



**SFMTA**  
Municipal Transportation Agency



# WATERFRONT TRANSPORTATION ASSESSMENT

Piers 30-32 Citizens Advisory Committee

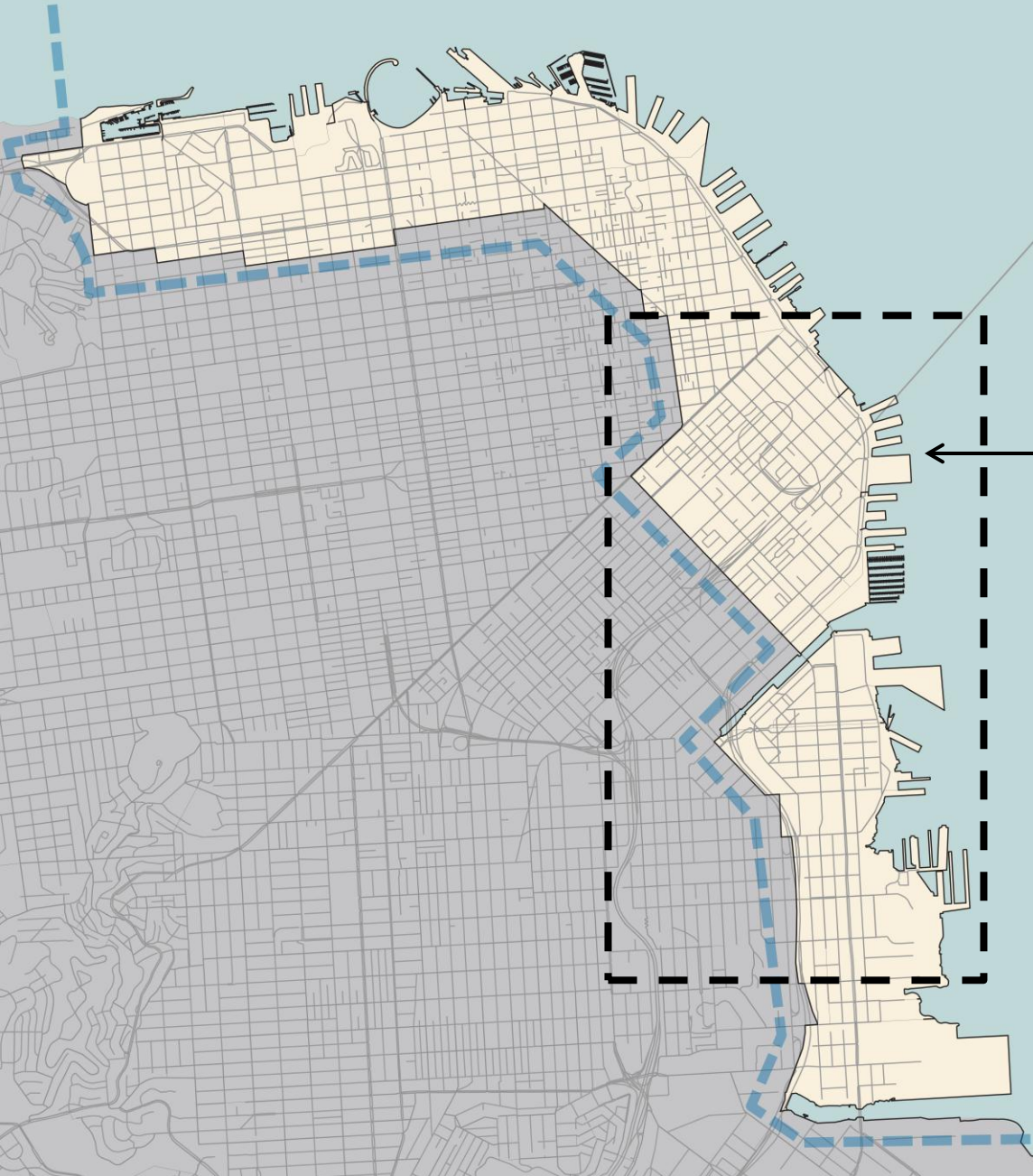
**TRANSPORTATION SUBCOMMITTEE**

07 | 24 | 2013

**SAN FRANCISCO, CALIFORNIA**



# WATERFRONT TRANSPORTATION ASSESSMENT



## Assessment Area

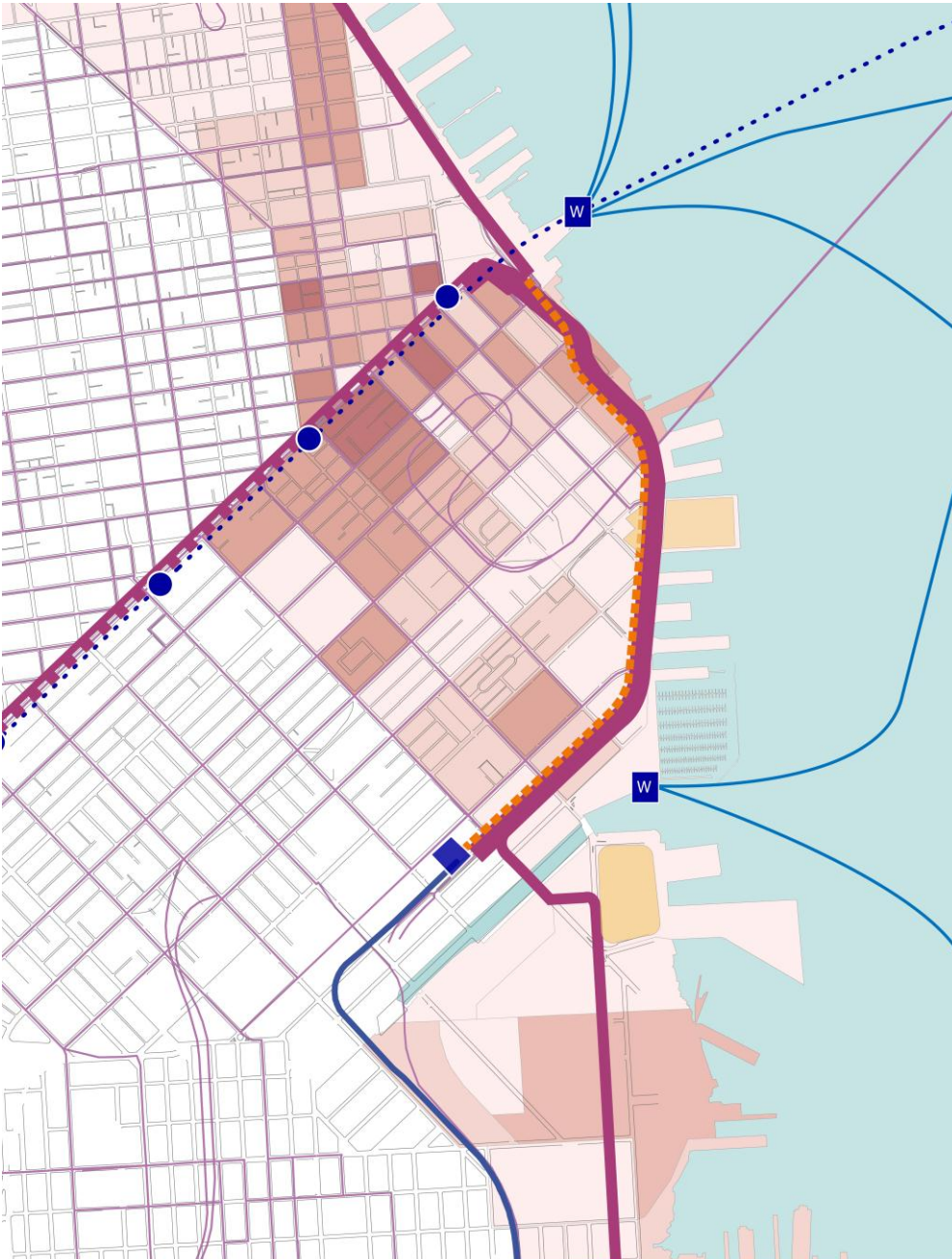
- Expanded north to Crissy Field
- South to Hunters Point

## Tonight's Focus Area

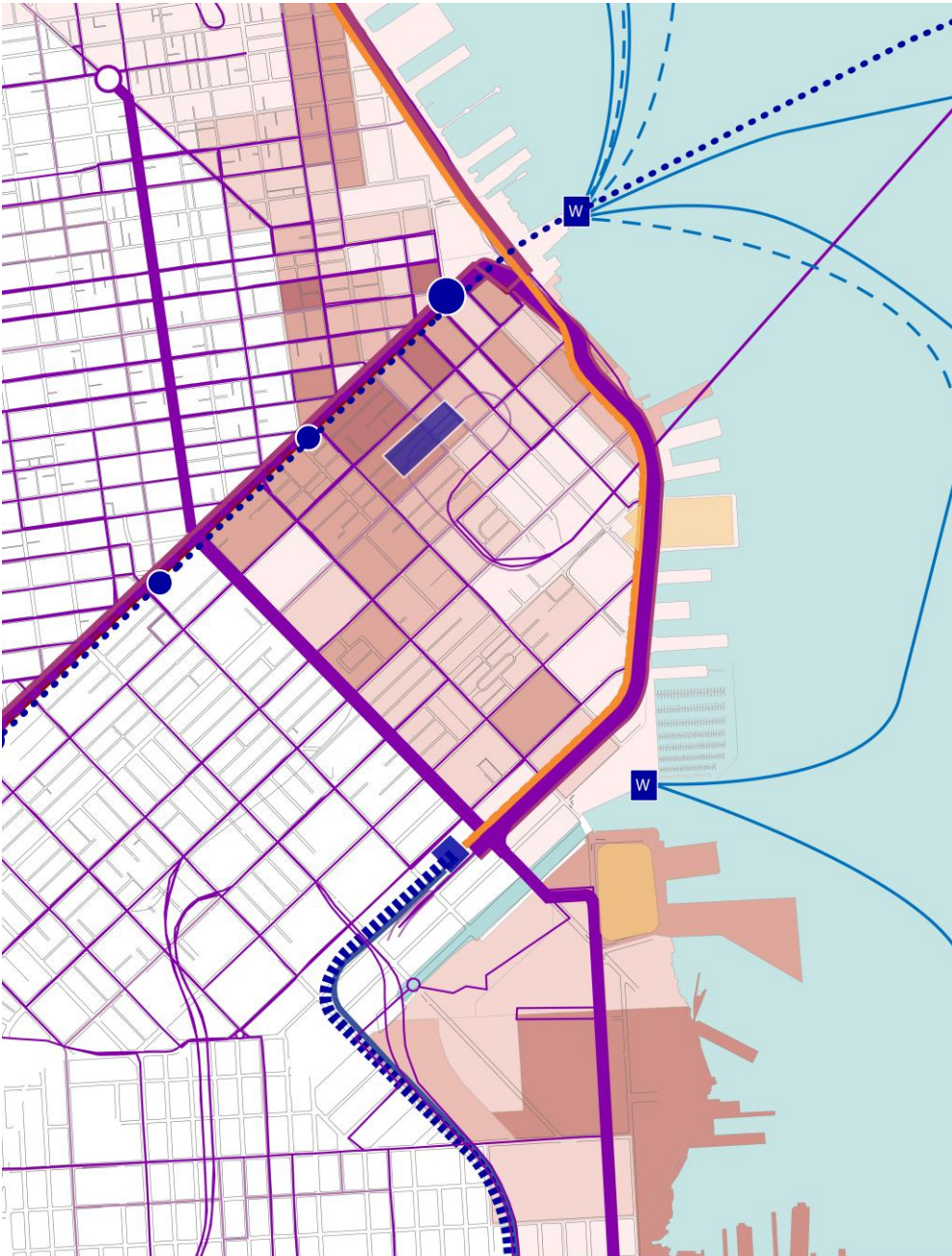
- Review Strategies most relevant to Piers 30-32 site



## Getting Ahead of Growth



**2015:  
Land Use & Transportation**



## Getting Ahead of Growth

**2020:  
Land Use & Transportation**



## Phase 1: Transportation Goals and Strategies



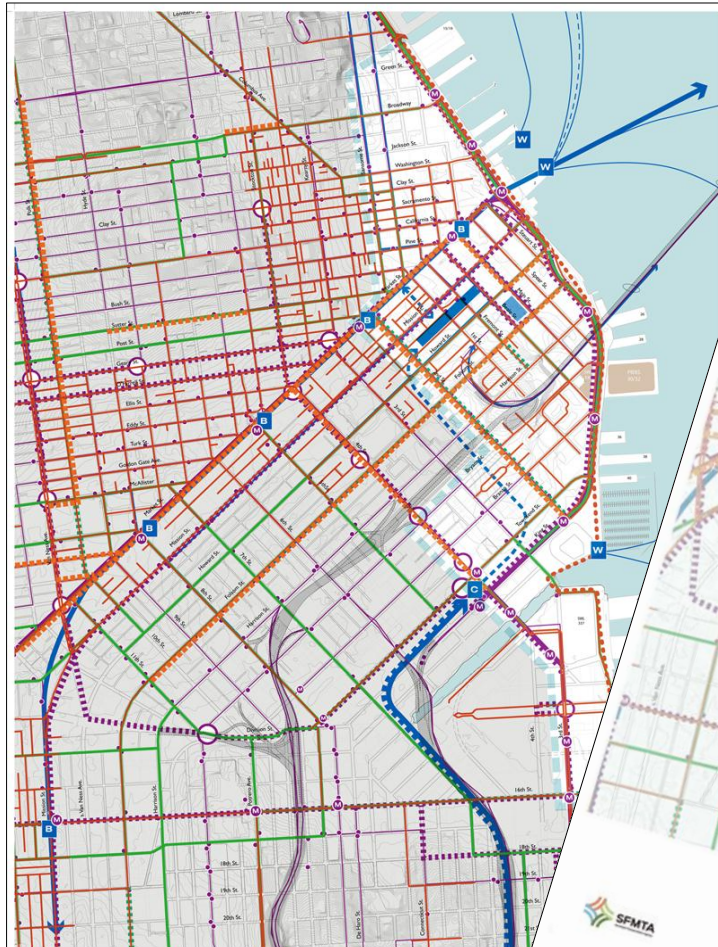


## 1.1 Inventory and Evaluate the “Pipeline”

LAND USE PROJECTS & PROGRAMS**		TRANSPORTATION PROJECTS & PROGRAMS	
		<b>2013 - 2017</b>	
<ul style="list-style-type: none"> <li>Exploratorium (Piers 15-17)</li> <li>8 Washington Street</li> <li>350 Mission Street</li> <li>333 Harrison Street (aka 105 Harrison Street)</li> <li>345 Brannan Street</li> <li>185 Channel Street</li> <li>120 Howard Street</li> <li>1000 4th Street (Mercy Housing)</li> <li>Transbay Tower</li> <li>340 Fremont Street</li> <li>Transbay Block 11A (Folsom &amp; Essex Streets)</li> <li>UCSF Hospital</li> <li>Pier 70 (Orton Historic Core)</li> <li>333 Fremont Street</li> <li>399 Fremont Street</li> </ul>	<ul style="list-style-type: none"> <li>COMPLETE STREETS: Pedestrian, Bicycle, Traffic &amp; Signals</li> <li>Interim Pedestrian crossing at Exploratorium (Embarcadero-Green)</li> <li>2nd Street Improvement Plan (Bike and Streetscape Improvements)</li> <li>Better Market Street</li> </ul>		
		<b>2017 - 2025</b>	
<ul style="list-style-type: none"> <li>Rincon Tower 2</li> <li>45 Lansing Street</li> <li>325 Fremont Street</li> <li>75 Howard Street</li> </ul>	<ul style="list-style-type: none"> <li>BIKE</li> <li>Bicycle</li> <li>Pilch</li> <li>Em</li> <li>(50</li> <li>Bike</li> <li>2nd</li> <li>opa</li> <li>Fre</li> </ul>	<ul style="list-style-type: none"> <li>Mission Rock/Seawall Lot 337 (early Implementation)</li> <li>Treasure Island (early implementation)</li> <li>Central Corridor (early implementation)</li> <li>Pier 70 (later implementation)</li> <li>Block 12 (Transbay Redevelopment Area)</li> <li>Block 5 (Transbay Redevelopment Area)</li> <li>Mission Bay Buildout (Formerly Salesforce site)</li> <li>524 Howard Street</li> <li>Parcel F (TCDP Area)</li> <li>50 First Street</li> <li>Seawall Lot 330 (later implementation)</li> </ul>	<ul style="list-style-type: none"> <li>COMPLETE STREETS: Pedestrian, Bicycle, Traffic &amp; Signals</li> <li>Final Pedestrian crossing at Exploratorium (Embarcadero-Green)</li> <li>6th Street Pedestrian Safety (incl. traffic signal at 6th/Minna, possible road diet or other signals)</li> <li>7th and 8th Street Corridor Ped/Bike Improvements</li> <li>3rd Street Sidewalk Widening (Howard to Townsend Sts)</li> <li>Broadway (Embarcadero to Battery Street)</li> <li>Columbus (Broadway to Filbert Street)</li> <li>Folsom Street &amp; Howard Street 2-Way Conversion</li> </ul>
		<b>2025 - 2040</b>	
<ul style="list-style-type: none"> <li>72</li> <li>20</li> <li>Pi</li> <li>Se</li> <li>22</li> <li>18</li> <li>33</li> <li>Fo</li> <li>Bl</li> </ul>	<ul style="list-style-type: none"> <li>LAND USE PROJECTS &amp; PROGRAMS**</li> <li>TRANSPORTATION PROJECTS &amp; PROGRAMS</li> </ul>	<ul style="list-style-type: none"> <li>COMPLETE STREETS: Pedestrian, Bicycle, Traffic &amp; Signals</li> <li>4th Street - Central Corridor Complete Street</li> <li>REGIONAL TRANSIT</li> <li>California High Speed Rail (2029)</li> <li>SFOBB Multi-modal capacity improvements</li> <li>BART Station &amp; Transbay Capacity Improvements (incl. BART Embarcadero pedestrian tunnels)</li> </ul>	<ul style="list-style-type: none"> <li>BIKE</li> <li>Bicycle Sharing</li> <li>Expansion area - to cover most of NE quadrant of City, up to 2750 bikes</li> <li>Shared Transit Bikeway</li> <li>Sutter, Mason to Octavia</li> <li>Embarcadero Cycle Track</li> <li>7th Street and 8th Streets Bicycle Improvements (ENTRIPS later phased implementation)</li> <li>17th Street Bike Improvements (ENTRIPS)</li> <li>BUS</li> <li>TEP Implementation - continued, including: 22-Fillmore Extension to Mission Bay</li> <li>Geary BRT</li> <li>Multiple Fleet Expansion (Fleet Plan)</li> <li>Treasure Island Transbay Improvements</li> </ul>



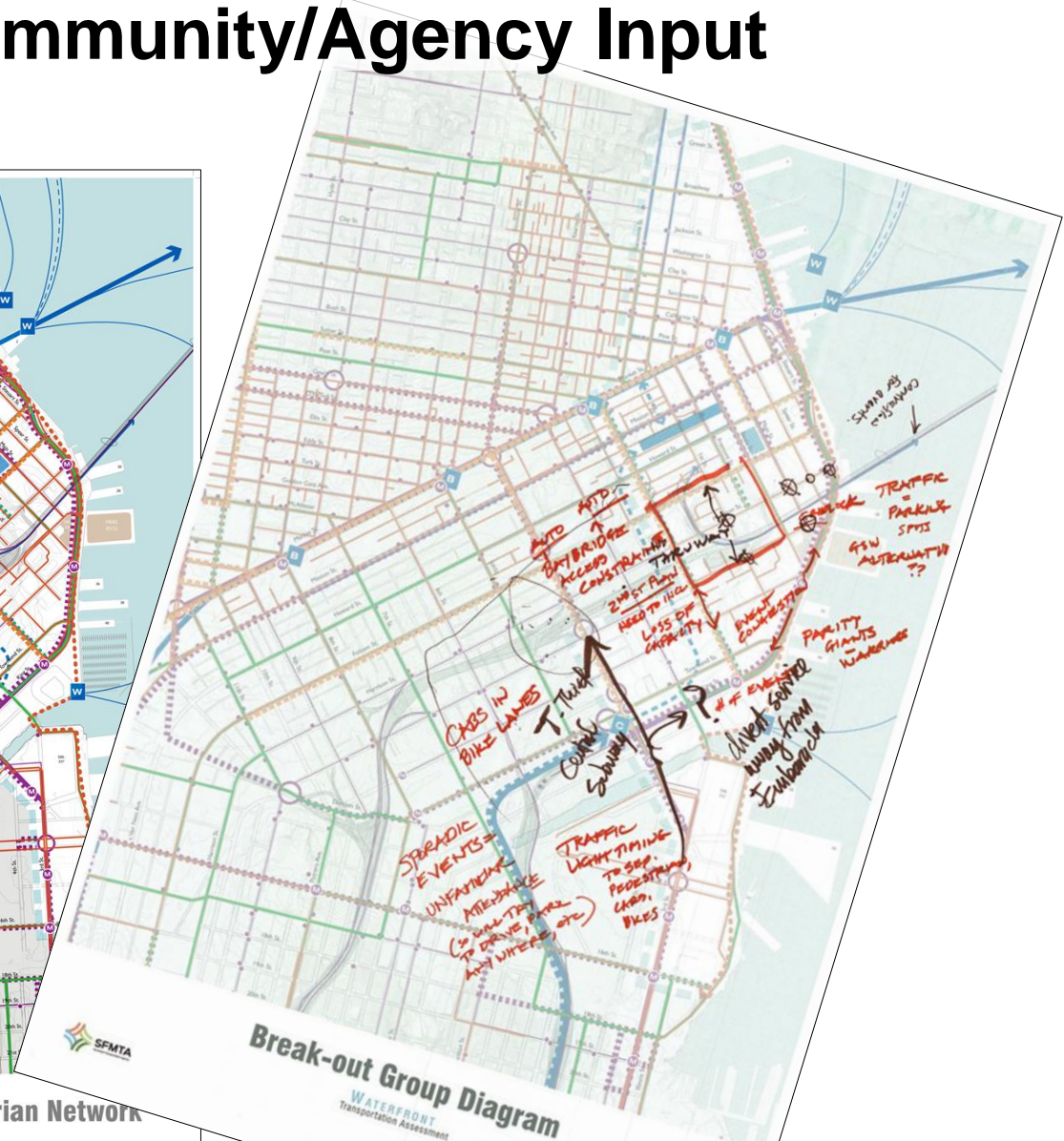
## 1.2 Incorporate Community/Agency Input



Consolidated Transit, Bike & Pedestrian Network



WATERFRONT  
Transportation Assessment



Break-out Group Diagram  
WATERFRONT  
Transportation Assessment



# WATERFRONT TRANSPORTATION ASSESSMENT

A	B	C	D
69	<b>22-Fillmore</b>		
70	<ul style="list-style-type: none"> <li>UCSF Hospital opens early 2015... Extend with hybrid/diesel in the interim</li> <li>With the UCSF hospital opening in early 2015, we HAVE to have better transit into Mission Bay South, even if it's a temporary diesel/hybrid bus instead of the electric bus. Rumors that the plan to have the #22 in the center of 16th Street might be extended into Mission Bay: may not be feasible, given the street layout in Mission Bay, but need to find out more about the idea before the plans are finalized</li> </ul>		
71			
72	<b>47 Van Ness</b>		
73	<ul style="list-style-type: none"> <li>People don't like to take the bus and rather take the trains. Van Ness is an important b/c it will quicken trip to the ballpark through a dedicated lane on Van Ness that makes the 47 more reliable even as it then travels through SoMa to reach Caltrain.</li> </ul>		30/32 Trans sub-committee
74	<b>83X</b>		
75	<ul style="list-style-type: none"> <li>83x between Civic Center and Caltrain to avoid overcrowding on the N Embarcadero: May need adjusted/extended service. Expand idea of adding strategic express buses in "under-used" corridors between key destinations.</li> </ul>		
76	<ul style="list-style-type: none"> <li>83 line- Civic Ctr BART/ Twitter to Caltrain. It takes 10 min. Suggest eh Giants Test the line for ballgames</li> </ul>		30/32 Trans sub-committee
77	<ul style="list-style-type: none"> <li>Tout the BRT to look different and feel different to shift the notion not taking surface buses.</li> </ul>		30/32 Trans sub-committee
78	<ul style="list-style-type: none"> <li>How did the Giants educate people about ridership on surface buses?</li> </ul>		30/32 Trans sub-committee
79	<ul style="list-style-type: none"> <li>Main &amp; Harrison, lack of buses               <ul style="list-style-type: none"> <li>Less service to get to SOMA</li> </ul> </li> </ul>		10/30/12 workshop
80	<ul style="list-style-type: none"> <li>Concerns of transit accommodating Warriors' traffic since Muni is unable to bypass existing traffic               <ul style="list-style-type: none"> <li>Transit lack of dedicated lanes for buses</li> </ul> </li> </ul>		10/30/12 workshop
81	<b>REGIONAL</b>		
82	<ul style="list-style-type: none"> <li>Are the regional stakeholders engaged?</li> </ul>		30/32 Transportation sub-committee
83	<b>BART</b>		
84	<ul style="list-style-type: none"> <li>Should consider BART to San Jose (Berryessa) extension (2019 completion) as it may change patterns and shift South Bay trips that otherwise would use Caltrain to BART to reach SF waterfront</li> </ul>		12/4/12 workshop
85	<b>Caltrain</b>		
86	<ul style="list-style-type: none"> <li>Caltrain ride from ballpark to Peninsula is too slow. Much faster</li> </ul>		
87	<b>WETA</b>		
88	<ul style="list-style-type: none"> <li>Stadium won't support expanded ferry service financially. All</li> </ul>		
89	<ul style="list-style-type: none"> <li>Question of whether ferry service is constrained and whether</li> </ul>		
90	<b>BICYCLES</b>		
91	<ul style="list-style-type: none"> <li>Possible to create a safer bike infrastructure?</li> </ul>		
92	<ul style="list-style-type: none"> <li>Bike access isn't optimal near multiple freeway entrances along</li> </ul>		
93	<ul style="list-style-type: none"> <li>Double parking on 7th St bad for bikes</li> </ul>		
96	<b>Bike Sharing</b>		
97	<ul style="list-style-type: none"> <li>Bike shares are important to get implemented ... hopefully they</li> </ul>		
98	<b>TRAFFIC &amp; PARKING</b>		
99	<b>Traffic Management</b>		
100	<ul style="list-style-type: none"> <li>Delancey between Brannan and Bryant - characteristics comb get to ATT Park or access to 280 or 80/101 or even the Bay Bridge/commuter traffic. This happens every evening.</li> <li>On the bay side of Delancey is the large Bayside Village apart access to the parking garages for more than 200 cars of Bayside and in the middle of the stub of Duvent, which changes at this</li> </ul>		

**From:** [Springer, Matt](#)  
**To:** [Albert, Peter](#)  
**Cc:** [Alicia Rogers](#); [Chen, Gloria](#); [Prashad, Trisha](#); [Miller, Erin](#)  
**Subject:** Re: Muni game day input - and add name to transportation list  
**Date:** Monday, September 10, 2012 11:47:50 PM

Hi Peter, thanks for soliciting input. My own experiences are that I commute home in the evening from UCSF Parnassus campus to my home on Berry St in Mission Bay, and I can take the N-Judah door-to-door or the UCSF shuttle with a 10 minute walk. I learned long ago to take the shuttle on home game days if at all possible, even if the game has already started, because Muni is such a mess on the Embarcadero and King st. When I first moved to Mission Bay in 2007, even non-game days were ridiculous because the timing at 4th and King resulted in constant Muni gridlock with the straight N and turning T. Sometimes the trip from 2nd St to 4th St took up to 10 minutes, during which time they typically would not





## 1.3 Learn from America's Cup

- Waterfront Context
- Principles to guide development pre-EIR
- Transparent plan development process
- “Pilot” projects and programs
- Special Events Team to manage large, coinciding events programs





## 1.4 Develop Goals & Strategies

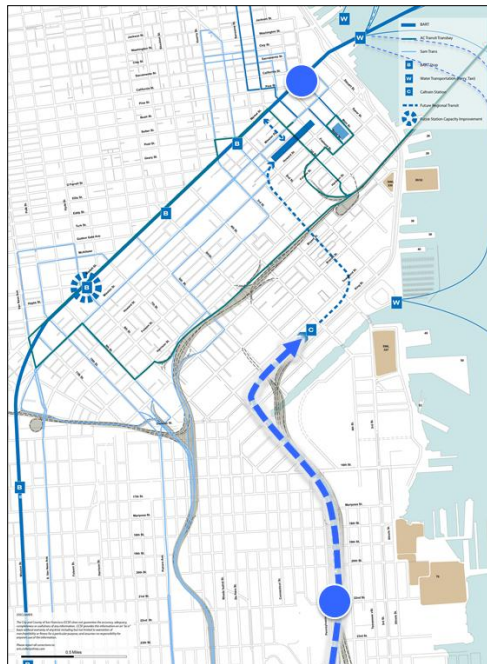
- Inventory Goals





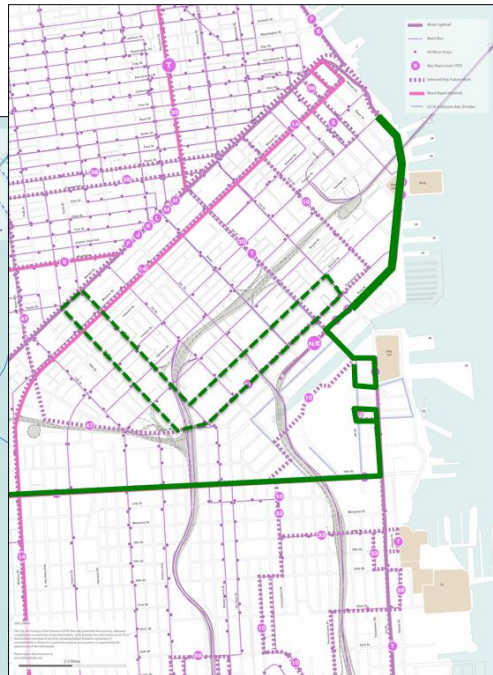
## 1.4 Develop Goals & Strategies

- Develop Strategies



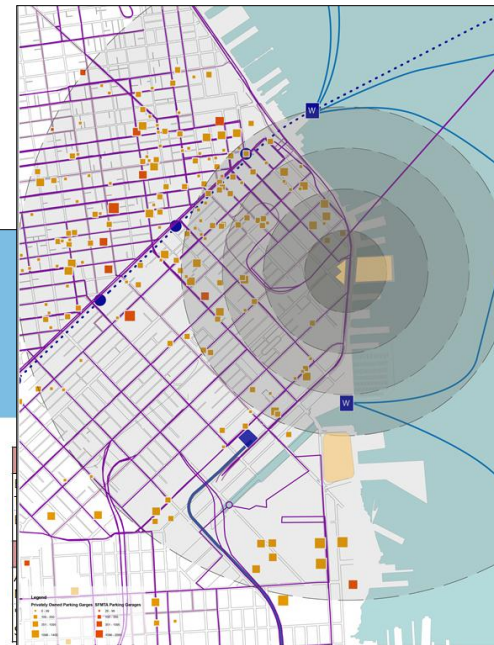
Regional Network

17



Local Network

23



### WATERFRONT TRANSPORTATION ASSESSMENT

#### Parking

Direct off-site (satellite) parking to at least 1/4 mile beyond waterfront destinations.  
 Project Sponsors should reserve off-site parking for waterfront events that is offered as part of ticket purchase

Circulation & Parking

32



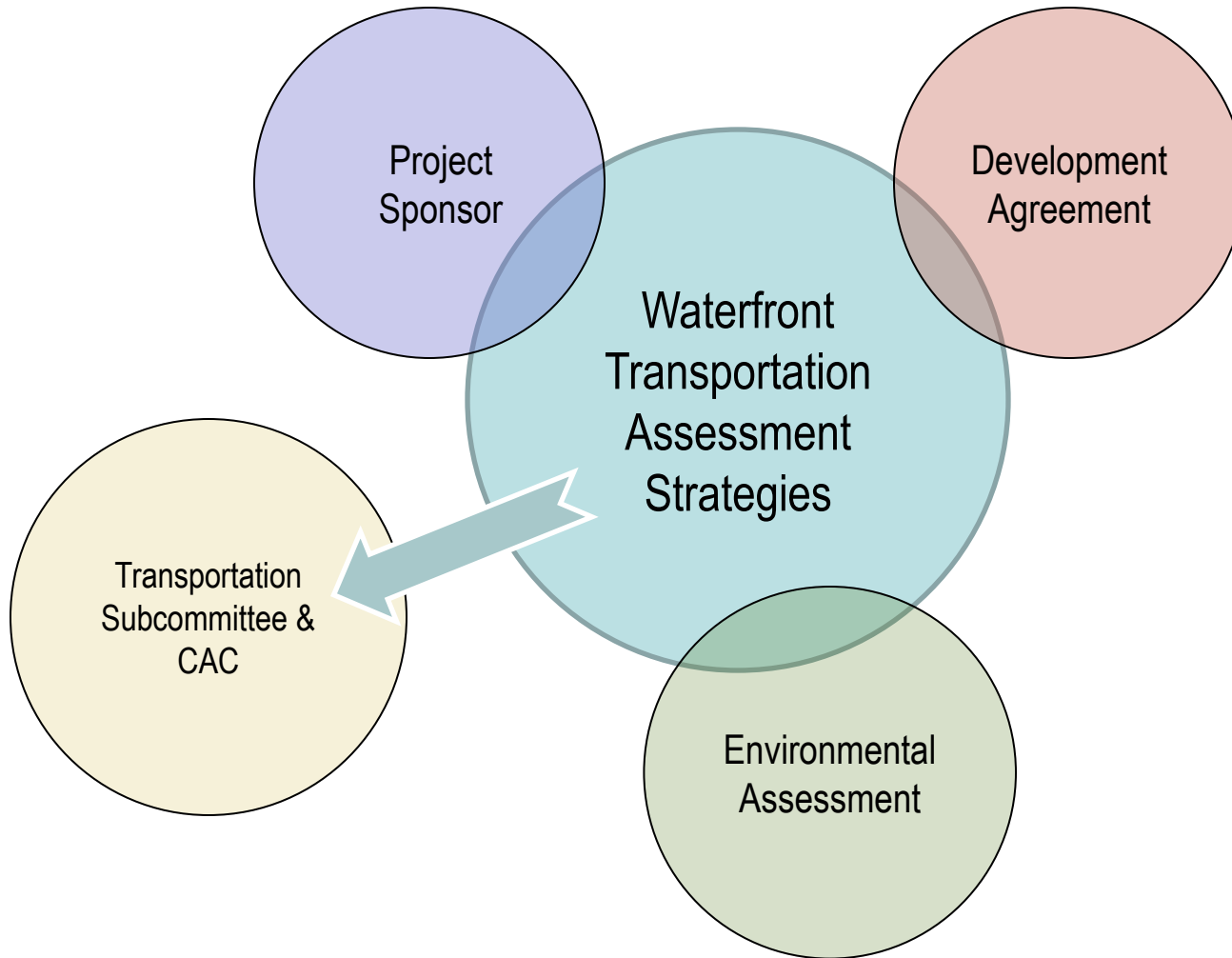
# WATERFRONT TRANSPORTATION ASSESSMENT

## Phase 2: Transportation Solutions Analysis

Transit Agency	Weekend (Sat and Sun)	Weekday (if applicable)	Weekend Cost	Weekday Cost	Cap Item/Costs	Farebox	Marketg	Sales Tax
<b>BART</b>								
Fremont	Operate long trains on Saturdays and event trains for Sundays	OK as is per DEIR	Estimate \$2.31 per car mile operated	TBD	N/A			
Baypoint	Operate long trains Saturday and Sunday. Operate supplemental event trains to expand capacity	OK as is per DEIR	Base Sat: 109663 Base Sunday: 92463	TBD	N/A			
Richmond	Operate long trains on Saturdays and event trains for Sundays	OK as is per DEIR	Long Sat: 148148 Long Sun: 103477	TBD	N/A			
Dublin	Operate long trains Saturday and Sunday. Operate supplemental event trains to expand capacity	OK as is per DEIR	Miles Increase over regular schedule - all trains long all day	TBD	N/A			
*= to SFO	Operate long trains Saturday and Sundays	OK as is per DEIR	Sat: 38485 added miles Sun: 11014 added miles	TBD	N/A			
** = to Millbrae	Operate event trains to increase capacity	OK as is per DEIR	Sat: \$88,900 Sun: \$25,442	TBD	N/A			
Event Trains	2012 = 5/6 event trains per hour on Sunday. In 2013 = 3 event trains on Saturday, 9-10 car trains on Sunday	OK as is per DEIR	Average route length 40 miles. Typical train 9 cars. \$832 per event train operated	TBD	N/A			
<b>Caltrain</b>								
local	Add two extra trains in each direction	OK as is per DEIR	TBD	TBD	N/A			
bullet	Add two extra trains in each direction	OK as is per DEIR	TBD	TBD	N/A			
<b>SamTrans</b>								
120	Fortify service NB 9:30-11:00, SB 5-7	OK as is per DEIR	TBD	TBD	N/A			
<b>WETA</b>								
Oak/Alameda	One additional 10-hour shift (4 round trips). Service hours: 12:00am to 8:00pm	One additional 8-hour shift (4 round trips). Service hours: 1:00pm to 7:00pm	\$11,000	\$8,800	N/A			
Vallejo	One additional 8-hour shift (1 trip to SF and two trips to Vallejo). Service hours: 1:00pm to 7:00pm	One additional 8-hour shift - Only if demand exists (4 round trips). Service hours: 1:00pm to 7:00pm	\$12,800	\$12,800	N/A			
Harbor Bay	One 10-hour shift (4 round trips). Service hours: 12:00pm to 8:00pm	N/A	\$13,000	N/A	N/A			
Oyster Pt	One 12-hour shift (3 trips to SF and 4 trips to SSP). Service hours: 10:00am to 8:00pm	N/A	\$13,200	N/A	N/A			
Treasure Island	One 12-hour shift (3 trips to TI and 4 trips to Oak). Service hours: 11:00am to 8:00pm	N/A	\$13,200	N/A	N/A			
<b>AC Transit</b>								
NL Short	11am-7pm, 30 min. headway, 58 passenger (pax.) vehicles, stop at TI	Extend service beyond peak in pm?	TBD	TBD	N/A			
O	11am-7pm, 30 min. headway, 58 pax. vehicles	OK as is per DEIR	TBD	TBD	N/A			
F Shuttle	11am-7pm, 15 min. headway, 58 pax. vehicles	OK as is per DEIR	TBD	TBD	N/A			
<b>Golden Gate Bus</b>								
93 short	11am-7pm, 15 min. headway, 40 or 72 pax vehicles	Extend service beyond peak in pm?	TBD	TBD	N/A			
4 Short -Marin	11am-7pm, 30 min. headway, 40 pax vehicles	Extend service beyond peak in pm?	TBD	TBD	N/A			
4 Short - Presidio	11am-7pm, 30 min. headway, 40 or 72 pax vehicles	Extend service beyond peak in pm?	TBD	TBD	N/A			
<b>Golden Gate Ferry</b>								
Larkspur	Add hi-speed boats btwn runs (9 more), 400 pax w. bikes	OK as is per DEIR	TBD	TBD	N/A			
Sausalito	Fit add. boat btwn runs, hi/low speed, 400 pax w bikes	OK as is per DEIR	TBD	TBD	N/A			
<b>Blue + Gold</b>								
Angel Island	Perhaps add to midday, weekend service?	OK as is per DEIR	TBD	TBD	N/A			
Tiburon	TBD	OK as is per DEIR	TBD	TBD	N/A			

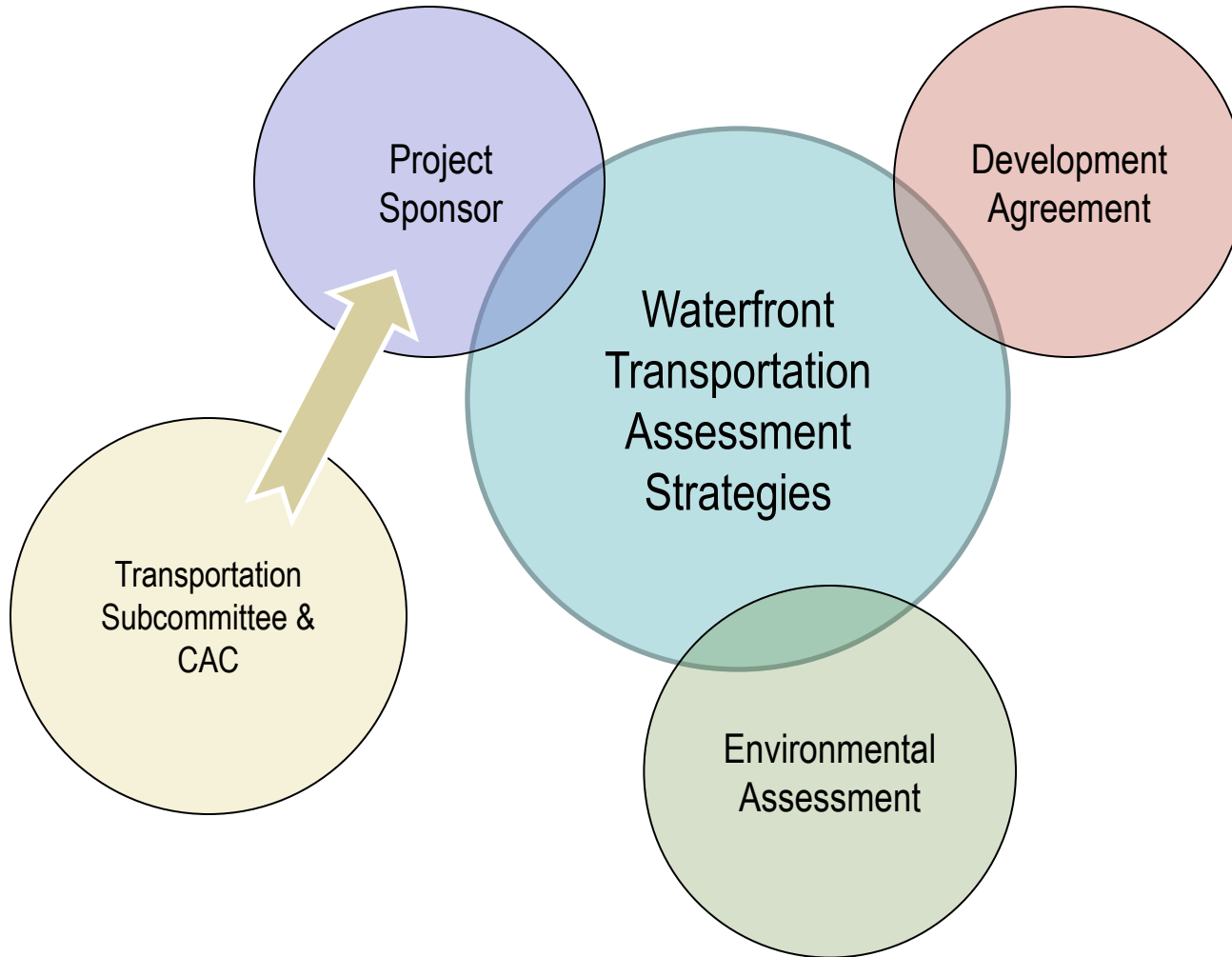


## 2.1: Inform the CAC with Phase 1 Goals & Strategies



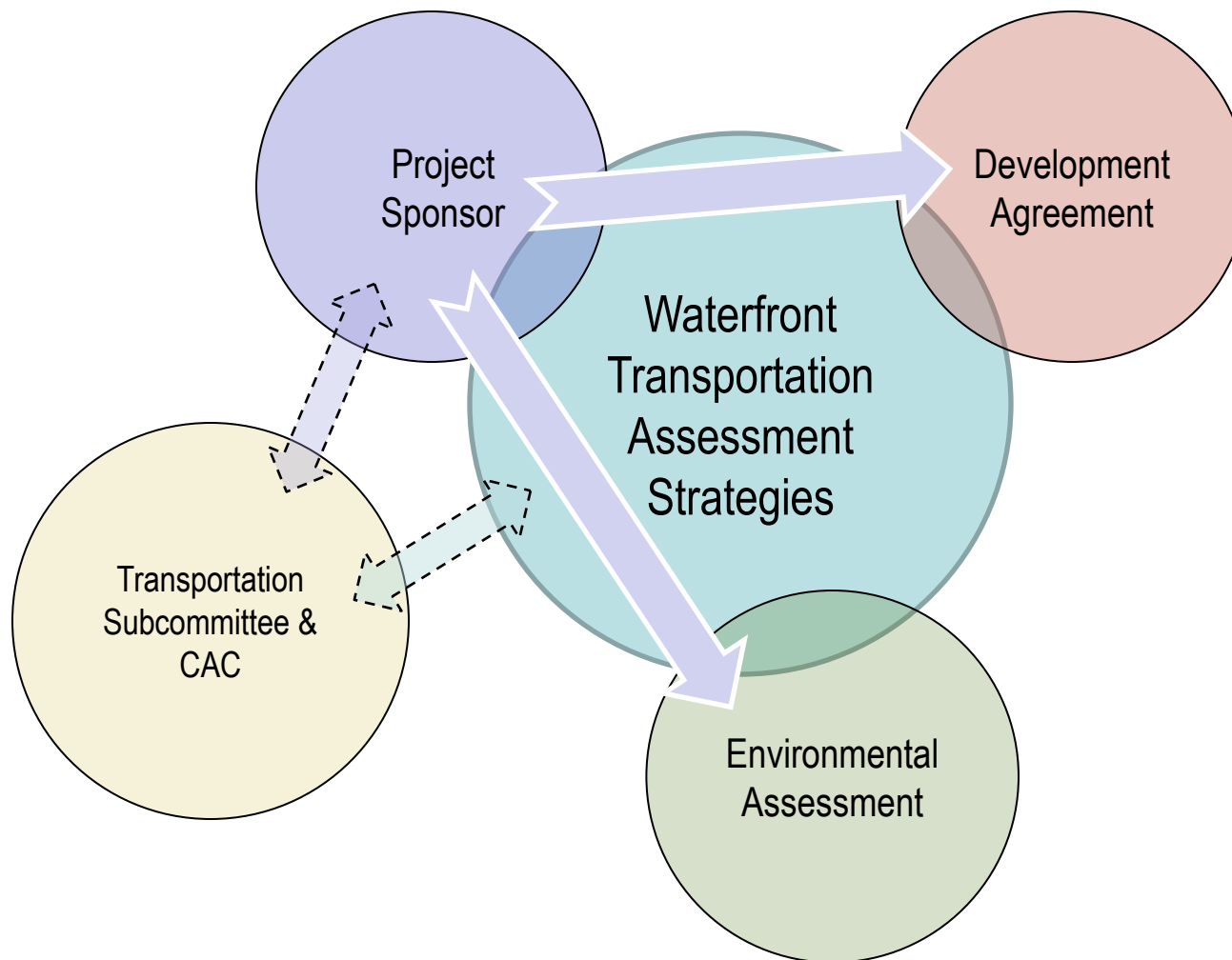


## 2.2: Recommend Transportation Solutions for Analysis



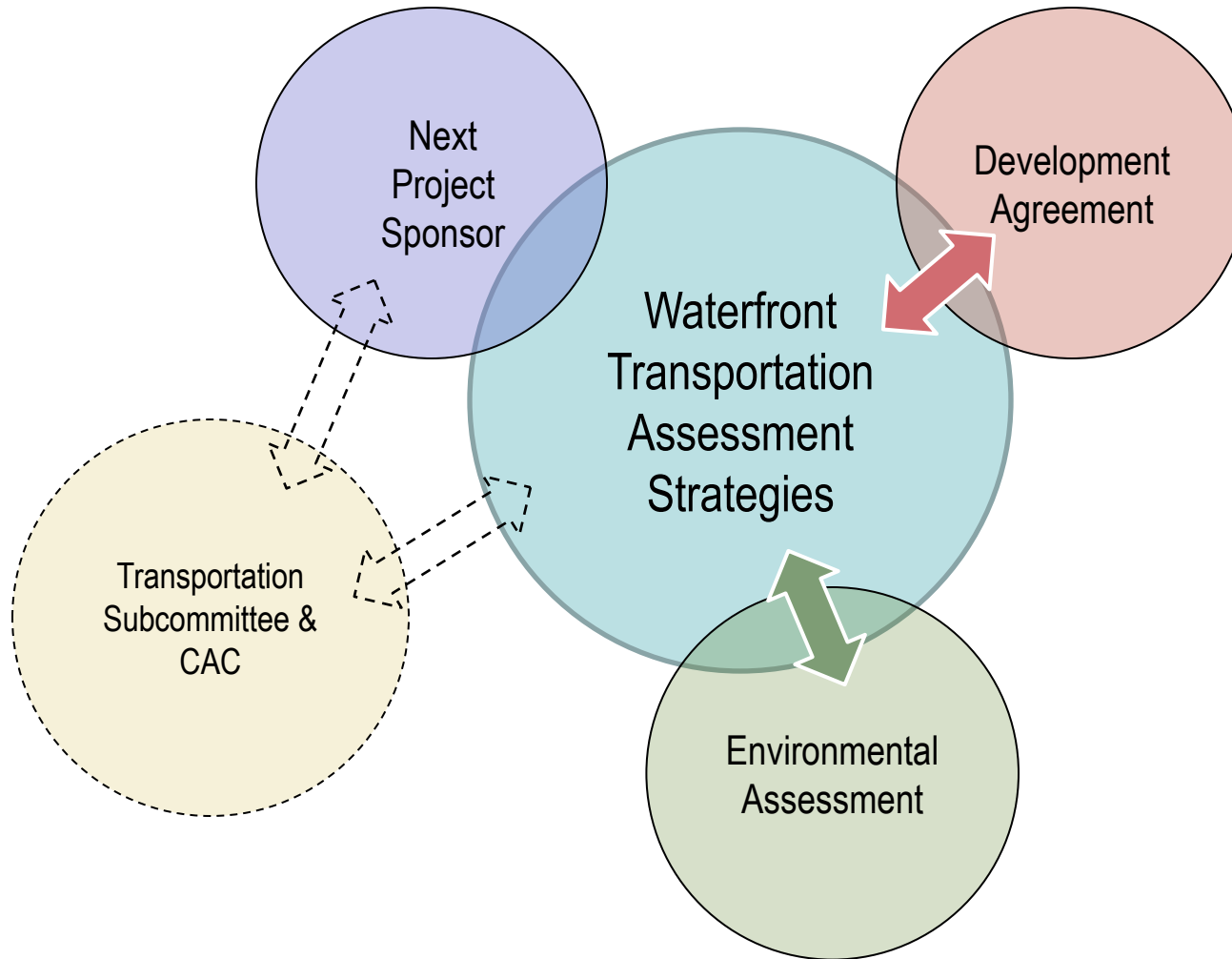


## 2.3: Clarify Implementation Commitments



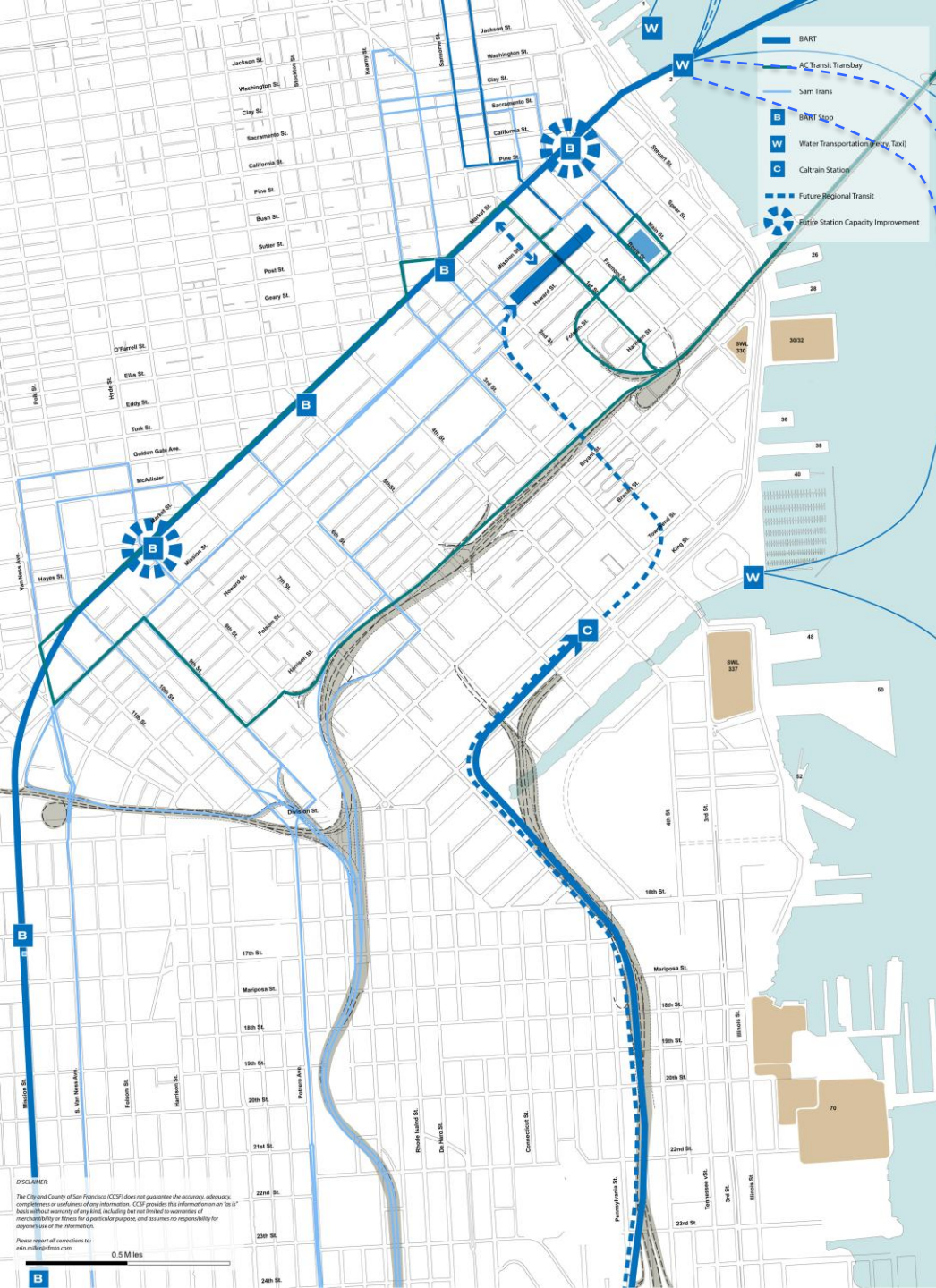


## 2.4: Iterate & Refine Analysis to Enhance Assessment



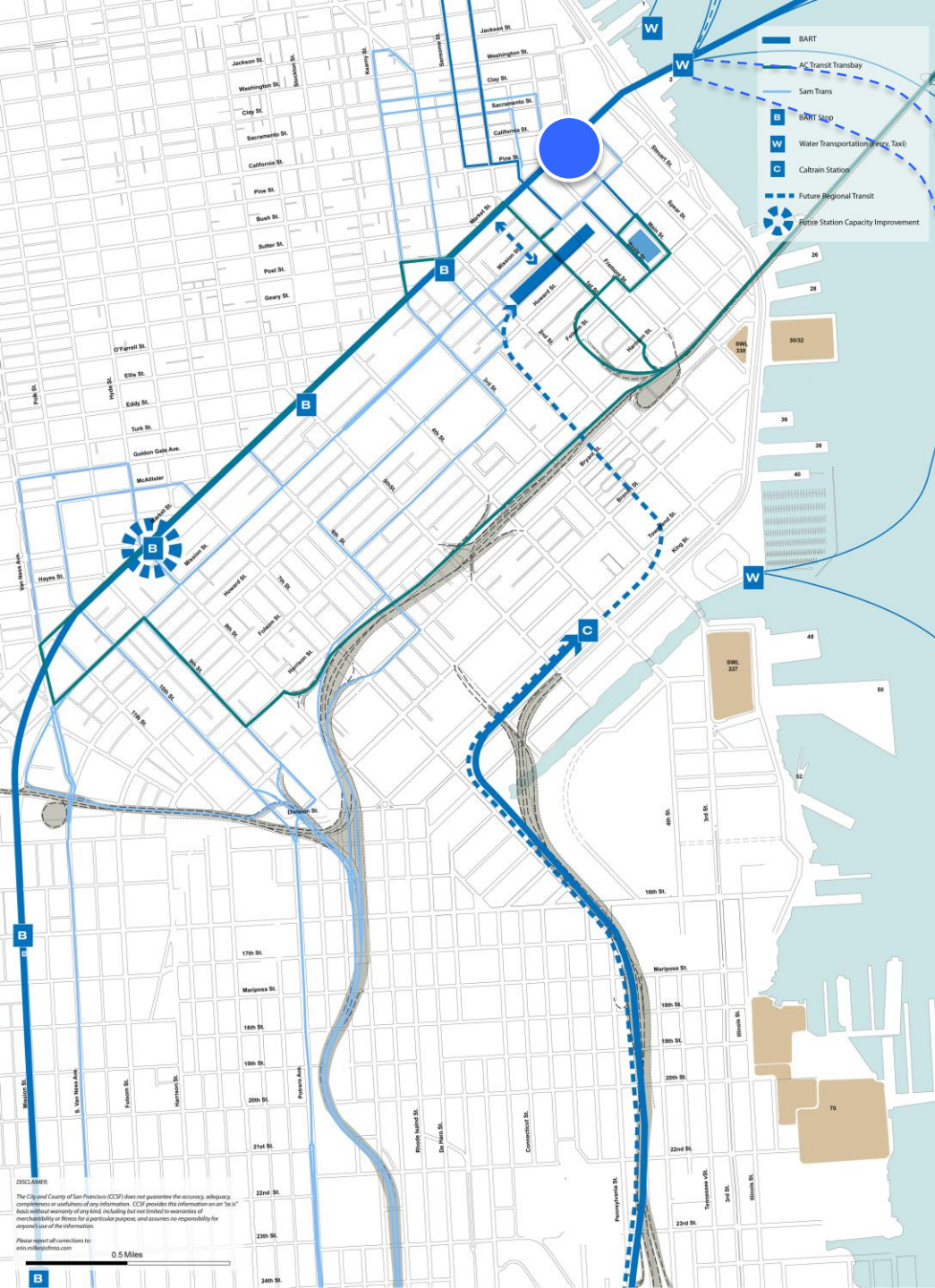


# WATERFRONT TRANSPORTATION ASSESSMENT



## Regional Transit Network

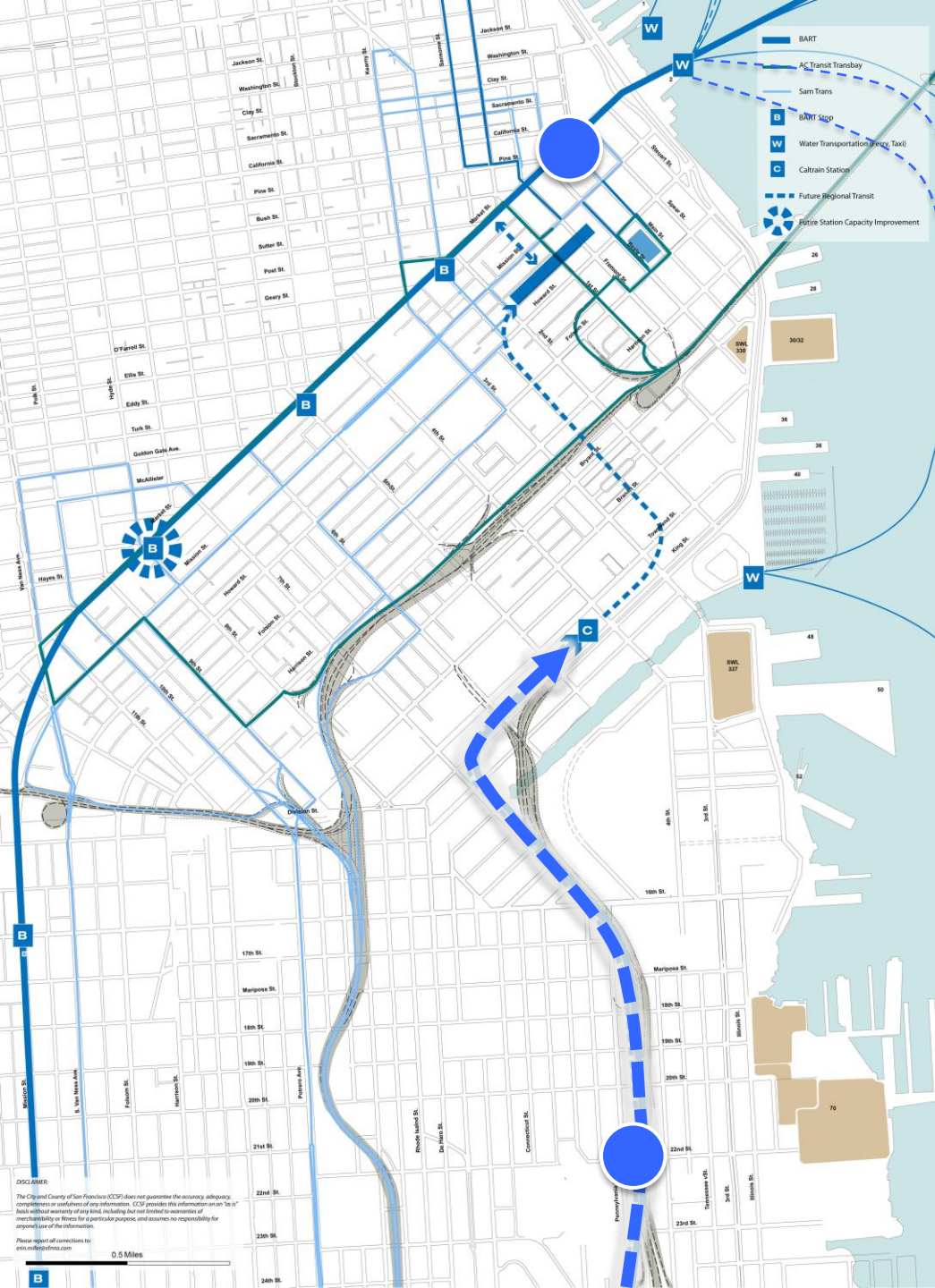
# WATERFRONT TRANSPORTATION ASSESSMENT



BART
Advance key elements of Core Service Expansion
Increase Embarcadero Station Capacity

## Regional Transit Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## BART

Advance key elements of Core Service Expansion

Increase Embarcadero Station Capacity

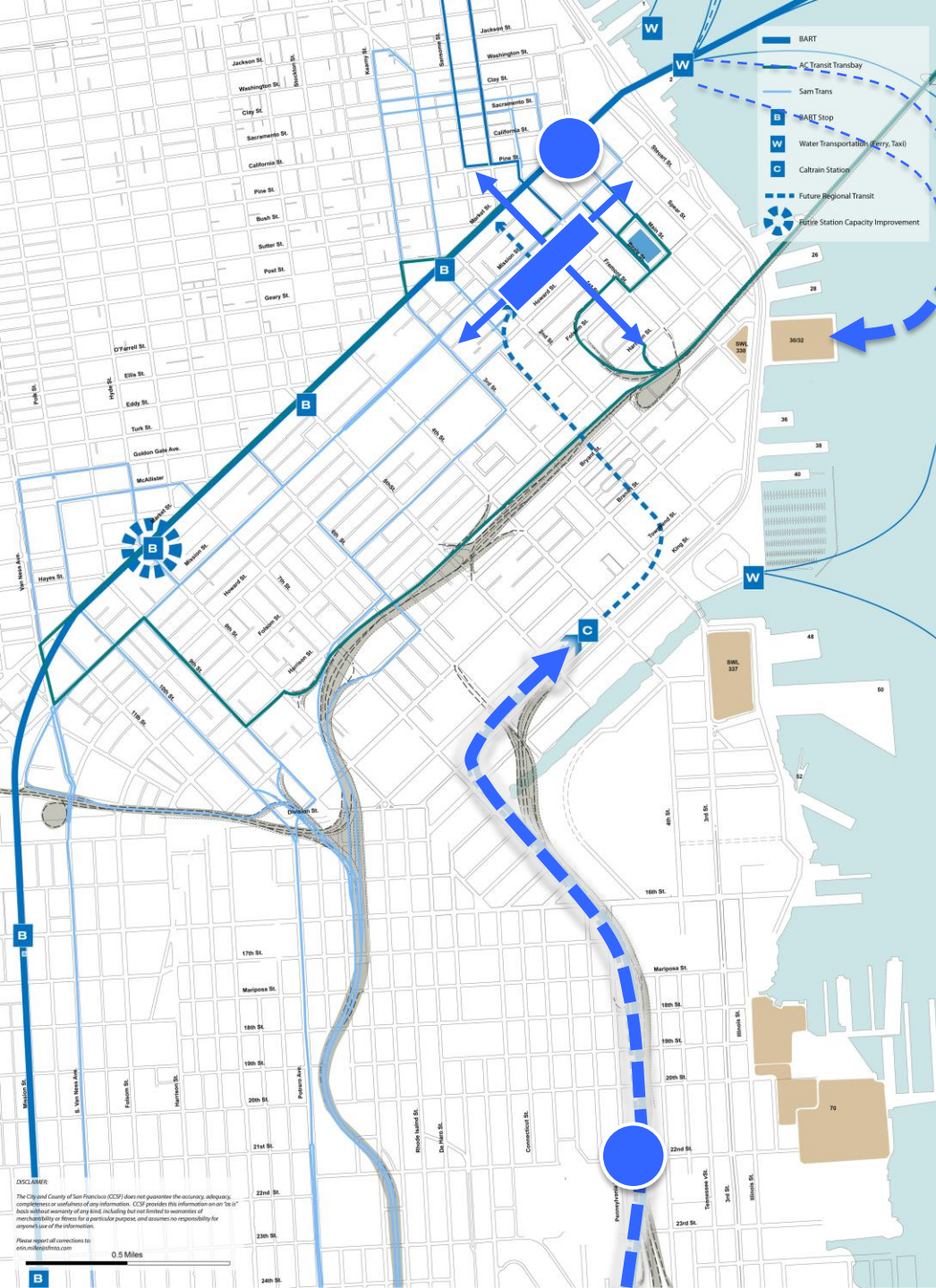
## Caltrain

Advance Caltrain Electrification

22nd Street Caltrain Station Passenger Improvements

## Regional Transit Strategies

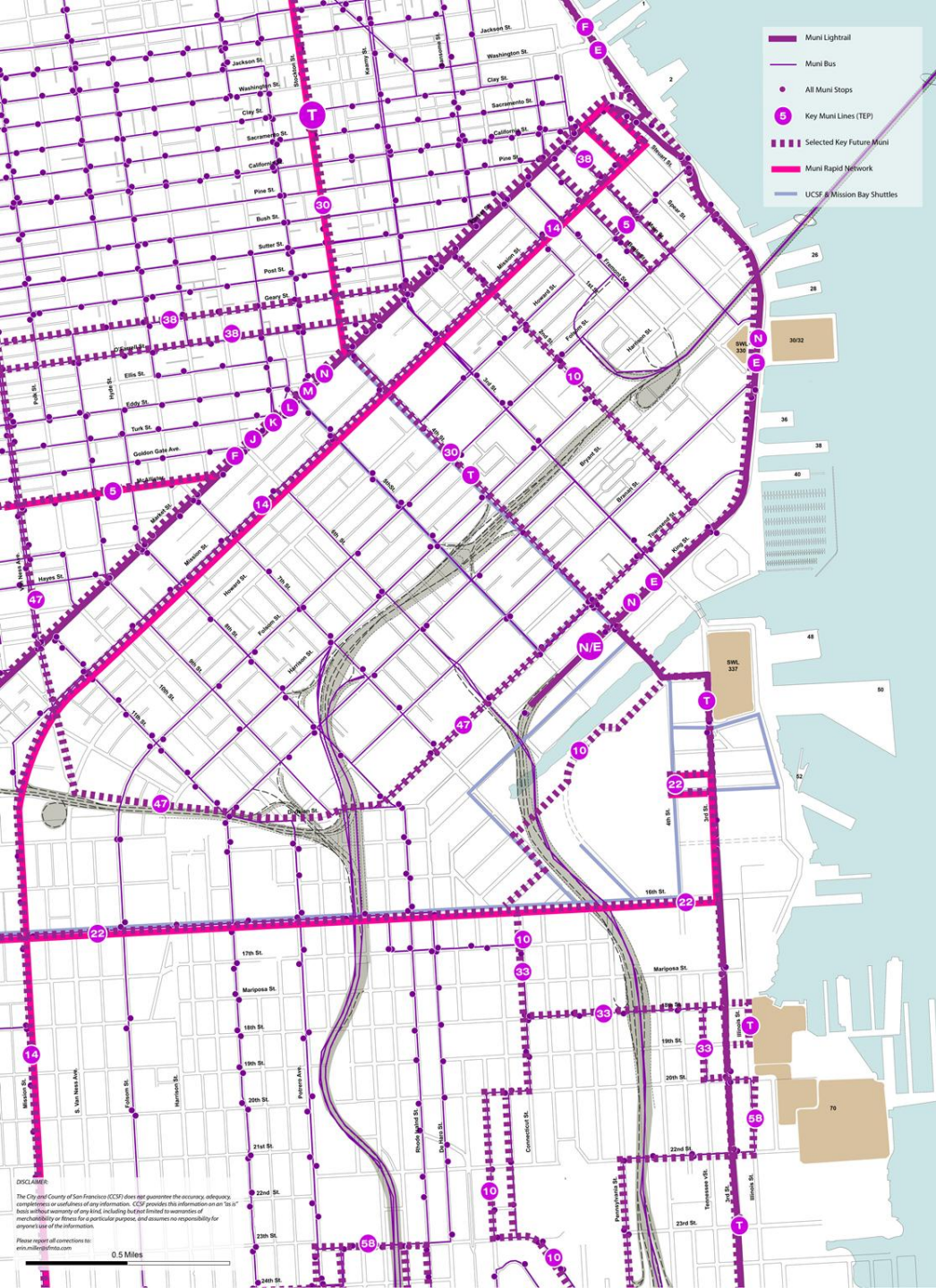
# WATERFRONT TRANSPORTATION ASSESSMENT



<b>BART</b>
Advance key elements of Core Service Expansion
Increase Embarcadero Station Capacity
<b>Caltrain</b>
Advance Caltrain Electrification
22nd Street Caltrain Station Passenger Improvements
<b>Water Transit</b>
Water Transit Landing at Piers 30-32 serving North and East Bay (and possibly South Bay) trips
<b>Regional Buses</b>
Complement Muni transit service with local service on key Regional Bus Lines

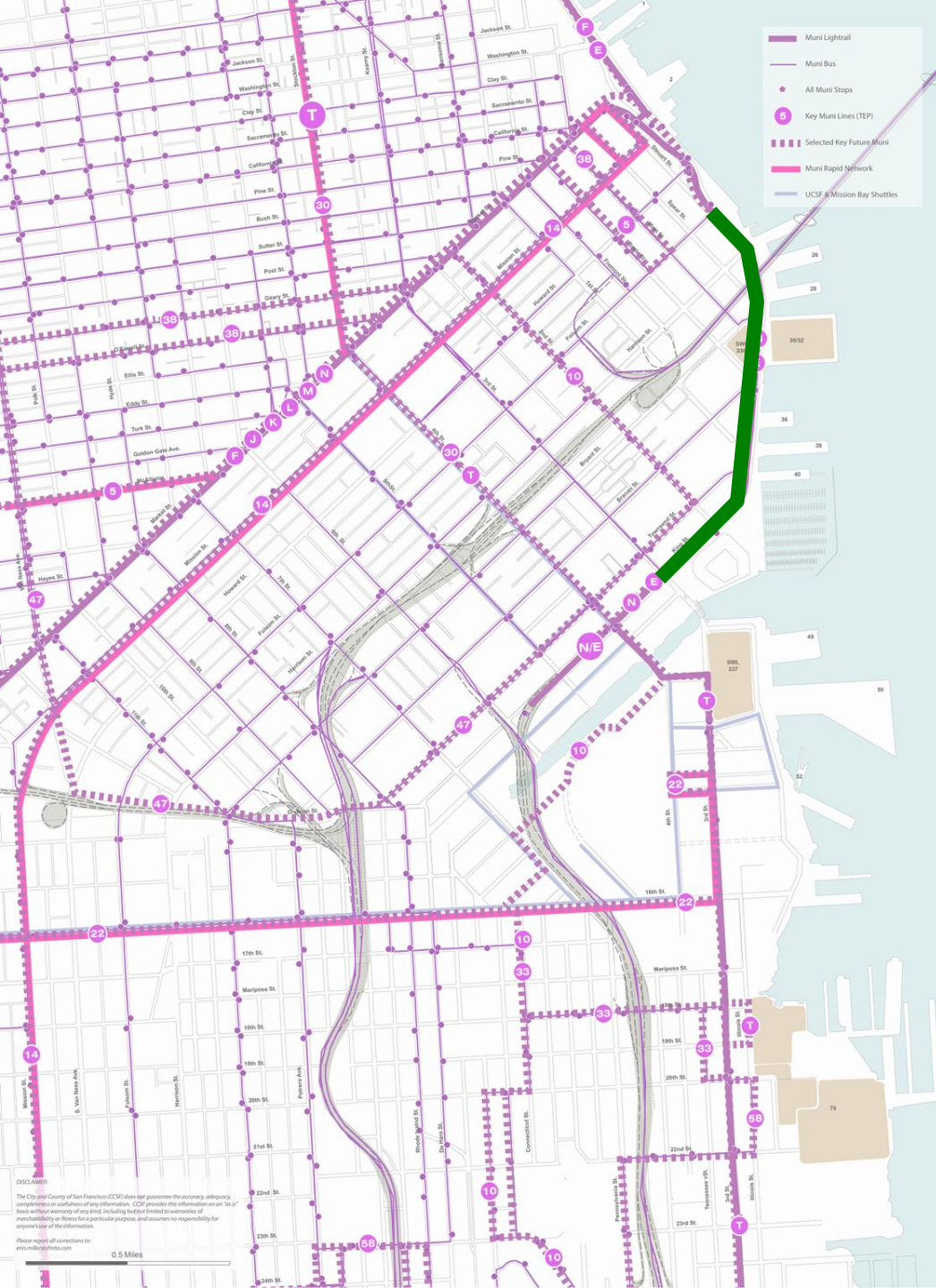
## Regional Transit Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## Local (Muni) Network

# WATERFRONT TRANSPORTATION ASSESSMENT

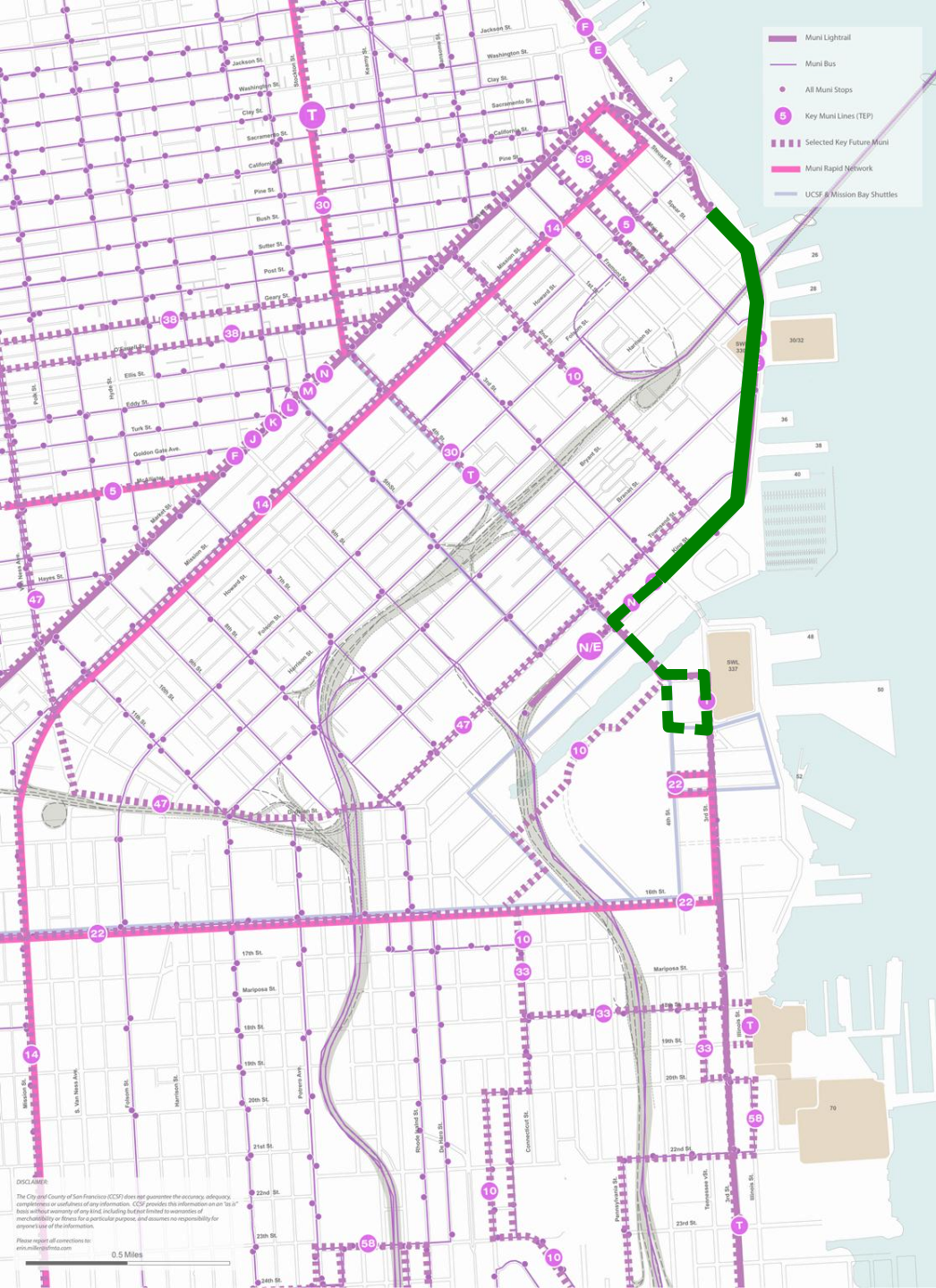


## Muni Light Rail

Embarcadero MMX Optimization: Pocket Tracks, Passing Tracks, Signal Improvements, etc.

## Muni Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT

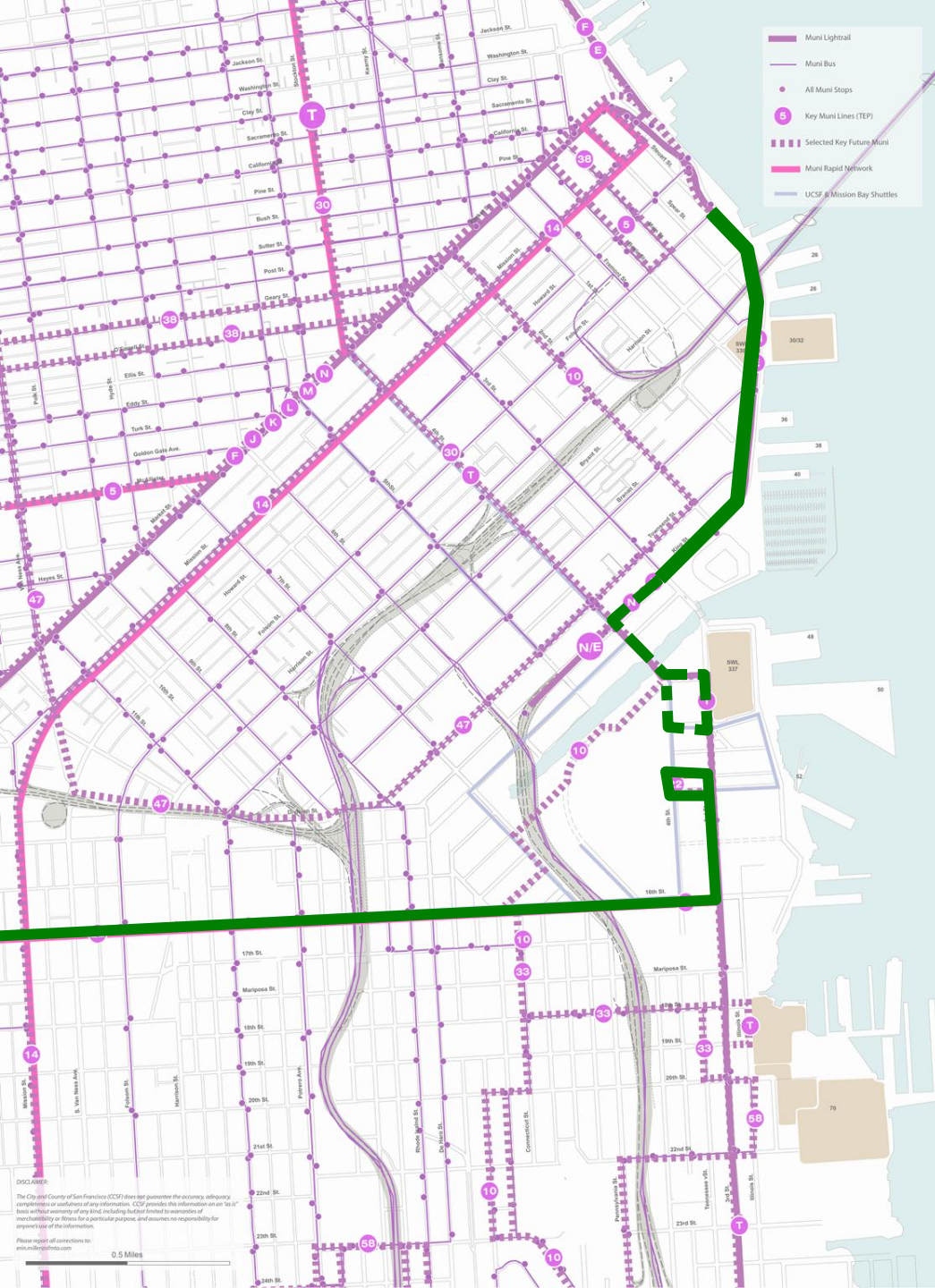


## Muni Light Rail

Embarcadero MMX Optimization: Pocket Tracks, Passing Tracks, Signal Improvements, etc  
 E-Embarcadero Southern Terminal Loop

## Muni Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## Muni Light Rail

Embarcadero MMX Optimization: Pocket Tracks, Passing Tracks, Signal Improvements, etc  
 E-Embarcadero Southern Terminal Loop

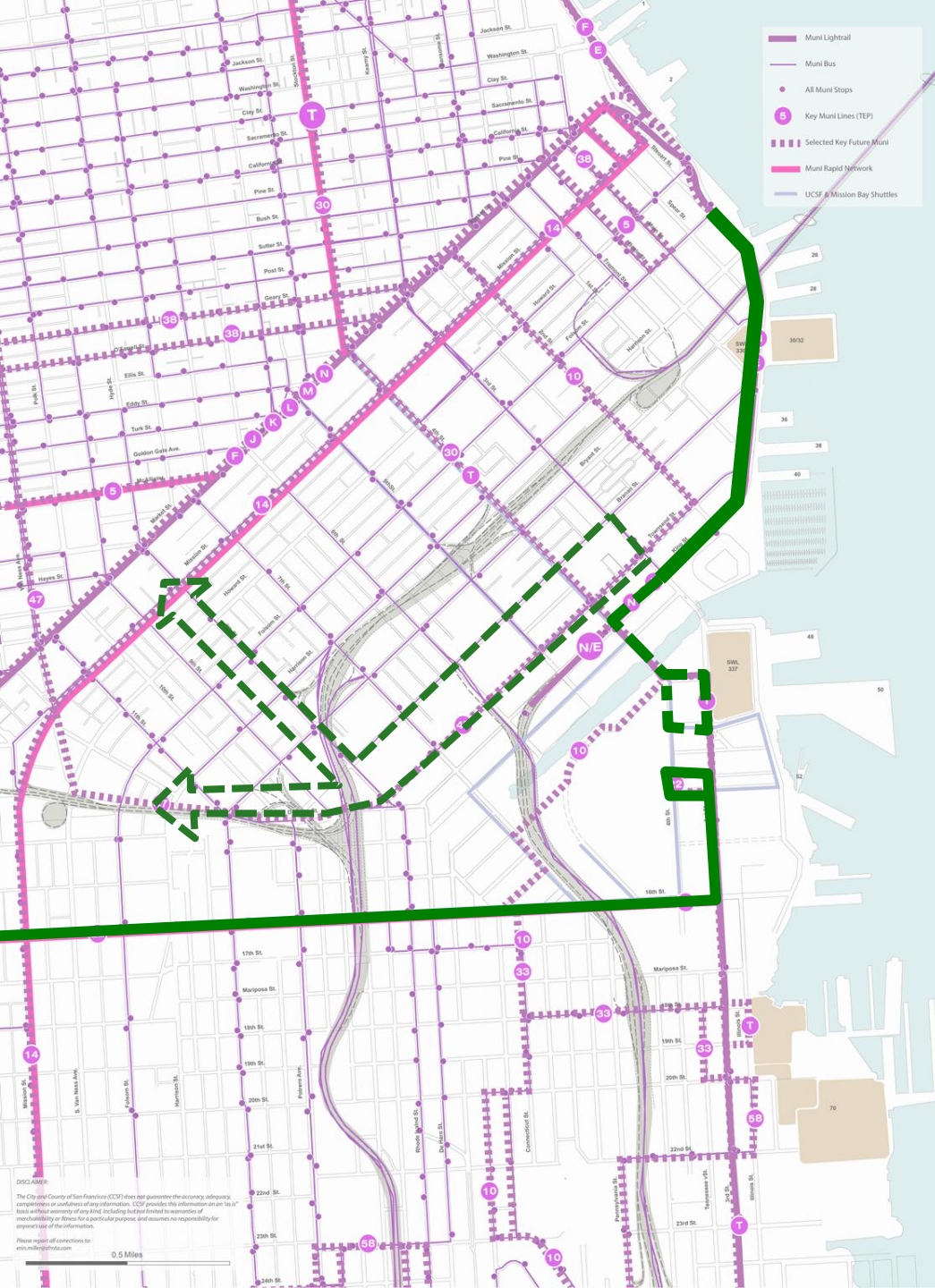
## Muni Bus

Advance 22-Fillmore Interim Motorcoach Extension to Mission Bay

# Muni Strategies



# WATERFRONT TRANSPORTATION ASSESSMENT



## Muni Light Rail

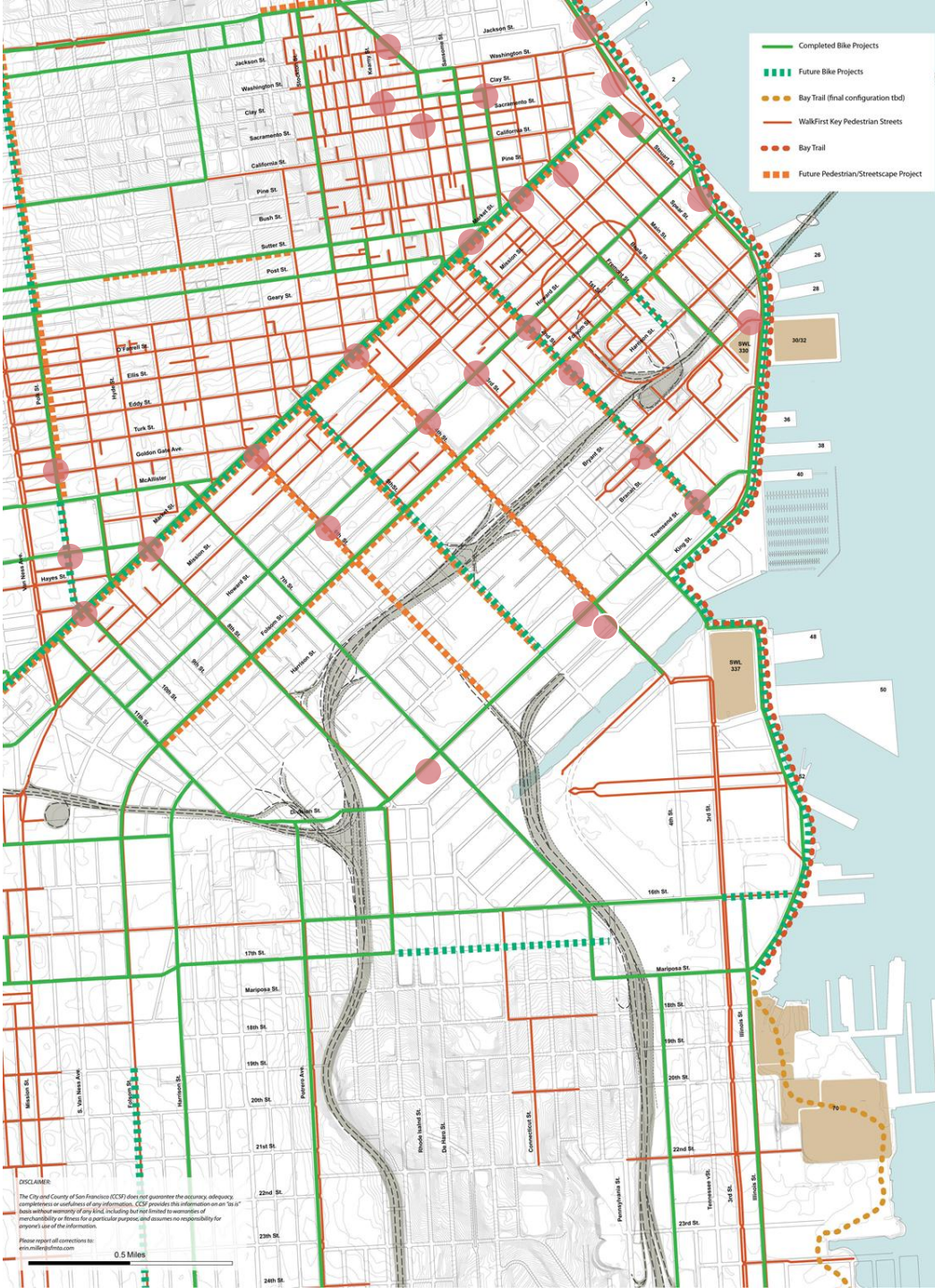
Embarcadero MMX Optimization: Pocket Tracks, Passing Tracks, Signal Improvements, etc  
 E-Embarcadero Southern Terminal Loop

## Muni Bus

*Advance* 22-Fillmore Interim Motorcoach Extension to Mission Bay  
 "Bridge" Service to meet capacity demands prior to Central Subway (2019)  
 Adjust vehicle fleet and frequency of select lines as demand warrants

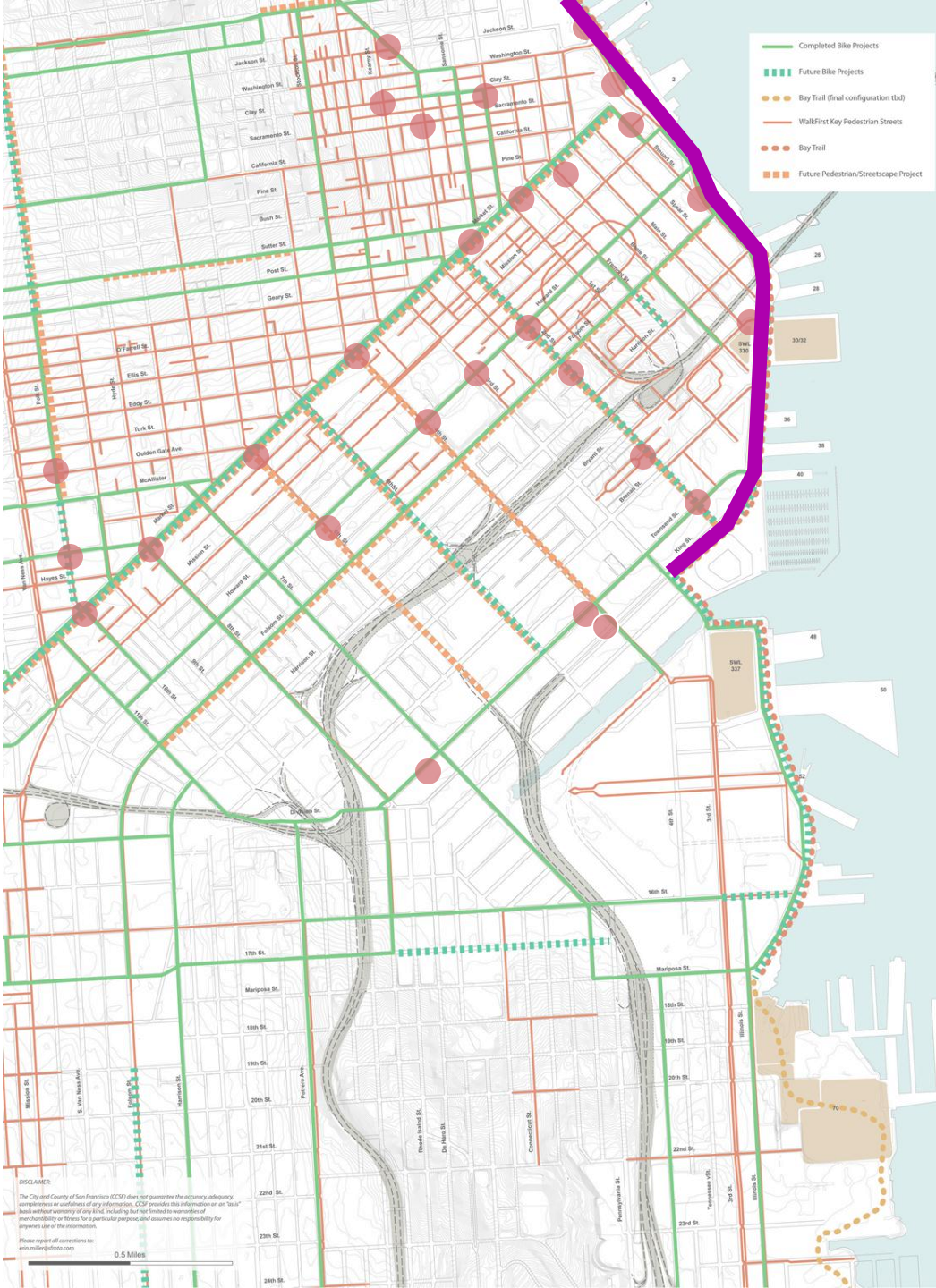
## Muni Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## Bicycle & Pedestrian Network

# WATERFRONT TRANSPORTATION ASSESSMENT

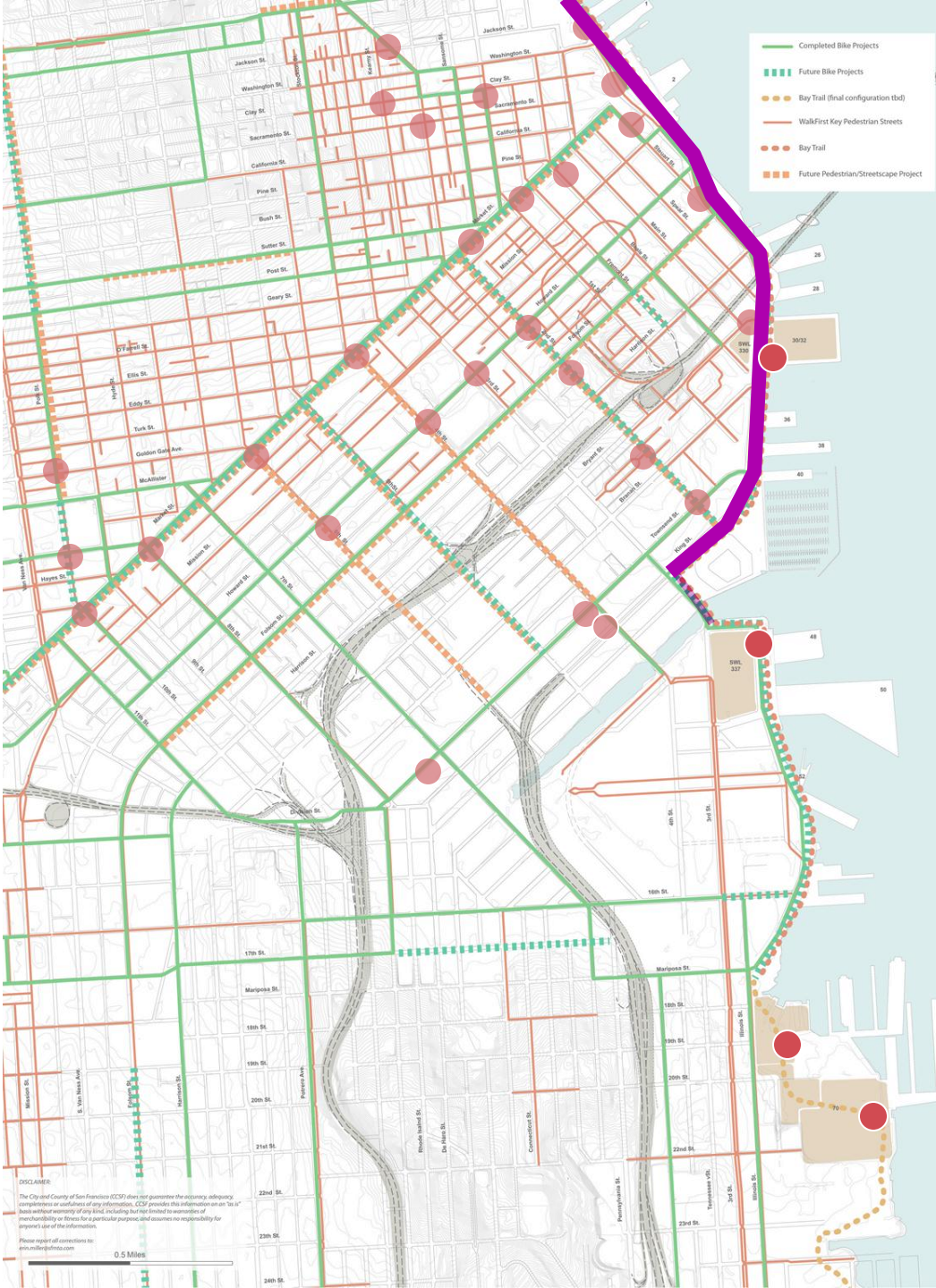


## Bicycle

Embarcadero Dedicated Bicycle Facility (Embarcadero "Enhancement" Project):

## Bicycle & Pedestrian Strategies

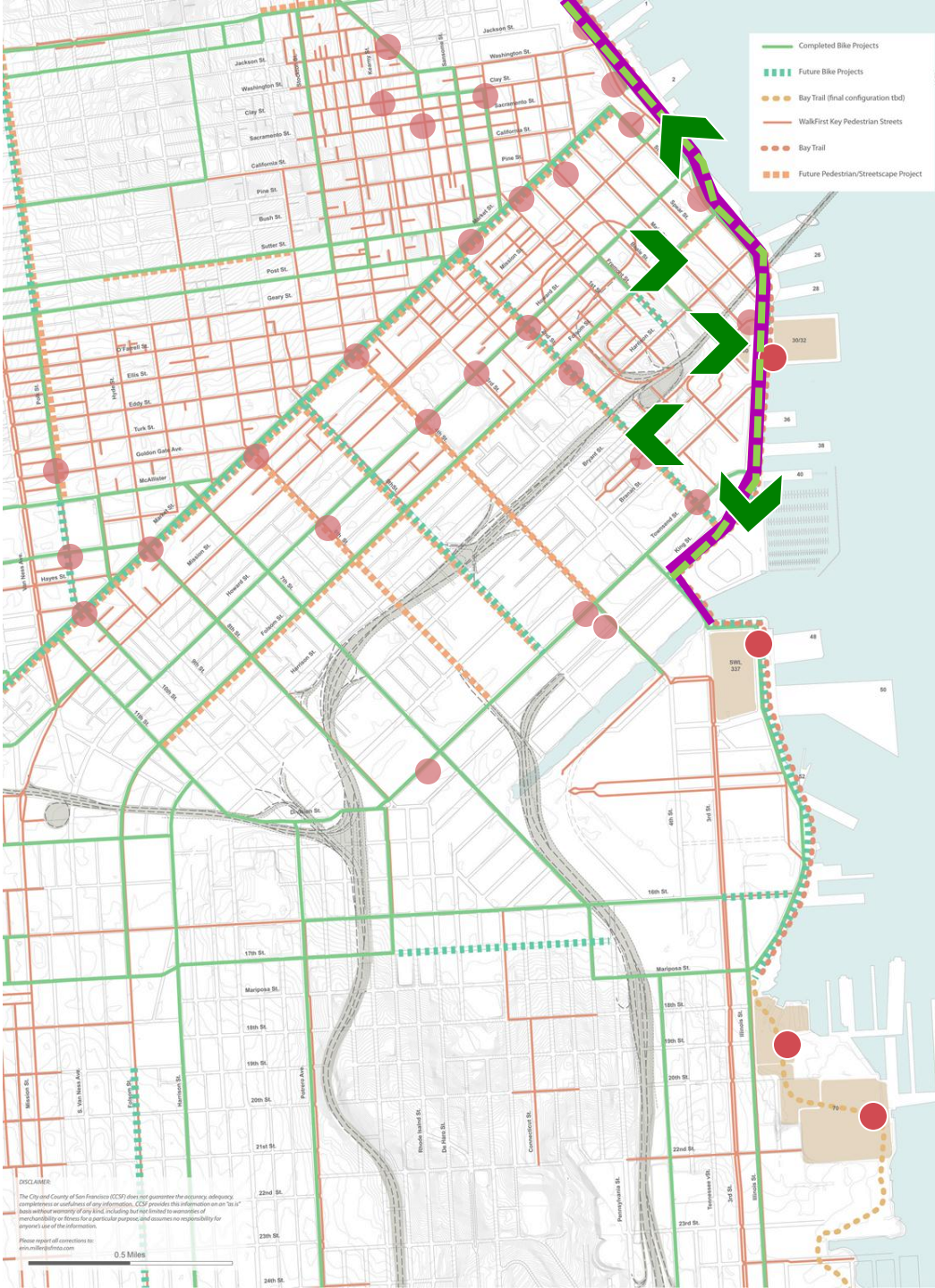
# WATERFRONT TRANSPORTATION ASSESSMENT



Bicycle
Embarcadero Dedicated Bicycle Facility (Embarcadero “Enhancement” Project):
Expanded bikesharing as part of project approvals

## Bicycle & Pedestrian Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## Bicycle

Embarcadero Dedicated Bicycle Facility (Embarcadero “Enhancement” Project):

Expanded bikesharing as part of project approvals

Bike Facility on Lefty O’Doul Bridge (3rd St.)

## Pedestrian

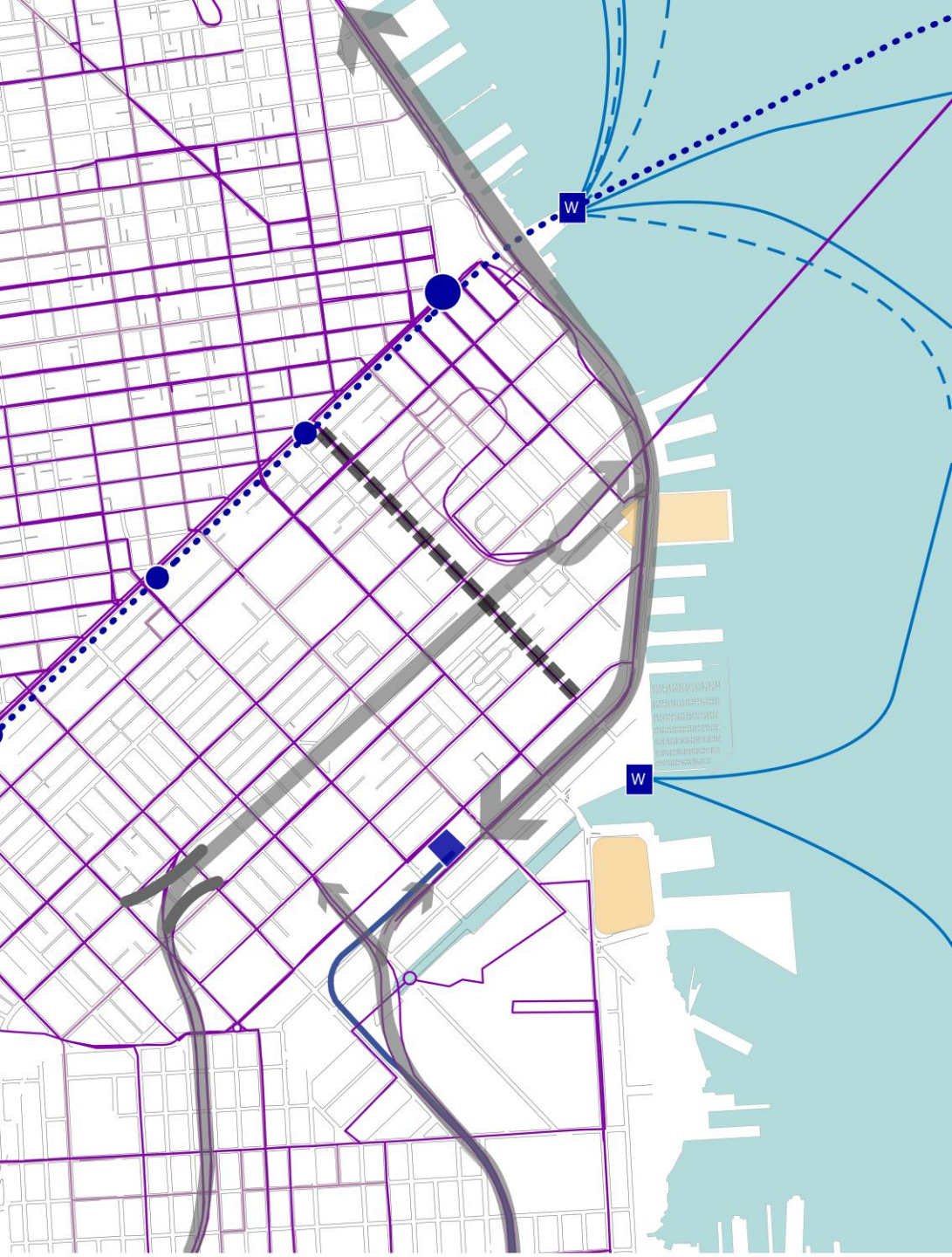
Advance traffic-calming and sidewalk widening programs in South Beach/Rincon Hill

Enhance pedestrian safety along the Embarcadero with separated/signalized bike facility

Urban design: Revise developer garage and driveway design to favor ped circulation

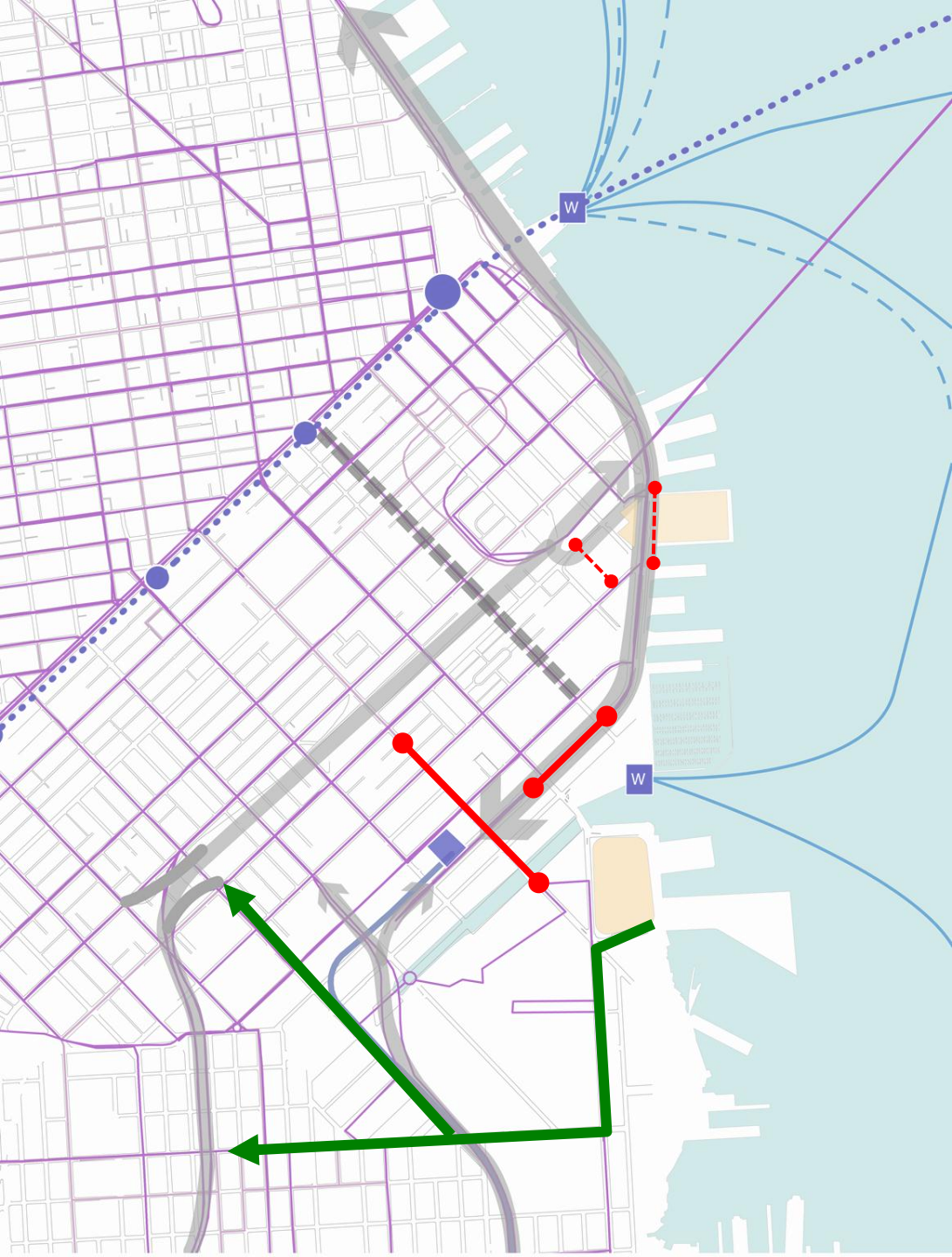
# Bicycle & Pedestrian Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## Vehicle Circulation & Parking Network

# WATERFRONT TRANSPORTATION ASSESSMENT

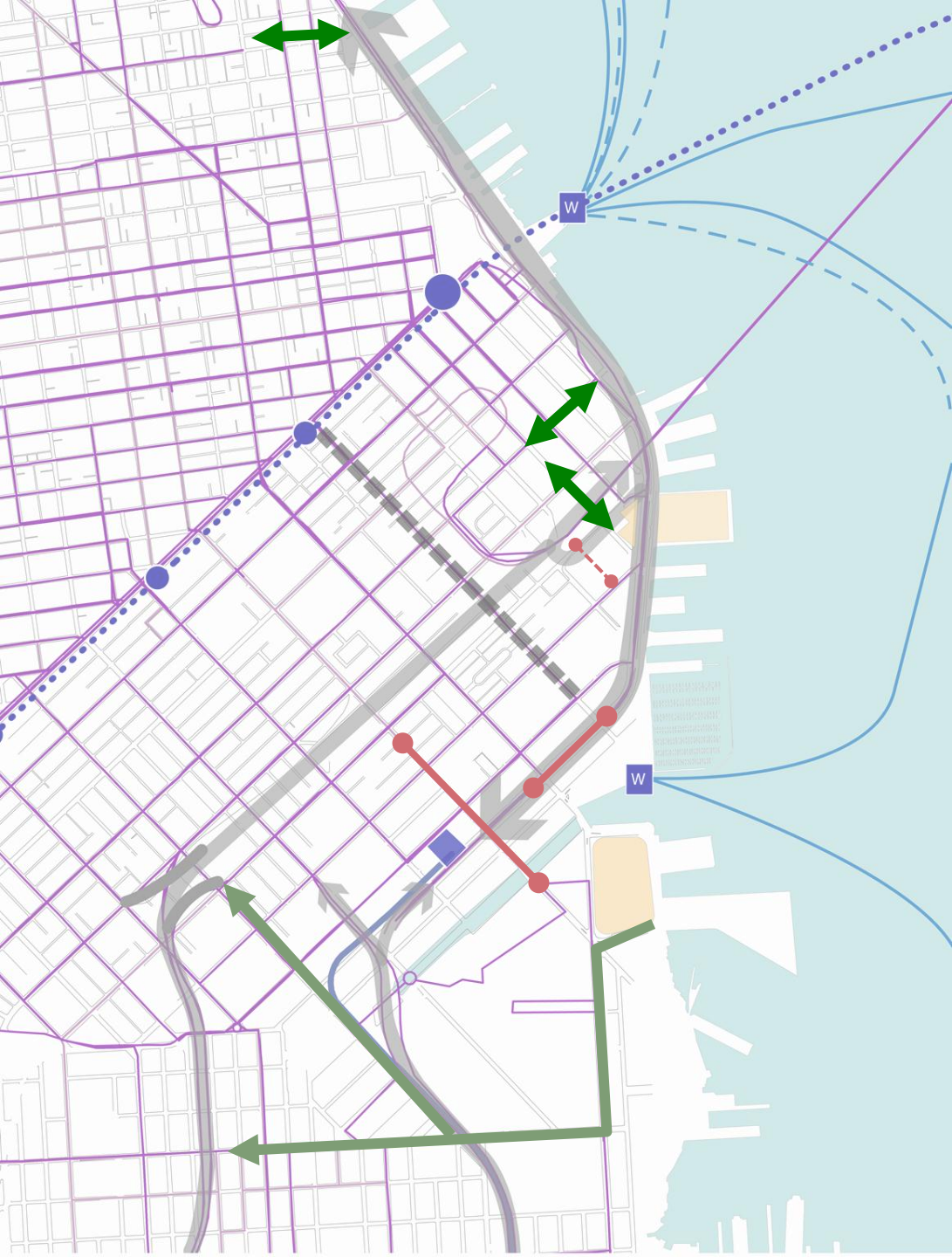


## Vehicle Traffic & Circulation

Improved local traffic-management strategies for large events.

## Vehicle Circulation & Parking Strategies

# WATERFRONT TRANSPORTATION ASSESSMENT



## Vehicle Traffic & Circulation

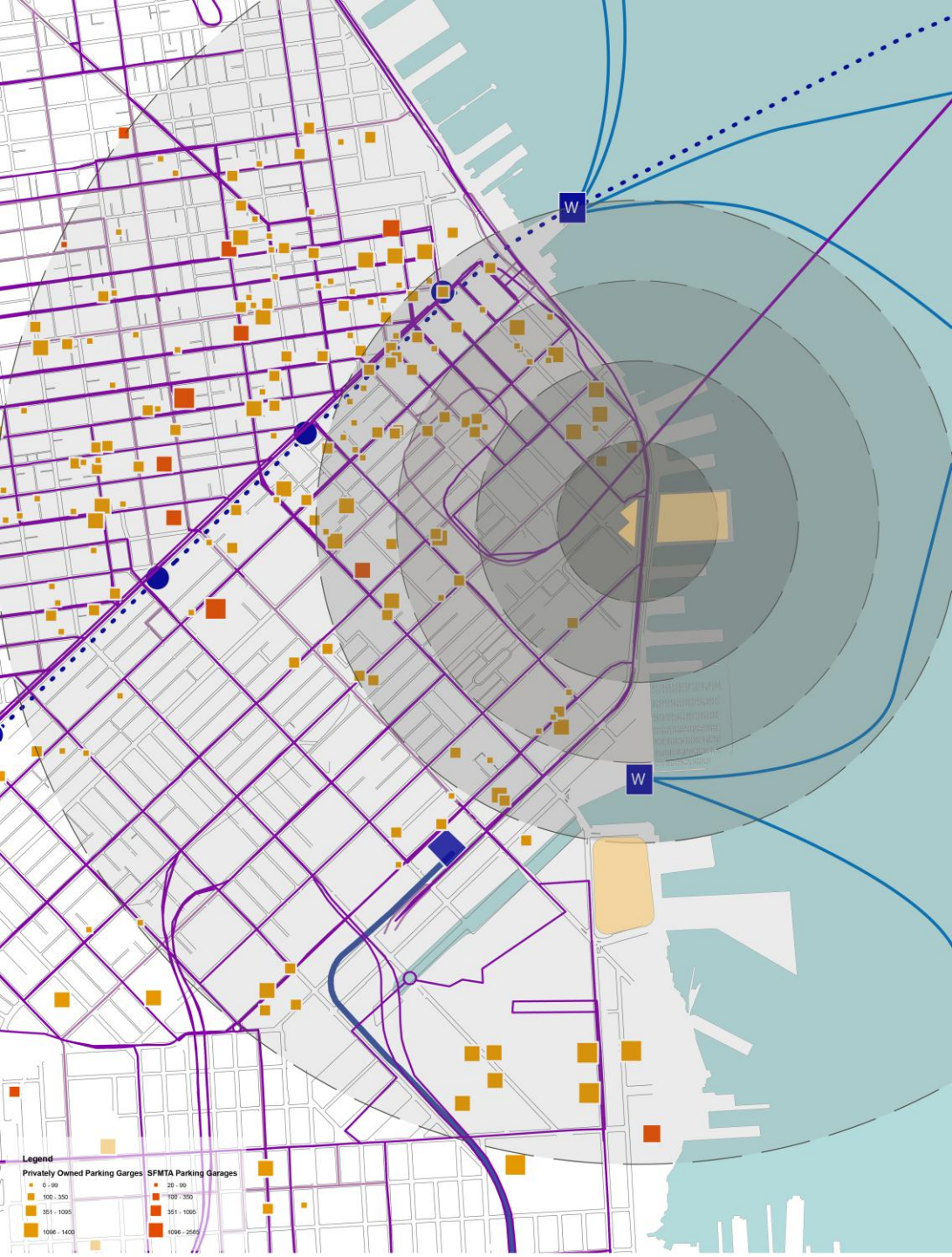
Improved local traffic-management strategies for large events.

Provide traffic lane and signal capacity increases on select streets (Beale, Harrison, Lombard, etc) to improve circulation for residents during rush-hour or special event periods.

## Vehicle Circulation & Parking Strategies



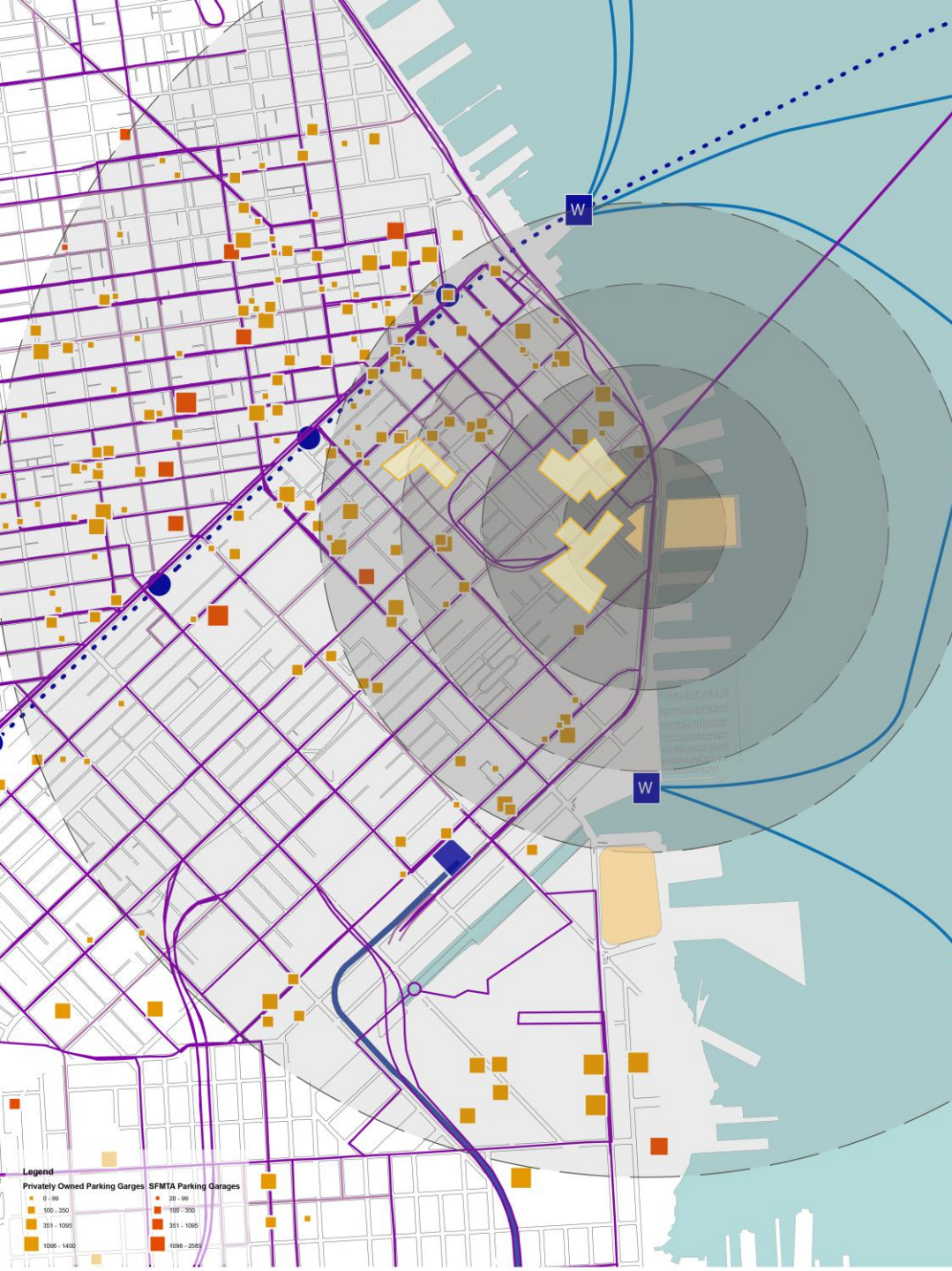
# WATERFRONT TRANSPORTATION ASSESSMENT



Parking
Incentivize “satellite” parking (~ ½ mile or more) beyond major waterfront destinations.
Optimize existing, underutilized parking garages and lots
Integrate off-site parking incentives for waterfront events as part of ticket purchase

## Vehicle Circulation & Parking Strategies

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## Parking

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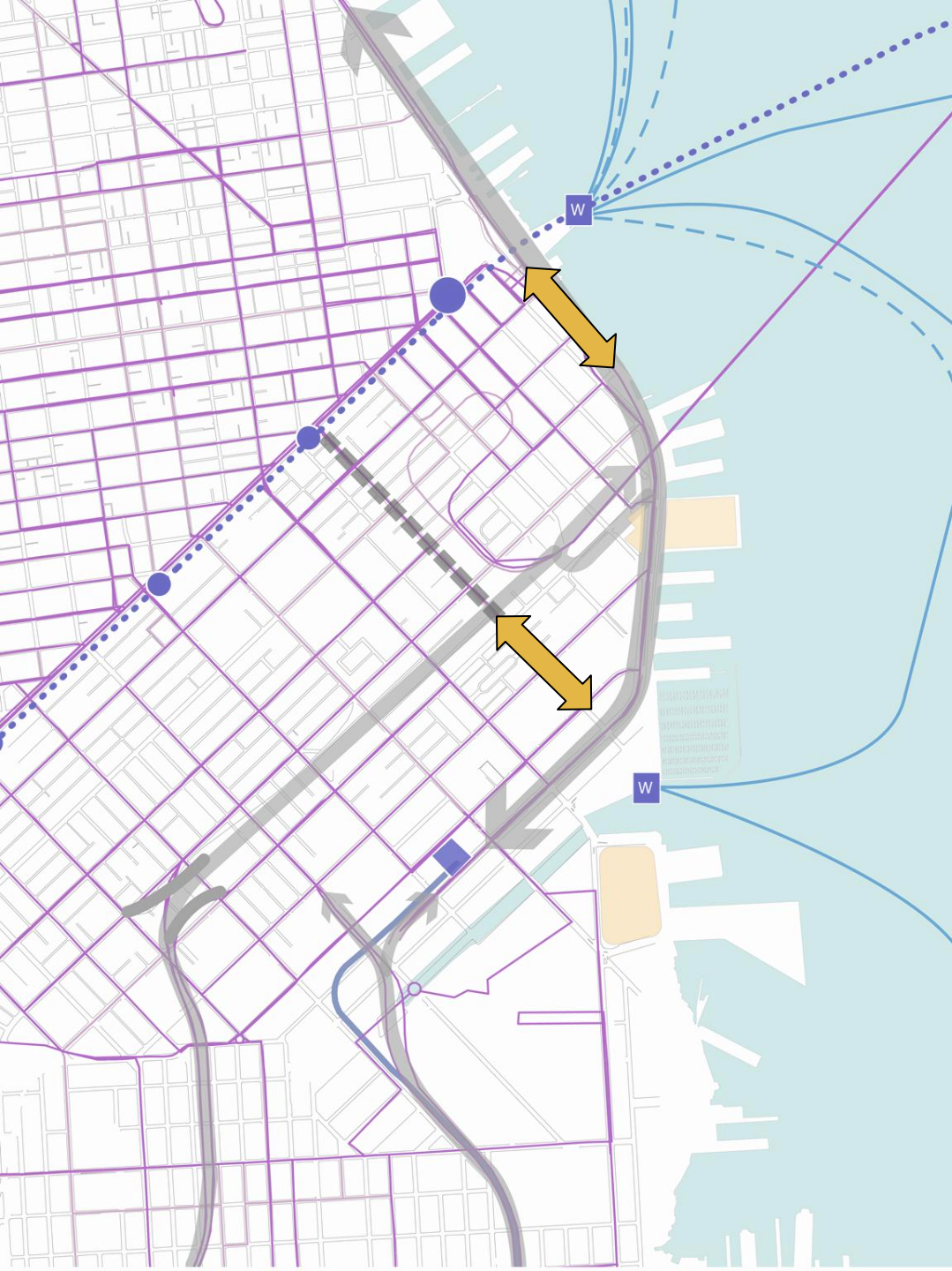
Optimize existing, underutilized parking garages and lots

Integrate off-site parking incentives for waterfront events as part of ticket purchase

SFMTA and residents to review and reach agreement to modify Residential Parking Program (RPP).

## Vehicle Circulation & Parking Strategies

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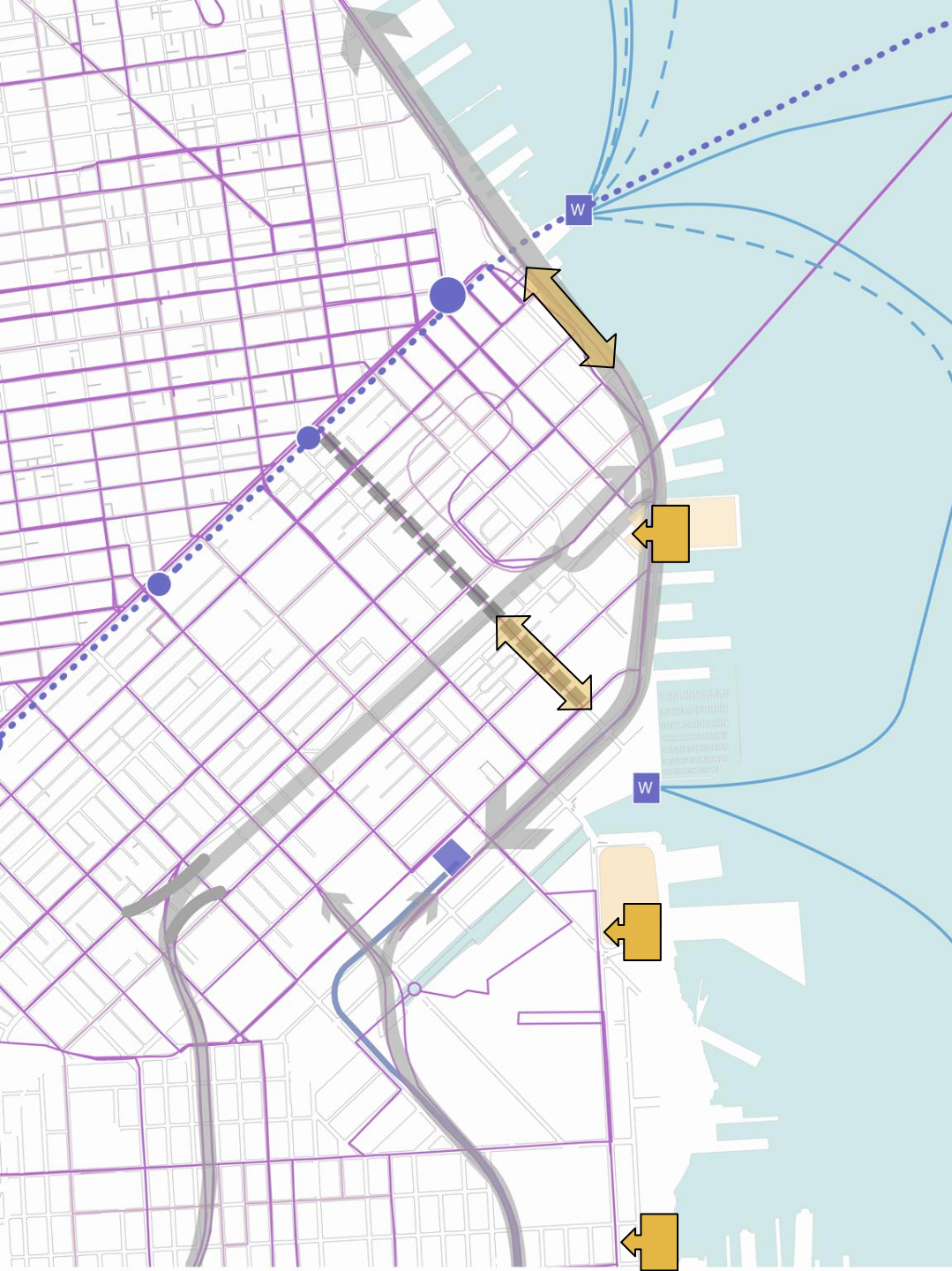
## Taxi, Accessible Services, Pedicabs

Taxi stand organization, oversight and coordination

Protected, exclusive taxi and paratransit curbside access at the Ferry Building and near Second Street and Townsend.

## Taxis & Accessible Services Strategies

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## Taxi, Accessible Services, Pedicabs

Taxi stand organization, oversight and coordination

Protected, exclusive taxi and paratransit curbside access at the Ferry Building and near Second Street and Townsend.

Clear Bayside pick-up and drop-off locations along that reconcile with the Embarcadero bicycle facility and Blue Greenway

## Taxis & Accessible Services Strategies

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## Policy & Programs

### Transportation Demand Management (TDM)

- Special event parking pricing
- Inclusion of transit fare subsidy and/or parkign assigment in event ticket
- Transit subsidy provided for employees/residents
- Installation of bike sharing pod

### Special Events Team

- Convenes for transportation planning for extraordinary events (i.e. Giants parade, Americas' Cup).
- Key management and staff (transit, public safety, communications, etc.) coordinates to develop Agency response.

### Developer Agreements

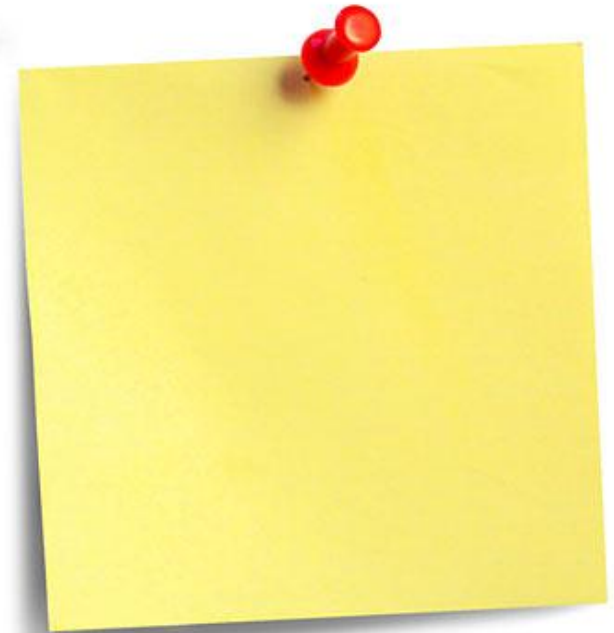
- Discussed throughout planning process for development proposals.
- Transportation responsibilities could be included in several ways:
  - Term Sheet
  - Memorandum of Understanding (MOU)
  - Environmental Impact Report - Transportation impact mitigations;
  - Final Development negotiations with City.



## Five Information Stations staffed by Planners and Engineers

- Regional Transportation
- Local (Muni) Transit
- Bicycles & Pedestrians
- Vehicle Circulation & Parking
- Policy & Programs

*Please visit, review, ask questions, give feedback!*



**Information Stations**