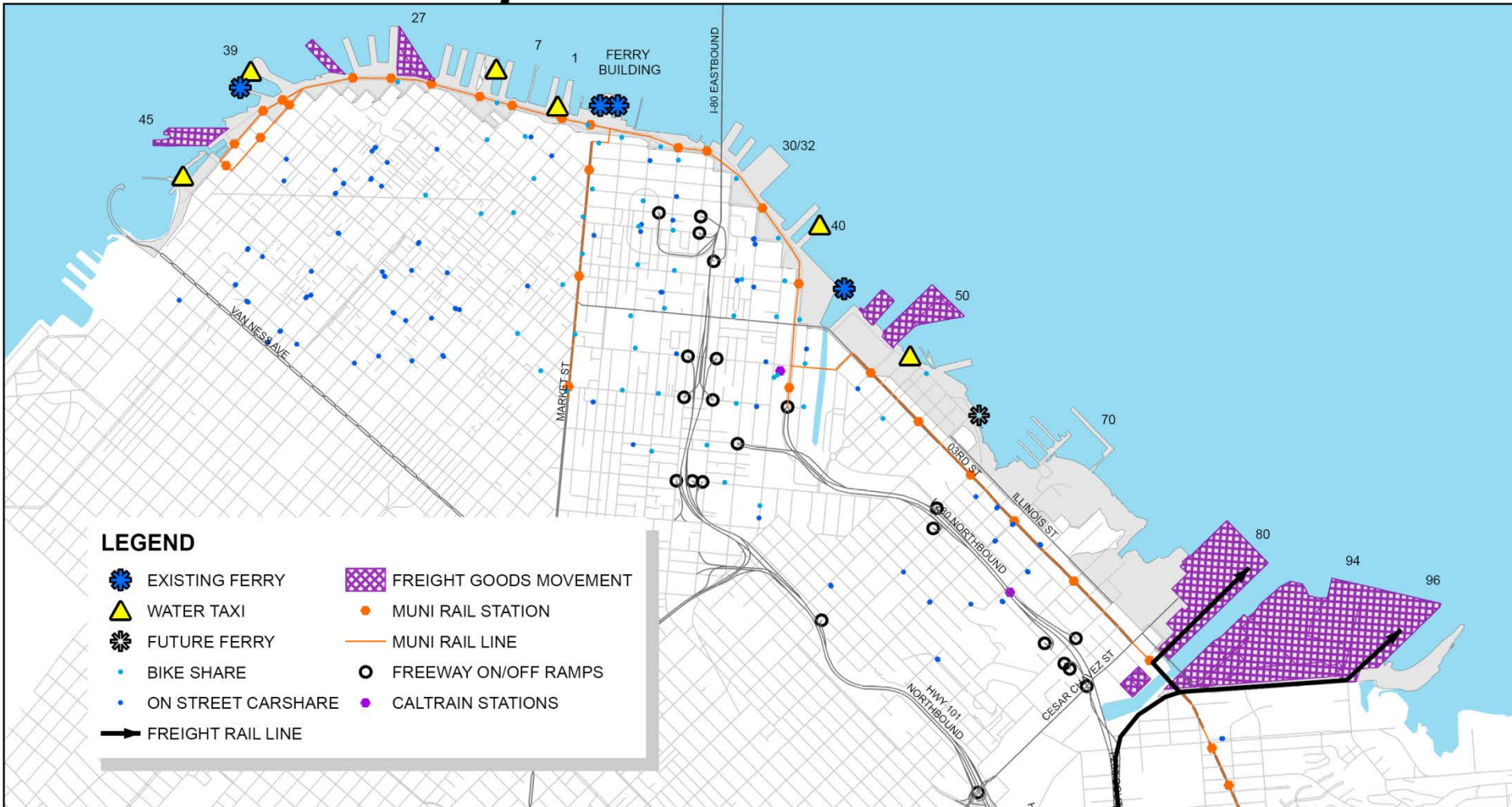


# WLUP Update Part 2- Transportation Sub-Committee

## Water Transportation and Goods Movement



0 0.25 0.5 1 1.5 2 Miles



### TRANSPORTATION MODES

Waterfront Land Use Plan - Transportation Sub-Committee

Port of San Francisco



September 2016

San Francisco Bay  
Area  
Water Emergency  
Transportation  
Authority

Strategic  
Plan

12 Vessels  
7 Terminals  
4 Routes  
Peak Capacity  
of 1,802  
7,583 Daily Riders  
5 Peak Hour Landings  
at SF Ferry Building  
\$33 Million  
Operating Budget



2016

2035



44 Vessels  
16 Terminals  
12 Routes  
740% Increase in  
Peak Capacity  
5x the Daily Riders  
25 Peak Hour Landings  
\$144 Million  
Operating Budget

# Expanded Service



Vallejo

Hercules

CARQUINEZ STRAIT

Richmond

Berkeley

Treasure Island

Pier 41

San Francisco

Alameda

Oakland

AT&T Park

Seaplane Lagoon

Mission Bay

Harbor Bay

South San Francisco

Redwood City

SOUTH BAY

**Total capital need = \$844 million**

**Annual operating need = \$49 million**

	Annual Operating		Vessels		Terminals	
	Committed Funding	Needed Funding	Committed Funding	Needed Funding	Committed Funding	Needed Funding
Enhancement	\$17	\$17	\$36	\$113	\$80	\$36
Expansion	\$6	\$18	\$83	\$275	\$99	\$143
Emerging	–	\$14	–	\$188	–	\$90
<b>Total</b>	<b>\$23</b>	<b>\$49</b>	<b>\$119</b>	<b>\$575</b>	<b>\$179</b>	<b>\$269</b>

*Committed capital funds = \$298 million*

## Enhancement

- Service increases on existing services
- Terminal improvements
- 7.5 new vessels req'd

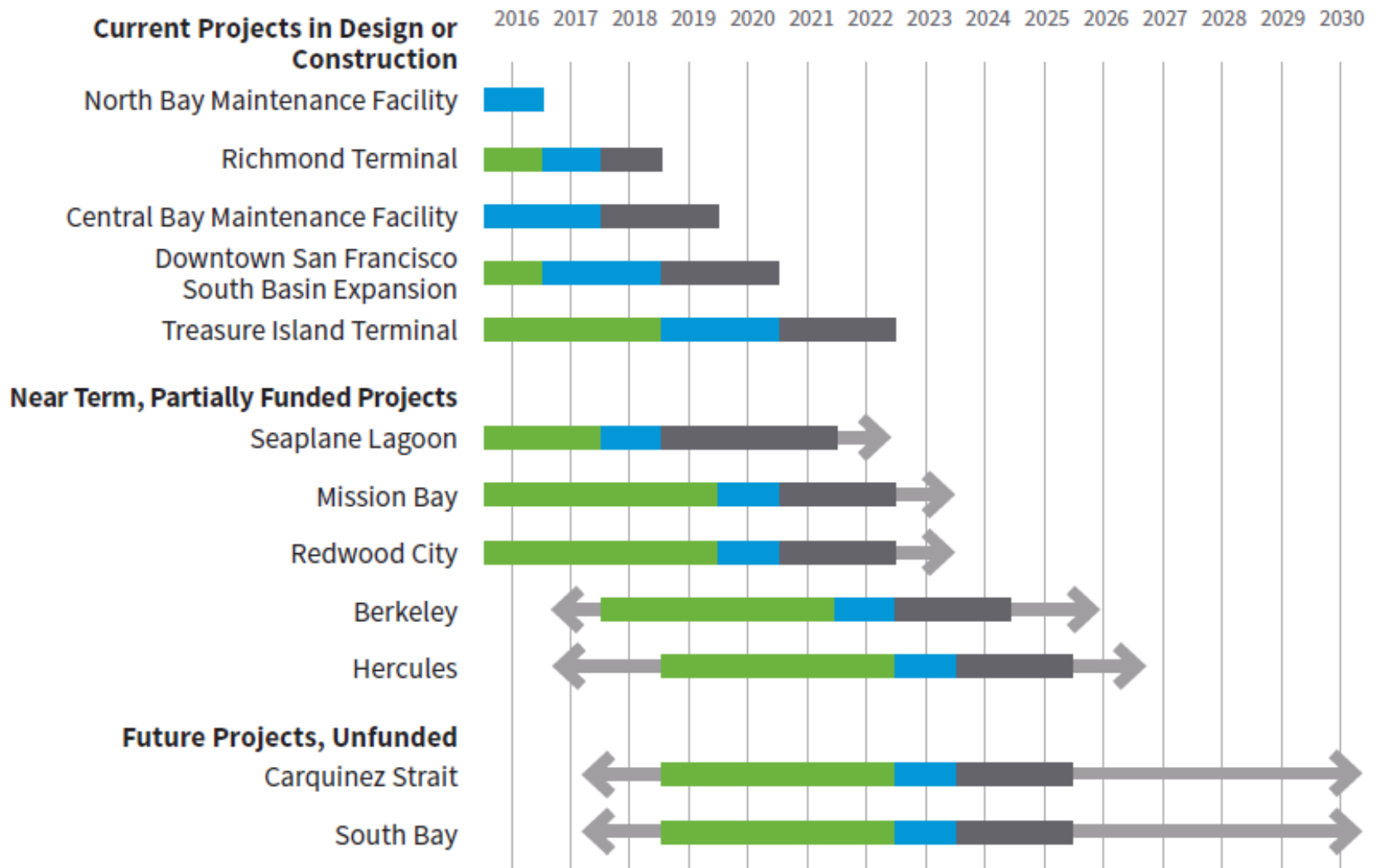
## Expansion

- Richmond, Seaplane, Treasure Island, Berkeley, Redwood City, Hercules, Mission Bay, North Basin
- 16.5 new vessels

## Emerging

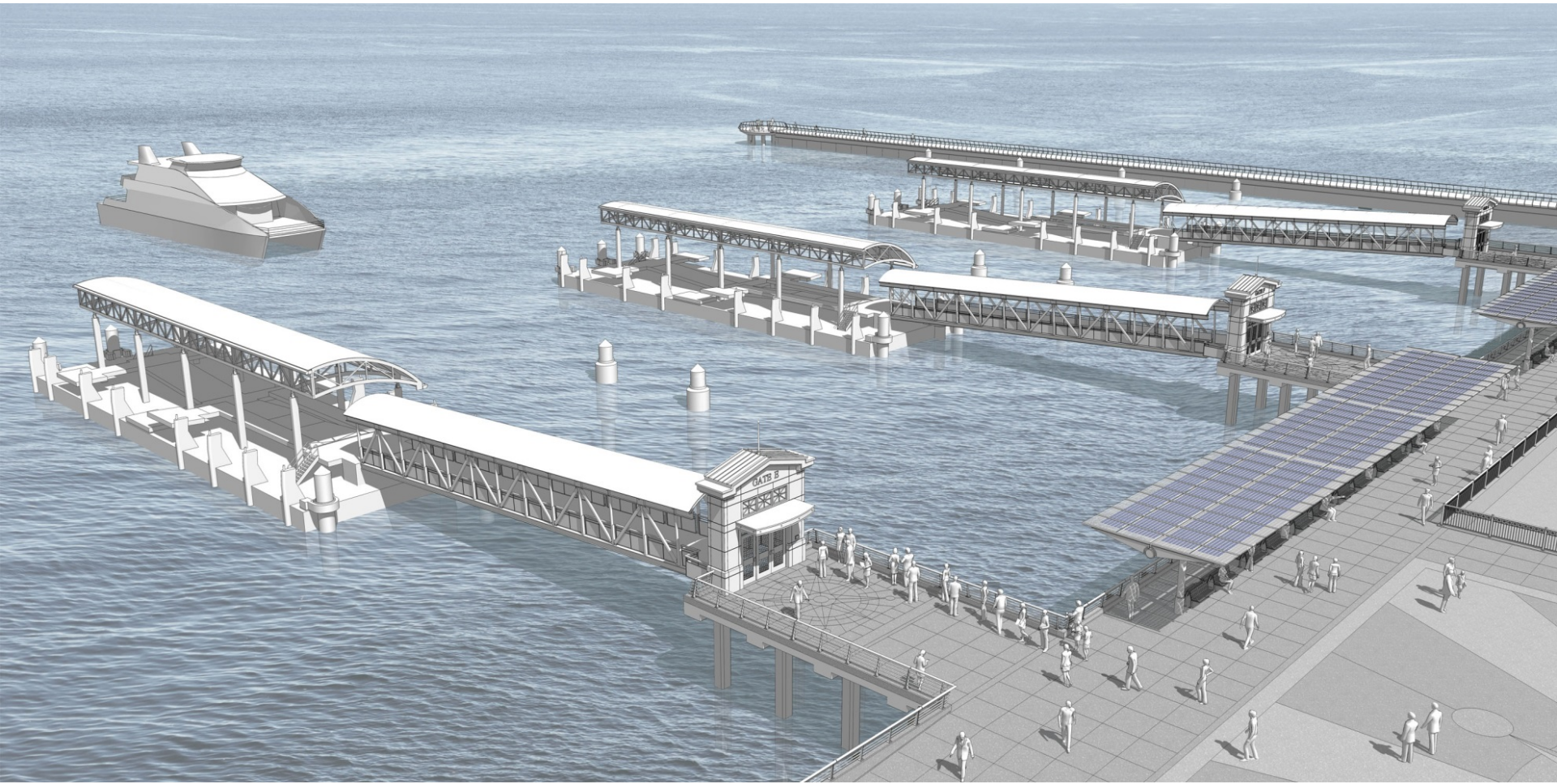
- South Bay, Carquinez Strait, Others
- Future services yet to be defined
- 8 new vessels

## Completion Timetable (Estimated Range)



■ *Planning, Permitting & Design*
■ *Construction*
■ *Range of Completion*

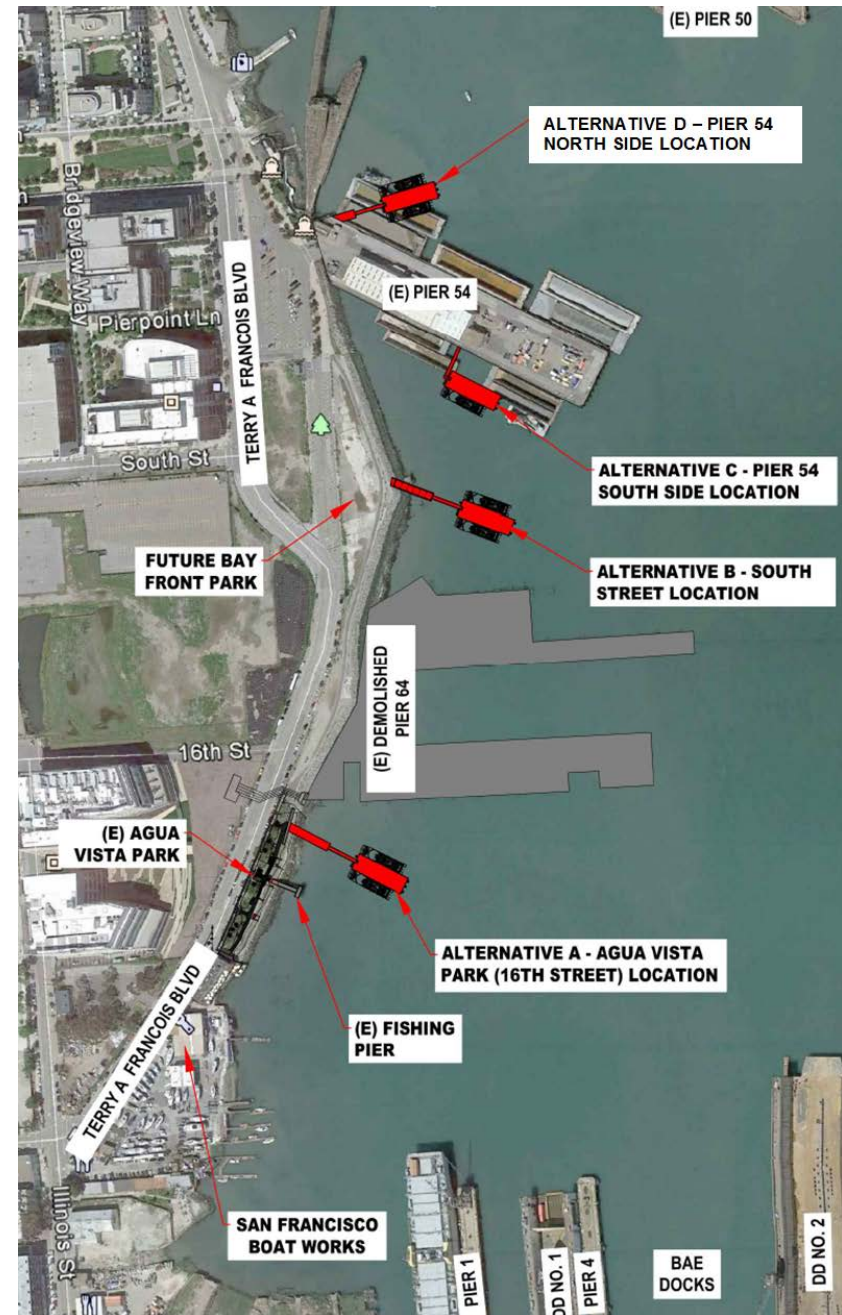
# Downtown Ferry Terminal Expansion



# Mission Bay Terminal

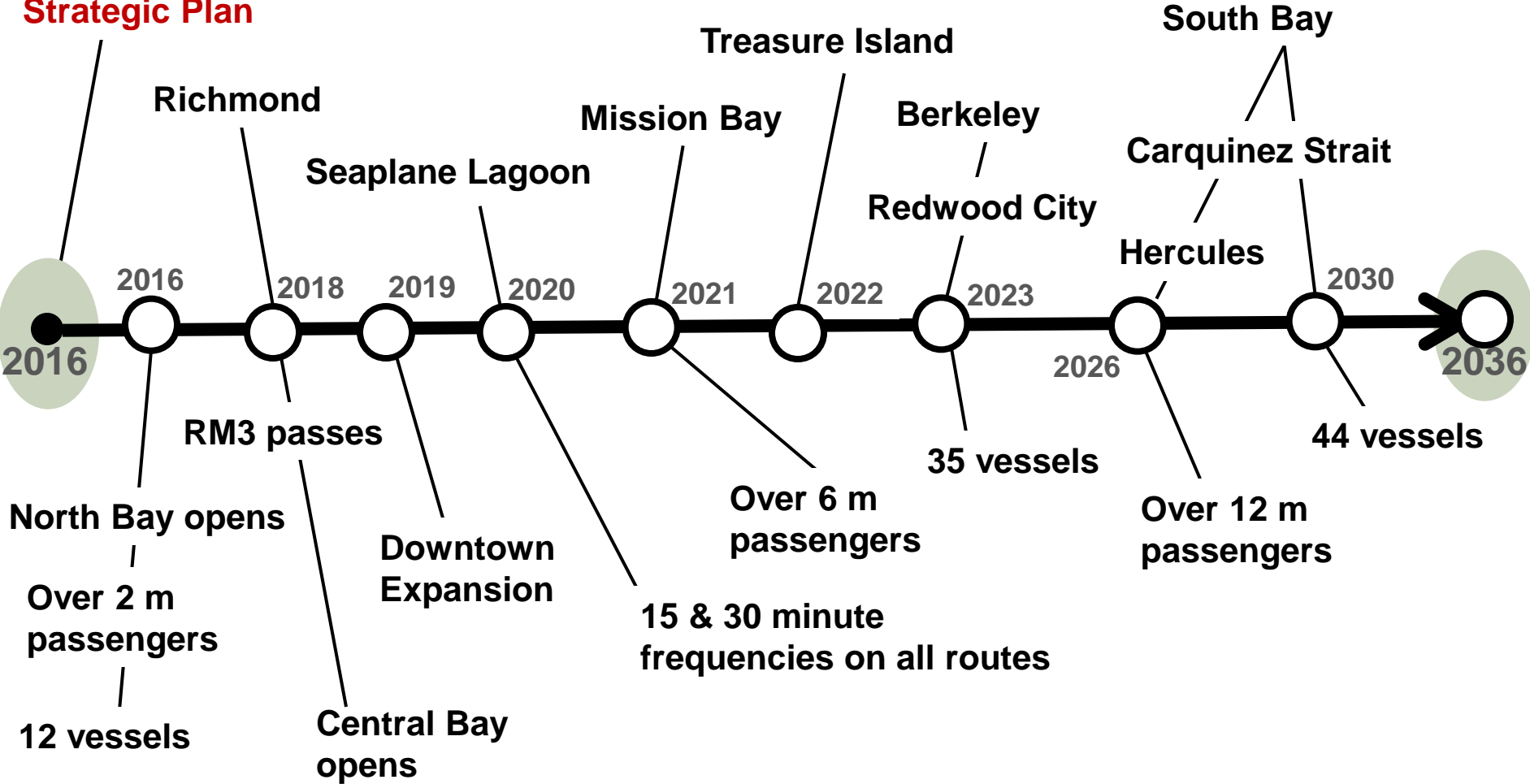
*WETA and the Port have initiated a development partnership to construct a Mission Bay Ferry terminal.*

- Project MOU
- Port lead on development, WETA lead operator
- Significant employment & event facilities nearby
- Underserved by regional transit
- Engineering feasibility study completed
- Estimated total **cost** ranges from \$32.5 to \$42.7 million depending on the location selected.



# WETA Future

**WETA adopts  
Strategic Plan**





September 2016

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\$144 Million  
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# Golden Gate Ferry Status and Future



Waterfront Plan Update  
Transportation Committee

November 9, 2016

# Golden Gate Ferry Services

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- Significant links between Marin County & San Francisco
- Larkspur
- AT&T Park
- Sausalito
- Tiburon—new service to commence December 2016

# Average Weekday Ridership

- Strong ridership on Golden Gate Ferry
- September All Routes weekday (including AT&T service): 8,682
- September 2016 Larkspur weekday : 6,119
- Demand at both Larkspur & Sausalito continues to grow
- Re-examination of Larkspur daily 42-crossing limit will be required to respond to demand
  - set as a condition of environmental clearance for implementing high-speed catamarans
- Parking expansion will be critical to growing Larkspur ridership

# Larkspur Ferry Parking Demand Increases

- **1,800** Parking Spaces at Larkspur Ferry Terminal Parking Lot (30 carpool, 2 electric vehicle, 30 ADA)
  - 300 Larkspur Landing Circle ferry overflow lot **200** spaces (added October 2015)
  - SMART right of way temporary lot **200** spaces
- Demand continues to exceed capacity



# Ferry Ramps and Gangways Project

- Facilities in SF, Larkspur & Sausalito are at end of life and require replacement
- District plans to replace these facilities with new boarding facilities
- New ramps, ferry slips/floats, and other terminal
- New boarding system for S.F. Ferry Terminal
  - ▣ Steel gangways, concrete float at both inner and outer berths
  - ▣ Alternate landing options for weather and current conditions
  - ▣ Improved slopes on gangways and float platforms
  - ▣ Construction to be staged for continuous service

# Water Taxi Private Excursion

## San Francisco Water Taxi

Hop on - Hop Off –  
San Francisco only

## Tideline

On Demand Water Taxi  
Commuter and Events  
Bay wide

## PropSF

Private Excursion/  
Corporate Commuter  
Bay wide

# WATER TAXI SERVICE

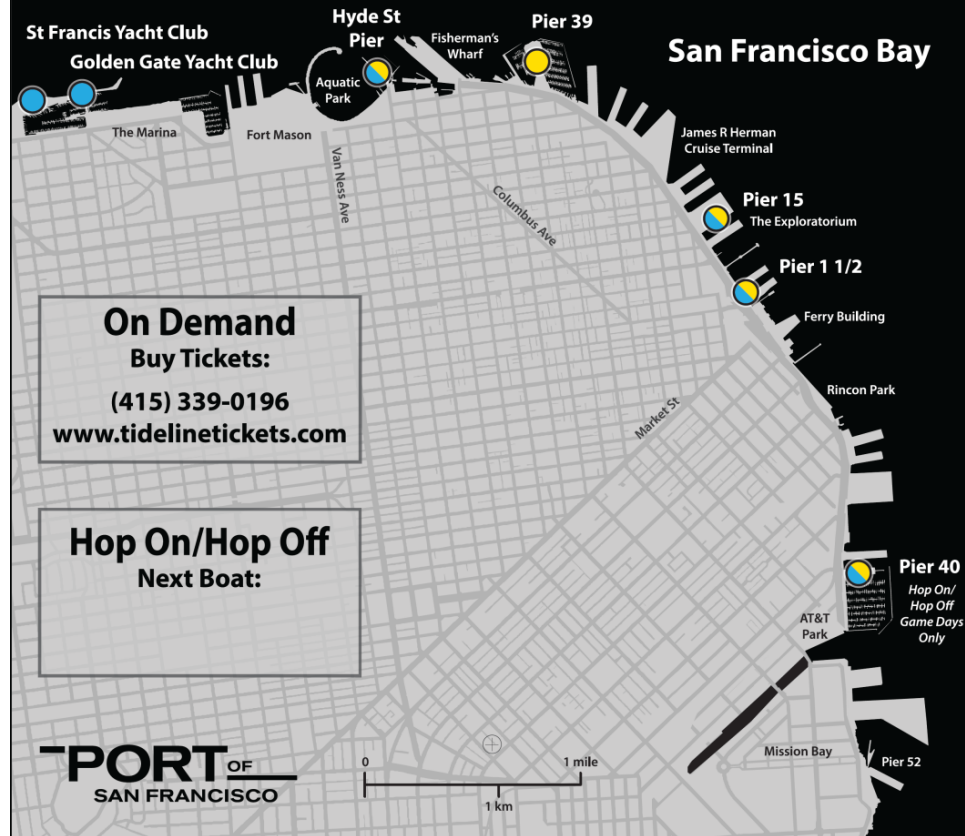
## On-Demand Tideline

[www.tidelinetickets.com](http://www.tidelinetickets.com)  
(415) 339-0196

## Hop On/Hop Off SF Water Taxi

[www.liltaxi.com](http://www.liltaxi.com)  
(415) 926-1114

Adults.....\$10  
Youth 6-12.....\$5  
Kids 5 and under.....free



# Tideline Water Taxi - Service and Routes



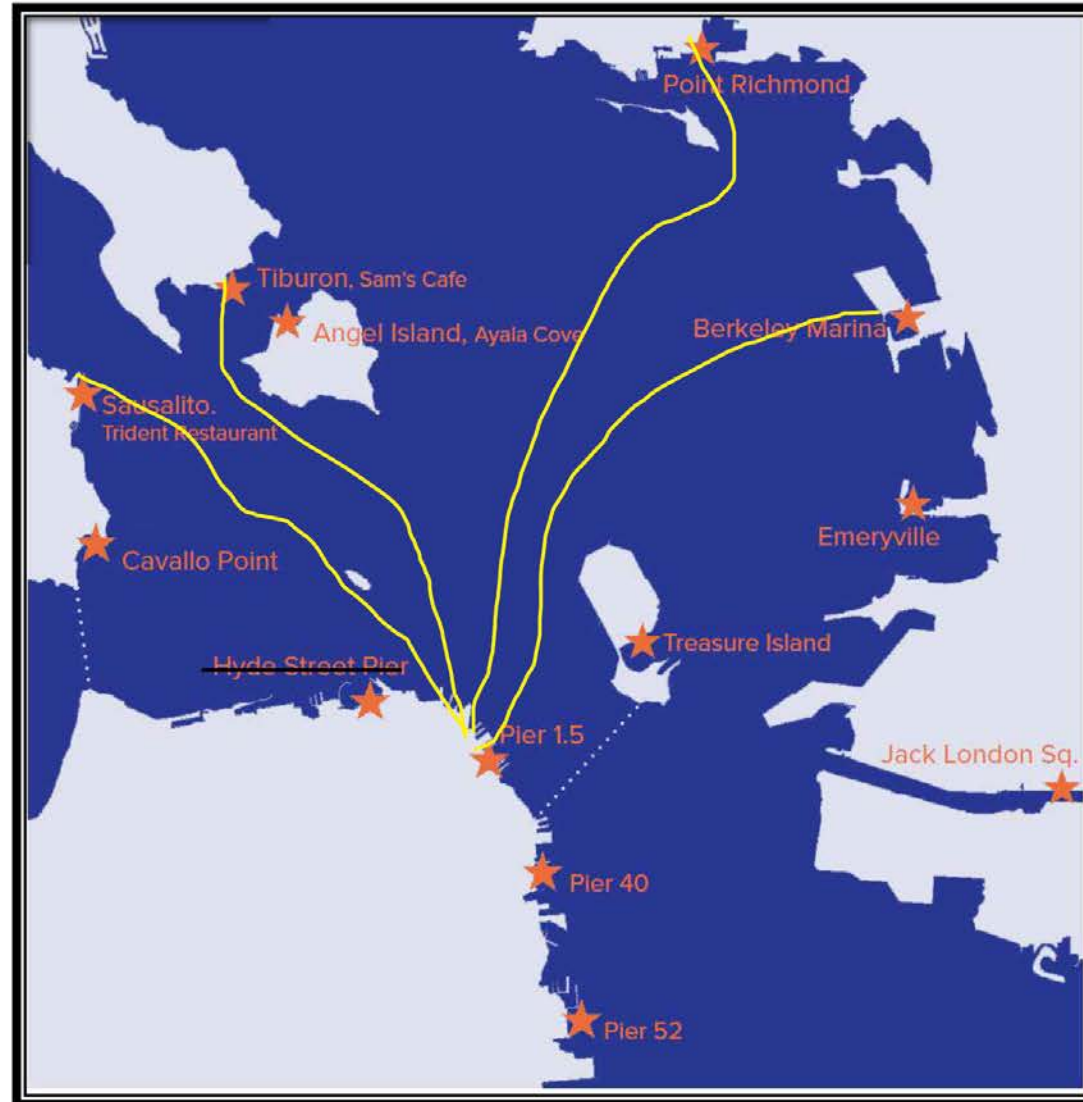
## Private On-Demand Commuter Service

- \*Tiburon / Sausalito to Pier 1.5
- \*Richmond Marina Bay to Pier 1.5
- \*Berkeley Marina to Pier 1.5

- Bay Loops
- Private Charters
- Special Events
- AT&T Park

## Upcoming:

- Shipyard – Hunters Point
- Emeryville
- Oyster Point





# Water Transportation

## *Focus Statement:*

*How can the Port enhance or expand facilities to support water transit for ferries, water taxi's or chartered commuter excursion*

- What should the Port's role be in enhancing water transit service?
- What improvements are needed to support ferry service?
- What would a network of water taxi landings look like and what would this mean for the waterfront (Port and non-Port properties)? What should the Port be doing to expand and enhance this network? What improvements are needed to provide universal access?
- How can water taxi service be made a more visible and viable option?
- What are opportunities and challenges of shared facility usage with other maritime and non-maritime activities?
- What role can the Port play in shaping trips (access to/from) for excursion visitors?

## **Goods Movement**

*Focus Statement: The Port should protect and enhance access to support land side goods movement including truck access, freight rail access and adequate loading areas.*

- How should the Port protect and enhance roadway networks along and to the waterfront in order to provide access for goods movement into/out of facilities.
- How does the Port protect access to the JPB line for freight rail movements?
- Are there criteria the City should adopt to evaluate the implications of new projects on the Port's ability to accept and export freight goods?
- What policies should be developed to support curb zone management, to balance access and loading for maritime and industrial uses (e.g. cruise terminal, fishing industry, PDR), taxi and passenger drop off and pick up with bicycle and pedestrian improvements?

# WLUP Update, Part 2 Policy Discussions

November to February

March to April

May

June

July

SUB-COMMITTEES  
POLICY DISCUSSION

## RESILIENCE

- Climate change, air and water quality, green building and development, biodiversity
- Sea level rise adaptation, seawall resilience and flood prevention
- Emergency preparedness and disaster recovery
- Historic preservation and design principles for resilience projects

## LAND USE

- Maritime uses, water recreation, berthing and water access needs
- Public access, public uses and activation of open space
- Port historic resources and rehabilitation requirements
- Public review process for Port leases and development
- Historic preservation and design principles for development

## TRANSPORTATION

- Water transportation
- Goods movement
- Land Transit/Transportation
- Pedestrian and Bicycle
- Parking
- Mobility & Access

Joint Sub-Committee meetings to discuss common issues

Working Group Meeting  
Check In

**RESILIENCE**  
Recommendations,  
policy guidance

**LAND USE**  
Recommendations,  
policy guidance

**TRANSPORTATION**  
Recommendations,  
policy guidance

Staff reviews policies and identifies overlaps, complimentary policies and conflicts

Working Group meets to resolve conflicts and consolidate all policies

**FINAL RECOMMENDED POLICIES**