

Embarcadero Enhancement Advisory Group Meeting #1 Notes (set 1 of 2)

Attendees

MTA:

Casey Hildreth
Mark Dreger
Elliot Goodrich
Eillie Anzilotti
Pallavi Panyam

Paul Miller
Jason Cohen, SF Tour Guide Guild
Jessica Lum, SF Travel
Lulu Meyer, Foodwise
Scott Gentner
Claude Imbault, DCBD
Randall Scott
Jane Connors, Hudson / Ferry Building
Alec Bash
Claire Amable, SFBC
Matthew Lambert, SF Pedicab Assoc.
Brian Haagsman, Walk SF
Sunny Angulo, D3 Aide
Howard Wong, North Bea
Taylor Safford
Christine Farren, Foodwise
Maggie Dong
Shani Krevsky, Exploratorium

Port:

Dan Hodapp
Dan Kavanagh

EEAG Representatives:

Chaudel
Diana Taylor, Barbary Coast
Neighborhood Assoc.
Frances Gorman, Tour Guide Guild
Katy Liddell, South Beach Rincon
N'hood Assoc.

Notes

Casey Hildreth, Mark Dreger, and Dan Hodapp presented.

Comments/questions:

- AB: So glad to see Promenade Safety Signs Coming up (chat)
- CA: these look great! (chat re: Safety signs)
- RS: If port approves field test, it should not occur until summer to discover accurate data. (chat)
- ML: What are the plans for street sweeping in the bikeway? Restaurants along the waterfront usually have a lot of broken glass in the lane after trash day. Will pavement conditions be improved in the bikeway?
 - CH: Currently the bikeway is wide enough to allow regular street sweeping. Vehicles would enter and exit by rolling over the flexible posts if needed. If complications and/or changes occur, the city also has 'mini sweepers' that are specifically used for smaller bikeways. If that doesn't track with your experience please let us know.

- AB: Gradual plan for enforcement makes sense, let users become accustomed to how they're supposed to respond to changes. Might consider City's Ambassador Program to help in moving towards compliance. (chat)
- TS: Is it possible to test the hybrid scenario - i.e., having one flexible left-turn lane at Broadway - only during morning commute hours? This would allow for faster throughput during the afternoon commute period. (chat)
 - MD: Would be challenging to create dynamic configuration, but can evaluate.
 - CH: Can do better job communicating the evaluation work that team has done.
- DT: Noise at Broadway and Embarcadero is getting louder due to increased auto volumes and speeds. Current Broadway intersection configuration is problematic on peak, taking a while to get through and people are turning left on red lights. People are confused and there is a learning curve. Some BCNA don't understand why this project is being done, because people don't understand the purpose – requests more forums to educate people.
- JC: Would be helpful to geofence scooters to force them into bikeway. Need to see impacts of Giants games and return to work on Embarcadero configurations. Lots of congestion even now, need a deep study on general circulation and EEP impacts.
 - DH: Scooter operators have a contract with MTA and Port MOU extends rules to Embarc. Operators working on tech to identify types of surfaces the device is riding on (roadway vs. bikeway vs. sidewalk). Would need to be applied evenly to all operators.
- CF: Foodwise team interested in particular details of curb ramps at Ferry building. Particular impacts to farmers market. Appreciate all green bikeway to cue people to bi-directional travel. Will long-term separation element be consistent with Rincon Park section, and will MTA consult with stakeholders on barrier type?
 - CH: Follow up offline with details, but generally at Ferry Plaza, Ferry building loading zones. Capital project concrete scope items TBD but understand the constraints of the Ferry Building. Can retain “quick build” elements for long-term configuration where appropriate. Middle ground for barriers since railings may not be appropriate for Ferry Building area. MTA will consult on barrier type, and will need Port Commission approval.
 - JC: So new ADA ramps at the curbs? (chat)
- AB: Love the thought of performance standards and opportunity for EEAG to weigh in. Impact measure should be quality of experience rather than throughput. Pleased with types of signs to be installed and gradual approach to enforcement. Do want to get to a place where pedestrians can feel comfortable walking on the promenade. Washington and Drumm St: lots of WB back-up due to travel lane removal. SB bike lane on Washington is disconnected to other bikeways. Embarcadero ambassadors are good.

- KL: Great signage. Please look carefully at placement to assure they show up amongst all the other signs. Thank you. (chat)
 - MD: Thinking about specific locations and will accompany shops for installation.
- JC: One experience unloading passengers from motorcoach and it worked really well. Stood in buffer area and gave all-clear to passengers when bikeway as clear. Loading area on southbound side doesn't work as well because of extra crossing distance for passengers.
- BH: Seeing mostly people using wheeled devices using bikeway. Excited to see curb ramps coming. Signage will help get regular users but should be geared towards people using the Embarc for the first time.
 - MD: Added that the project will add "look" stencils at crosswalks.
- DT: Already done baseline evaluation for Embarc? How long will data collection go on? Which locations will be evaluated? Can help get feedback on the best times to get data from neighbors. What is the signal timing project?
 - CH: Yes, fall 2019 and fall 2021. Understand that volumes are currently depressed but will take 2022 counts. Will share raw data and key analysis points with EEAG. Evaluate every intersection between Townsend and Beach. Signal timing project will look at pedestrian crossing times and total cycle length for all modes during different times of day with specific emphasis on pedestrian safety.
 - MD: Data collection periods depend on the metric.
- CF: Can you answer why the dual direction bike lane was not deemed feasible on the northern stretch--in front of Fisherman's Wharf area?
 - CH: Pinch points and/or operational challenges at Exploratorium, Pier 23, Pier 27, Pier 35. A capital project would entail major signal/curb/etc. relocation would be cost-prohibitive right now. Will re-evaluate later, but want to understand and establish consensus at Central Embarc first.
- SK: What is overarching timeline for evaluation, given lower traffic volumes?
 - CH: April isn't be-all, end-all for evaluation, just a snapshot. EEP will continue and with it evaluation. Want to evaluate Broadway intersection in near term.
 - MD: Getting early data pre-sign installation will allow for evaluation of sign efficacy. This data period is a snapshot.
- ML: Two-way bikeway has reduced conflicts with vehicles. People are starting to figure the new configuration out. Still some cars in bikeway, but bikeway is helpful for accessing Ferry terminals.
- JC: Details on Pier 33 quick-build?
 - CH: Will reduce number of lanes to conform to typical cross-section for the rest of corridor and extend protected bikeway from Pier 35.

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Discussion

- **Diana Taylor (DT):**
 - BCNA
 - Traffic noise and nuisance traffic is increasing again
 - Broadway pinch-point is problematic in the AM/PM peaks
 - Takes several cycles to make left turns
 - People turn against red lights
 - People turn from the thru travel lane
 - Some BCNA neighbors don't understand why the project was done — more engagement would be helpful
 - Asked about data collection timeline, time periods, and locations
- **Alec Bash (AB):**
 - Board of the Gateway Tenants Association + Safety Committee of BCNA
 - Happy to see the promenade safety signs + gradually increasing enforcement of existing/forthcoming regulations
 - Want to achieve a pedestrian-priority promenade
 - Hearing from others about back-ups on WB Washington St during certain periods (with only a single travel lane)
- **Jane Connors (JC):**
 - Ferry Building / Hudson
 - Would be helpful to geofence the bike/scooter rentals to *ride in new bikeway*
 - Dan Hodapp (DH): Met with scooter companies — are working on new camera tech to recognize which sort of facility folks are riding on (e.g., sidewalk vs. bikeway)
 - Congestion is increasing
 - Back to Piers 30/32
 - ~30-min traffic jam
 - Takes ~3 cycles to make left turn onto Broadway
- **Christine Farren (CF):**
 - FB farmers' market / Foodwise
 - Have questions re: curb ramps + bike/scooter parking [MTA followed up]
 - New bikeway layout has required additional staffing
 - *Discussion re: new concrete islands with capital project*
 - Why was the two-way bikeway deemed infeasible north of Broadway?
 - Casey Hildreth (CH): North of Broadway isn't wide enough (without significant capital work)
- **Shani Krevsky (SK):**

- Exploratorium
- Please share slides [posted to project website]
- Capture data in Apr and more later as traffic builds
- **Jason Cohen (JC):**
 - Tour Guide Guild
 - Have had one experience loading passengers from a motor coach in the floating loading zone and it worked well
 - Was able to hold bike traffic while passengers crossed
 - Please speak more to the Pier 33 quick-build
 - CH: Opportunity to reallocate travel lanes to extend Pier 35 one-way protected bikeway
- **Frances Gorman (FG):**
 - Tour Guide Guild
 - Please follow up on Pier 35 loading [MTA followed up]
- **Matthew Lambert (ML):**
 - S.F. Pedicab Association Vice President
 - Two-way bikeway has resulted in far fewer conflicts with vehicles (much safer) + has improved access to ferry terminals
- **Brian Haagsman (BH):**
 - Walk SF
 - People seem to be using the bikeway
 - Excited to see new curb ramps coming
 - Green bikeway paint will be very helpful
- **Claire Amable (CA):**
 - S.F. Bicycle Coalition
 - Just saying "hi"

From chat

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