

## WORKSHOP #1 OUTCOMES

### Folsom Street to AT&T Park

(Nov 6, 2014)

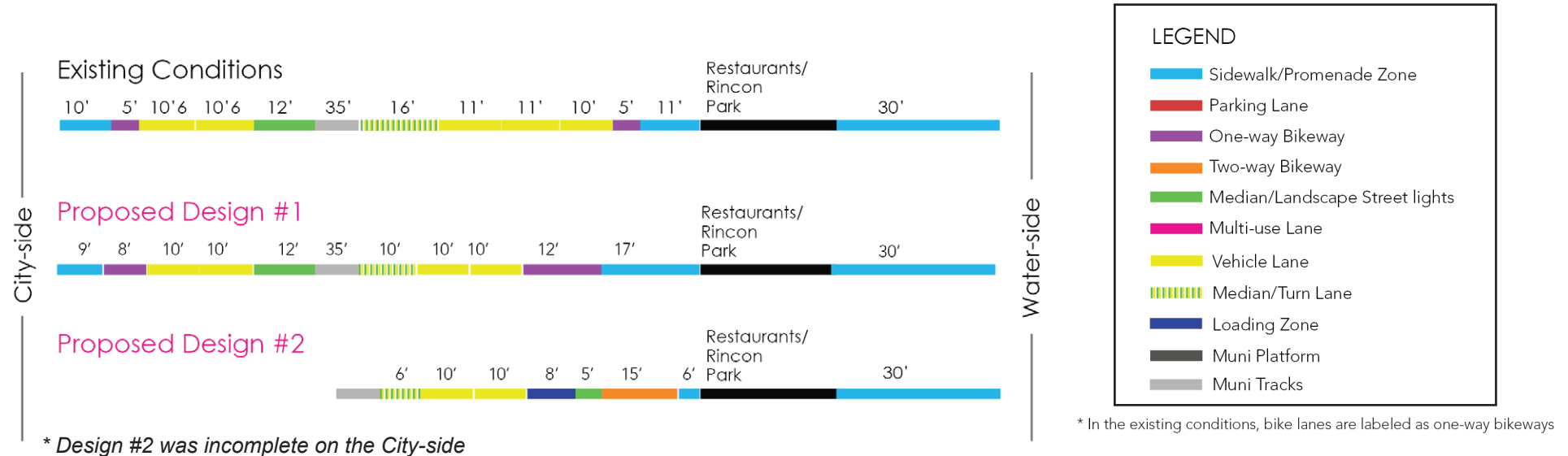
Approximately thirty-five people attended the first workshop including residents, pedicab drivers, and representatives from the S.F. Bicycle Coalition and the S.F. Tour Guide, among others. The workshop focused on four pinch-points along The Embarcadero between Folsom Street and AT&T Park:

- Folsom Street/Rincon Park (A)
- Brannan Street/Brannan Warf Park (B)
- Townsend and Southbeach Park (C)
- King Street @ AT&T Park (D)



Images: Google Streetview

## Pinchpoint A: Folsom Street/Rincon Park



## Summary

The group configuring the Folsom Street pinchpoint debated all possible bikeway options, and ultimately produced two concepts. Design #1 includes two one-way bikeways, largely to respond to the need for a wide facility that can accommodate pedicabs. The same group also noted that a two-way bikeway on the water-side could be the preferred design if wide enough (Design #2). To accommodate this design, they noted a left-hand turn lane may not be necessary at Folsom Street but that passenger loading/unloading needs should be accommodated.

Potential benefits of the two-way water-side bikeway were discussed at length, including the lack of intersections which would provide a safer environment for cyclists, and the ability to experience the Bay. They also cited potential drawbacks, including challenges for access to passenger drop-off/pick-up, as well as the possible need for pedestrians to be routed behind the restaurants via the existing Promenade.

## Priorities for Folsom Street/Rincon Park

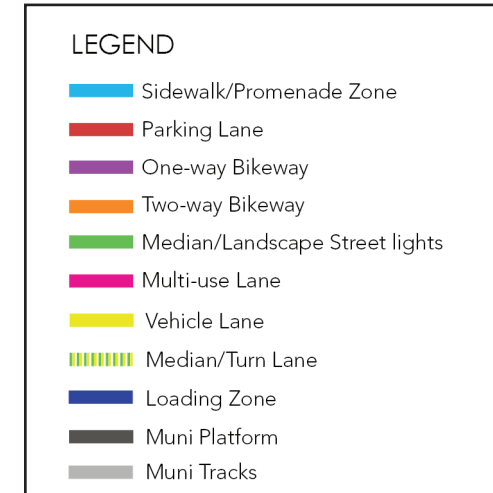
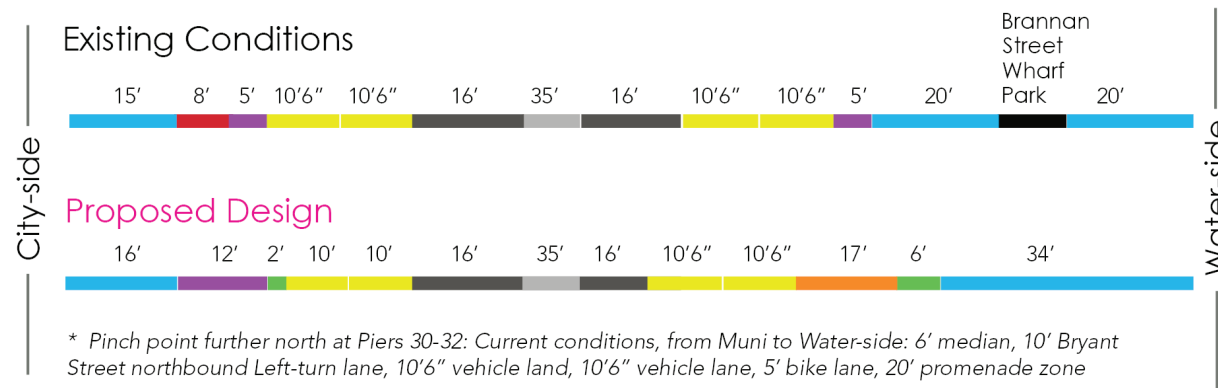
### Design #1

- No priorities provided

### Design #2

- Route pedestrians behind restaurants
- Remove peak period travel lane, accommodate valey and loading zones

## Pinchpoint B: Brannan Street / Brannan Wharf Park



\* In the existing conditions, bike lanes are labeled as one-way bikeways

### Summary

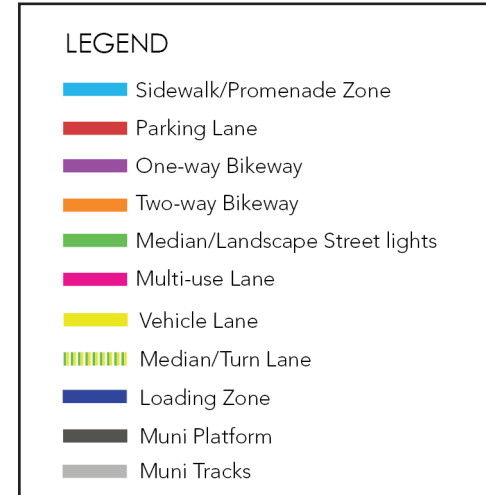
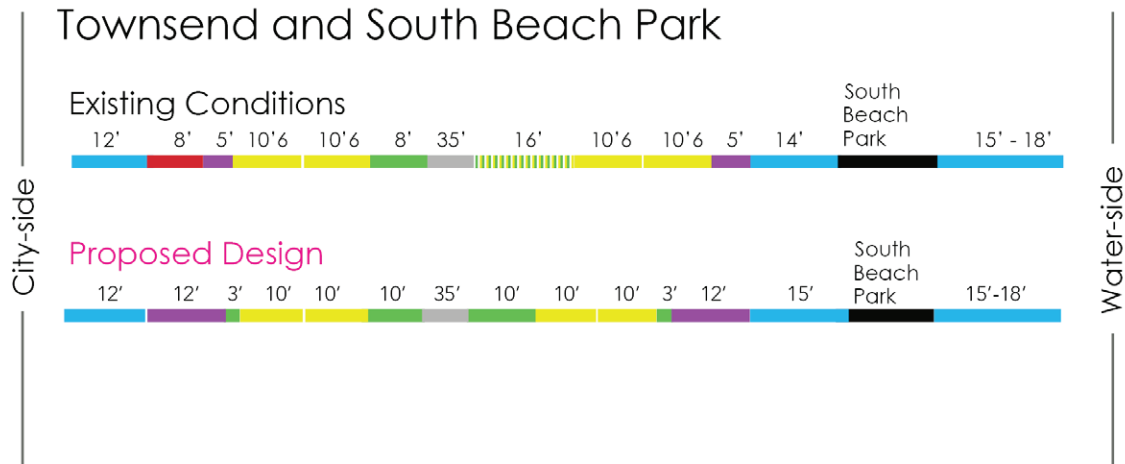
The group configuring the Brannan Street pinch-point location proposed bikeways on both sides of The Embarcadero, wider sidewalks on the city-side, and the removal of on-street parking. However, they were concerned about how bicyclists would cross The Embarcadero and emphasized that physical separation of cyclists from both vehicular traffic and pedestrians is important. They were also concerned about access for deliveries, limos and buses with a two-way, water-side bikeway and noted on their proposed design that one of the two northbound travel lanes might be a loading zone in off-peak traffic

hours. They discussed the need for bicycle signals, especially on the city-side, where there are conflicts with bicycles and right-turning vehicles. They also said that on the city-side the bikeway needs to be contiguous and that trees should be preserved. The group suggested that traffic lanes should remain ten feet, six inches (10' 6") where possible. Participants did not address potential impacts to Brannan Wharf Park, nor propose its removal.

### Priorities for Brannan Street/Wharf Park

- **Eliminate parking on both sides of The Embarcadero**
- **Bikeways on both sides: two-way on waterside, one-way on land side**
- **Include protected bicycle and pedestrian pathways. Separate by a median at least two feet (2') wide landscaped with colorful plants**

**Pinchpoint C: Townsend Street and South Beach Park**



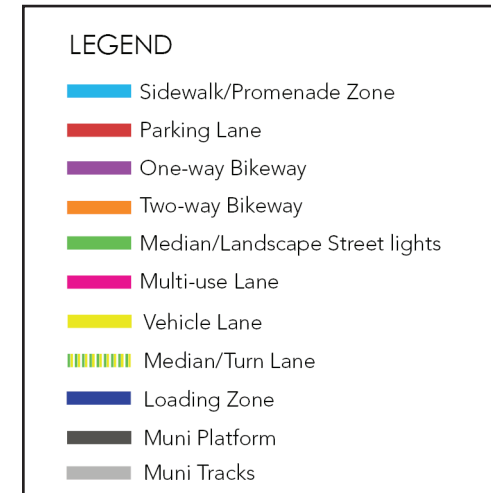
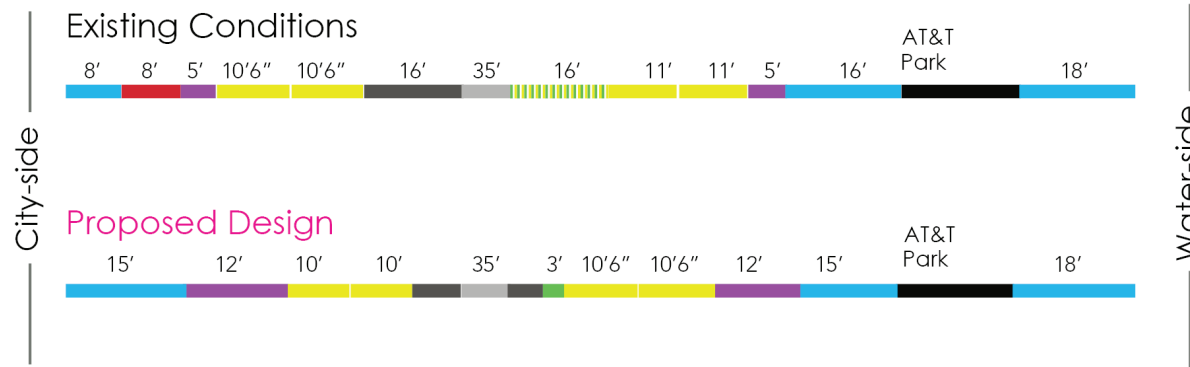
\* In the existing conditions, bike lanes are labeled as one-way bikeways

**Summary** **Priorities for Townsend St / South Beach Park**

This group discussed placing the bikeway along the Muni right-of-way but felt turns would be dangerous. Similar to the other groups in this workshop, they expressed that there is sufficient parking in this area and thus opted to dedicate this space to two one-way bikeways on either side of The Embarcadero. Lane width was a common concern; and some in the group felt lanes should remain at least ten feet, six inches (10'6"). This group also discussed the possibility of restricting cyclists from the water-side Promenade post-construction of the bikeway, and the need for bicycle signals.

- **Make the bikeways as wide as possible with substantial physical barriers**
- **Remove on-street parking in this area (there is plenty of parking in lots). Direct people to parking lots with signage**
- **The median width is important for safety and should include palm trees; the palms are iconic**

## Pinchpoint D: King Street at AT&T Park



\* In the existing conditions, bike lanes are labeled as one-way bikeways

### Summary Priorities for King St / AT&T Park

Some in the group expressed that vehicle lanes should be wider than ten feet (10') where possible. Some also felt an elevated bikeway was important, and that if not elevated, bicycles would continue to use sidewalks/promenades. The group commented that a center-running bikeway was impractical and that cyclists would likely continue to use the sidewalk, especially for short trips.

- **Locate on-street parking elsewhere to make more room for pedestrians and bicycles**
- **Separate modes but make barriers porous to allow for access**
- **Use 'out-of-the-box' ideas**

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## WORKSHOP #2 OUTCOMES

### Broadway to Folsom Street

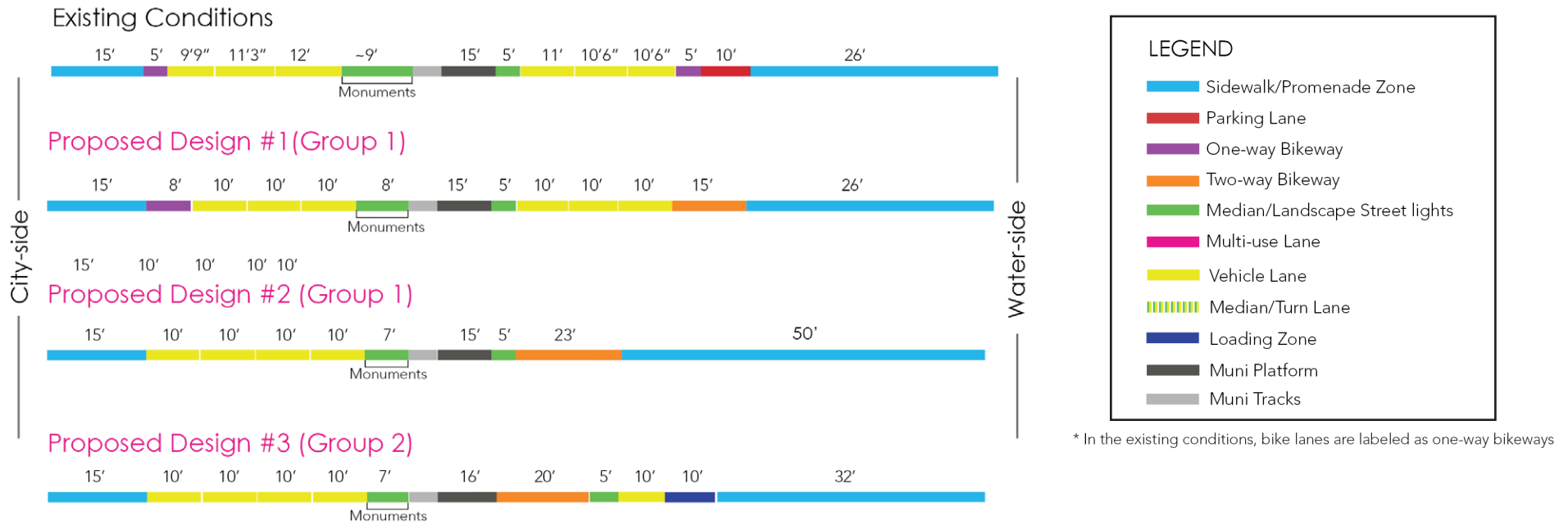
(Nov 13, 2014)

More than thirty people attended the second workshop including representatives from the Port of San Francisco, Equity Office (Ferry Building), Walk S.F., the S.F. Tour Guide Guild (SFTGG), the S.F. Bicycle Coalition as well as tour bus drivers and residents, among others. Participants worked in small groups to create multiple configurations for each pinch point location and discussed their priorities and the challenges and opportunities presented by each location. Participants at this workshop did not spend time discussing Folsom Street (which was explored in Workshop #1) and focused on two key pinch points to the north:

- **The Ferry Building at Market Street (B)**
- **Broadway (C)**



## Pinchpoint B: The Ferry Building @ Market Street



### Summary

Two groups configured the streetscape elements for the pinch point at the Ferry Building, with Group 1 providing two design alternatives—Design #1 and Design #2. Design #1 proposes both a two-way and one-way bikeway by eliminating on-street parking; Design #2 is a more “out of the box” approach that shifts vehicular through-traffic west of the plaza to provide a wide two-way bikeway and expanded Promenade.

Group 1 discussed the many different users that currently utilize the water-side and the demand for loading zones and shuttles, but ultimately felt separation from vehicles and place making goals were higher priorities. Group 2 also shifted traffic away from the Ferry Building to provide a two-way bikeway, but included a slower-speed “frontage road” concept that would provide critical business and delivery access to the Ferry Building and Farmer’s Market.

Group 2 also proposed potential parking cutouts within the City-side sidewalk, as an alternative to the 15’ sidewalk. Additionally, this group discussed possible grade separation alternatives (elevated bikeway, pedestrian bridge from Market Street, underground roadway at major pedestrian crossing). Both groups also expressed tolerance for more traffic congestion in exchange for more usable public space at the Ferry Building.





## Priorities for the Ferry Building at Market Street

### Design #1

- Maintain bikeways on both sides of the Embarcadero: *two-way water-side, one-way city-side*
- Eliminate parking on both sides
- Third southbound travel lane would be prioritized over provision of parking/loading zones

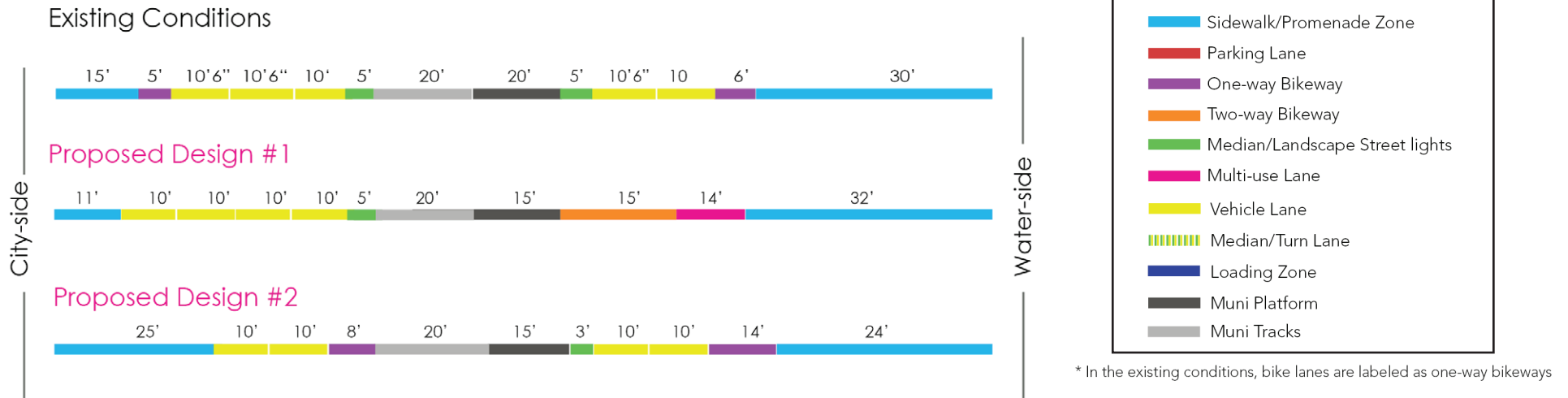
### Design #2

- Consolidate public space on water-side and car traffic on city-side

### Design #3

- Consolidate public space on water-side and car traffic to city-side
- Prioritize pedestrian crossings in front of Ferry Building
- Maintain loading and business access to Ferry Building and Farmer's Market with local frontage road with bikeway closer to MUNI

## Pinchpoint C: Broadway @ Pier 9



### Summary

Two separate groups created configurations for the pinch point at Broadway and Pier 9, resulting in a bold vision for a two-way, water-side facility (Design #1) and a pair of one-way bikeways (Design #2) that includes the only center-running bikeway proposed in the workshop series. The groups discussed the need to serve bicyclists who are casual riders as well as commuters and voiced concerns about creating safe conditions for vehicles to make right-hand turns while avoiding conflicts with bicycles, and for left-hand turns over the tracks.

Providing wider travel lanes was one method

discussed for improving comfort for drivers, particularly bus drivers. Improved signals were suggested to address turning concerns. The importance of access for delivery vehicles was emphasized and prioritized over on-street parking. Other ideas that were mentioned included reversible vehicular travel lanes to help accommodate peak hour traffic volumes.

### Priorities for Broadway at Pier 9

#### Design #1

- Separate modes & uses but allow for flexibility in design

- Design for modal separation such that slower, more vulnerable users (people on bikes and on foot) have dedicated space closest to water, and faster users (drivers) are closer to city-side
- Create safe ways for car, bicycle and pedestrian traffic to cross plaza/bikeway with actuated signals or warning devices
- Dedicate more space to pedestrians

#### Design #2

- Need safe places for comfortable biking and walking
- Consider critical access for deliveries, restaurants, etc.

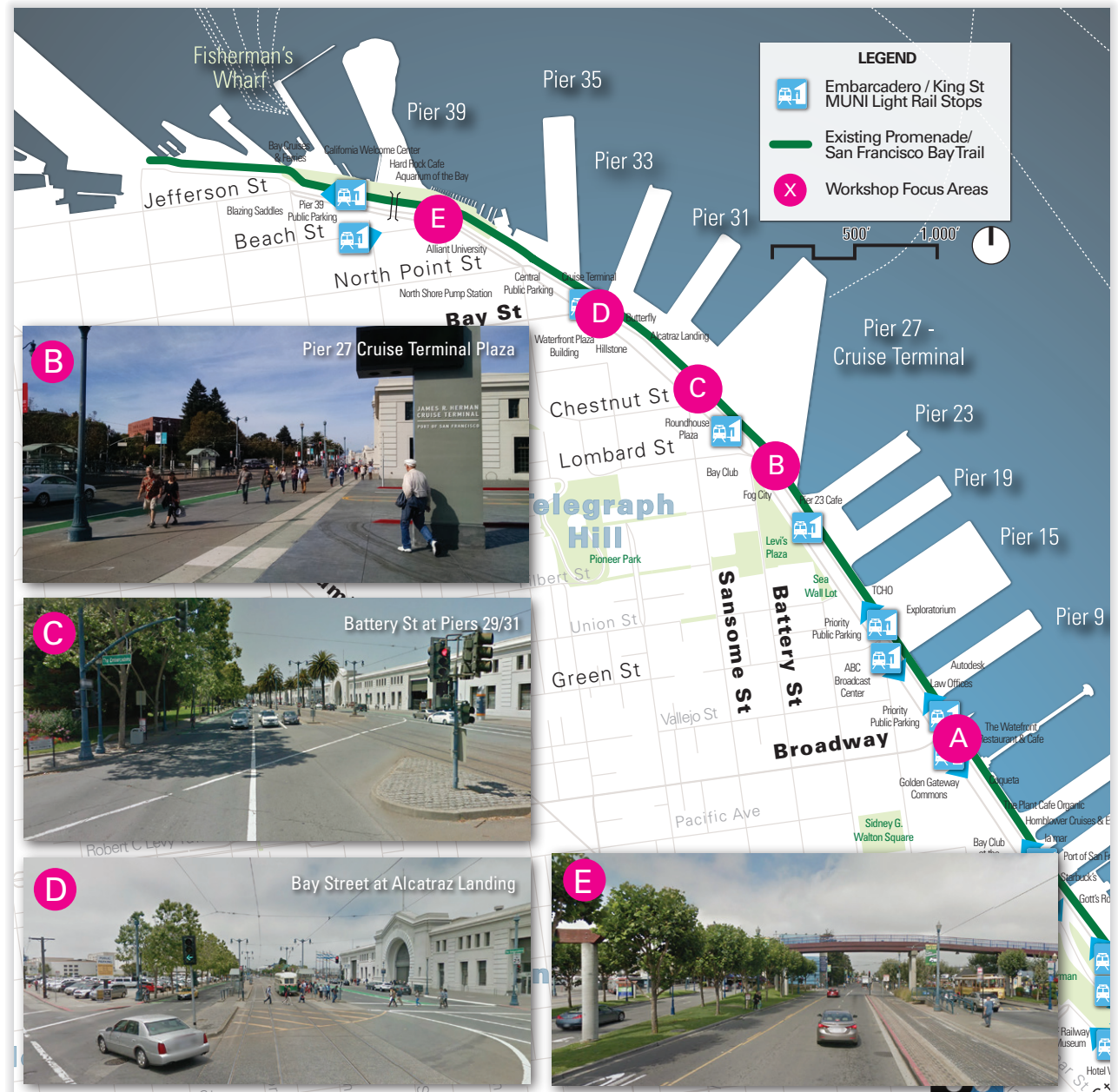
## WORKSHOP #3 OUTCOMES

### Fisherman's Wharf to Broadway (Nov 20, 2014)

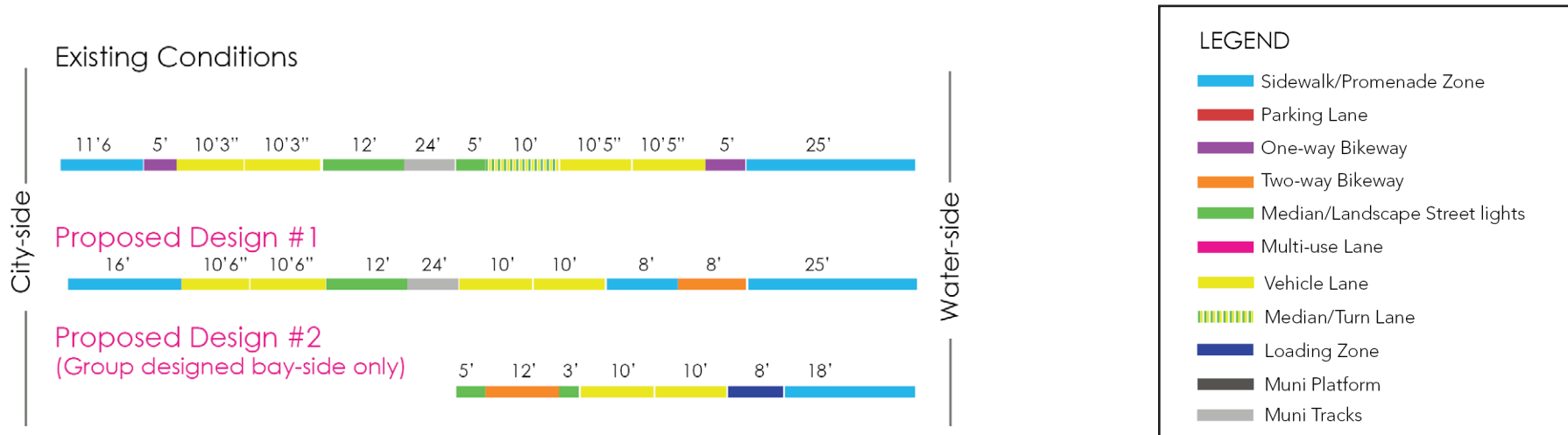
Approximately thirty people attended the final workshop of the series. Participants included representatives from the National Park Service, the Exploratorium, the S.F. Tour Guide Guild (SFTGG), the Port of San Francisco, Pier 39 and Fisherman's Wharf, the S.F. Bicycle Coalition, and representatives from businesses in the area, among others. The workshop focused on four pinch-points along The Embarcadero including:

- Pier 27 / Battery Street (B)
- Chestnut Street (C)
- Bay Street / Pier 33 (D)
- Pier 39 and Beach Street (E)

Participants did not discuss the Broadway pinchpoint (A), which was explored in Workshop #2.



**Pinchpoint B: Pier 27 / Battery Street**



\* In the existing conditions, bike lanes are labeled as one-way bikeways

**Summary** **Priorities for Pier 27 / Battery Street**

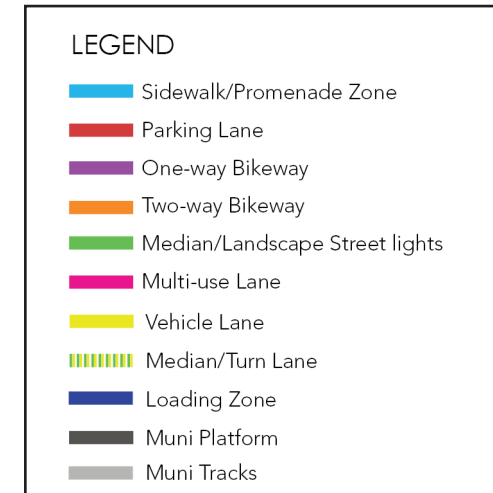
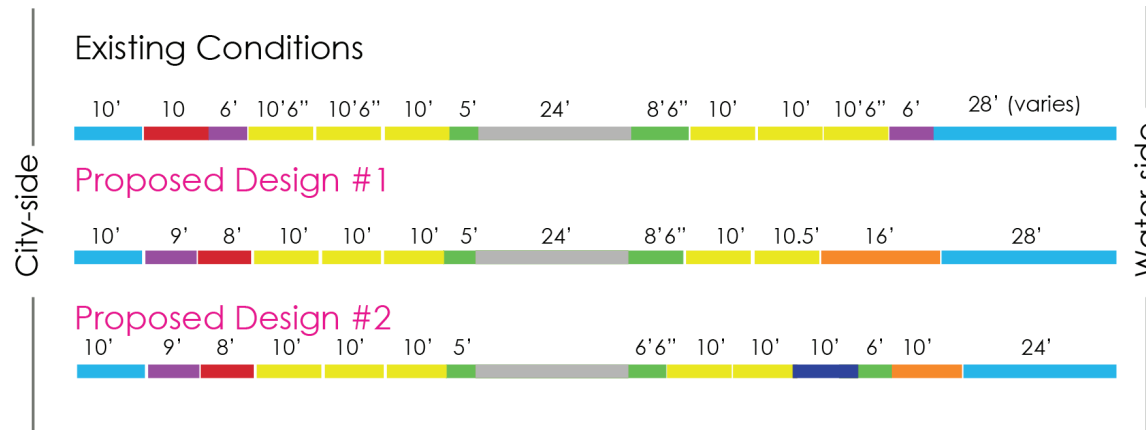
This group’s proposal emphasized removal of parking and a vehicle lane on the water-side to create more space for a bikeway and loading/unloading access. Regarding the removal of on-street parking, Exploratorium representatives cited a survey conducted by the Exploratorium that found that accessible parking is important but doesn’t need to be on-street. More critical to their operations are the buses that drop from 500 to 2,000 kids off at the Exploratorium on a daily basis and that need to be accommodated (While the group placed the two-way bikeway on the water-side with Design #1, they noted that a

wide, accessible median would be needed to minimize conflicts with buses; and that the street design should be intuitive because many visitors may not speak/read English). On the city-side, the former southbound bike lane is repurposed as additional sidewalk space.

This group’s Design #2 includes a two-way bikeway adjacent to MUNI, two northbound travel lanes, and intermittent loading zones along the Promenade but is incomplete on the City-side.

- **Minimize/reduce curbside conflicts: (1) pedestrians and trucks crossing bike lanes (create signalized crosswalks (2) bus loading/unloading solutions with two-way bikeway**
- **(Plan for) pedestrian growth by widening Promenade and providing larger city-side sidewalk**
- **Eliminate parking on water-side or both sides (adequate parking in nearby lots)**

## Pinchpoint C: Chestnut Street / Pier 31



\* In the existing conditions, bike lanes are labeled as one-way bikeways

### Summary

This group's proposal includes a two-way bikeway on the water-side, load zones for business access, and a second southbound bikeway option for commute-oriented bicycling. The proposal for the latter includes a lane of parking between the bike lane and vehicle travel lane.

Potential conflicts with loading/unloading and the two-way bikeway were discussed, as was the possibility of flexible lanes that switch between loading and vehicular travel. Additional bikeway-specific design suggestions included a median separating the north and southbound

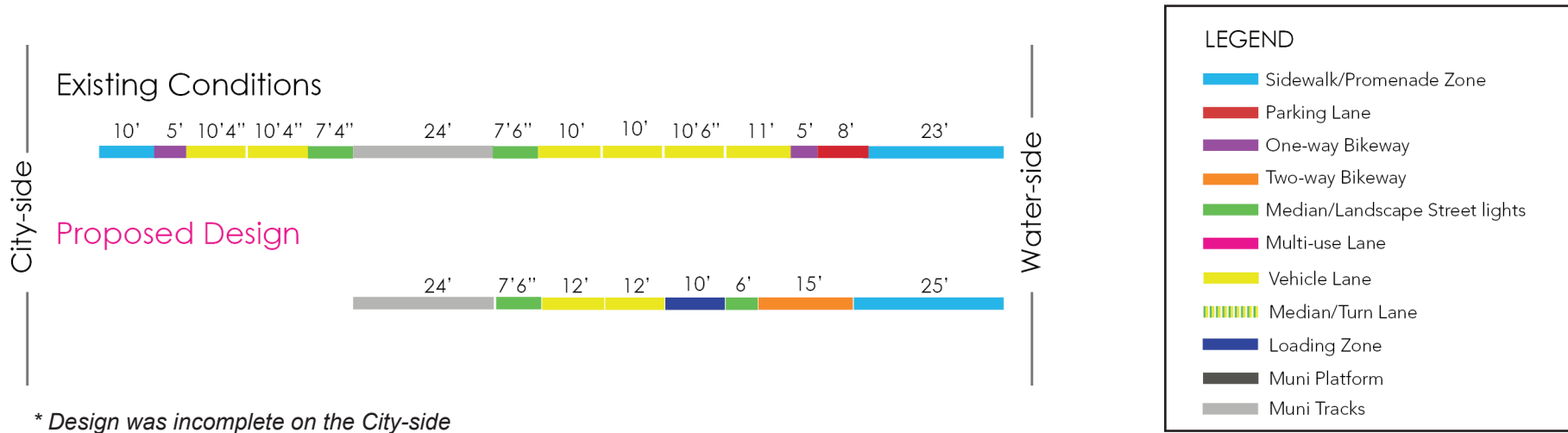
bike traffic, the inclusion of sculptural/architectural elements, and a bikeway that fluctuates in width to control speed.

The group also emphasized the mix of users in this area; "it's not only bike commuters."

### Priorities for Chestnut Street / Pier 31

- **There is a high demand for a two-way bikeway on water-side**
- **Consider bike lanes for different purposes:**
  - (1) **A 'commuter' focused bike lane on the southbound (city) side**
  - (2) **A two-way bikeway for 'sightseers' and others along the water-side**
- **There is a need for dual purpose loading:**
  - (1) **Morning long-term loading**
  - (2) **Peak traffic/quick unload drop-off**

**Pinchpoint D: Bay Street / Pier 33**



\* In the existing conditions, bike lanes are labeled as one-way bikeways

**Summary** **Priorities for Bay Street / Pier 33**

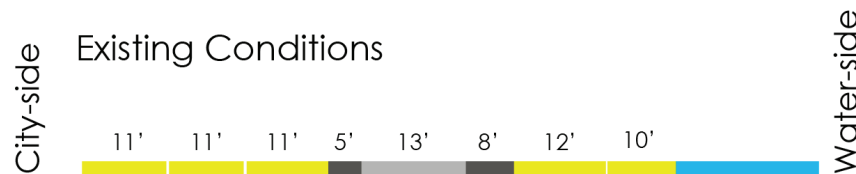
This group’s design emphasizes safety of all users through separation of modes, sidewalk activation, and retaining/improving access to Fisherman’s Wharf for tourism and business-oriented vehicles. A two-way bikeway on the water-side is provided by removing one (or possibly two) vehicle travel lanes and generally de-emphasizing “through traffic” and left-turns onto Bay Street. A third vehicle lane could be provided in lieu of a loading zone during peak hours. Additional streetscape elements (palm trees, pedestrian lighting, café zones) are included in both directions, although how these new elements would fit into the southbound

direction was not resolved. It was noted that parking was not a priority, where currently provided for general public use.

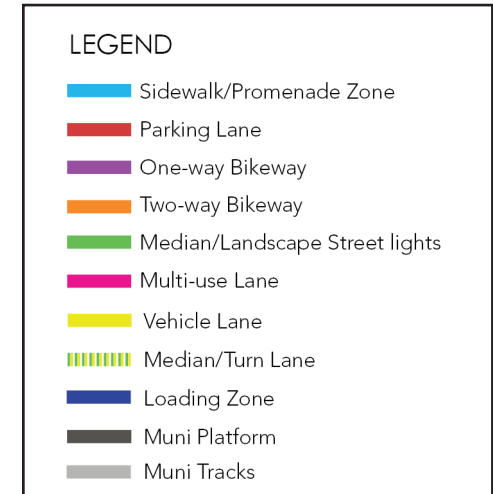
Other considerations discussed included the need for roadway user education, how the yellow “Go Cars” and Segways are to be treated (as bicycles, car traffic, or pedestrians?), and operational needs such as better signage. They noted that tour buses present a challenge with passengers hopping on and off frequently, and that it is generally difficult to move through this heavily-utilized area.

- **Safety for vulnerable users**
- **Providing for access to Fisherman’s Wharf**
- **Concerns about multiple modes operating together and signage needed to direct foot, bike and vehicle traffic**

Pinchpoint E: Pier 39 / Beach Street



*\* No design was presented for this pinchpoint*



\* In the existing conditions, bike lanes are labeled as one-way bikeways

**Summary** **Priorities for Chestnut Street / Pier 31**

The group discussed the complexities of this pinch point and decided that design solutions should include adjacent streets and consider the circulation of the entire area. They discussed the need for more public transit, pedestrian volumes/congestion approaching Jefferson Street, and possible options for an elevated bikeway and linkages to the existing pedestrian bridge between the garage and Pier 39.

Tourism representatives noted that the loading/taxi pull out at Pier 39 was recently reconfigured successfully and should be

protected. Potential changes to the number and configuration of lanes on The Embarcadero were considered, although some participants voiced concerns with a reduction in traffic capacity while others noted the potential need for garage access changes and confusion at the Beach Street intersection.

- **The pinchpoint is too complicated to design in isolation**
- **This area needs a separate and localized study that considers adjacent streets**
- **Concepts (to consider in study):**
  - (1) Optimize the parking garage entrances and exits**
  - (2) Elevate the bikeway**
  - (3) Maintain existing shuttle/taxi zone**

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