

SFMTA WORKSHOP FEEDBACK

The SFMTA and partner agencies are continuing to utilize feedback from the Fall 2014 workshops to inform priorities and next steps for the Embarcadero Enhancement Project. Throughout summer and fall 2015, the Port of San Francisco is gathering additional input from business-related stakeholders and Port tenants (via a survey and individual interviews) to help round out perspectives on specific transportation needs and concerns. The general concept of a protected bikeway along the Embarcadero is also included in the assumptions for the upcoming Waterfront Land Use Plan Update process, which is also being led by the Port of San Francisco.

As the Project transitions from the initial public education/outreach phase to the conceptual design development phase, much work remains to assess and respond to specific ideas generated from the fall 2014 workshops. As a starting point, however, the following comments and next steps are provided to inform interested stakeholders:

FALL 2014 WORKSHOPS TAKEAWAYS

- **Based on lack of interest in the fall 2014 workshops, combined with already-identified challenges, the SFMTA will not explore a (separate) center-running bikeway design alternative.** A short stretch of center-running bikeway may still be an option, however, if it is helpful to resolve conflicts as part of a successful one-way or two-way bikeway alternative.
- **The SFMTA will conduct a focused mobility and circulation study for the Pier 39 / Fisherman's Wharf area in order to identify and assess bikeway design alternatives and related potential changes within a broader context.** More information on this effort will be made available in the fall of 2015. Traffic analysis may need to be integrated into the Project's future environmental review phase.
- **The concept to shift a majority of the vehicular traffic on The Embarcadero to the city-side of the MUNI tracks will be further developed as a potential alternative north/west of Mission Street, and presented at the next series of public outreach events**

Additional responses to "Big Ideas" proposed during the workshops are provided on the following page.

NEXT STEPS

- **Promote workshop results with business stakeholders to solicit confirmation / reaction to key themes and big ideas**
- **Further develop conceptual design options to address intersection design, load zone scenarios, workshop ideas**
- **Prepare scope of work for Pier 39 / Fisherman's Wharf focused circulation study**
- **Collect additional multi-modal traffic data; incorporate results of Port tenant transportation survey when available**
- **Schedule public open house and workshop series #2 for late 2015 / early 2016**

A revised project schedule summary graphic is also provided on page 25.

Big Ideas

SFMTA Comments

Underground roadway at Ferry Building with local at-grade roadway

The SFMTA will confirm underground conditions to inform feasibility, although conflicts are anticipated with the existing BART and MUNI tunnel. High construction costs and impacts may also limit the viability of this concept.

Pedestrian bridge from Market Street to Ferry Building / Elevated bikeway

Technical requirements for a structure include approximately 450-foot ramps on either side of bridge span, which may not be feasible without significant impacts (depending on location). Potential concerns include accessibility, visual impacts to Ferry Building vistas. Potential elevated bikeway/shared path may be further explored near Pier 39.

Remove traffic from water-side of the Embarcadero

Move MUNI tracks to enlarge Ferry Building plaza and create wider Promenade/waterside bikeway

The SFMTA will study potential consolidation of vehicle travel lanes on the south/west side of the MUNI tracks for the segment adjacent to the Ferry Building. Assumption remains that MUNI tracks will not be moved.

Build a new sea wall

A new sea wall is beyond the scope of this project. However, the project will consider potential impacts of sea level rise in the environmental phase and incorporate appropriate mitigations/sustainable design features where practical and in conjunction with ongoing Port seawall replacement analysis/activities.

Cantilevered bikeway over sea wall / Underwater bike route

A cantilevered or underwater bikeway would pose numerous conflicts with existing water-related operations (ferries, cruise ships) and historic buildings, and would be cost-prohibitive. This option will not be considered, although the SFMTA may explore limited grade-separation for highly-constrained areas.

Add sculptural/architectural elements for a bikeway, possibly thematic/geographic

Will be considered for any/all proposed designs, particularly during the detailed design phase. Project will be subject to City Public Art Ordinance, which mandates up to 2% of the project budget to be allocated for public art.

Managed bi-directional traffic lanes by time of day (i.e. movable dividers)

The SFMTA has considered movable roadway diverters (similar to those used for the Golden Gate Bridge) and deemed their use infeasible due to ongoing operational costs as well as a lack of differentiated travel demand (i.e., demand is too steady / bi-directional to warrant flip-flopping of travel lanes).

Project Status / Revised Schedule



The Embarcadero Enhancement Project will conduct a public open house and additional workshops in 2015/2016 in order to identify preferred alternatives for a future environmental phase

Completed

**Initial Survey / Open House / Presentations
Fall 2014 Design Workshop Series**

**Ongoing /
Fall 2015**

**Port Tenant Transportation Survey
Ongoing Stakeholder Presentations
Test Design Options for Feasibility**

Fall '15 / Winter '16

**Establish Design Alternatives
Conduct Public Open House / Workshop Series #2
Presentations / Refine Alternative(s)**

To Be Determined

**Select Preferred Concept Design(s)
Environmental Review Phase*
Detailed Design*
Construction***

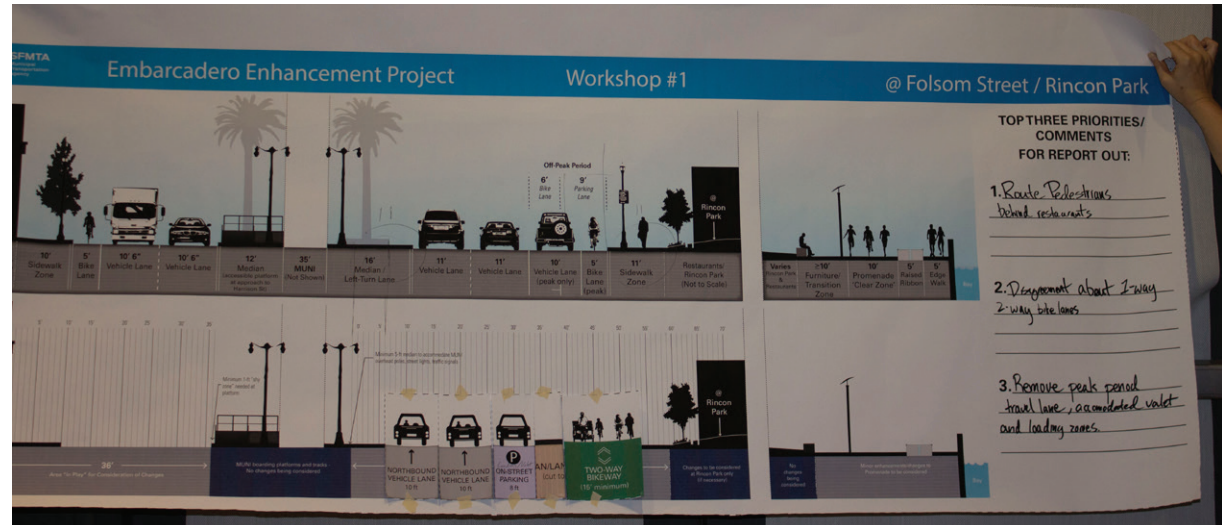
*Funding has not yet been identified for these phases

This page intentionally left blank

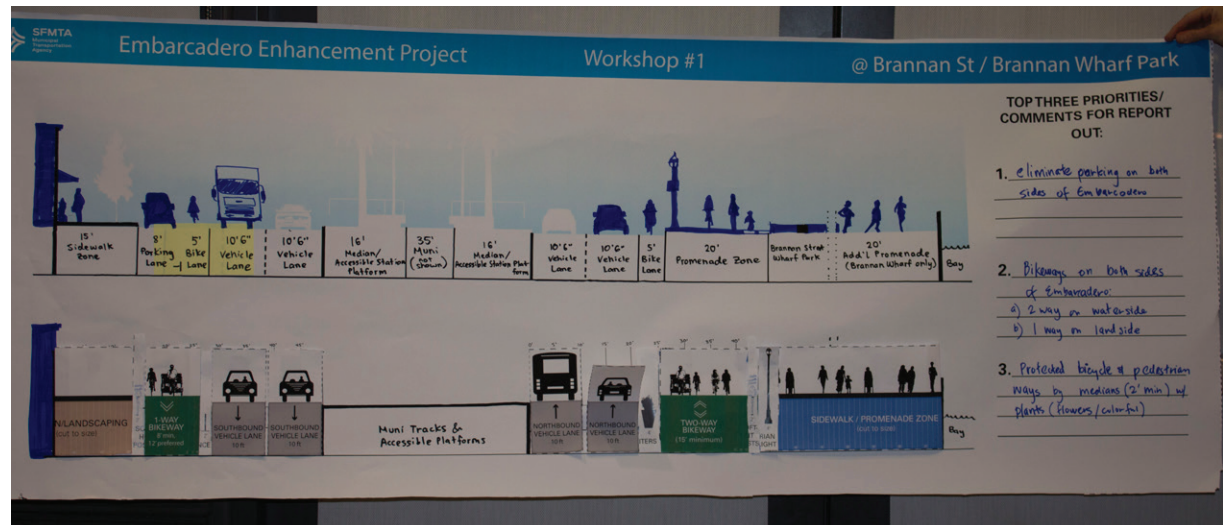
APPENDIX A: GAMEBOARD PHOTOS

WORKSHOP #1

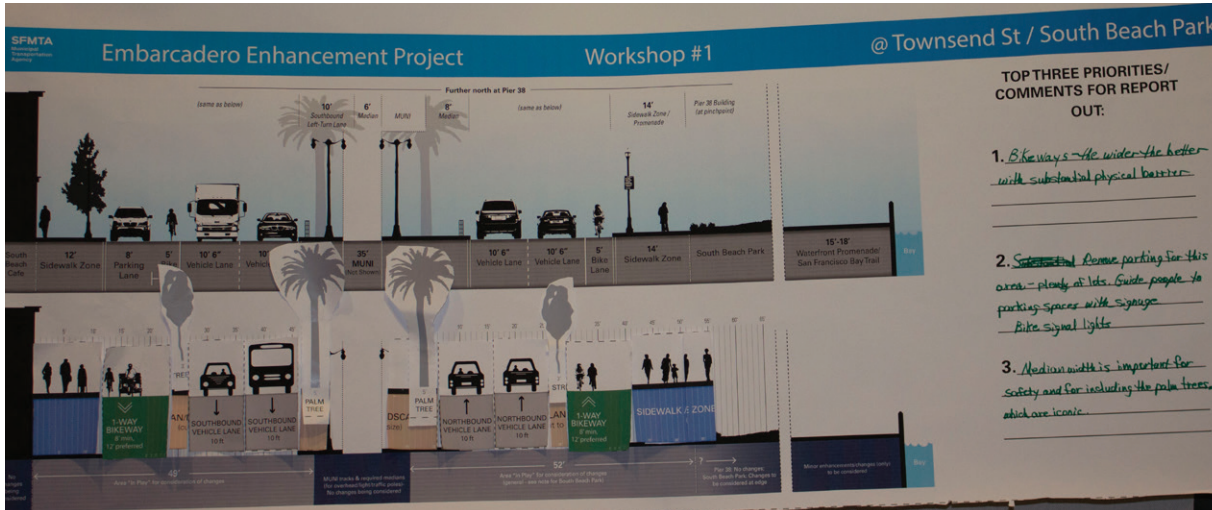
Folsom Street / Rincon Park



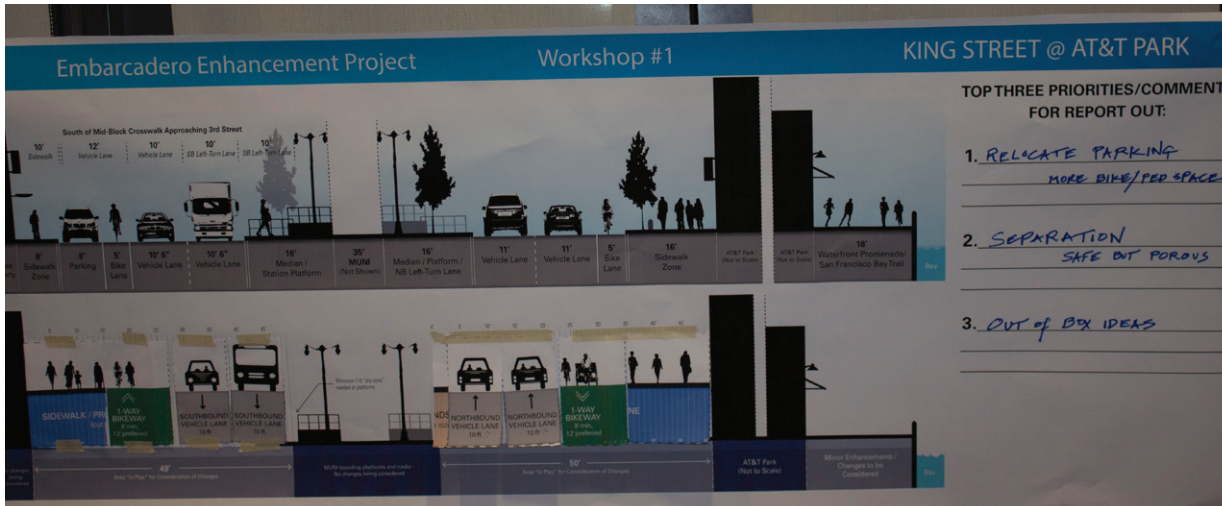
Brannan Street / Brannan Wharf Park



Brannan Street / Brannan Wharf Park

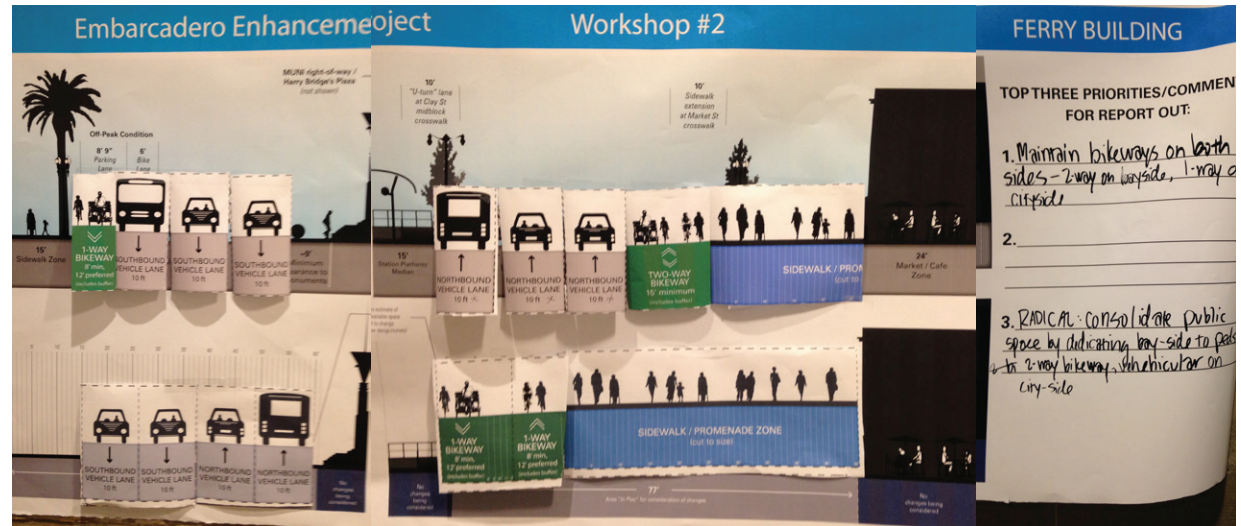


King Street / AT&T Park

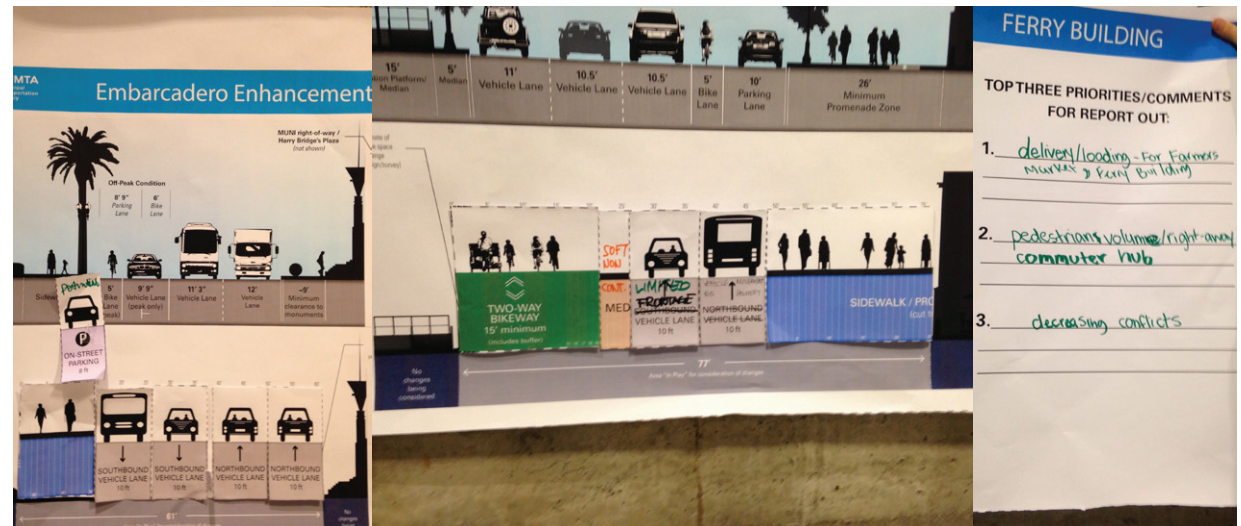


WORKSHOP #2

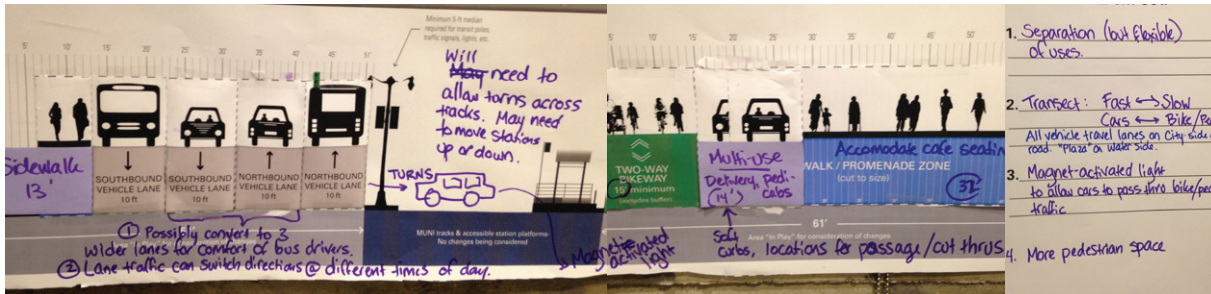
Ferry Building (Group #1)



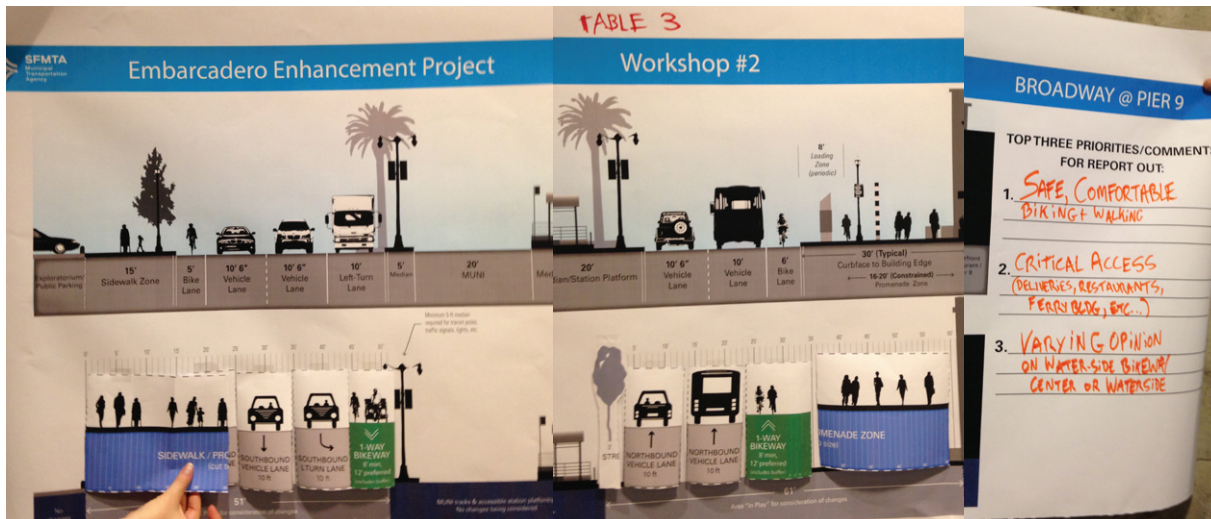
Ferry Building (Group #2)



Broadway (Design #2)

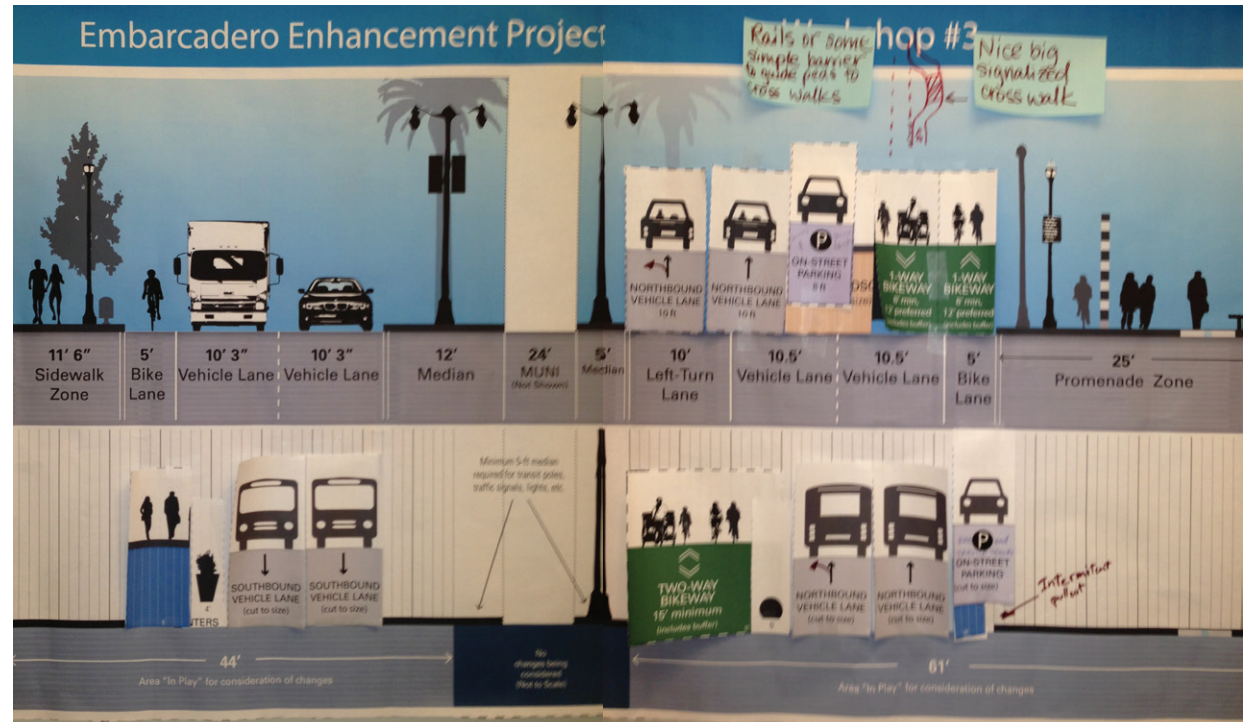


Broadway (Design #1)



WORKSHOP #3

Battery Street / Pier 27



TOP THREE PRIORITIES/COMMENTS FOR REPORT OUT:

1. Curbside conflicts
 - Peds + Trucks crossing bike lane
 - Bus loading/unloading
2. Pedestrian growth + need for Promenade space and larger sidewalk on city side.
- 3.

Eliminate parking spaces at least on water side for both sides
 insure adequate parking in lots instead

Chestnut Street / Pier 31



Bay Street / Pier 33



Beach Street / Pier 39

SPMTA
Embarcadero Enhancement Project Workshop #3 BEACH ST @ PIER 39

pedestrian bridge

Grassy setback / parking garage access via Beach St

11" Vehicle Lane

11" Vehicle Lane

11" Vehicle Lane

5" Median

13' MUNI

8' Median / Station Platform

12' Circulation / Fire Access Lane

10' Taxi / Shuttle Lane

Varies - Pier 39 Plaza

Changes may be considered

33' As-Built "in Place" for comparison of changes

No changes being considered

22' Changes may be considered

SIDEWALK - PROPOSED

TOP THREE PRIORITIES/COMMENTS FOR REPORT OUT:

1. Too Complex to design now in isolation.
2. Needs separate study for area - localized
3. Concepts: Parking Garage optimization, elevated boarding. Existing Shuttle/Taxi zone mostly empty.

Embarcadero at Pier 39 looking west (top photo)

Embarcadero at Pier 39 looking east (bottom photo)