



Embarcadero Enhancement Project



SFMTA



August 2018 Status Update
San Francisco Port Commission

Status Update

Enhancement Project

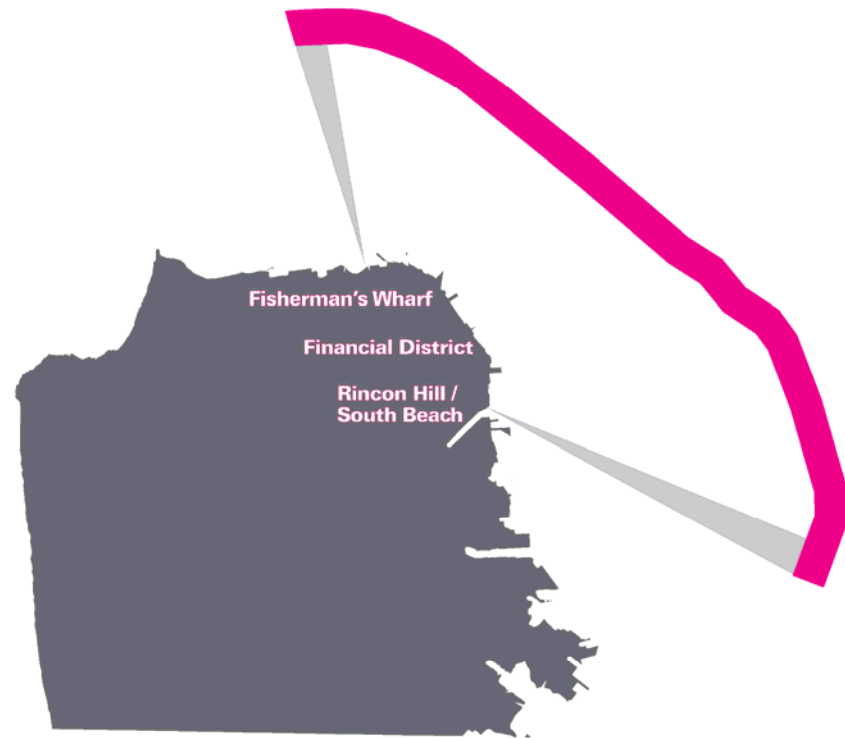
- Goals/Elements
- Public Engagement
- Design Direction

Near-Term Safety Improvements

- Completed
- Planned

Next Steps

- Oct 25 Open House



What is the Project?



The Embarcadero Enhancement Project will improve safety, comfort, and accessibility for all users by creating a 'Complete Street' from North Point to Townsend streets

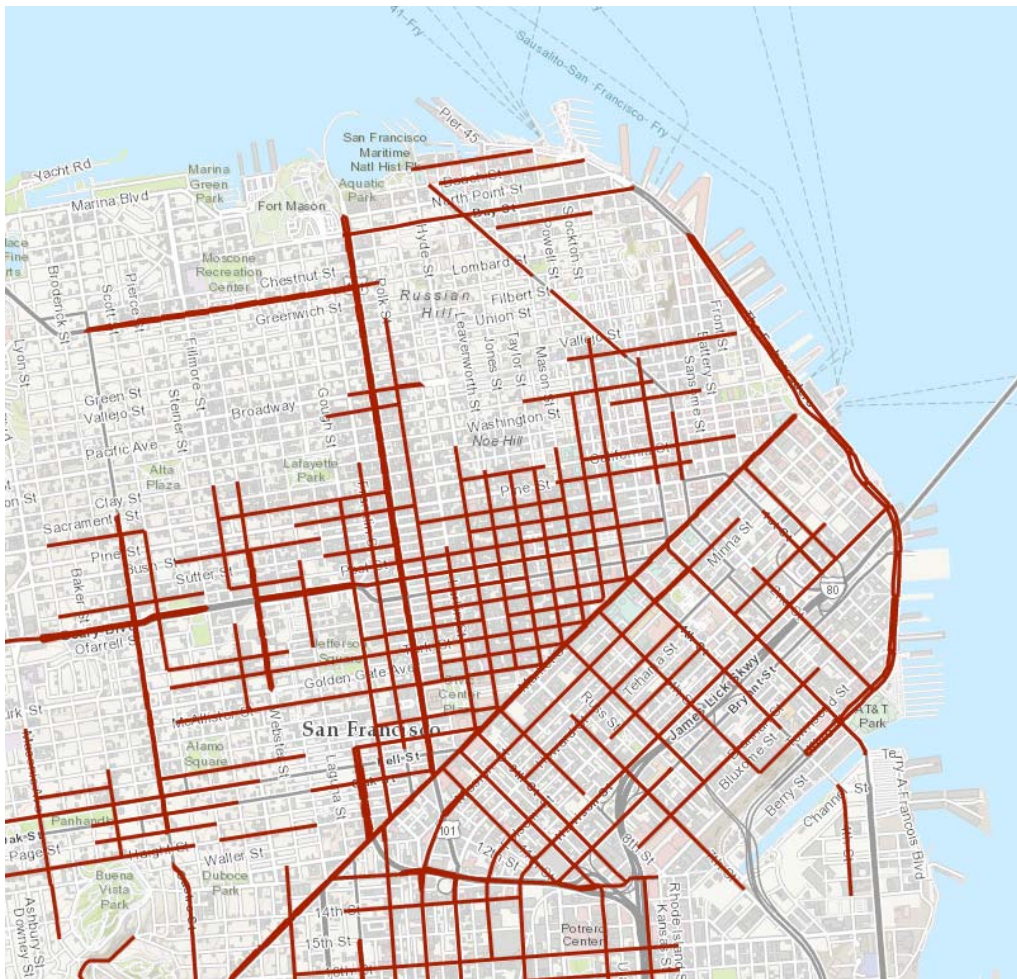
Project Goals / Elements

- **Protected Bikeway:** two-way on water-side
- **Updated Promenade:** more organization and clarity of space
- **Pedestrian Crossings:** shorter, more accessible
- **Improved Loading:** curbside management
- **Efficient Intersections:** includes limited circulation changes and better signals
- **Enhanced Streetcar:** access & stop spacing
- **Urban design opportunities**



Safety

High-Injury Network



Most of The Embarcadero is on San Francisco's High Injury Network, representing the city's 13 percent of streets that account for 75 percent of severe and fatal traffic collisions.

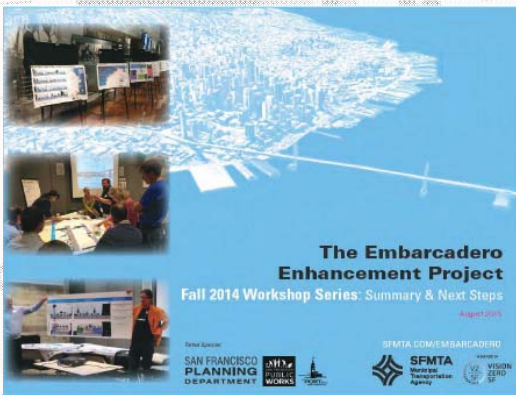
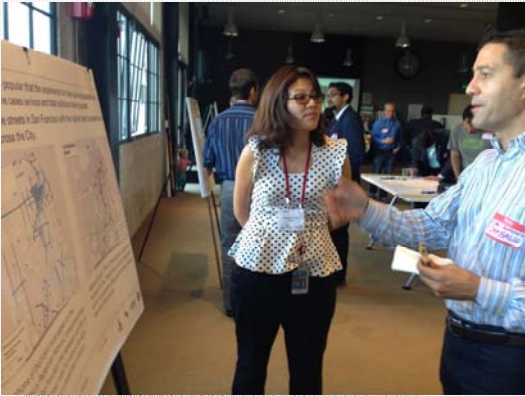
Between 2011 and 2016, **239 people** were injured by traffic on The Embarcadero including two fatalities.

These figures represent a 20% increase over the preceding five year period, and do not reflect recent events.

The drive behind Vision Zero is that these deaths and injuries are preventable and unacceptable.



2014 Open House / Design Workshops (x3)



What We Heard

- Accommodate Loading/Unloading
- Wide and Welcoming Bikeway
- Think 'Big'
- Adapt to Best Uses of Curb (Right-of-Way)
- Details Matter
- Provide Flexibility
- Accommodate Larger Vehicles / Lane Widths
- Fisherman's Wharf/Pier 39 Area Needs Separate Planning

Detailed Summary Report available at sfmta.com/embarcadero



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2016 Open House

Assessing Trade-Offs of Bikeway

- One-Way vs. Two-Way Protected
- Preliminary Parking & Traffic Analysis
- 10,000+ mailers / 300+ attendees
- Public Survey (531 responses)



VISION ZERO
SAFETY IN ACTION



CARL LAMARCA
PLANNING DEPARTMENT



SFMTA

Embarcadero Enhancement Project

The Embarcadero Enhancement Project Bikeway Alignment Alternatives Impacts Summary

Two-Way Waterside	One-Way
<p>Traffic / Circulation</p> <p>The basic two-way alignment keeps two NB travel lanes and double-left turn lanes at Washington, Broadway, and Bay; prohibits NB left-turns at Folsom; and repurposes a third travel lane between Howard & Pier 5 (approximately 4 blocks). A modest increase in NB congestion during peak periods is anticipated for these blocks. Alignment options north of Bay Street, in front of Pier 27, and the "Big Move" concept at the Ferry Building require more study. Existing SB travel conditions largely would not be affected.</p>	<p>The one-way alignment keeps two NB and SB travel lanes and NB double-left turn lanes; repurposes a NB travel lane between Howard & Pacific; and repurposes SB peak period lanes between Broadway and Don Chee Way. Due to required bike signal phases, SB congestion is forecast to substantially increase at Battery Street and at most intersections south of Ferry Building. SB right turns at Folsom and Harrison would be prohibited.</p>
<p>Parking / Loading</p> <p>The basic two-way alignment impacts approximately 89 parking spaces spread over the length of the water-side (approximately 3 miles), and up to 132 spaces depending on various alignment options. Parking mitigation / replacement options would be explored.</p> <p>Although some shifting of zones may be necessary, existing loading areas on the water-side would be retained and/or enhanced.</p>	<p>The one-way alignment impacts approximately 314-330 parking spaces depending on final design. Mitigation/replacement efforts may reduce the number of parking spaces removed, but options are limited.</p> <p>Existing load zones on the water-side would be largely retained; City-side impacts include Chaya, Delancey Street restaurant load zones.</p>
<p>Pedestrian Facilities</p> <p>The basic two-way alignment has varied impacts to the Promenade: for most blocks it would be minimal (narrowing of 0-4 ft), at key pinch-points it may be narrowed by 11-14 ft, and in some cases it could be widened slightly. All alignment options would 'de-clutter' the Promenade where possible, improve marginal wharf areas, and upgrade curb ramps. Except for short sections including at Pier 38 and at Broadway, a minimum Promenade width of 20 ft is expected to be maintained.</p> <p>City-side sidewalks could be widened if the SB bike lane is removed.</p>	<p>Due to existing narrow sidewalks on the City-side, the one-way alignment would result in potentially unacceptable sidewalk widths (9 feet or less) from North Point to Battery, Howard to Harrison, and at Brannan Street if bikeway width assumptions are held. Existing bulbouts for midblock crossings would be removed.</p> <p>On the water-side, the one-way alignment would still impact the width of the Promenade but much less so than the two-way alignment. The Promenade, wharf areas, and curb ramps would be upgraded.</p>
<p>Trees / Landscape Design</p> <p>The basic two-way alignment impacts at least 6 palm trees at Folsom and Battery streets where center medians may be narrowed, and could impact approx. 20 Sycamore trees near Pier 39. Otherwise, the basic and optional alignments create opportunities for new/improved landscaping and urban design elements pending additional design.</p>	<p>The one-way alignment could impact up to 62 London Plane trees and 44 pedestrian light poles on the City-side, with limited options to replace or relocate on site (in addition to the 6 center median palm trees that would be removed). Opportunities for new / improved landscaping on the water-side are similar to the basic two-way alignment.</p>
<p>Transit / Bus Operations</p> <p>The basic two-way alignment should not significantly impact public transit or tour bus operations beyond increased levels of congestion. Impacts to trolley operations may be enhanced with stop consolidation at a few locations, although trolley impacts from the "big move" concept near the Ferry Building requires further study.</p>	<p>The one-way (vs. two-way) alignment impacts bus operations more due to further congestion from additional SB lane reductions and dedicated bike signal phasing. Trolley impacts are not expected. Consolidating or removing trolley stops is optional and may (or may not) be explored as part of this alignment.</p>
<p>Bikeway Quality</p> <p>The two-way alignment meets or exceeds the preferred minimum width in virtually all locations, provides ample opportunities to physically protect users from traffic, has fewer signalized intersections, and is directly adjacent to most waterfront destinations. If desirable, some or all portions of the existing SB bike lane could also be retained.</p>	<p>The one-way alignment would widen the existing SB bike lanes and improve intersection safety at most locations with dedicated signals or vehicle right-turn bans. Wider and physically-protected NB lanes are achievable, but opportunities for SB protection are more limited (in some locations a protected bikeway is not feasible), which may limit its attractiveness as an alternative to the Promenade pathway.</p>
<p>Cost</p> <p>While detailed cost estimates are not available, the one-way alignment is expected to be roughly double the cost of a two-way bikeway (all else being equal) due to its larger footprint and impacts to both sides of The Embarcadero.</p>	<p>Cost</p>

Colors denote overall impact to existing conditions



*"SB" = Southbound / 'City-side'
"NB" = Northbound / 'water-side'



Stakeholder Engagement (partial list)

- Northeast Waterfront Advisory Group (NEWAG)
- Central Waterfront Advisory Group (CWAG)
- Maritime Commerce Advisory Committee (MCAC)
- Ballpark Mission Bay Transportation Committee
- San Francisco Hotel Council
- SF Travel
- SF Tour Guide Guild
- South Beach/Rincon/Mission Bay Neighborhood Assoc.
- District 3 SFMTA Working Group
- Individual stakeholders incl. Ferry Building, Exploratorium, many others...

Fisherman's Wharf / Pier 39

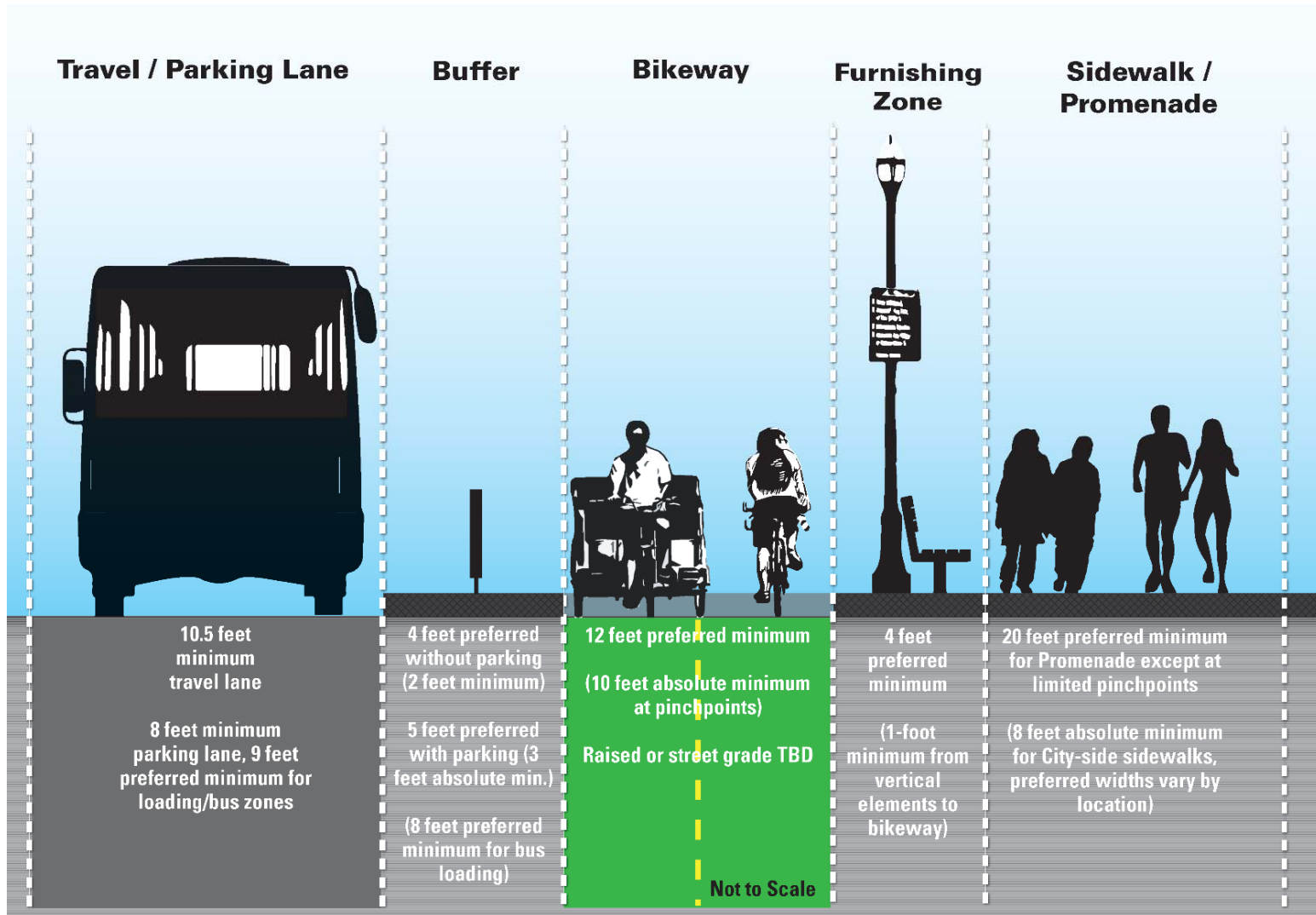


Working Group for Separate Circulation & Connectivity Study

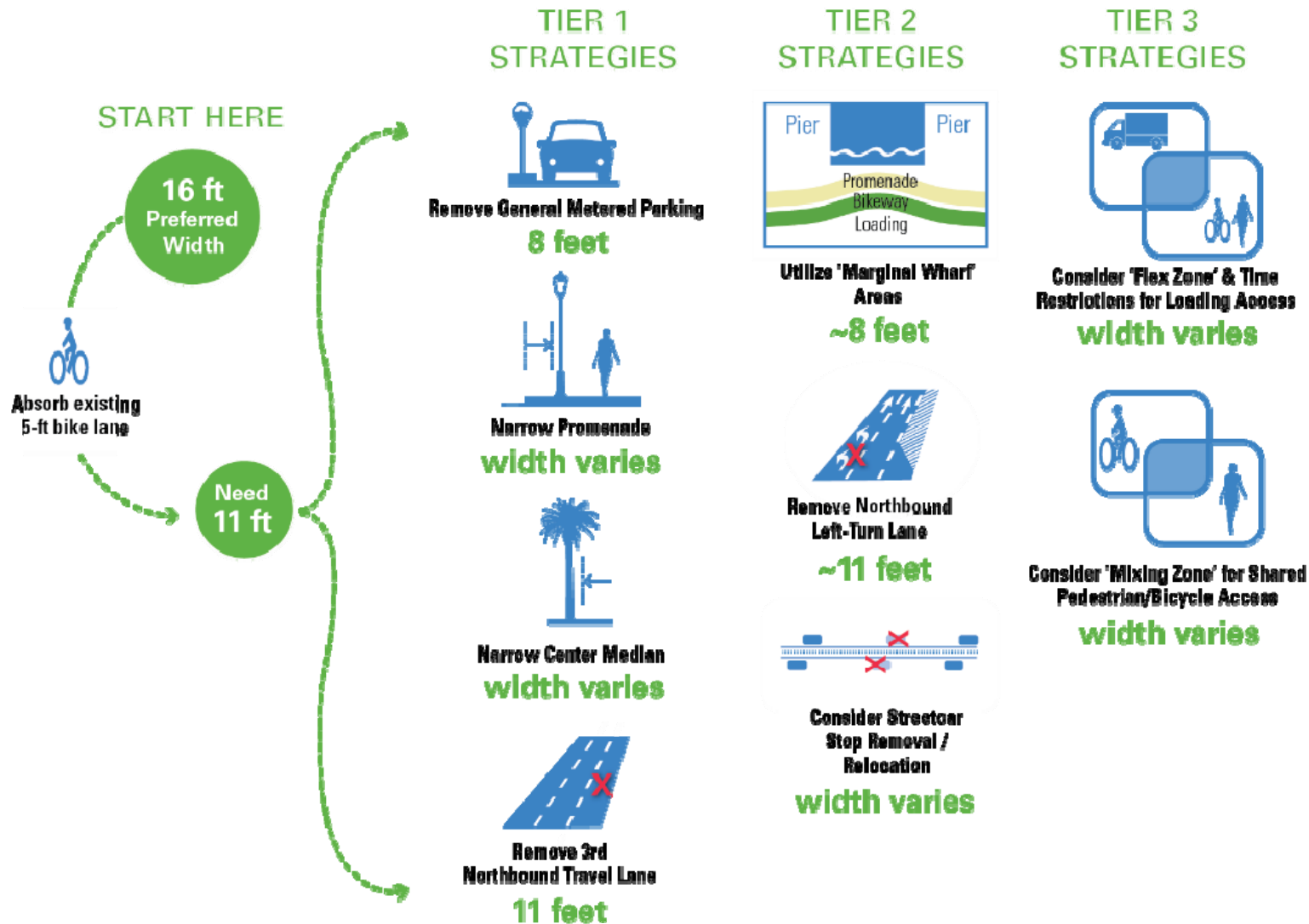
- North Point to Jefferson streets
- Includes Beach / Powell / Mason streets
- Traffic model to assess potential impacts
- Scope in development; planned start mid-2019

Bikeway Design Concept

Two-Way: 12ft bikeway + 4ft buffer = 16 feet (typical)



Bikeway Design 'Toolkit'



Folsom Street - Existing



Folsom Street - Potential



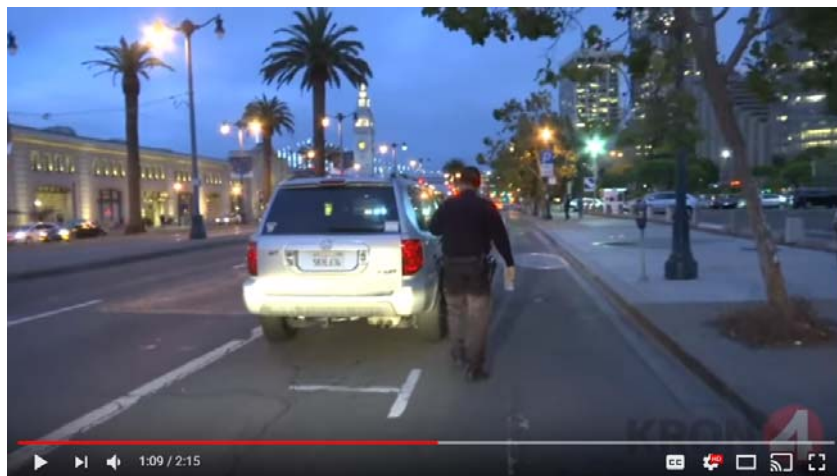
Safety Improvements - Completed



Near-Term Safety Improvements - Planned

Cyclists		Pedestrians	
Location	# Collisions	Location	# Collisions
Washington	17	Washington	8
Mission	14	Mission	4
Broadway	11	Broadway	4
Harrison	11	Don Chee	3

Top pedestrian and bicycle collision hot spots, 2011-2016



700 Dollar Parking Mistake - People Behaving Badly

133,762 views

1.2K 347 SHARE

Driver confuses 'floating' bike lane with parking-protected bike lane, parks illegally

Establish Full-Time Parking and Bike Lane - Southbound from Broadway to Mission Street

Upgrade Remaining Embarcadero Crosswalks to High-Visibility

Battery/Sansome Bike Lanes – Provide alternative route to/from Financial District



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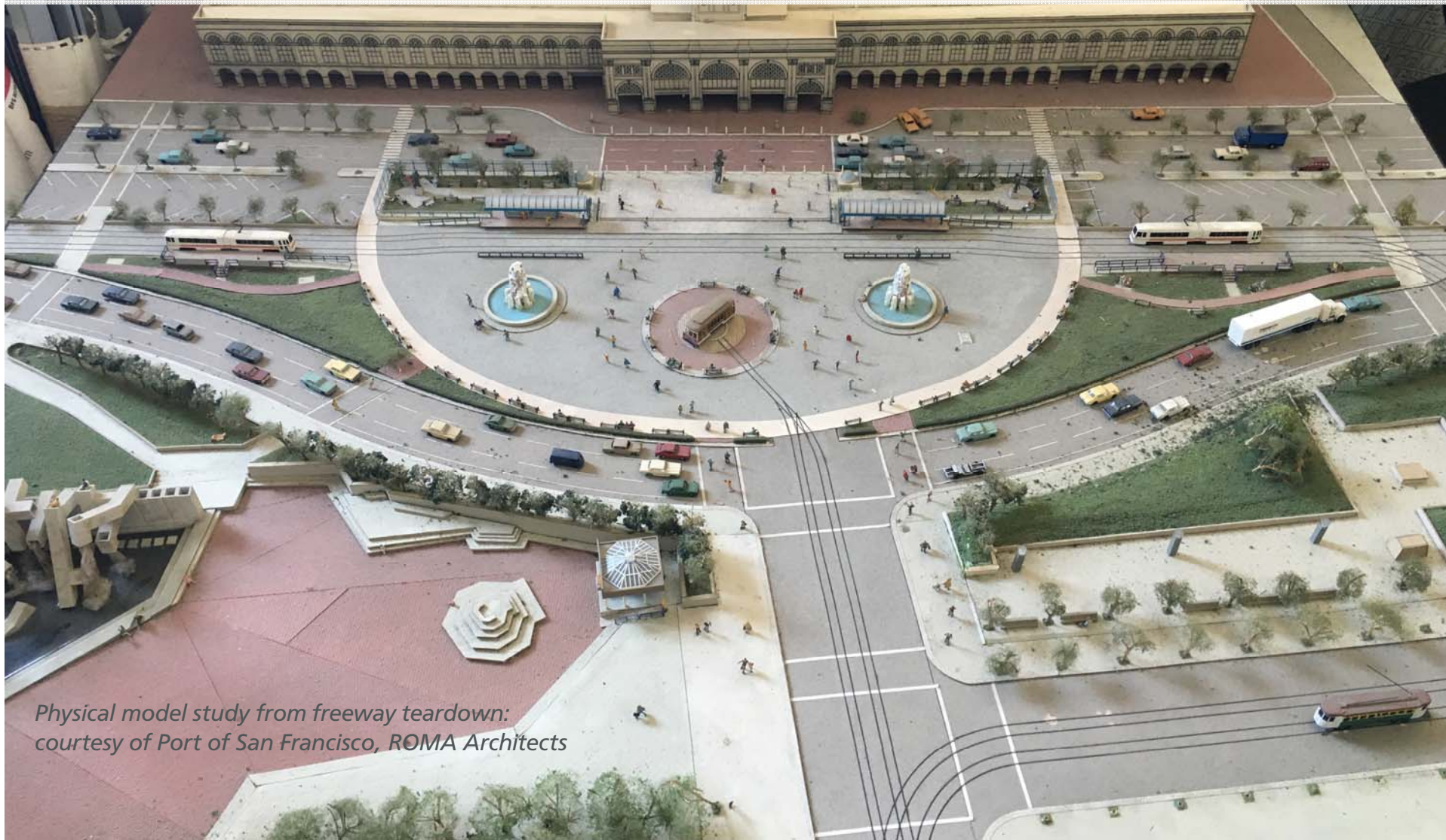
October 25 Design Showcase

Purpose

- Share and receive feedback on concept design, including:
 - Potential transit stop consolidation
 - Complex design areas for bikeway
 - “Big Move” concept at Ferry Building
 - Phasing ideas
- Inform public of planned southbound bike lane/parking changes
- Conclude concept design phase; kickoff environmental review & preliminary engineering



Ferry Building "Big Move" Concept



*Physical model study from freeway teardown:
courtesy of Port of San Francisco, ROMA Architects*



Ferry Building "Big Move" Concept

Rendering by MIG



DRAFT CONCEPTUAL

Embarcadero Enhancement Project
Ferry Building Conceptual Plan



- Mission to Washington study area
- Consolidates through traffic on city-side, bikeway and expanded loading/flex space on Ferry Building side
- Transit and traffic impacts to be studied in greater detail in environmental phase



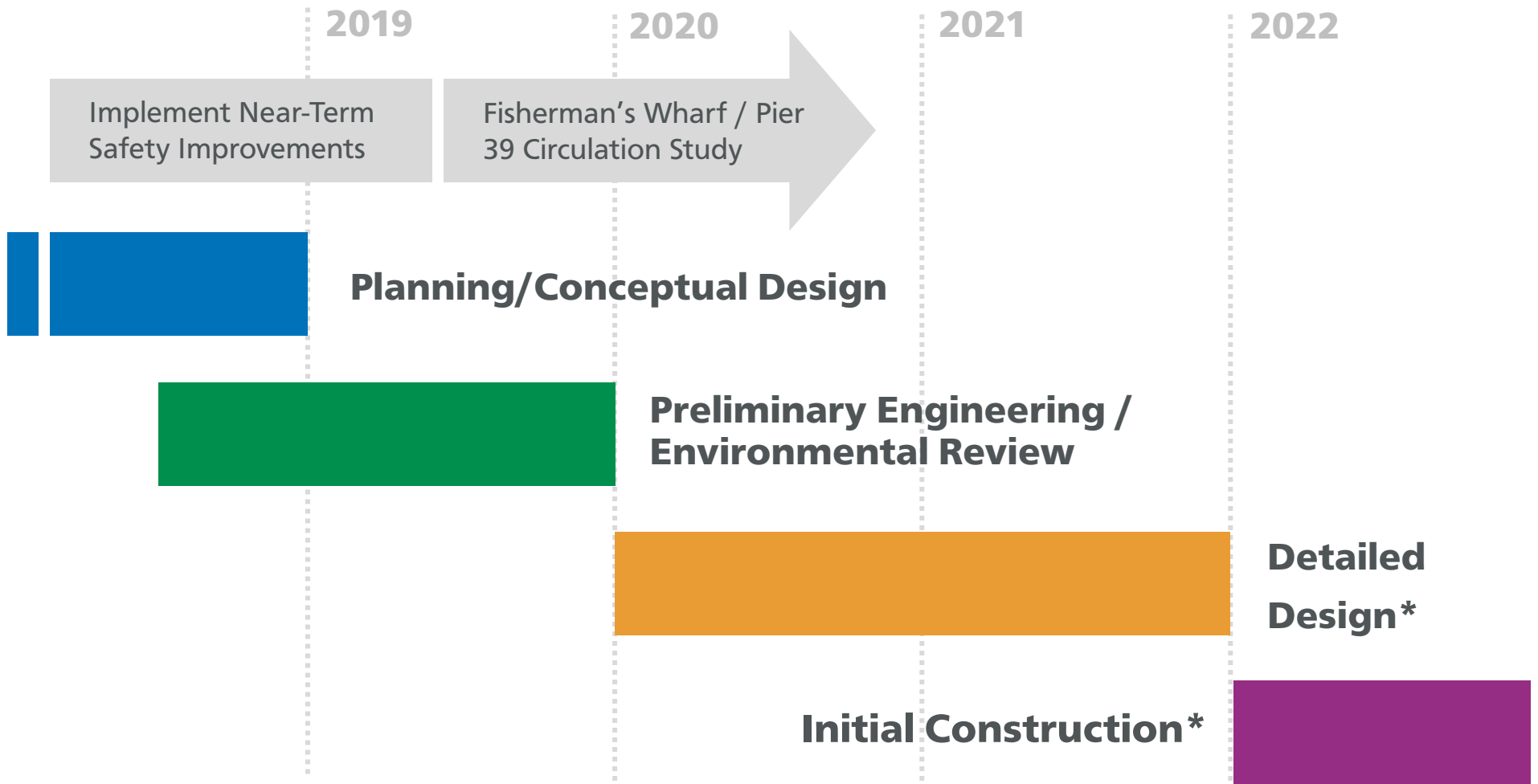
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Next Steps



** Timeline tentative; funding not yet identified*



Thank You

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