# Vision Zero Quick-Build Project Updates

February 2020



## Spotlight: Public Hearings

Public engagement is a key component of the quick-build process. Public hearings and open houses have proven to be popular and effective in collecting input from members of the community along project corridors.

### What’s New

To streamline the approvals process for individual quick-build projects, SFMTA staff are hosting public hearings in an open house format at locations proximate to the project corridor in lieu of a public meeting at City Hall. Hosting public hearings and open houses near project corridors improves accessibility and encourages more participation.

To make the streamlined public hearing even more accessible and productive, the SFMTA has also begun providing multilingual public hearing officers and print information about the public hearing process.

### How We’re Doing

Community members who attend on-site public hearings are encouraged to provide their feedback while learning about the project directly from team members, ensuring that the public comment process is not completely siloed and encouraging active discussion.

Since June 2019, the SFMTA has held open house events for four quick-build projects. The 7th Street Safety Project (Phase 2), 7th Street Safety Project (Phase 3), California Street Safety Project, Howard Street Quick-Build Project, and Valencia Bike Improvements (19th Street to Cesar Chavez) project each received between 30 and 360 comment cards.

## Recent Meetings

### Valencia Street

Over 400 people attended the Valencia Bikeway Improvements Project Open House and Public Hearing in February to learn about and discuss the proposals for Valencia Street from 19th Street to Cesar Chavez. Community members submitted over 300 public comments and over 100 emails to provide their feedback. The final project proposals will be heard by the SFMTA Board of Directors for potential approval in Spring 2020.



## Upcoming Events



Tuesday, March 10, 2020  
11:30 AM - 12:00 PM  
Caltrain Station at 4th and Townsend

### Townsend Street

Construction is almost complete on Townsend Street between 3rd Street and 8th Street. New safety improvements include a protected bike lane, bus boarding islands, and more. At the intersection of 4th Street and Townsend Street, new bicycle signals have been activated to improve the flow of people traveling through the intersection. All are invited to an opening ceremony to celebrate the completion of the project.



Thursday, March 12, 2020  
6:00 PM - 8:00 PM  
St. James Preschool (4620 California Street)

### California Street

Supervisor Fewer and SFMTA staff will share updates and next steps for the California Street Safety Project, which will be completed in spring 2020. Proposed improvements along California Street include daylighting, lane reduction, and signal timing adjustments to improve safety for people of all ages. Based on community feedback, the project team collected additional data to inform evaluation and analysis. Results will be shared at the upcoming community meeting.



Tuesday, March 19, 2020  
9:30 AM - 12:30 PM  
Bayview District

### Evans Avenue / Hunters Point Boulevard / Innes Avenue

The Bayview Hunters Point Transportation quick-build project team is hosting a workshop for stakeholders to help shape near-term transportation improvements. The workshop will include a site walk and collaborative discussions regarding traffic safety along the project corridor to collect feedback on how well the proposed improvements address traffic safety concerns, as well as discuss opportunities for community-building through project implementation.





# Vision Zero Quick-Build Project Updates

March 2020



## Updates Regarding COVID-19

### What We're Doing

For the duration of the public health emergency related to COVID-19, the SFMTA is making important changes to key agency operations. Due to the shelter-in-place order in effect in San Francisco, all non-essential construction work is temporarily suspended. SFMTA staff may be working with limited capacity, restricted in their field operations, or functioning as Disaster Service Workers. However, staff are continuing to work to minimize disruption as much as possible.

- Public outreach is a key component of the quick-build program, and we are exploring innovative alternatives for collecting community feedback and ensuring that public input continues to be accessible.
- We are continuing design work for projects so that we can be prepared and ready to go when construction picks up again.
- Data collection for evaluation is temporarily suspended due to non-typical conditions, but data analysis continues to help inform our work as staff use this time to analyze post-implementation data and prepare post-implementation evaluations.

This is an evolving situation, and it is likely that projects may experience delays. We appreciate your patience and understanding during this time and will continue to provide updates. Thank you for your interest in the Vision Zero Quick-Build program.

### Stay Connected

For additional questions about how the SFMTA is responding to COVID-19, the agency has created an up-to-date resource to help you keep up with changes that currently include:

- Modified Muni service
- Paratransit guidance
- Parking enforcement rules
- Parking garage operations that include some facility closures
- Temporary adjustments to SFMTA "Fines and Fees"

To get the most up to date information, please check our regularly updated webpage at [SFMTA.com/COVID19](https://sfmta.com/COVID19). You can also view citywide updates at [sf.gov/topics/coronavirus-covid-19](https://sf.gov/topics/coronavirus-covid-19).

## New Quick-Build Corridors!

On March 17, 2020, the SFMTA Board of Directors approved seven new corridors for quick-build implementation. The corridors are:

- Bayshore Boulevard between Oakdale Avenue and Industrial Street
- Evans Avenue between Cesar Chavez and Third Street
- Evans Avenue / Hunters Point Boulevard / Innes Avenue between Jennings Avenue and Arelious Walker
- Folsom Street between Second Street and Fifth Street
- Leavenworth Street between McAllister Street and Post Street
- Valencia Street between 15th Street and 19th Street
- Williams Avenue between Vesta Street and Third Street

Keep an eye out for additional updates from these projects as they move through the quick-build process.

## Recently Completed

### Townsend Street

The Townsend Corridor Improvement Project held its project opening ceremony on March 10, 2020 at the 4th and King Caltrain Plaza to celebrate the completion of a new block-long transit boarding island and sidewalk on Townsend Street between 4th and 5th streets, as well as a transit bulb, protected bike lanes, color curb changes, bike signals, and other vital improvements to the safety and operation of this important street.

Mayor London Breed, SFMTA, SF Public Works, Walk San Francisco, San Francisco Bike Coalition, and many others joined to celebrate this significant milestone. The new improvements will benefit the thousands of people who typically access this regional transportation hub by a diverse mix of travel options.





# Vision Zero Quick-Build Project Updates

April 2020

## Design Spotlight: Bike Signals

Bicycle signals improve safety at signalized intersections by designating when bicyclists have right-of-way through an intersection, reducing the number of interactions between people in vehicles and people on bicycles. Bike signals visually indicate when bicyclists should enter the intersection and are paired with vehicle signals that direct turning drivers to either yield to bicyclists or to stop and wait until their designated time to enter the intersection.

### Projects in Progress

Bike signals are a component of many quick-build projects, including the following:

- 5th Street
- The Embarcadero
- Indiana Street
- 7th Street
- Folsom Street
- Valencia Street

### Design Considerations

- Introducing dedicated phases for bicycle movement to a signalized intersection requires reallocating time from other traffic movements, which may have cascading effects on nearby intersections.
- To install new bicycle signals, the underground electrical conduit system must have room to accommodate additional wires and existing poles must have space to mount more signal heads in positions that are clearly visible to approaching traffic. The act of installing new poles or upgrading underground conduits triggers further coordination with utility companies and other City departments, which adds to overall timelines.
- Mixing zones, where bicyclists and turning motorists merge in advance of the intersection, may be installed as an interim design to bike signals or where bike signals are not feasible in a quick-build project.

### Evaluation Results



Interactions between people bike and people driving decreased by 89% at observed intersections after converting a mixing zone to a bicycle separated signal.

Close calls were drastically reduced from 53 at observed mixing zones to 5 at the same locations, after upgrading to bicycle separated signals.



## Updates Regarding COVID-19

For the duration of the public health emergency related to COVID-19, SFMTA staff are continuing to advance quick-build projects and minimize disruption as much as possible. Staff may be working with limited capacity, restricted in their field operations, or functioning as Disaster Service Workers.

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## Preparing for Implementation



### Mission Street and Geneva Avenue

The Mission/Geneva Safety Project is a community project focused on improving safety for pedestrians, transit, and other road users in the business district of the Excelsior neighborhood, along Mission Street from Geneva Avenue to Trumbull Street and along Geneva Avenue from Mission Street to Prague Street. In advance of larger streetscape changes, the project will install quick-build improvements such as painted safety zones, daylighting, loading/parking changes, and transit stop changes. Staff are currently designing and preparing these measures to be installed in summer 2020.



### California Street

Earlier this year, the California Street Quick-Build Project completed installation of several key safety improvements. Daylighting, updates to continental crosswalks, and other pavement markings were constructed between Arguello Boulevard and 18th Avenue.

These improvements create a safer environment for people of all ages along the project corridor, which sits on the Vision Zero High Injury Network. Later this year, the project will further improve safety by reconfiguring the roadway from four lanes to three to encourage travel at safer speeds.



# Vision Zero Quick-Build Project Updates

May 2020



## Updates Regarding COVID-19

For the duration of the public health emergency related to COVID-19, SFMTA staff are continuing to advance quick-build projects and minimize disruption as much as possible. Staff may be working with limited capacity, restricted in their field operations, or functioning as Disaster Service Workers.

To get the most up to date information, please check our regularly updated webpage at [SFMTA.com/COVID19](https://sfmta.com/COVID19). You can also view citywide updates at [sf.gov/topics/coronavirus-covid-19](https://sf.gov/topics/coronavirus-covid-19).

## Preparing for Implementation

### The Embarcadero

In partnership with the Port of San Francisco, the SFMTA will begin construction of The Embarcadero Quick-Build projects in mid-June. These projects will change the way people travel on the waterfront and mark a pivotal starting point in creating a safer environment for all.

The Embarcadero Quick-Build projects will be built in three key areas:

- The Pier 35 Quick-Build between Bay and North Point streets will establish a new protected bikeway to reduce conflicts between bikes and passenger loading activities at the Pier 35 Cruise Terminal. The flexible design will also accommodate unique loading demands for cruise calls and other large-scale events that are major components of the Pier’s maritime activities.
- From Mission to Folsom streets, the Ferry Terminal Quick-Build will construct a water-side, two-way protected bikeway to improve safety for all users and enhance connections to the ferry terminal from the South of Market (SOMA) neighborhood. This two-way protected bikeway will be a preview of the Embarcadero Enhancement Project’s planned safety improvements for the remainder of the corridor.
- The Rincon Restaurant Zone, from Harrison Street to Folsom Street, will also establish a protected bikeway for northbound bicyclists and expand capacity for commercial and passenger loading. Bicyclists will be able to travel seamlessly and safely into more areas of the City. The protected bikeway will also reduce potential conflicts between all forms of transportation on the Promenade.

For more information, visit [sfmta.com/embarcadero](https://sfmta.com/embarcadero).



## Under Construction

### 7th Street

The 7th Street Safety Project (Phase 3) has started construction to complete traffic safety improvements for all road users along the corridor. This is an effort to install project elements approved in late 2019, including protected bikeways and parking & loading changes. This project was presented to the public as part of the District 6 Bicycle and Pedestrian Safety Open House in December.

Construction started this month and will be completed on a block-by-block basis, starting from Townsend Street at the southern end to Harrison Street at the northern end. The block from Harrison Street to Folsom Street is tentatively scheduled to start later in the summer and will be closely coordinated with adjacent institutions. Installation of transit boarding islands will also begin at a later date.

For more information about the project, including project visuals, visit [sfmta.com/7th](https://sfmta.com/7th).

## A Year in Quick-Builds

San Francisco has a strong foundation of support for traffic safety through the city’s Transit First Policy, Vision Zero, and numerous other efforts. SFMTA’s Vision Zero Quick-Build Program furthers that commitment. Kickstarted in 2019, Mayor London Breed challenged the SFMTA to streamline and quicken the pace of project delivery for traffic safety improvements and to construct 20 miles of protected bikeways by 2021.

On June 4, 2019, the MTA Board of Directors officially approved transportation code amendments to support quick-build safety projects. Staff quickly mobilized to put increased emphasis on quick-build projects and fully invest in the program.

During its first year, the Vision Zero Quick-Build program:

- Completed 8 projects along high-injury corridors
- Installed 10 miles of quick-build improvements throughout the city

Currently, there are 18 projects in progress for 2020 and 2021 – ultimately, this will create over 50 miles of quick-build improvements across San Francisco.

As we celebrate our first year, we thank you for your continued support and interest in the program. We look forward to continuing the program’s success in 2020 and beyond.





# Vision Zero Quick-Build Project Updates

June 2020

## Under Construction

Per the City and County of San Francisco’s Public Health Order, essential infrastructure projects, including some of our quick-builds, are able to continue construction work. The SFMTA continues to monitor projects as the situation develops.

### California Street

Work has begun to transform the roadway from four lanes to three, including one lane in each direction and a flexible center turn lane. Other improvements such as daylighting, high-visibility crosswalks, and pavement marking will be installed as part of the project.

### Townsend Street

Construction recently restarted to continue work between 3rd and 4th streets as well as 7th and 8th streets, which is focused on installing a transit boarding island for the Muni 19 and the 10 lines. Once completed, the new boarding island will reduce the need for buses to pull in and out of travel lanes, as well as provide additional protection to people biking.

### The Embarcadero

Paving for construction has begun to take shape, on the block between Mission and Howard streets. New striping will be installed, and construction of the bikeway between Mission and Harrison streets will start next month.

### Mission Street & Geneva Avenue

Muni bus zones at Mission Street & Persia Street and Geneva Avenue & Naples Street have been relocated in preparation for further construction. Incoming quick-build improvements include painted safety zones and curb management enhancements.

For more information, come check out each individual project’s page at [sfmta.com/quickbuild](https://sfmta.com/quickbuild).



## Upcoming Events

### Folsom Street

As the SFMTA resumes regular quick-build work in combination with responding to the COVID-19 emergency, we want to continue emphasizing public outreach as a key component of our projects. Given restrictions on large gatherings and meetings, we are exploring how to engage with communities in ways that are still accessible and representative.

The Folsom Street Quick-Build Project, which spans from 2nd Street to 5th Street, will be piloting a new form of public hearing that takes place online. Using interactive features such as story maps and survey tools, members of the community will be able to access a virtual open house for the project.

For more updates, subscribe to the email list on the project website at [www.sfmta.com/folsomquickbuild](https://www.sfmta.com/folsomquickbuild).



## Design Spotlight: Two-Way Bikeways

Two-way bikeways provide physically separated spaces for people using bicycles to travel in both directions on one side of the road. Protected two-way bikeways dedicate space for bicyclists, improve perceived comfort, and reduce the risk of conflicts with vehicles.

### Design Considerations

- Different kinds of barriers can be used to separate the bikeway from vehicle travel lanes. Physical barriers include concrete or safe-hit posts. Other barriers can be created via different means, such as moving the parking lane away from the curb to create space for the bikeway.
- Other safety elements may also be installed in tandem with protected bikeways, such as dashed markings, daylighting, protected corners, or bike signals. These components help separate vehicles and the two-way bike traffic.
- Pedestrian features can also be included with protected bikeways, such as raised crossings and railings.



### Projects in Progress

This summer, we are installing a two-way protected bikeway along **The Embarcadero** waterfront, the **3rd Street** bridge, and **Beale Street**.

### Completed Projects

As part of the quick-build project on **Indiana Street**, we installed a two-way bikeway protected by safe-hit posts and paint. While evaluation is still ongoing, preliminary analysis shows that upon implementation, the number of bicyclists significantly increased during peak commute hours.





# Vision Zero Quick-Build Project Updates

July 2020



## Upcoming Events

### Evans Avenue / Hunters Point Boulevard / Innes Avenue

The SFMTA has resumed quick-build activities during the ongoing COVID-19 emergency. Recognizing that community engagement is critical to advancing quick-build projects, staff are exploring ways to share project information and gather stakeholder feedback while restrictions on large gatherings and meetings are still in place.

One tool currently in development is a virtual open house webpage, which will have features like story maps and survey tools for visitors to interact with to learn more about the project and provide feedback on proposals for the corridor spanning from Middle Point Road to Donahue Street. Small, socially distant meetings may also be available upon request.

For more details, check out the project website at [www.sfmta.com/bayviewquickbuild](http://www.sfmta.com/bayviewquickbuild).

## Under Construction

### Third Street Bridge

A new two-way protected bikeway will soon be installed on Third Street Bridge crossing Mission Creek, bridging the gap between the existing protected two-way bikeway on Terry Francois Boulevard to the San Francisco Bay Trail. During the rehabilitation work on the bridge, the SFMTA found a construction coordination opportunity to install quick-build improvements years in advance to fill a critical gap in the bikeway network.



## Recently Completed

### Mission Street & Geneva Avenue

The Mission-Geneva Safety Project recently wrapped up quick-build construction on both corridors to improve pedestrian safety, Muni reliability, and curbside loading in the business district of the Excelsior neighborhood. While detailed design of the larger capital project is underway, staff recently completed 20 new painted safety zones, as well as new loading zones, transit stop changes, and metered parking changes. The larger capital project includes new bulbouts, transit bulbs, transit boarding islands, and traffic signals in the future.

For more information, please visit the project webpage at [www.sfmta.com/missiongeneva](http://www.sfmta.com/missiongeneva).



### California Street

Work to create a calmer California Street between Arguello Boulevard and 18th Avenue has been completed. SFMTA staff recently finished restriping the roadway from two narrow vehicle travel lanes in each direction to one lane in each direction with a flexible center turn lane. In combination with daylighting and high-visibility crosswalks at intersections, these changes will improve pedestrian and transit safety, increase transit reliability, and decrease traffic collisions. This design is safer for pedestrians to cross and allows for future pedestrian safety islands.

To learn more about this project, see the project webpage at [www.sfmta.com/californiasafety](http://www.sfmta.com/californiasafety)



### The Embarcadero

Construction of the Embarcadero Quick-Build Projects began in mid-June. Repaving of southbound Embarcadero between Mission to Howard was recently completed for a smoother ride, followed by new green paint and striping. Work on the northbound water side is still in progress, which will shortly result in a new two-way bikeway.

For updates, check out the project webpage at [www.sfmta.com/embarcadero](http://www.sfmta.com/embarcadero).





# Vision Zero Quick-Build Project Updates

August 2020

## Recently Completed

### Third Street Bridge

A two-way protected bikeway has been installed on the Third Street Bridge crossing Mission Creek, closing the critical gap between the existing protected two-way bikeway on Terry Francois Boulevard and the San Francisco Bay Trail. The bridge connection can also be reached by the newly constructed contraflow protected bikeway on nearby Berry Street. Together, these recent improvements enhance access to the waterfront and strengthen the city’s bikeway network.



## Recent Outreach

### Folsom Street

The Folsom Street Quick-Build project is an effort to improve traffic safety and comfort for all people traveling along Folsom Street between 2nd Street and 5th Street by implementing cost-effective and temporary design treatments that can be installed quickly.

This month, the project team held a virtual engineering public hearing for a two-week period to solicit feedback regarding the design proposals. Like the SFMTA’s in-person open houses, visitors to the interactive, online event were able to learn more about the project such as the schedule, analysis, and other aspects through virtual informational boards. The public also had the opportunity to review the proposed design, ask questions via email, and leave a public comment about the project. Project staff responded to questions and comments received and posted responses posted back to the Virtual Public Hearing webpage for all to see.

To view the virtual public hearing page, visit: [sfmta.com/FolsomQBHearing](https://sfmta.com/FolsomQBHearing)

## Responding to COVID-19

Since March 2020, the COVID-19 emergency has significantly impacted San Francisco’s transit system and required the SFMTA to reduce transit service. With Muni service reduced, many San Francisco residents walk, bike, or take other travel modes to make essential trips. However, members of the public cannot safely and practically maintain the six feet of social distance required by the city’s Public Health Order on many sidewalks, park paths, and bikeways. The SFMTA is pursuing strategies to enable safe and essential travel that are in alignment with the agency’s Transportation Recovery Plan (TRP).

### Jones Street

The Tenderloin neighborhood has been disproportionately impacted by COVID-19, particularly low-income residents, seniors, and transit-dependent people. To create more space for physical distancing, the SFMTA has implemented a four-block temporary project on Jones Street from O’Farrell Street to Golden Gate Avenue, removing one travel lane and one parking lane on the east side of the street.

These changes provide expanded and protected walking space for pedestrians and those making essential trips. In addition, the Play Streets effort will fully close entire blocks on Saturdays to give kids and their parents/guardians safe space to play. The SFMTA is also coordinating with local restaurants to develop a Shared Spaces plan to support small businesses.



### Fell Street

In response to the increase usage of the Panhandle Path during the COVID-19 pandemic, the SFMTA installed a temporary parking-protected bikeway on Fell Street between Baker Street and Shrader Street to create additional space on the roadway for socially distanced essential travel and exercise.

By creating more space on the roadway that is comfortable for bicyclists to use, more bicyclists may choose to ride on the roadway instead of the Panhandle Path, providing relief to the volume of users on the Panhandle Path. The addition of the parking-protected bikeway is needed for essential walk and bike travel while transit service levels are temporarily reduced. The 7X Noriega Express normally runs on Fell Street, but due to COVID-19, there is currently no Muni service here.





# Vision Zero Quick-Build Project Updates

September 2020

## Recently Completed

### Townsend Street

Construction on Townsend Street is complete, putting safety and accessibility improvements on the ground ahead of the Caltrain Downtown Rail Extension Project.

Earlier this year, significant changes were made adjacent to the highly visited Caltrain station, including reorganized passenger loading zones and taxi zone to facilitate pick-up and drop-off activity. In addition to protected bikeways, bike signals at the intersection of 4th Street and Townsend Street were installed to improve the flow of people and vehicles through the busy intersection. Among the many improvements this project has made, its greatest triumph is the new block-long, accessible pedestrian walkway and transit boarding island in a location that was previously fraught with missing sidewalks and poor pavement conditions.

In recent days, this project wrapped up construction with fresh paint between 3rd Street & 4th Street and between 7th Street & 8th Street. The latter segment features protected bikeways curbside and a newly constructed midblock transit boarding island for the 10 and 19 Muni bus routes.



## Recent Outreach

### Evans Avenue / Hunters Point Boulevard / Innes Avenue

The Bayview Quick-Build project is an effort to implement near-term improvements at locations identified during the planning phase of the Bayview Community-Based Transportation Plan, which seeks to improve transportation mobility and safety in the culturally rich and resilient Bayview community.

This month, the project team held a virtual open house for a two-week period to solicit feedback regarding the design alternatives. Like the SFMTA's in-person project open houses, community members were able to learn more about the proposed changes and project background through virtual information boards. Visitors were invited to provide feedback through an online survey. Project staff also hosted office hours sessions over Skype and phone to speak directly with interested community members regarding their questions and concerns.

Although the open house is now closed, if you have further questions or comments, please contact [BayviewQBOpenHouse@sfmta.com](mailto:BayviewQBOpenHouse@sfmta.com).



## Preparing for Implementation

### Beale Street

The Active Beale Street Project is part of a larger neighborhood-wide community planning initiative called the South Downtown Design + Activation Plan (Soda), which seeks to create vibrant streets and revitalize open spaces while encouraging active transportation choices. As part of Active Beale Street, the upcoming quick-build project will install a transit-only lane, a two-way protected bikeway, and curb management changes in advance of larger construction.

Project construction is expected to occur in phases and in coordination with other city agency and private development projects. For more information, visit [www.sfmta.com/activebeale](http://www.sfmta.com/activebeale).

### Howard Street

The Howard Street Quick-Build project aims to improve safety and comfort for people traveling along Howard Street between 3rd Street and The Embarcadero. The project will install a parking-protected bike lane, more commercial loading zones, and pedestrian safety improvements. Once complete, this project will connect existing parking-protected bikeways on Howard Street between 11th Street and 3rd Street to The Embarcadero.

These improvements were approved following the District 6 Open House and Public Hearing in December 2019. Construction is anticipated to begin later this fall. For more information, visit [www.sfmta.com/howardquickbuild](http://www.sfmta.com/howardquickbuild).

