

# Mission Bay School Access



San Francisco  
County Transportation  
Authority



Town Hall  
2/26/2025

# Agenda

- Study Scope
- Key Barriers (R1 Outreach Findings)
- Draft Concepts
- Draft Evaluation and Recommendations

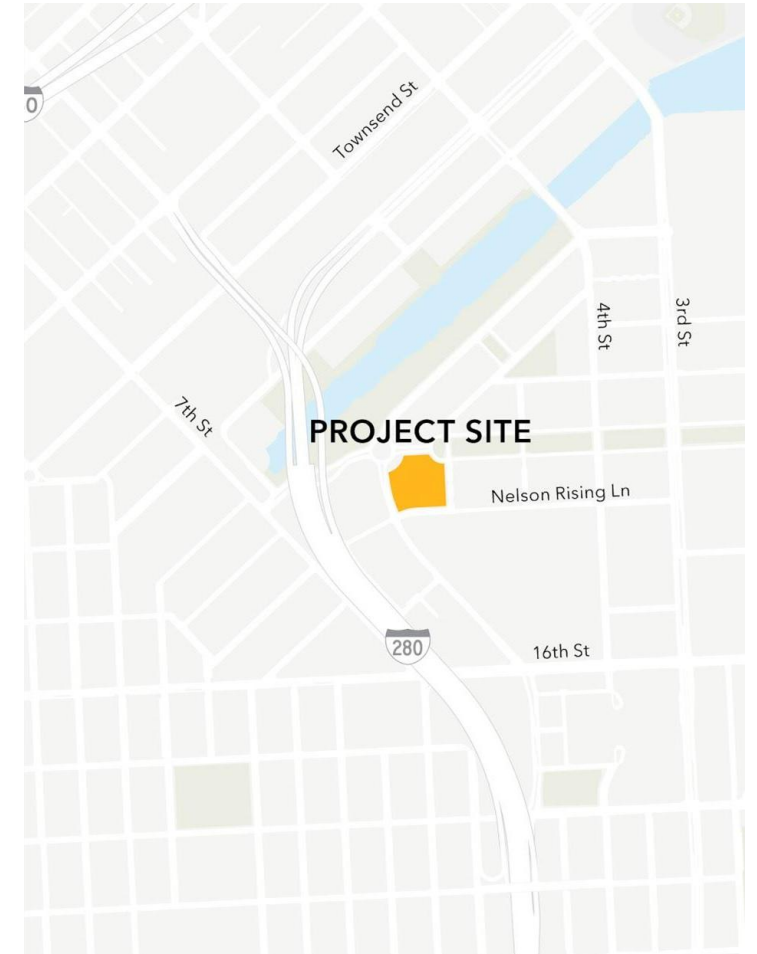
# Mission Bay School Access – Scope

## Draft Goals

- Safety
- Connectivity
- Accountability
  - Robust Engagement
  - Feasible Recommendations

## Core Scope


- Identify “Key Barriers” and design solutions
- Identify road segments which need improvements to connect the school site to SF’s Broader active network

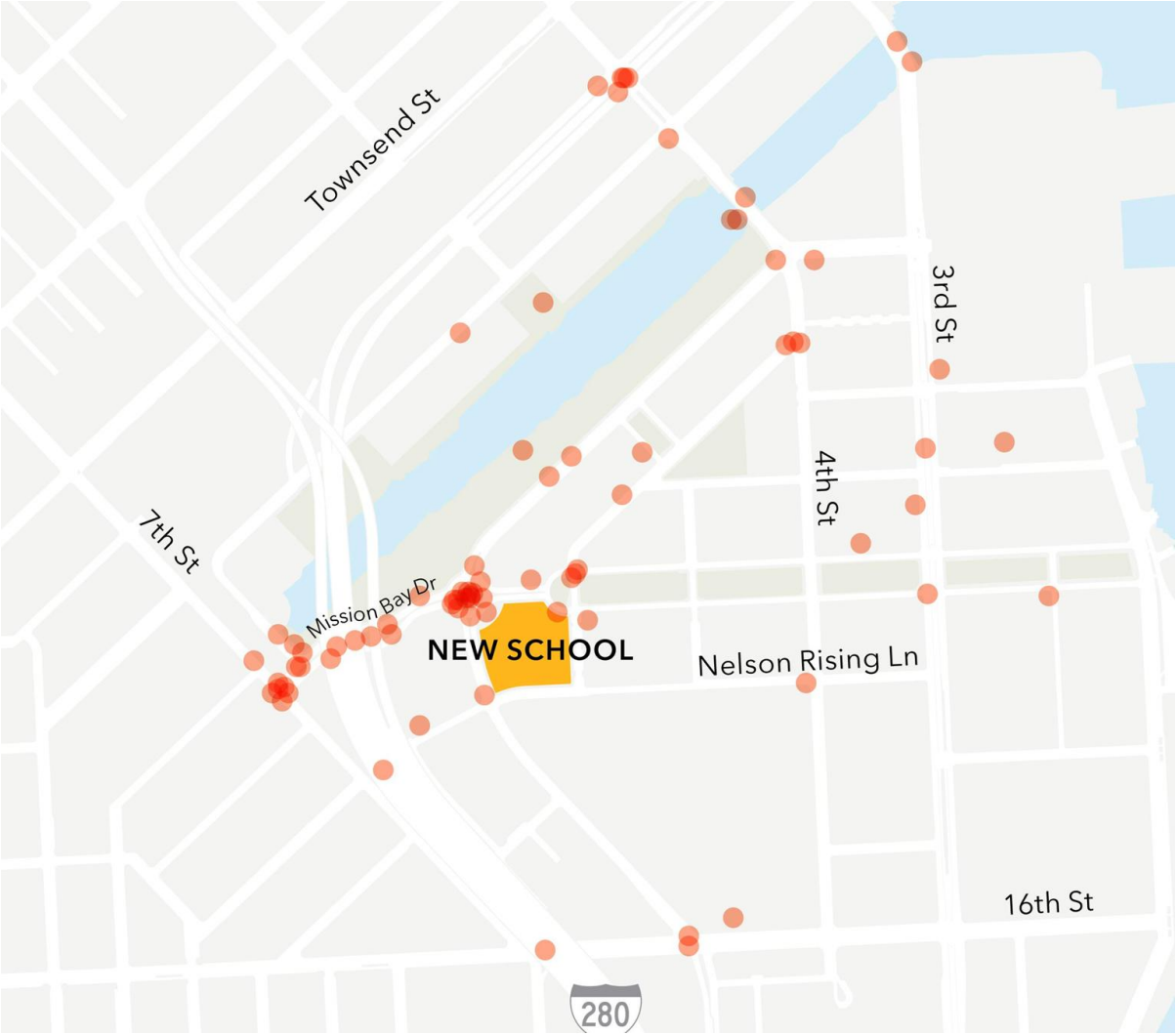


# Outreach – What We Heard

## Identified Barriers



 = Barrier



# Preliminary Barriers

	Safety		Connectivity		Accountability		
	Collision History	Existing Facility Comfort	Connectivity Need	Proximity to School	Community Input	Prelim. Feasibility	
A	High Need	High Need	Medium Need	Low Need	Medium Need		Feasibility Challenge
B	Low Need	Low Need	Low Need	Low Need	Low Need	Low Need	
C	Low Need	Low Need	Low Need	Low Need	Low Need	Low Need	Feasibility Challenge
D	Medium Need	High Need	Low Need	Low Need	Medium Need		Feasibility Challenge
E	Low Need	Low Need	Low Need	Low Need	Low Need	Low Need	
F	Medium Need	High Need	Low Need	High Need	Medium Need		



# Draft Concept Alternatives:

## Roundabout:

- A. Convert existing sidewalk to bikeway plus sidewalk
- B. Build new sidewalk. Convert existing sidewalk to bike path
- C. Protected bike path along outer edge of roadway

## Mission Bay Boulevard (MBB) N/S:

- 1. Traffic calming to support shared roadway
- 2. Curbside bi-directional facility along MBB S by removing parking

**7<sup>th</sup> Street and I-280 Undercrossing:** Left-Turn Jughandle and Soft-Hit Posts

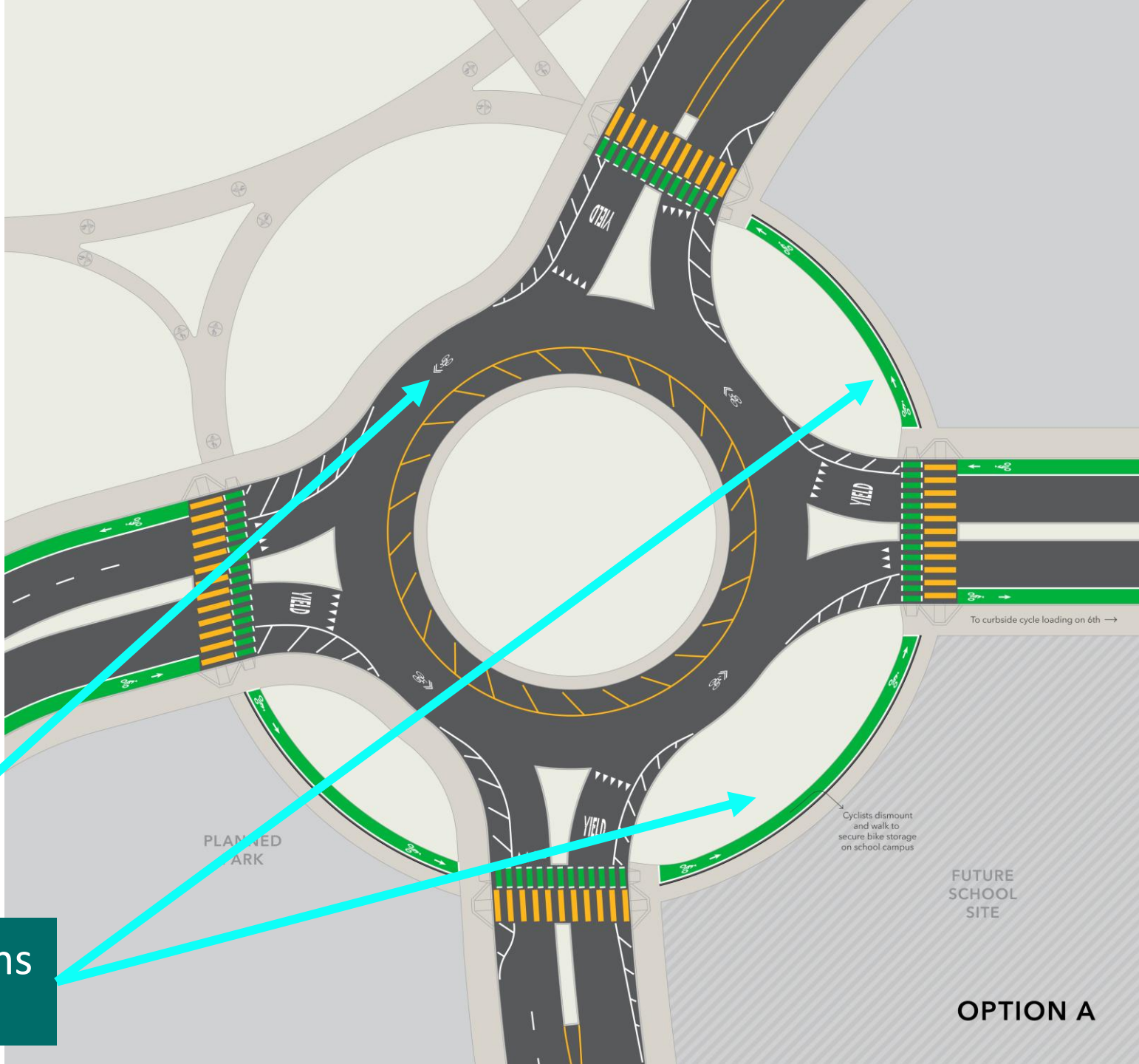
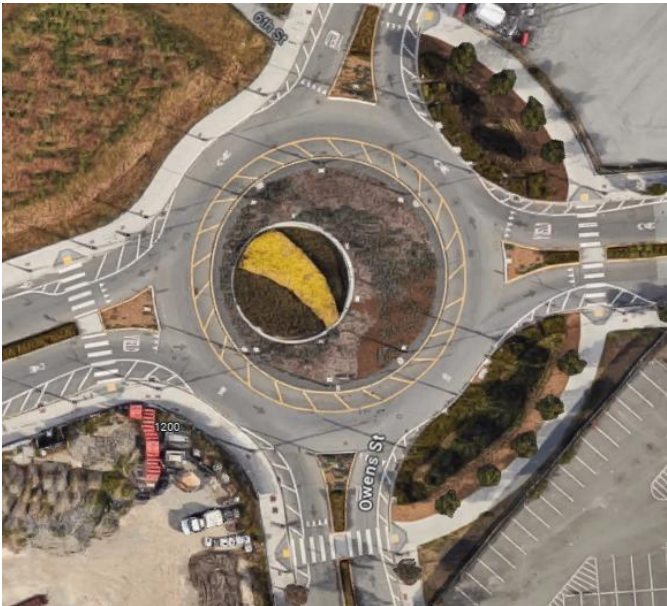
**Additional mid-term concepts for future consideration**







# Draft Recommendation: Roundabout Alternative A



Confident cyclists could continue to use roadway

Split 12' sidewalk into bike & ped paths separated by detectable barrier

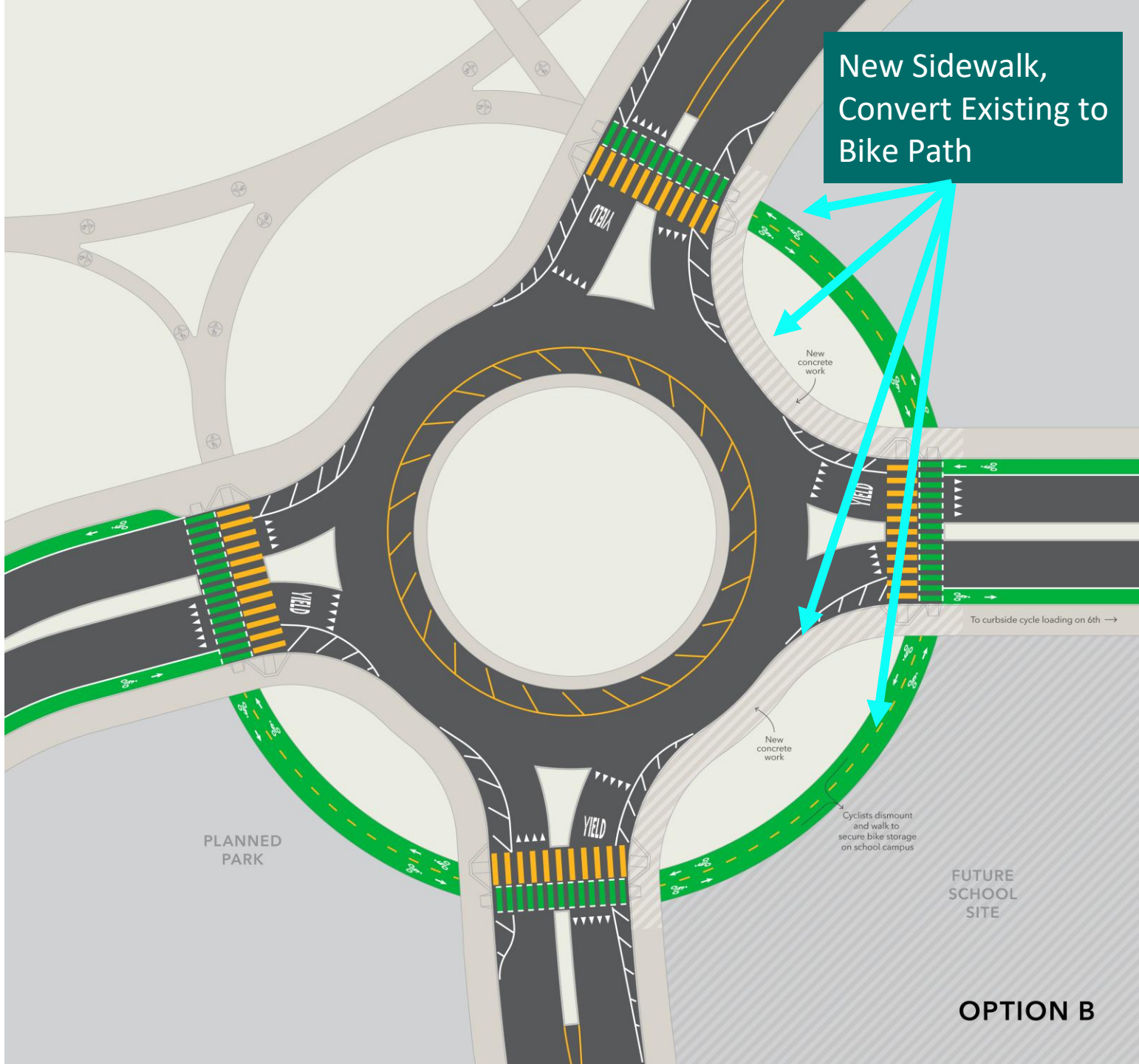
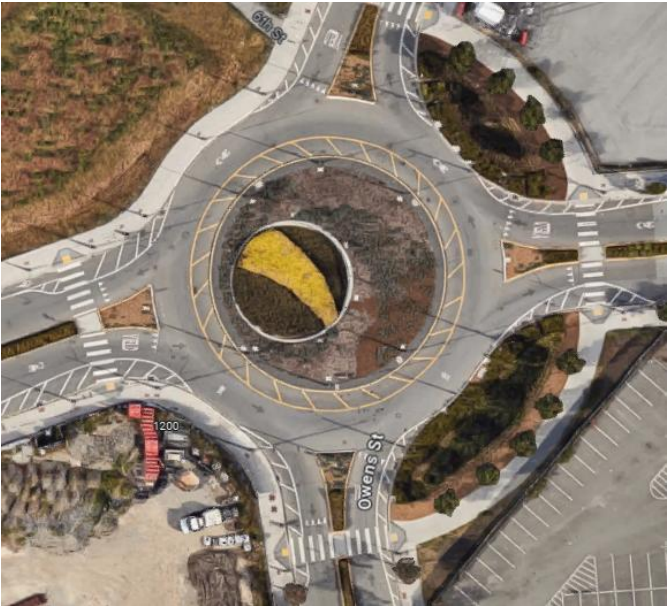
OPTION A



# Alternative A Evaluation

	Rating	Details
Bike-Vehicle Interactions (Safety)	+++	Cyclists separated from vehicles and crossing points/intersections are optimized
Bike-Ped Interactions (Safety)		
Other Pedestrian Impacts	-	Reduces dedicated pedestrian space compared to other alternatives. Design could potentially reduce landscaping instead
Connectivity	++	Provides intuitive path and direct connection to school site, but cyclists are forced to make 90-degree turn
Cost	\$\$\$ \$1 - 1.5M	Preliminary cost estimate
Construction Timeline/Impact	Lower construction scope / timeline than other alternatives. Impacts constrained to ramps and path rather than roadway	Public Works 10% design (pending) will clarify construction timeline/impact
Landscaping/Parking		

# Roundabout Alternative B

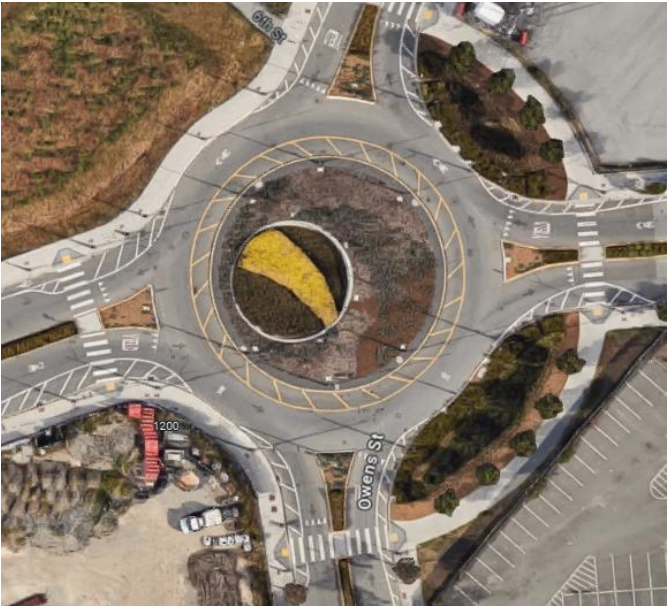


# Alternative B Evaluation

	Rating	Details
Bike-Vehicle Interactions (Safety)	++	Vehicular conflict point complicated as vehicles need to look both ways for bikers. One-way path difficult to enforce.
Bike-Ped Interactions (Safety)	-	Bikes cross pedestrian path of travel on the sidewalk
Other Pedestrian Impacts	-	Pedestrians forced to walk adjacent motor vehicles rather than behind landscaping. Removes direct pedestrian connections to parcels adjacent
Connectivity	++	Provides intuitive path and direct connection to school site, but cyclists are forced to make 90 degree turn
Cost	<b>\$\$\$+</b> \$1-1.5M Stormwater Retention Challenges	Preliminary cost estimate. Major ADA feasibility issues. Stormwater retention mitigation required with unclear cost implications.
Construction Timeline/Impact	--	Significant construction impacts to roadway
Landscaping/Parking	-	Reduction in landscaping



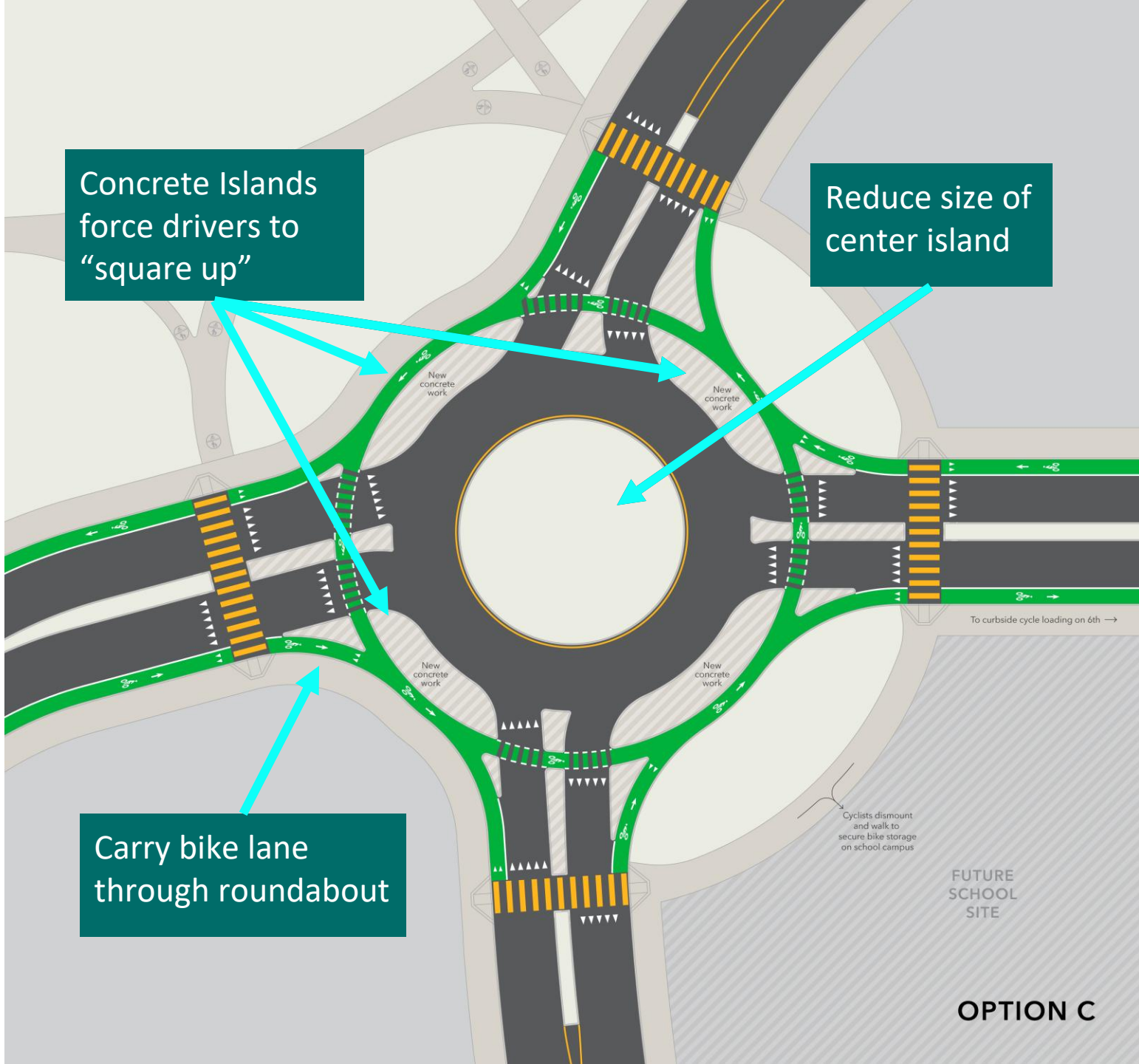
# Roundabout Alternative C



Concrete Islands force drivers to "square up"

Reduce size of center island

Carry bike lane through roundabout





# Alternative C Evaluation

	Rating	Details
Bike-Vehicle Interactions (Safety)	++	Creates two crossing points for motorists at each entry and exit
Bike-Ped Interactions (Safety)		
Other Pedestrian Impacts		
Connectivity	++	
Cost	\$\$\$\$\$ \$4.5-6M	Major infrastructure challenges including utility relocation. Very preliminary cost estimate. Additional Public Works analysis (pending) will narrow range.
Construction Timeline/Impact	--	Significant construction impacts to roadway
Landscaping/Parking	-	Reduction in landscaping

# Roundabout Alternatives Evaluation

	<b>A</b> Split Existing Path	<b>B</b> New Sidewalks and Repurpose	<b>C</b> Cycle Path Within Roadway
Bike-Vehicle Interactions (Safety)	+++	++	++
Bike-Ped Interactions (Safety)		-	
Other Pedestrian Impacts	-	-	
Connectivity	++	++	++
Cost	\$\$\$	\$\$\$+	\$\$\$\$\$
Construction Timeline/Impact	Lower construction scope / timeline than other alternatives	--	--
Landscaping/Parking		-	-

# Mission Bay Boulevard – Alt. 1

## Traffic calm MBB North and South



# Mission Bay Boulevard – Alt. 1

## Traffic calm MBB North and South

Painted Safety Zones



Daylighting



Raised Crosswalks



Chicane



Mid-Block Cushions





# Alternative 1 Evaluation (Traffic Calming)

	Rating	Details
Bike-Vehicle Interactions (Safety)	+	Roadway remains shared but safety is improved.
Bike-Ped Interactions (Safety)		
Other Pedestrian Impacts	+	Pedestrians also benefit from slowing vehicles
Connectivity	++	Seamless and intuitive
Cost	\$ (less than 250k)	Some treatments, e.g. raised crosswalks or extensive landscaping, could increase cost beyond \$250k
Construction Timeline/Impact	Near-term implementation, low impact	
Landscaping/Parking		

# Mission Bay Boulevard – Alt. 2

Two-way separated bikeway on  
Mission Bay Blvd S



# Alternative 2 Evaluation (Two-Way Bikeway)

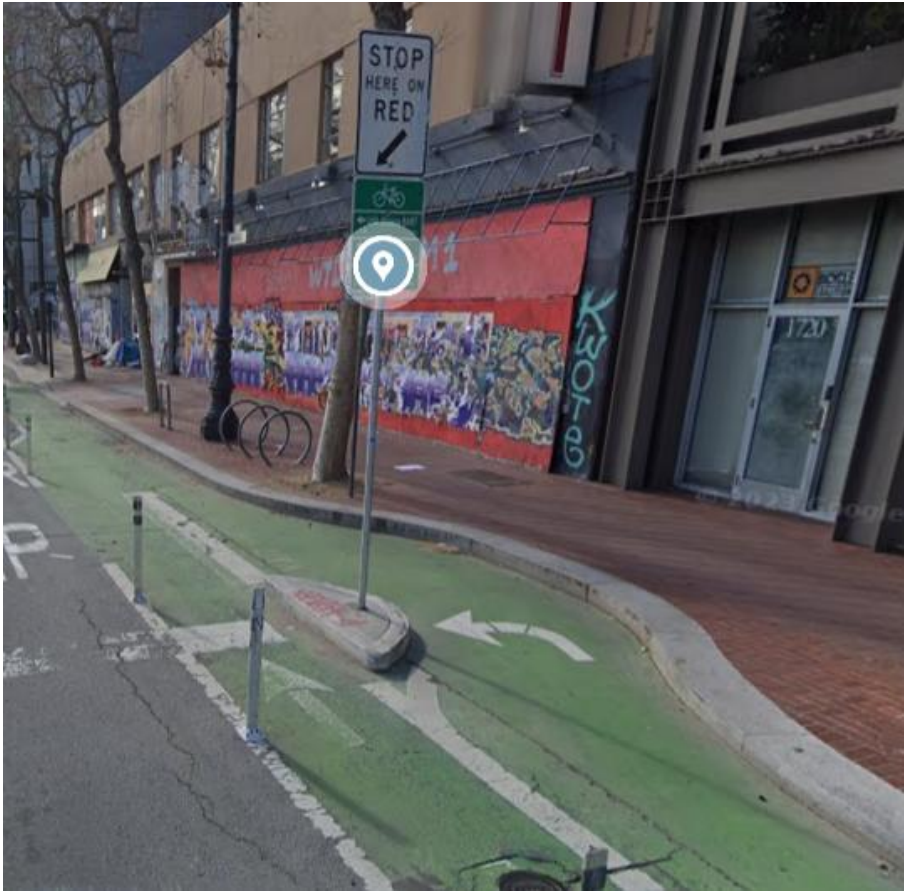
	Rating	Details
Bike-Vehicle Interactions (Safety)	+	Because of need to accommodate large truck movements, sections of two-way separated bikeway are not completely separated
Bike-Ped Interactions (Safety)	-	Introduces bike movements which are unusual and not as predictable as other designs
Other Pedestrian Impacts		
Connectivity	+	Tie-ins to existing facilities may not be intuitive
Cost	\$ (less than 250k)	
Construction Timeline/Impact	Near-term implementation, low impact	
Landscaping/Parking	-	Parking removed on Mission Bay Boulevard South

# Mission Bay Boulevard Alternatives Evaluation

	<b>1</b> Traffic calming	<b>2</b> 2-way bikeway
Bike-Vehicle Interactions (Safety)	+	+
Bike-Ped Interactions (Safety)		-
Other Pedestrian Impacts	+	
Connectivity	++	+
Cost	\$	\$
Construction Timeline/Impact	Near-term implementation, low impact	Near-term implementation, low impact
Landscaping/Parking		-



# Jughandle on 7<sup>th</sup> Street



**Example: Market at Valencia**

# Soft Hit Posts Under I-280





# Toward a mid-term vision



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# Considerations for future undercrossing (eastbound)



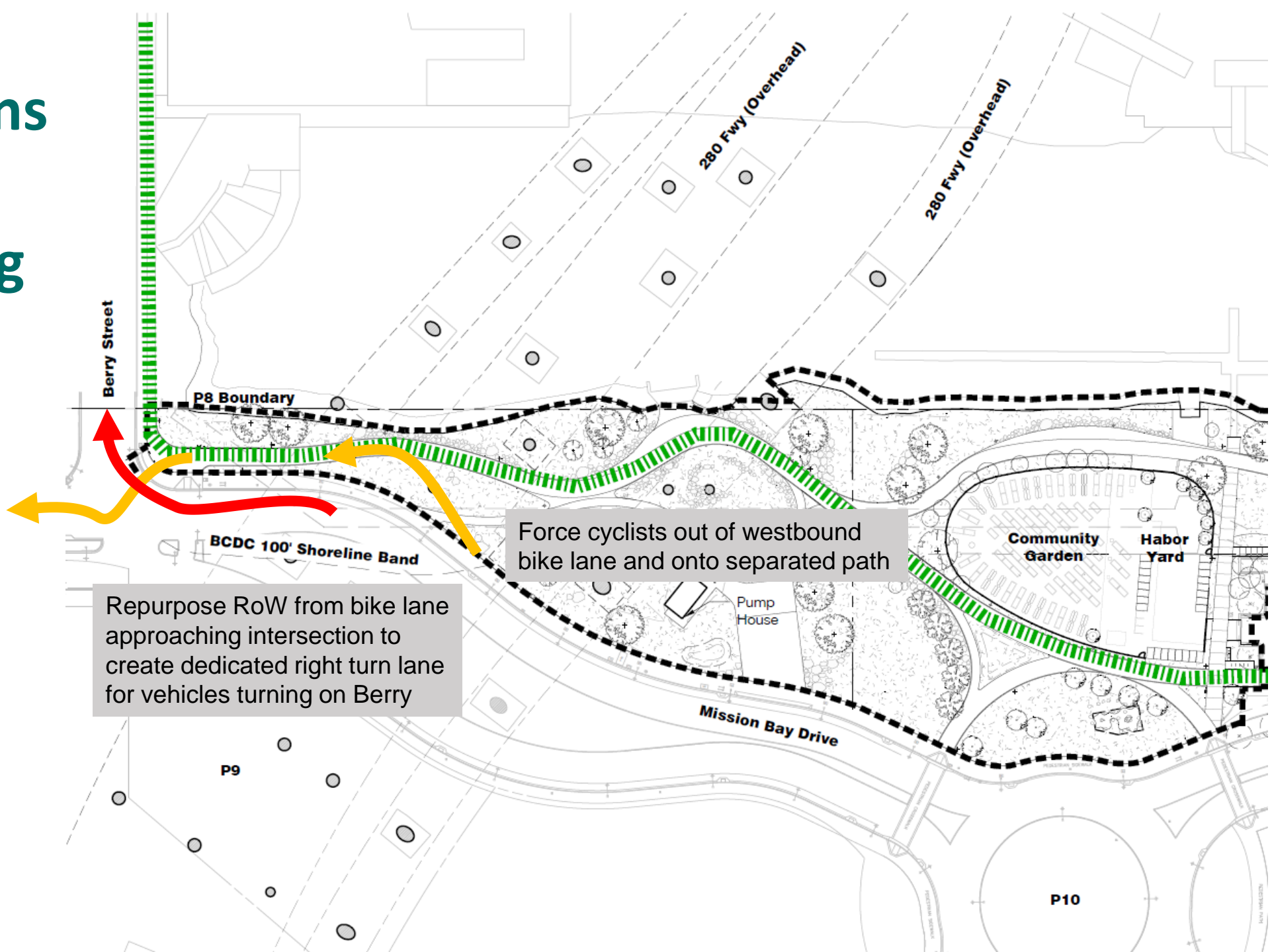


# Considerations for future undercrossing (westbound)

Signal changes to facilitate westbound cyclists existing separated path and re-entering shared roadway bound for 7<sup>th</sup> street

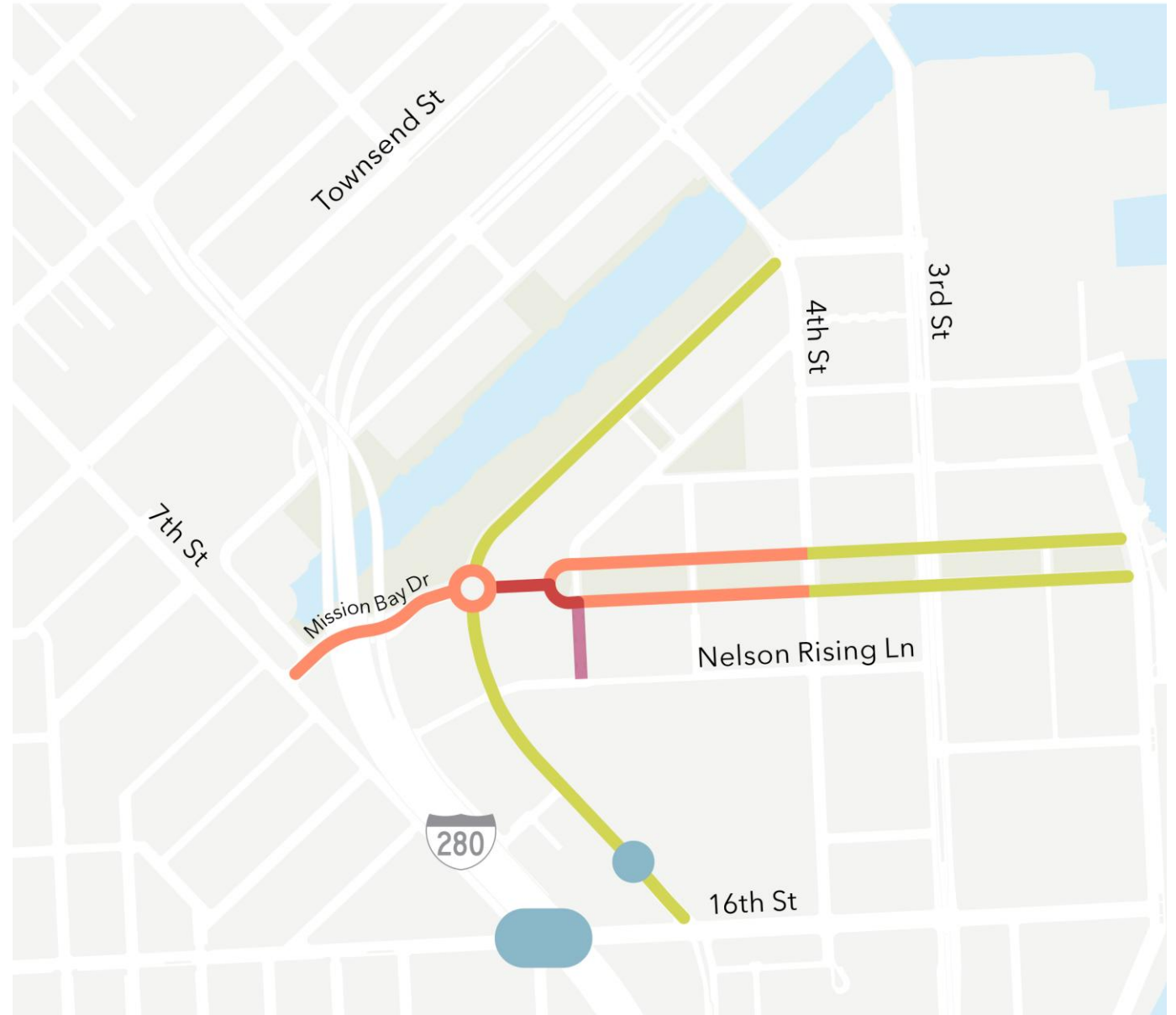
Repurpose RoW from bike lane approaching intersection to create dedicated right turn lane for vehicles turning on Berry

Force cyclists out of westbound bike lane and onto separated path



# Additional Bike Network Improvements

- See key barrier recommendations
- Upgrade or add bicycle facilities
- "School Street" (SFMTA Biking/Rolling Plan)
- Redesign intersection for cycle connectivity



# Questions for You

- Do these concepts align with community needs?
- Do draft evaluations make sense to you?
- Are there additional policy or programmatic needs which the community would like to see addressed?
- Given that we are recommending traffic calming on Mission Bay Boulevard, which tools are preferred within the community? E.g.:
  - Painted Safety Zones
  - Daylighting
  - Raised Crosswalks
  - Chicanes

# Next Steps:

- Revise alternatives with input from R2 outreach
- SFMTA completes next design phase of traffic calming on Mission Bay Boulevard
- Public Works complete next design phase of roundabout alternative A
- Seek to identify next-steps for capital intensive roundabout alternatives and/or major redesign of 7<sup>th</sup> / Mission Bay Drive
- Capture above in Final Report and recommendation to SFCTA Board





# Project Schedule

Task	Feb 2025	Mar	Apr	May	June	July	Aug	Sept
Outreach	R2							
Concept Refinement and Design								
Implementation Plan and Final Report								
Board Action						X		



# Thank you.

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