

WATERFRONT Transportation Assessment

Workshop #1 - 10/30/12

Table 2

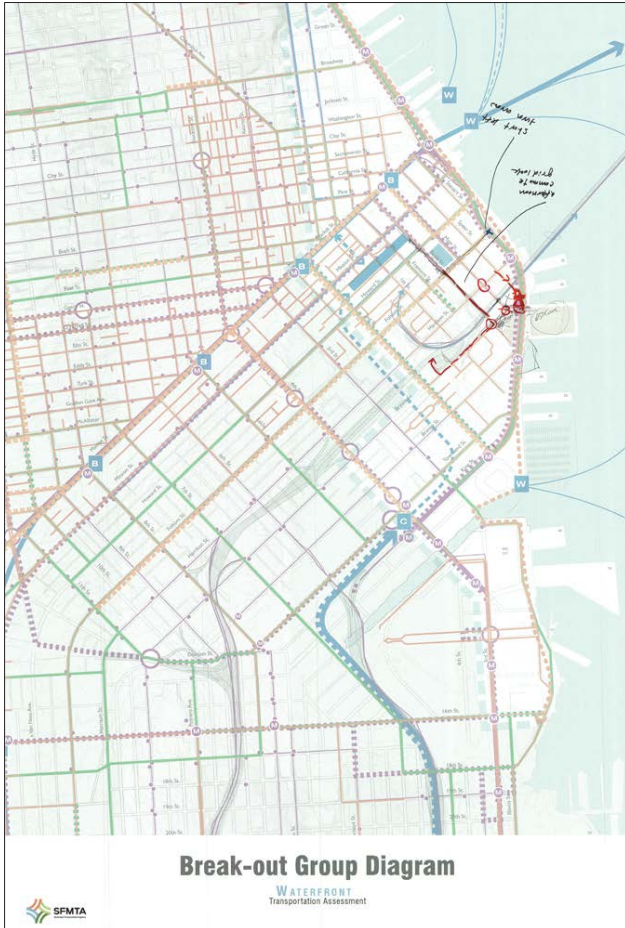


Table 2

1. New traffic generated by future development that interferes with residents accessing their homes.
2. Muni capacity: Central Subway removes T-Line, increasing the importance of a permanent E-Line.
3. Transit Connections: need study for assessing missed connections due to additional pedestrian/auto congestion.
4. Study Area is at capacity. Small changes disrupt traffic. How can we accommodate 2+ million visitors from proposed [GSW Arena] development?
5. How will we accommodate traffic between now when Central Subway begins service in 2018?
6. How will we address [traffic impacts of] new residential and businesses with Transbay Terminal development?



Highlights

- identify what's going on along the Waterfront in the next 25 years
- identify community concerns based on their knowledge of the area's transportation network
- develop strategies that coordinate and leverage transportation programs and improvements

Study Area

The Assessment study area is bounded by Green Street to the north, 16th Street to the South, and extends westward approximately 1/2 mile.

Your Feedback

We look forward to your suggestions, please provide any comments by emailing us at: Waterfront.Transportation@sfmta.com and visit our website at: www.sfgov.org/piers3032

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Table 4



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1. Pedestrian Safety and Access
2. Creative Traffic Alternatives: traffic control and congestion pricing
3. Bike Infrastructure & Parking: wider lanes, more parking, preferred routes
4. Fill in Eastern SoMa transit gaps
5. Family of Four: Transit should become the clear economic and social choice. Requires Education and “last mile” solutions
6. Transit capacity improvements: create a special event turn back



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Table 5



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1. Congestion around bridge on ramps, esp. with increasing density
2. Transit east of 2nd Street [], Folsom 2-way, 2nd Street improvements exacerbate problems
3. Negative impacts on normal baseline operations for employees / [clients??]
4. Public Health and Safety
5. On-site monitors – DPT
6. De-incentivize car use and congestion pricing

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Table 6



Break-out Group Diagram

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Transportation Assessment



Table 6

1. Whole grid congested on regular days. With events its worse. [How can bringing more do anything but make it worse?]
2. Double parking on 7th Street
3. Muni lines T and N get hung up at 20th & King
4. Pedestrian Safety at 4th and King
5. Transit needs to expand in Rincon Hill and Mission Bay
6. Enforcement

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