



# Embarcadero Enhancement Project (EEP)

January 12, 2021

Port Commission



# Update Topics

1. Embarcadero Transportation Goals & Context
2. EEP Phasing Plan
3. Phase 1 Overview
4. Schedule & Next Steps

# A Waterfront for All



# Embarcadero Transportation Goals



- Safety
- Access
- Mobility
- Connectivity
- Economic Recovery

# VISION FOR A BETTER EMBARCADERO



Comprehensive & coordinated wayfinding

Simplified intersections with fewer conflicts, smarter signals

Enhanced promenade & urban design

Safer, more efficient loading & curb access

Faster, more reliable transit

Two-way, 'water-side' protected bikeway

Shorter pedestrian crossings

ADA accessibility upgrades

# 2020 Quick-Builds

Ferry Terminal



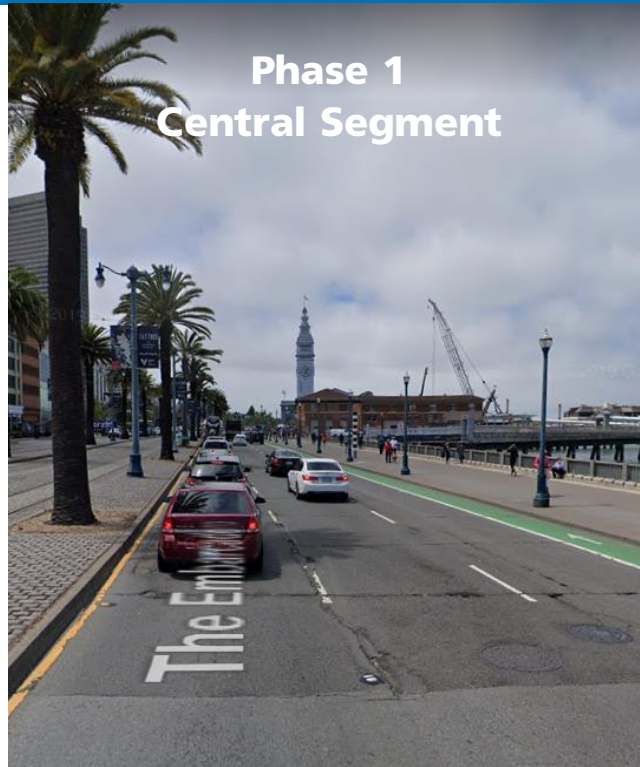
Rincon Restaurant Zone



Pier 35



Phase 1  
Central Segment



Phase 2  
Southern Segment



Northern Segment  
(more study needed)



✓ 3rd travel lane provides room for relatively quick, cost-effective improvements

✓ No 3<sup>rd</sup> lane but promenade generally wider, fewer loading conflicts, median narrowing opps

\$? No 3<sup>rd</sup> lane, loading challenges, higher infrastructure costs, other uncertainties



*\*Rough estimates, subject to change*

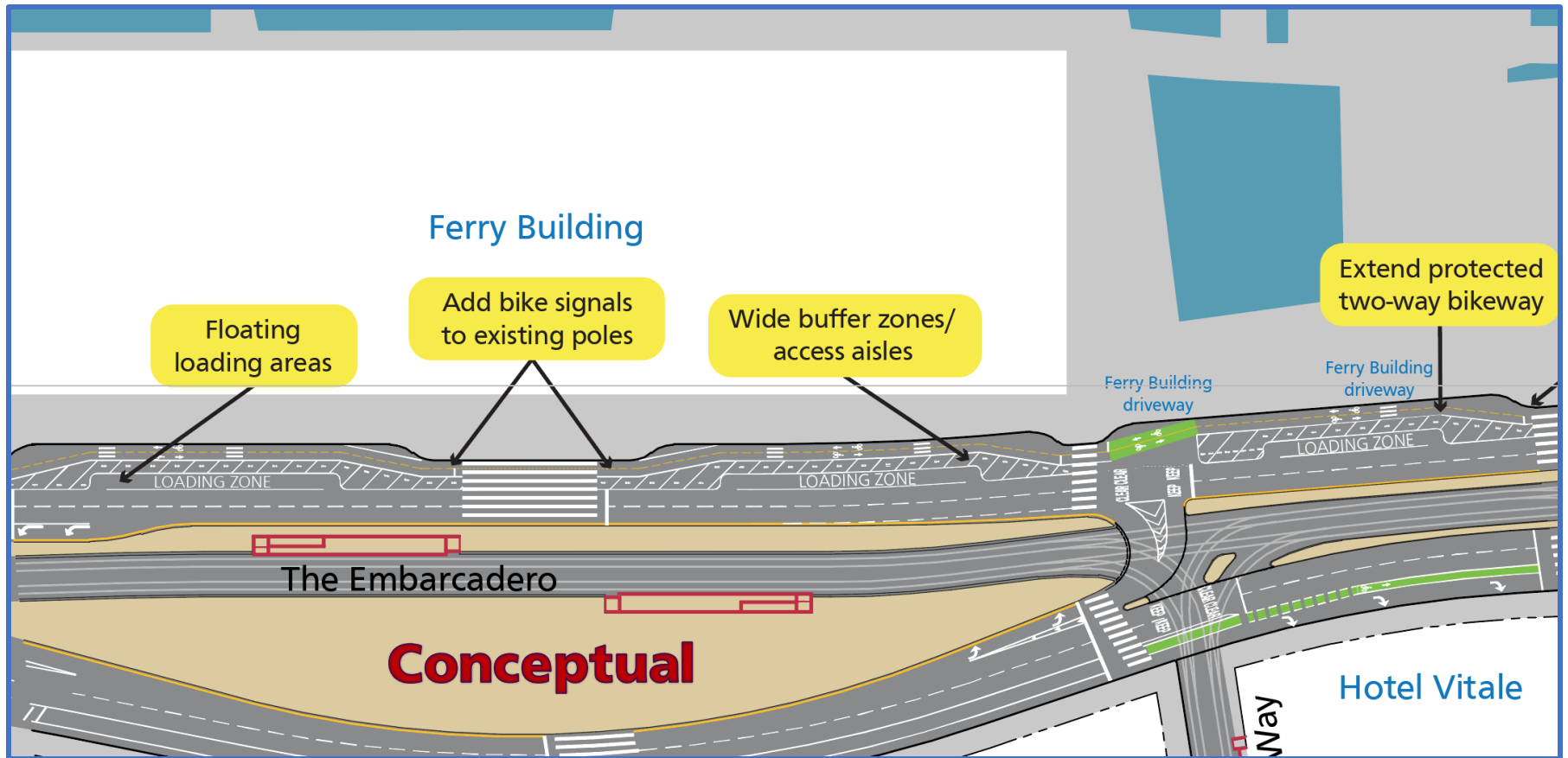








Conceptual



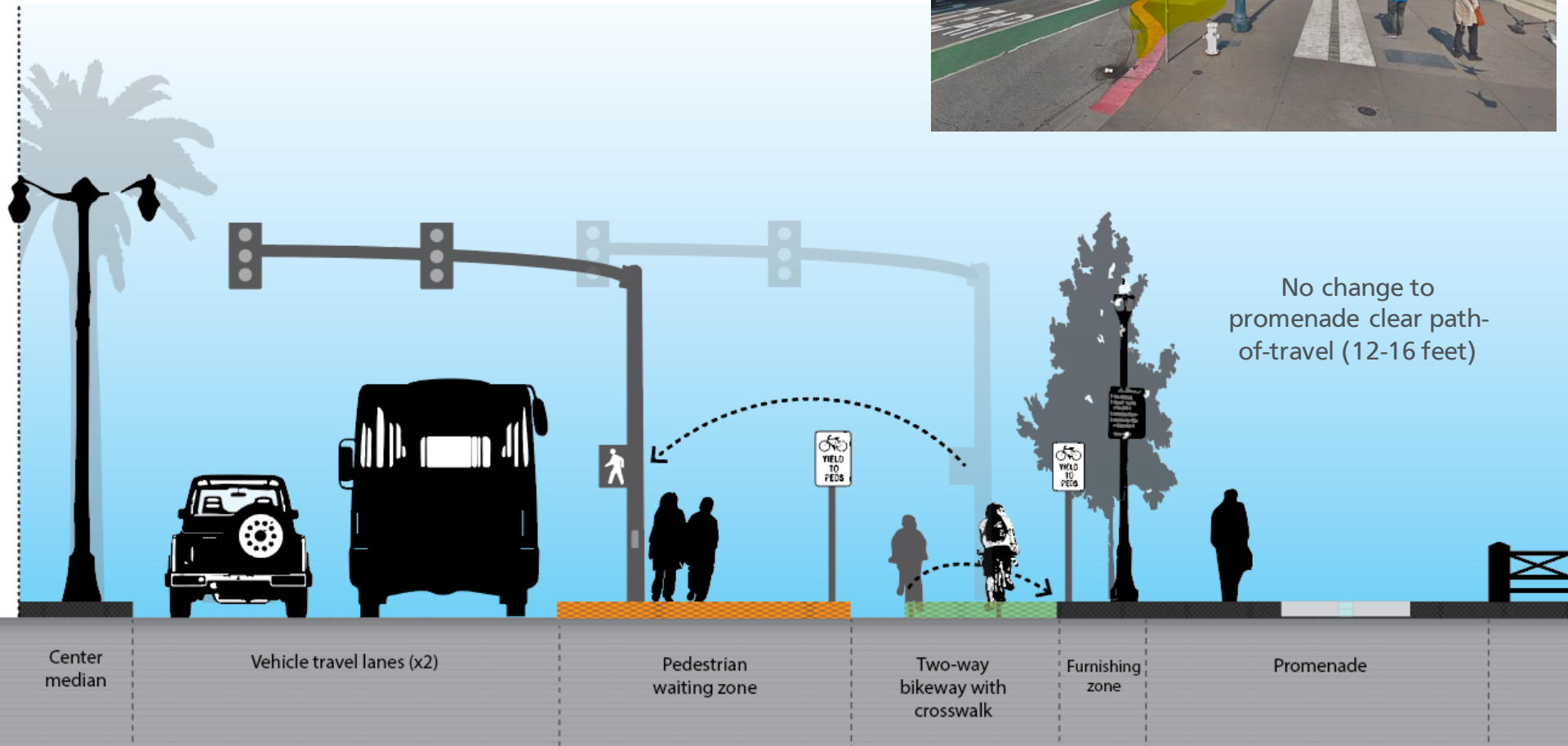


Conceptual

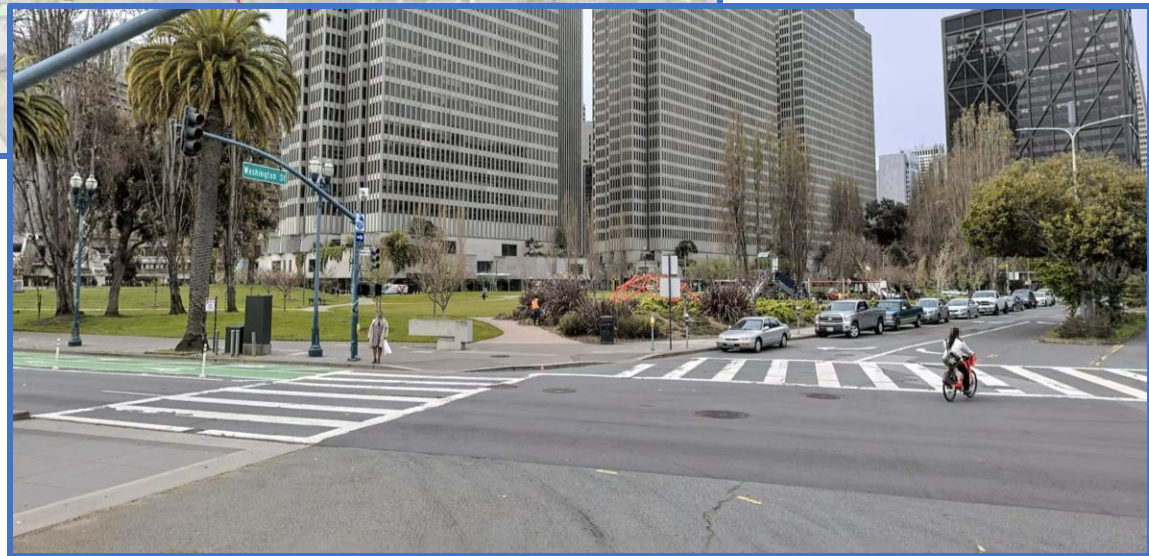
## Pedestrian crossing distance with islands:

Existing: 38 feet

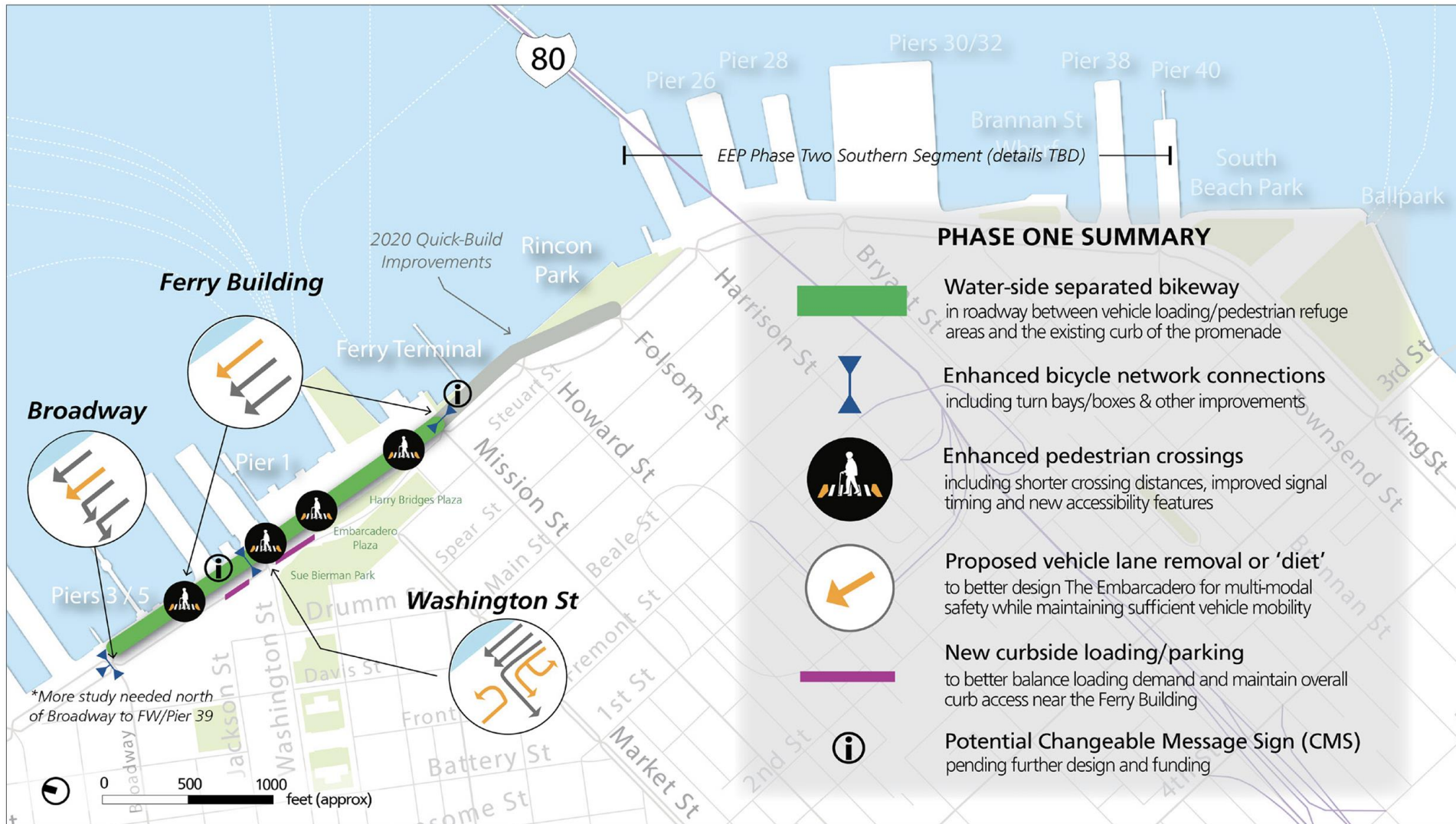
Potential: 22 feet



No change to promenade clear path-of-travel (12-16 feet)

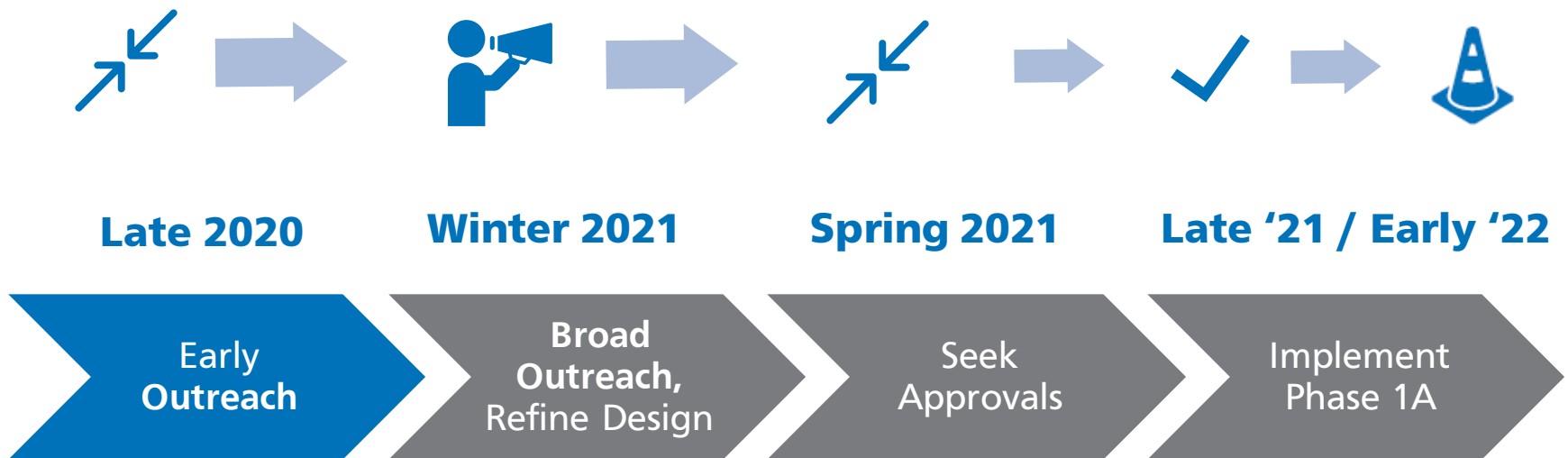


## Mission Street to Broadway





## Project Timeline



## Folsom to Townsend

Significant capital investment (in relatively stable seismic area) to close gap in Bay Trail protected bikeway, support Port pier re-development, and improve Caltrain/ferry transit & ballpark/Mission Rock access



Two-Way Protected Bikeway (water-side, promenade-level)

Two-Way Protected Bikeway (water-side, street-level)

Turn Restrictions

EPP Phase 1

EPP Phase 2

# Thank You!

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