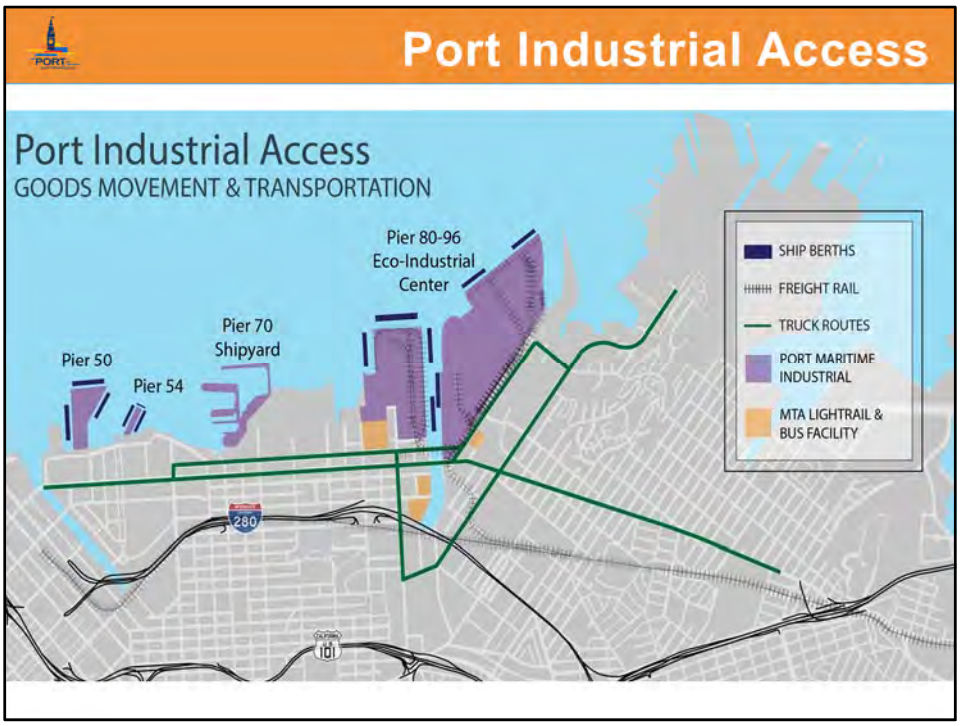
Port of San Francisco

# Transportation

July 6, 2016 | Waterfront Plan Update

## Tonight's Presentation

- Port Policies and Key Transportation Projects
- SFMTA Policies and Planning:
  Waterfront Transportation Assessment
- SFMTA – Transportation Demand Management (TDM)
- SFMTA – Embarcadero Enhancement Project

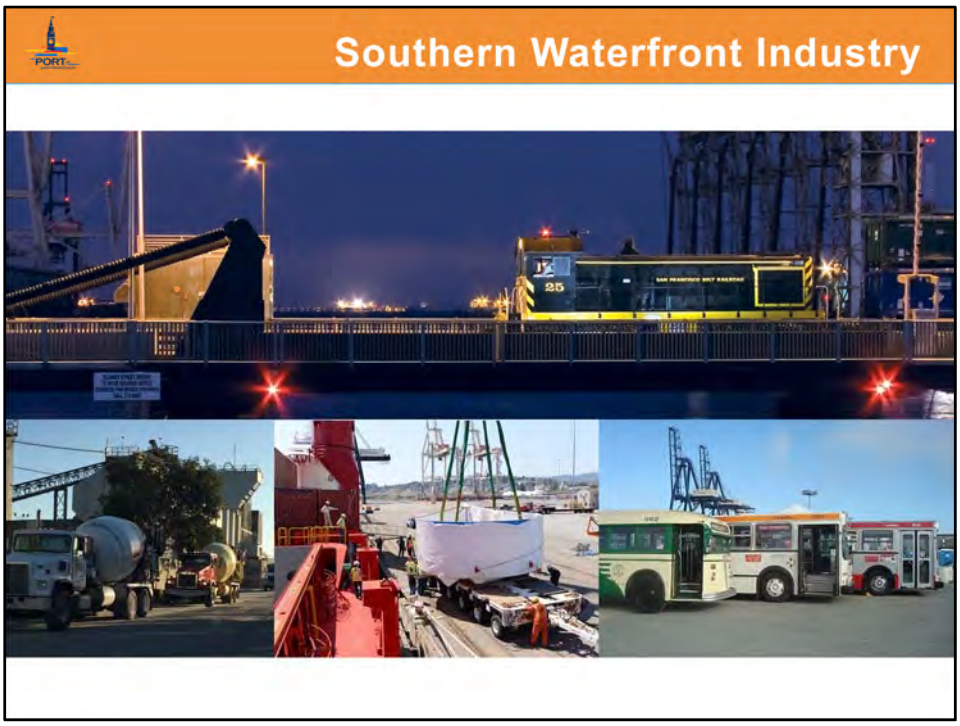



**Industrial Uses South of China Basin: The Port has diverse land use transportation needs:**

Port cargo, ship repair industries, Port Maintenance Center, and non-Port PDR and City support industries (including key Muni facilities such as Muni Metro East and bus yards, and recycling operations) are located in southeast San Francisco, south of China Basin. The Port operates a short line freight rail service to maintain connection to the Union Pacific Mainline, which is shared with CalTrain peninsula commuter service.

These industries rely on access and routes for heavy industrial trucks and oversized vehicles to and from I-280 and US 101, and designated City truck routes, including Third and Illinois Streets.

Port Pier 80-96 cargo terminals and rail yards also serve City emergency and disaster response needs.




Top photo: Port tenant, SF Bay Rail operates the short line freight rail service connection to the Union Pacific mainline which runs south down the peninsula.

Bottom photos: Port concrete batch manufacturers, Cemex and Central/Bode, are located adjacent to source materials: aggregate imported at Pier 94, and Bay sand that is mined and stored on the Pier 94 backlands. Oversized equipment and non-containerized cargoes of all types are received over the dock at Pier 80 terminal. Muni bus yards and maintenance center for Metro light rail vehicles are among the interesting variety of San Francisco industrial uses, make businesses and local manufacturers.

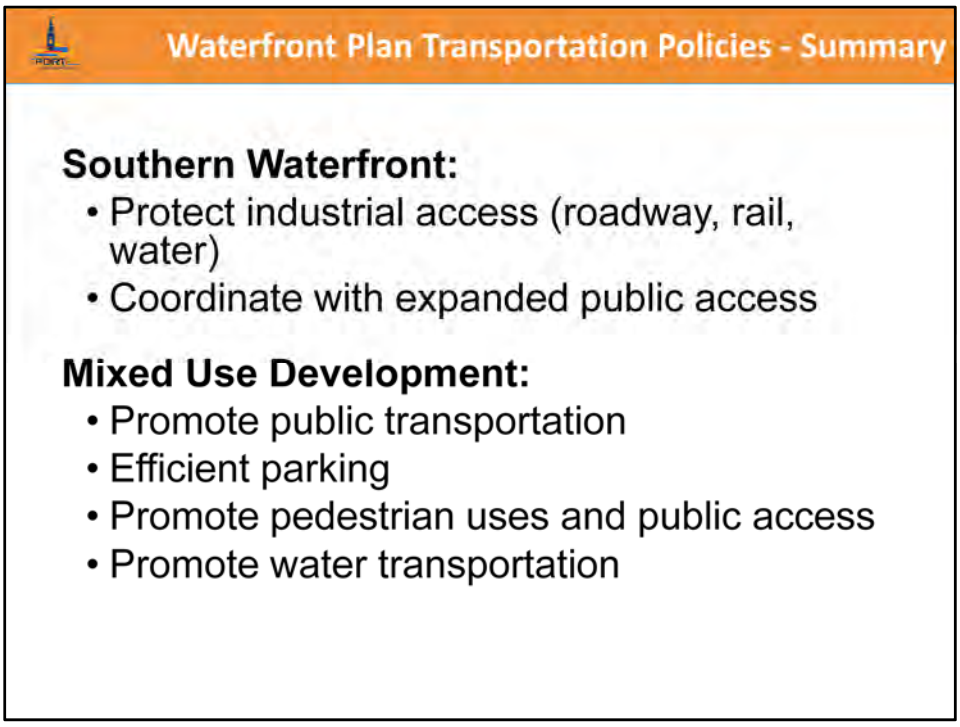

**North of China Basin: Mixed urban and maritime land uses generate travel demand on multiple modes**

The $700 million Embarcadero transportation improvements have been a very successful public investment necessary to support Ferry Building and other developments that have transformed the Port waterfront.

Today the waterfront is a public gathering place, with over 30 million annual visitors. The F-line historic streetcars, and Muni Metro provide essential public transportation services, and demand often exceeds needs.

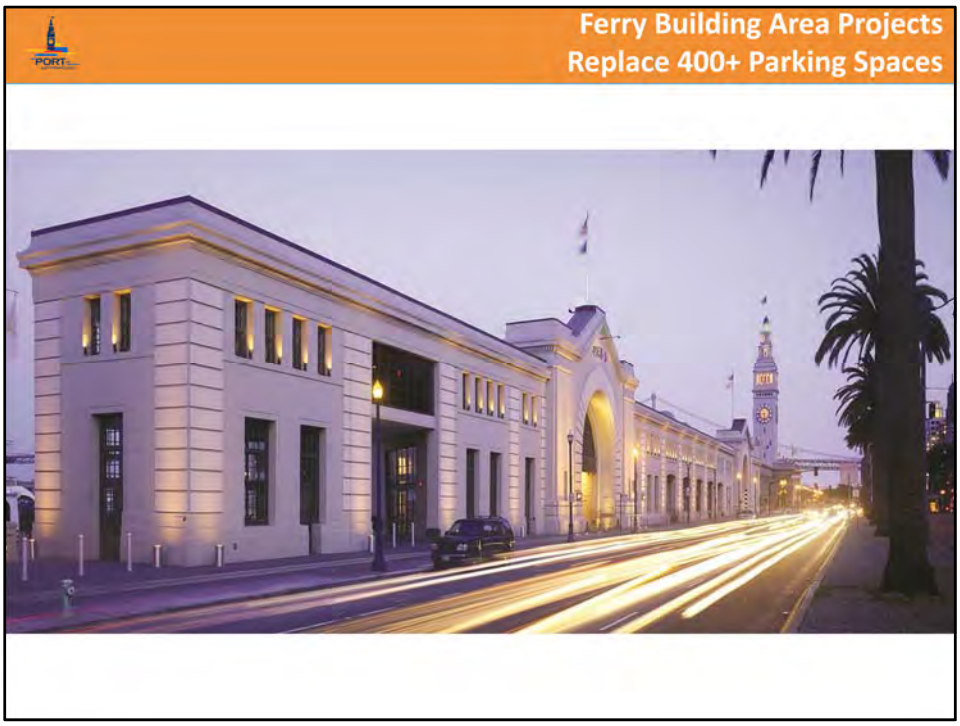

**Pier 27 Mixed urban and maritime land uses generate travel demand on multiple modes North of China Basin**

Maritime and mixed use projects will continue to rely on all transportation modes, as demonstrated by the Pier 27 James R. Herman Cruise Terminal and Event Center, and Cruise Terminal Park. Provisioning cruise ships that carry 2500- 3000 passengers or more
requires heavy truck and industrial access, and vehicle access to support cruise terminal operations on certain days and times. The design of the project, however, is pedestrian-oriented and promotive of public transit and alternative transportation modes.




**The transportation policies in the Waterfront Plan are tied to land uses**

- Protect industrial truck routes, freeway access, and freight rail access for southern waterfront maritime and industry
- For new mixed use development and projects:
  - Promote public transit
  - Efficient use of parking
- Shared parking use and management with Port and non-Port parking facilities
- Support shuttle services
- Limit long-term parking
- Promote ridesharing, TDM (ride share, transit passes)




**Project implemented since approval of the Waterfront Plan have promoted these transportation policies in many ways:**

- The Embarcadero Transportation improvements projects removed over 1000 parking spaces from The Embarcadero

- The historic rehabilitation of the Ferry Building, Pier 1 and Piers 1½, 3 and 5 development projects and changes around the Agriculture Building removed over 400 parking spaces. As part of the original approval of the Waterfront Plan, the Port secured amendments to the San Francisco Planning Code to allow an exemption from City off-street parking requirements for Port developments. The development projects in the Ferry Building area secured such parking exceptions.

## Parking Meter Pilot: Demand-based Pricing


In 2005, the Port partnered with SFMTA to pilot demand-based pricing for on-street parking meters, which was further improved and developed in the SF Park meter program.

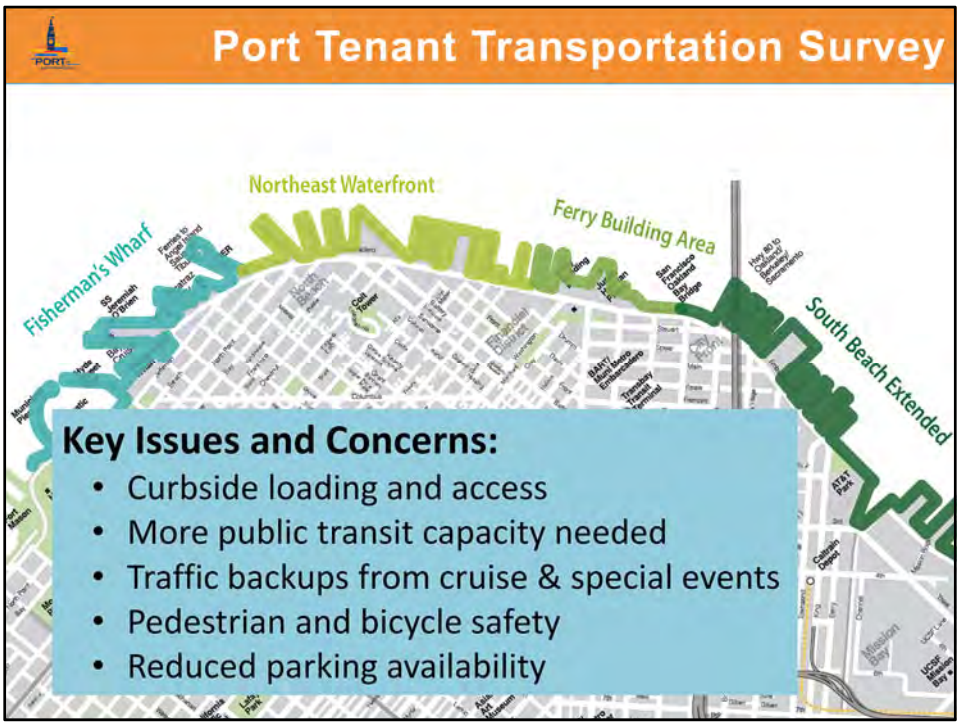

**The Port has worked with the City to implement public realm projects that vastly improve pedestrian circulation and enjoyment in Fisherman's Wharf.**

The Pier 43 Bay Trail Promenade was developed by the Port with General Obligation Bond financing approved by San Francisco voters, which included the removal of the former 200 space parking lot that was located at Pier 43.

The Port also worked with the Planning Department, San Francisco Public Works and SFMTA to transform two blocks of Jefferson Street to expand areas for café dining, walking and bicycles, and coordinated vehicle and loading access. This Jefferson Street Phase 1 project was coordinated with Port sidewalk and pedestrian improvements of Taylor Street, which connects to the Pier 43 Promenade. The success of Jefferson Street Phase 1 has resulted in community efforts to secure funding and implementation of Phase 2, to extend the pedestrian improvements to the blocks between Jones and Powell Streets.


**The Port also works closely with the San Francisco Planning Department, Office of Economic and Workforce Development, SFMTA and SFCTA to develop site design, transportation management programs and transportation investments that promote walking and alternative transportation modes. SFMTA's Liz Brisson and Carli Payne will provide more details in their presentations about these coordinated City development and transportation planning and implementation efforts, which are concentrated along the Southern Bayfront.**

The Mission Rock and Pier 70 development projects are the beneficiaries of this City transportation work. Each are transit-oriented infill developments, planned to be served by urban transportation systems favoring public transit (including water), walk, bicycle modes, and will implement segments of the Blue Greenway. At the same time, both projects also must be planned to protect industrial access for Port maintenance, ship repair, Westar/maritime and PDR uses at Pier 50 in Mission Bay, and BAE ship repair yard at Pier 70.




**Slide 12: New projects offer new improvements for the area, but the Port also needs to be attentive to the transportation and loading access needs of its 500+ Port tenant businesses that lease Port facilities. The major developments along The Embarcadero have transformed the northern half of the Port waterfront. In 2015, the Port conducted a Port business transportation survey to ensure it was tracking the needs of its tenant businesses in the busiest part of the waterfront, between Fisherman's Wharf and AT&T Ballpark.**

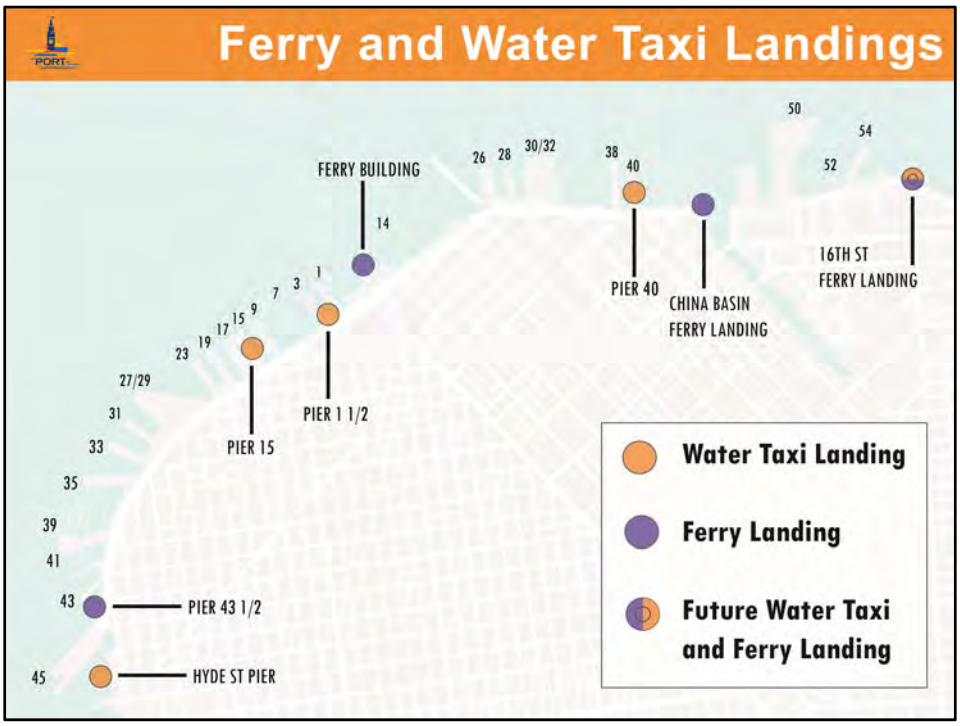
The questions were tabulated by subarea: Fisherman's Wharf, Northeast Waterfront (based of Telegraph Hill), Ferry Building area, and South Beach and beyond. Key findings:

1) Need to provide for curbside access/loading;
2) Public transit service is inadequate, more service needed on F-line and other routes connecting to the waterfront
3) Traffic congestion along The Embarcadero from special events and cruise ship calls
4) Bike and pedestrian safety conflicts and hazards along The Embarcadero

The Port is partnering with SFMTA to develop a design for Embarcadero

Enhancement Project, a priority Vision Zero project, which Patrick Golier will describe further in this presentation.

On a related note, the Port also has worked with the San Francisco Office of Community Investment and Infrastructure (formerly the Redevelopment Agency) to similarly plan a two-way bikeway along Terry Francois Boulevard, with separate pedestrian walkway. This planned improvement coordinates improvements of the Mission Rock/SWL 337 development project, development of Bayfront Park as part of the Mission Bay Redevelopment Plan, and the Blue Greenway public access and water recreation network, between China Basin and the south City limit of San Francisco.




**The Port operates in a rich transportation environment. While many Port projects seek to advance transportation improvements, the Port has limited direct control of transportation systems and relies on partnerships and interagency coordination. The Port does work hands-on with its water transportation partners to provide new opportunities to expand ferry and water taxi transportation.**
We have those perspectives represented on the Working Group : Carolyn Horgan, Blue & Gold, and
the Maritime and Transportation Advisory Teams: Michael Gougherty, Water Emergency Transportation Agency (WETA) which plans and managed regional ferry service; and Port water taxi business representatives: Nathan Nayman, Tideline Marine Group; and Dave Thomas, SF Water Taxi

WETA and Golden Gate Ferry manage the primary ferry systems that serve San Francisco and the Bay Area region. Both provide service out of ferry landings shown in the map (purple dots).

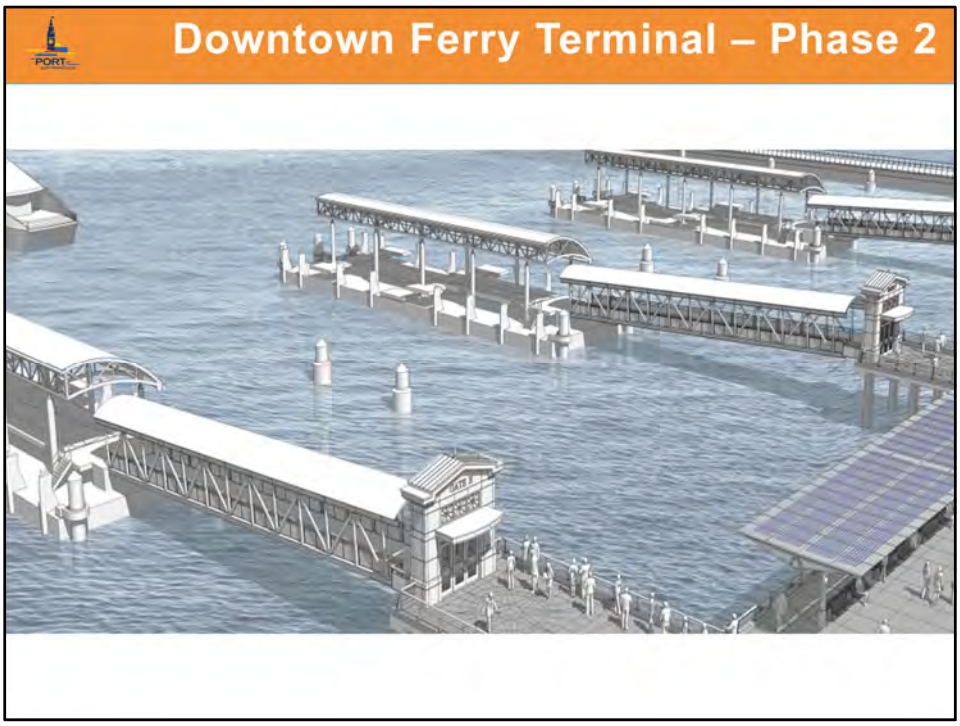
Water taxies are a relatively new water transportation mode at the Port, promoted by the Port Commission. The Port initiated a pilot opportunity for water taxi service

which is now provided by Tideline Marine Group which provides on-demand transport in San Francisco and to other Bay Area destinations, and San Francisco Water Tax, which provides regular scheduled hop-on, hop-off service between the Pier 1½ just north of the Ferry Building and Hyde Street Harbor in Fisherman's Wharf.

New waterfront developments provide new attractions and business development opportunities to promote ridership on water taxies and ferries, including the creation of new water taxi landings as part of new projects. The Exploratorium is the latest development project to complete construction of a water taxi landing at Pier 15. The Port also is working with Office of Economic and Workforce Development and WETA to develop a ferry and water taxi landing in Mission Bay, at the terminus of 16th Street, to serve UCSF, Mission Bay, future Warriors Arena and the Southern Bayfront.


Top: Tideline Marine Group's Osprey provides on-demand water taxi service: https://tidelinetickets.com

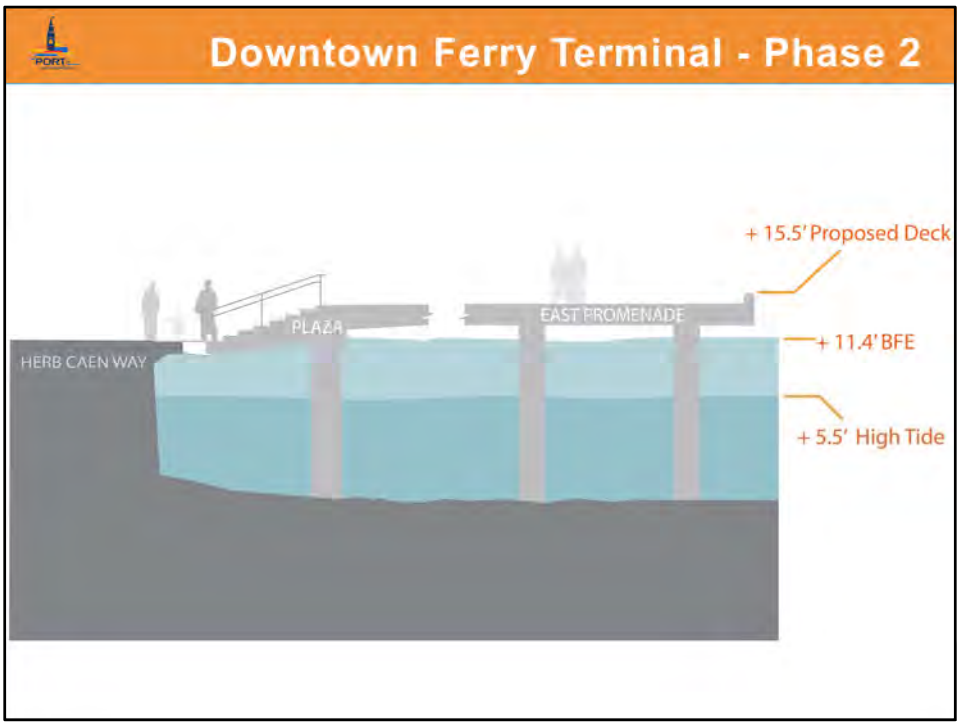
Bottom: San Francisco Water Taxi provides scheduled hop-on, hop-off water taxi service between the Ferry Building area and Fisherman's Wharf: https://www.facebook.com/San-Francisco-Water-Taxi-Co-263227010527719




**WETA and Golden Gate Ferry are the Port's regional ferry partners.**
Port supports WETA, GGF public ferry service, and ferry service businesses (Blue & Gold). This is in addition to Port excursion boat services (such for specialized services such as sport fishing, National Park Service' Alcatraz Island Museum).

The Port initiated the first phase of the Downtown Ferry Terminal developed in 2001, which was coordinated with the historic rehabilitation of the Ferry Building. The Port and WETA are now partnering on Downtown Ferry Terminal Phase 2, which will provide two new gates and gangways, and a major public plaza to accommodate passenger waiting and public access.

Today the ferry system serves over 16,000 passengers per weekday and is at capacity. Annual ridership on GGF and WETA grew from 3.8 million in 2012 to 4.87 million in 2015. BART and the region's bridges are at capacity, and the employment growth during this economic cycle has generated huge growth in ferry ridership. With additional planned development, including Treasure Island, the demand for regional water transportation service will continue to grow.




**The E in WETA stands for "Emergency" and Phase 2 will be built to operate after an earthquake**. The project design also incorporates adaptation for sea level rise. The plaza platform will be gracefully elevated by 38 inches.


**Transportation collaboration and partnerships are key**

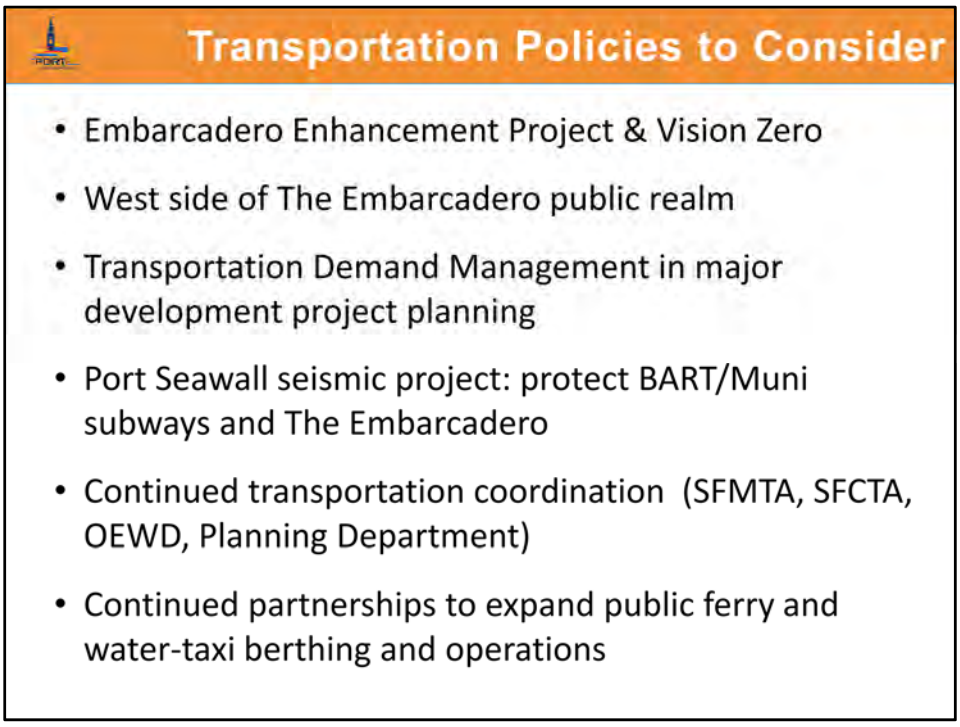
As noted, the ability to manage transportation to and along Port property requires strong and continued partnerships with SFMTA, San Francisco County Transportation Agency, San Francisco Planning Department, WETA and Port maritime transportation tenant businesses. Port transportation operations and capital investments are guided by the Waterfront Plan policies, as well as City goals and policies, including SFMTA Strategic Plan, Vision Zero, and SF General Plan Transportation Element. Interagency collaboration was advanced particularly to deliver premium and coordinated transportation services for the 34th America's Cup, and the delivery of the Jefferson Street Phase 1 project. That work informed the continued coordination of local and regional transportation planning and implementation efforts in the Waterfront Transportation Assessment, to be discussed further in this presentation by SFMTA's Liz Brisson.

The Port owns certain City streets which were transferred under the Burton Act (most notably The Embarcadero, Terry Francois Boulevard, portions of Illinois Street, and Cargo Way). While the Port owns the streets, much of the maintenance

and management is handled under City agreements with SF Public Works, PUC and SFMTA:

- DPW maintains street pavement, curbs and gutters
- PUC maintains sewer and water infrastructure
- SFMTA manages lane configurations, signals, bike and pedestrian improvements
- SFMTA parking meter, curb zone and towaway lane enforcement

The Port has sponsored past transportation improvement processes through the Embarcadero Transportation Task Force (which promote increased F-Line service), participates in the Ballpark Transportation Coordination Committee, and is partnering with SFMTA on the Embarcadero Enhancement Project, a priority of the City's Vision Zero Program, which Patrick Golier will describe in detail in this presentation.




While there has been enormous change and improvement to improve transportation to and along the Port waterfront, from land and water, the transportation challenges people feel today dictate the need for continued dedicated attention from the Port, City and regional transportation agencies. The transportation improvements now underway should inform updates to transportation policies in the Waterfront Plan. This includes recognition of the Embarcadero Seawall project. On its face, the Seawall may not seem to relate to transportation. However, it is a high-priority and fundamental public infrastructure project needed to protect the operational integrity of The Embarcadero transportation system after a major Bay Area earthquake, as well as provide flood and sea level rise protection to the east side of the City, including Muni and BART subway tunnels.

## SFMTA Presentation Overview

1. Share SFMTA transportation policy framework
2. Share recent and planned transportation improvements/policies affecting waterfront
3. Frame major waterfront transportation opportunities + challenges
    - Contextualizing analysis of travel demand and capacity
    - Areas of possible focus for Waterfront Land Use Plan policies

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# SFMTA Strategic Plan Goals


– GOAL 1: SAFETY

GOAL 2: TRAVEL CHOICES


GOAL 3: LIVABILITY

GOAL 4: SERVICE

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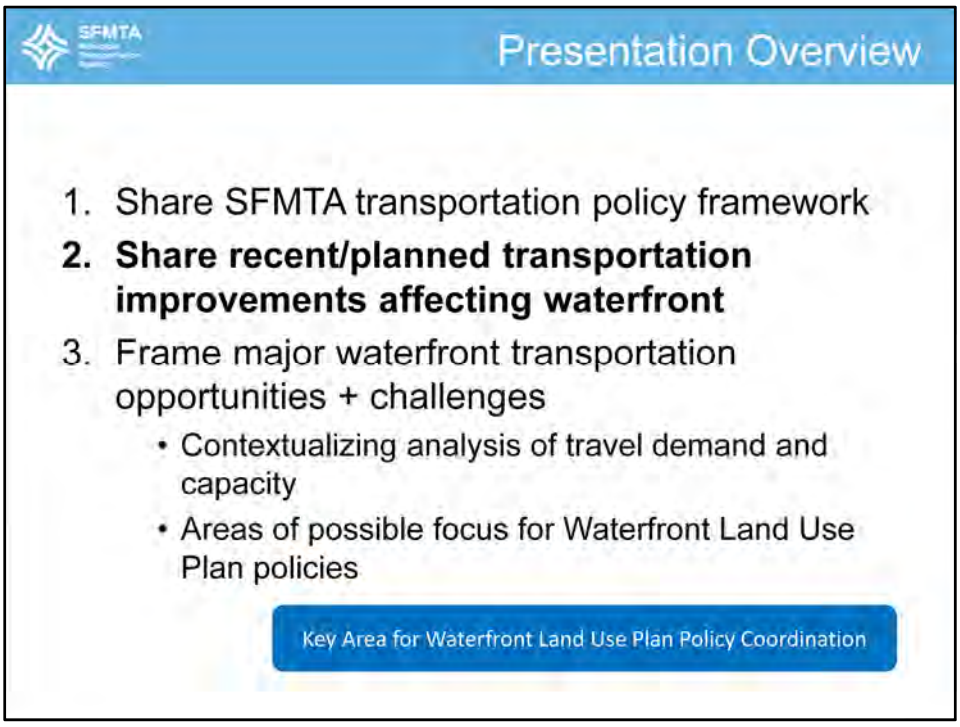
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Key Area for Waterfront Land Use Plan Policy Coordination

SFMTA
Municipal Transportation Agency

## Historic streetcar service along the Waterfront:

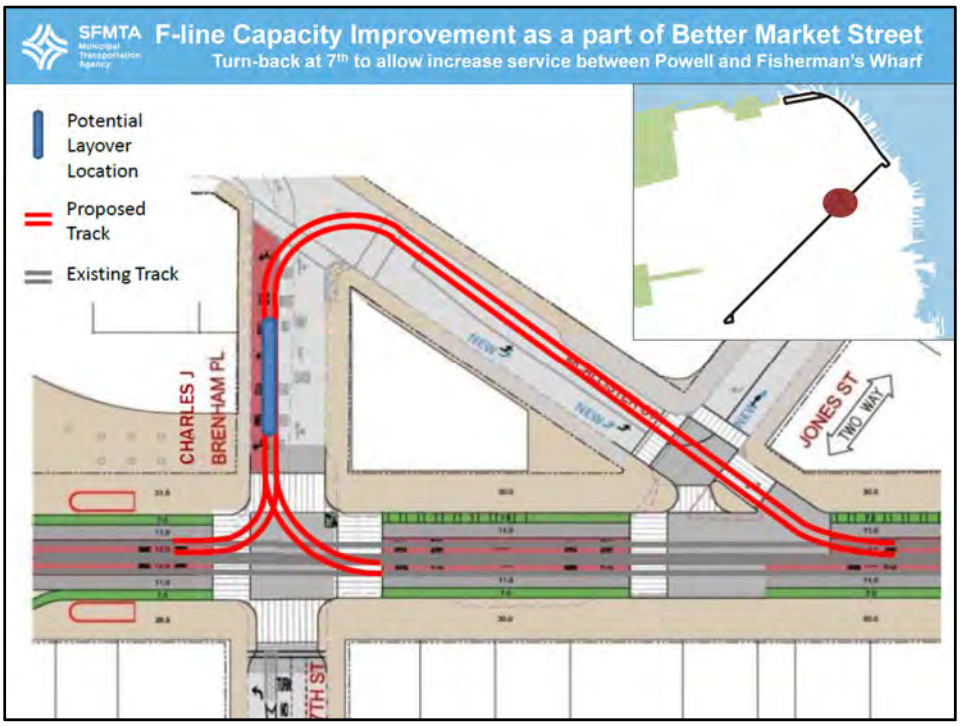
### E-Line supplements popular F-line service


**What its providing**

- Supplement to F-line Embarcadero service (20-22k daily passengers)
- Direct access between northeast waterfront + Caltrain/ballpark
- 15 minute frequency service 10-7pm

**In the works**

- Running time adjustments
- Permanent signage platforms
- Ticket vending machines


SFMTA
Municipal Transportation Agency
F-line Capacity Improvement as a part of Better Market Street
Turn-back at 7th to allow increase service between Powell and Fisherman's Wharf
Potential Layover Location
Proposed Track
Existing Track
CHARLES J BRENHAM PL
JONES ST
TWO WAY
7TH ST

## Embarcadero signal improvements implemented Sept. 2015

**Updated signal timing**

- 40 intersections between Fisherman's Wharf and 5th/King were retimed

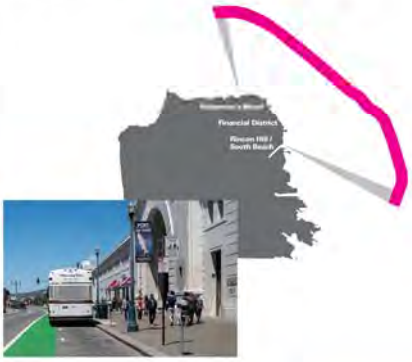
**Improve light-rail speed/reliability**

- Transit signal priority improvements made along Embarcadero and Third Street.
- Additional adjustments anticipated in Fall 2016

SFMTA

## Safety

**Embarcadero Enhancement Project**
Target 2020 Construction



**Vision Zero** Citywide Policy to Achieve Zero Traffic Deaths in SF by 2024

VZ SF 2024

Key Area for Waterfront Land Use Plan Policy Coordination

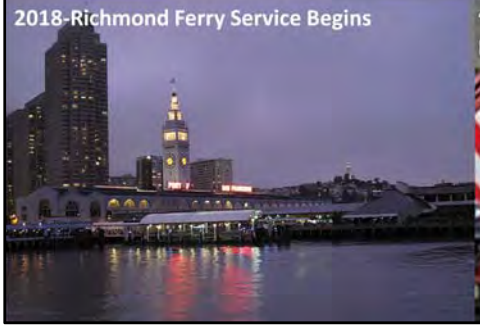

SFMTA
Municipal Transportation Agency
Central Subway opening in 2019
New access to SoMa/Chinatown, major frequency increases, upgrade to 2-car Ts
N
CHINATOWN
UNION SQUARE/ MARKET STREET
POWELL
MONTGOMERY
EMBARCADERO
FINANCIAL DISTRICT
FAN SOM
BRANNAN
YERBA BUENA/ MOSCONE
CIVIC CENTER
4TH ST. AND BRANNAN
2ND ST. AND KING
AT&T BALLPARK
4TH AND KING
BERRY
MISSION ROCK
UCSF MISSION BAY
MARIPOSA
20TH ST.
22ND ST.
MARIN
San Francisco Bay
T Third Phase 2 central subway
e 1

## Committed Regional Transit Improvements

This year – first ten new BART cars in service!

2017 – Transbay Terminal Opens

2018-Richmond Ferry Service Begins



~2020 - Caltrain Electrification, Downtown Extension to Follow

## Transportation Demand Management Ordinance and Best Practices


shift

Key Area for Waterfront Land Use Plan Policy Coordination

## Presentation Overview

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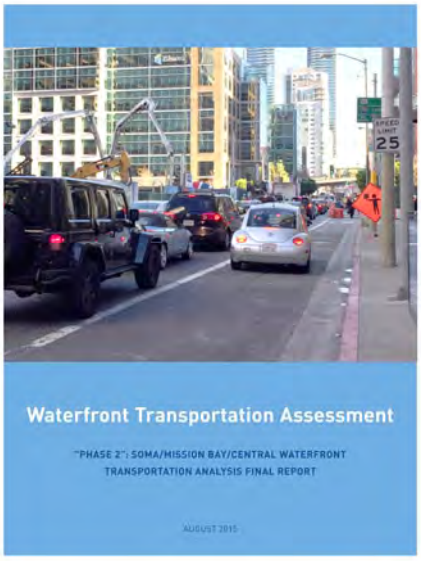
SFMTA
Municipal Transportation Agency

# A few bits of analysis from the Waterfront Transportation Assessment



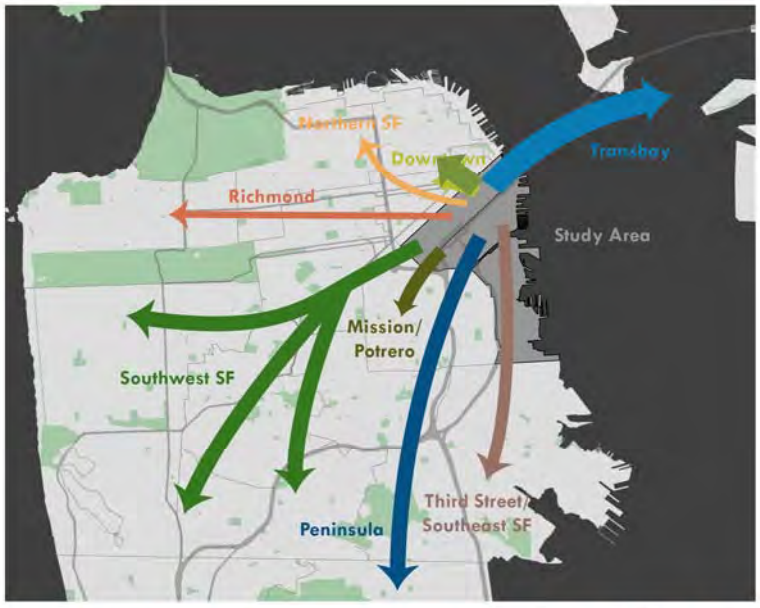

**Waterfront Transportation Assessment**

"PHASE 2": SOMA/MISSION BAY/CENTRAL WATERFRONT
TRANSPORTATION ANALYSIS FINAL REPORT

AUGUST 2015

SFMTA Municipal Transportation Agency

## Major travel corridors leaving waterfront during afternoon peak hour




**Fifty percent increase in person trips from Waterfront anticipated by 2040**

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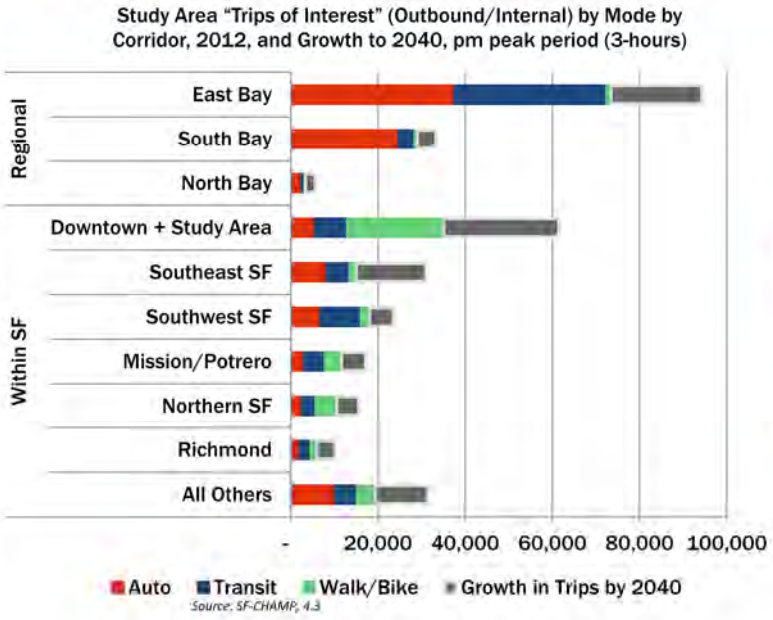
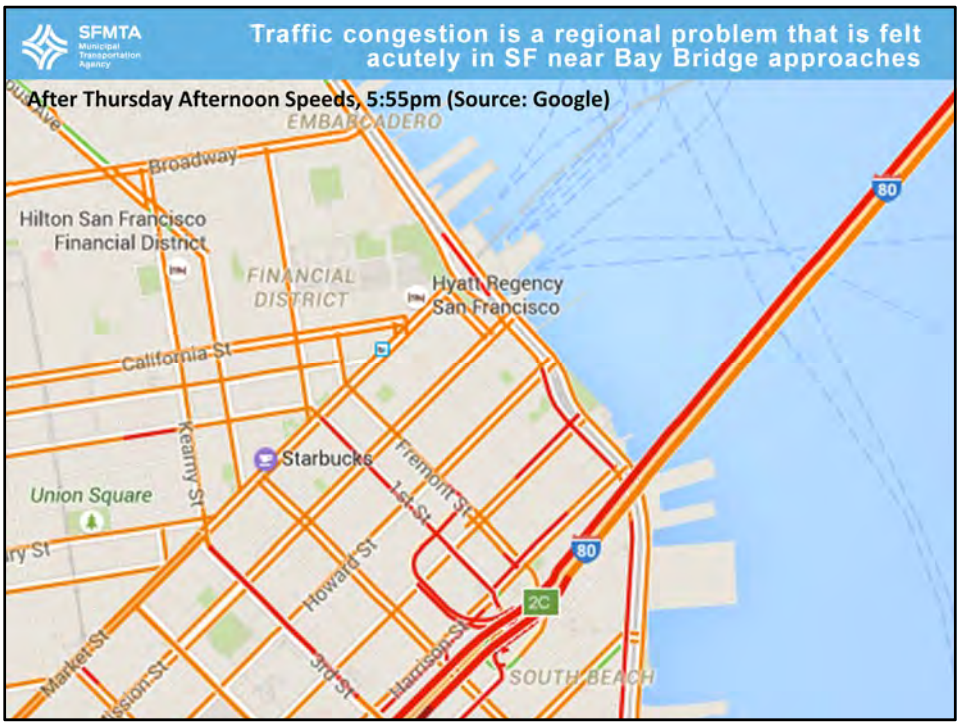
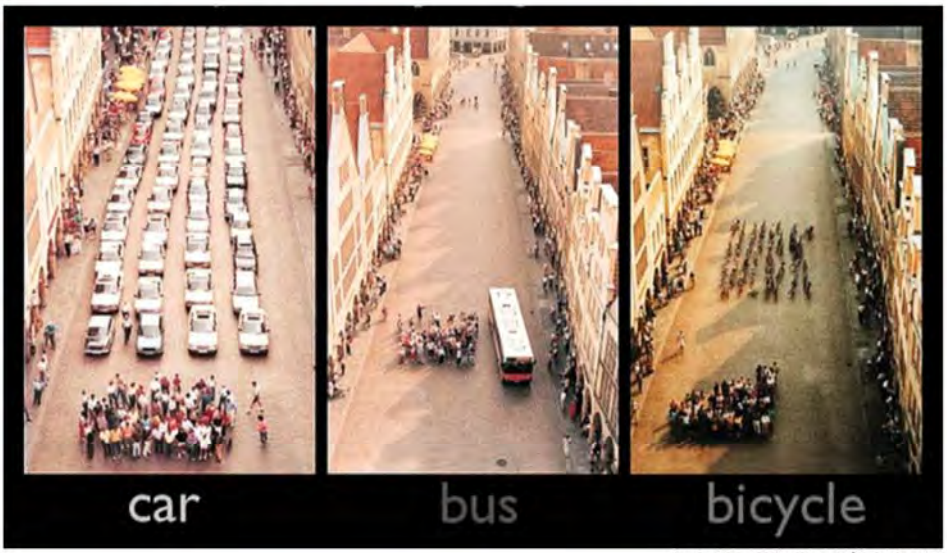
# Existing and forecast trips leaving the waterfront





SFMTA
Municipal Transportation Agency
Traffic congestion is a regional problem that is felt acutely in SF near Bay Bridge approaches
After Thursday Afternoon Speeds, 5:55pm (Source: Google)
EMBARCADERO
Broadway
Hilton San Francisco Financial District
FINANCIAL DISTRICT
Hyatt Regency San Francisco
California St
Kearny St
Starbucks
Union Square
Fremont St
1st St
Howard St
Market St
3rd St
Harrison St
SOUTH BEACH
80
80
2C

SFMTA
Municipal Transportation Agency

# Mode share vision




*Source: Muenster Department of Transportation*

**Shape travel in recognition of limited roadway capacity and in support of SF's policy goals.**

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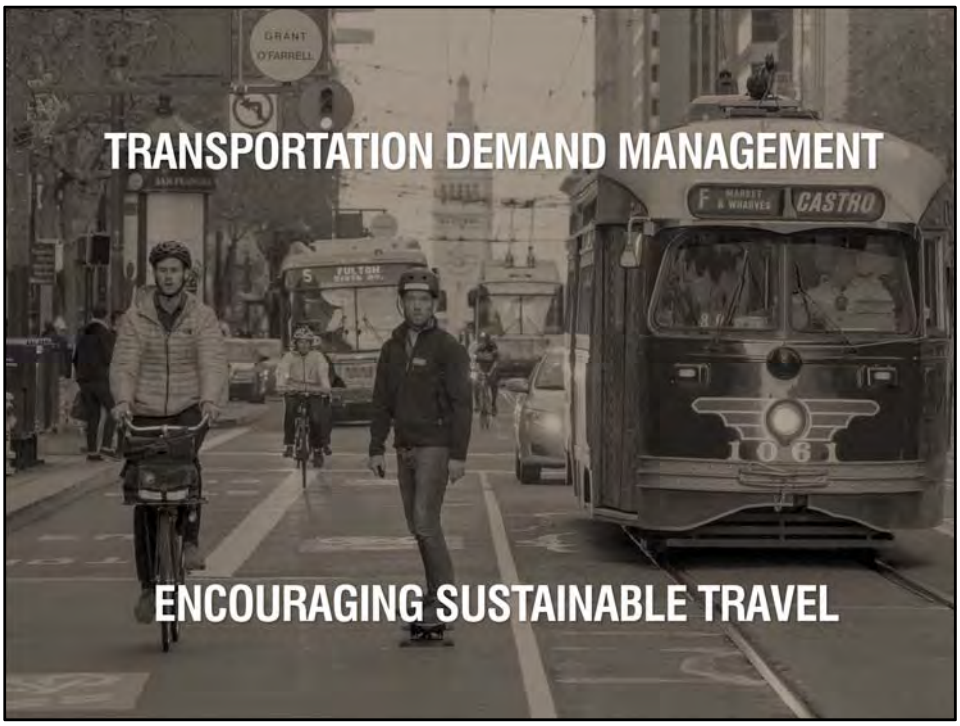
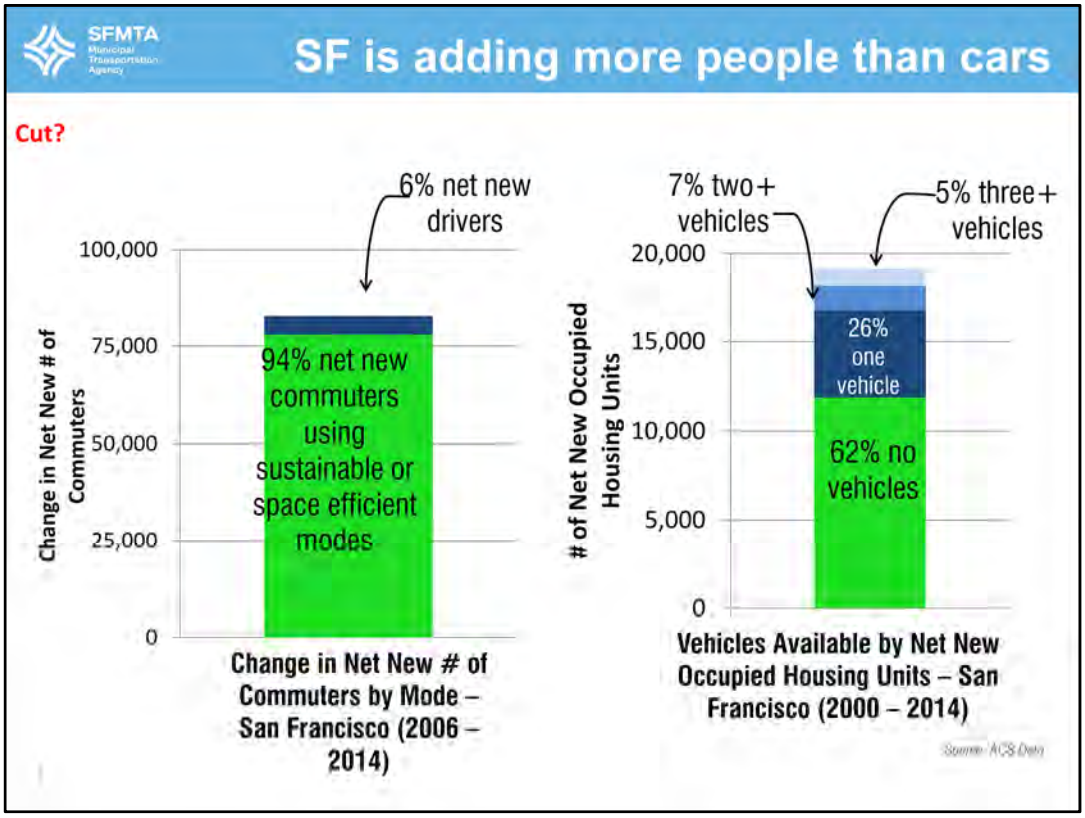
## Areas of possible focus for Waterfront Land Use Plan transportation policies

| Potential Alignment with Waterfront Land Use Plan | Port is Stakeholder In |
|---|---|
| • Vision Zero policy<br>• Transportation Demand Management strategies for Port controlled land<br>• *Embarcadero Enhancement Project* | • ConnectSF<br>• Core Capacity Transit Study<br>• Managed Lanes Implementation Plan<br>• Plan Bay Area<br>• Railyard Alternatives and I-280 Boulevard Feasibility Study<br>• Freeway Corridor Management Study<br>• Southern Bayfront Strategy |
| Discussed in tonight's presentation | More information in handout |


SFMTA
Vision Zero SF
VZ
SF
2024
VISION
ZERO
SF
Our Goal: zero traffic deaths in San Francisco
It's a citywide effort. Are you in?
SFMTA
Municipal Transportation Agency
S.F.P.D.
PUBLIC WORKS
SAN FRANCISCO PLANNING DEPARTMENT
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH
SFUSD
SF Environment


TRANSPORTATION DEMAND MANAGEMENT
ENCOURAGING SUSTAINABLE TRAVEL


SFMTA
SF is adding more people than cars
Cut?
6% net new drivers
94% net new commuters using sustainable or space efficient modes
Change in Net New # of Commuters
100,000
75,000
50,000
25,000
0
Change in Net New # of Commuters by Mode – San Francisco (2006 – 2014)
7% two+ vehicles
5% three+ vehicles
26% one vehicle
62% no vehicles
# of Net New Occupied Housing Units
20,000
15,000
10,000
5,000
0
Vehicles Available by Net New Occupied Housing Units – San Francisco (2000 – 2014)

# Negotiated TDM plans

**Robust TDM Plans**


Examples:

- Transit subsidies
- Carshare/bikeshare Memberships
- Family amenities: storage for carts, carseats & strollers, cargo bikes
- Information and marketing
- Parking supply and parking management
- Auto mode share or trip cap & compliance monitoring

# TDM Ordinance Basics

**Target**

Aimed at reducing Vehicle Miles Traveled (VMT)

**Menu of Options**

Project sponsor chooses the best fit for each project to reach targets

**Implementation Strategy**

Measure and enforce progress to ensure targets are achieved

SFMTA

# TDM Ordinance Basics

shift

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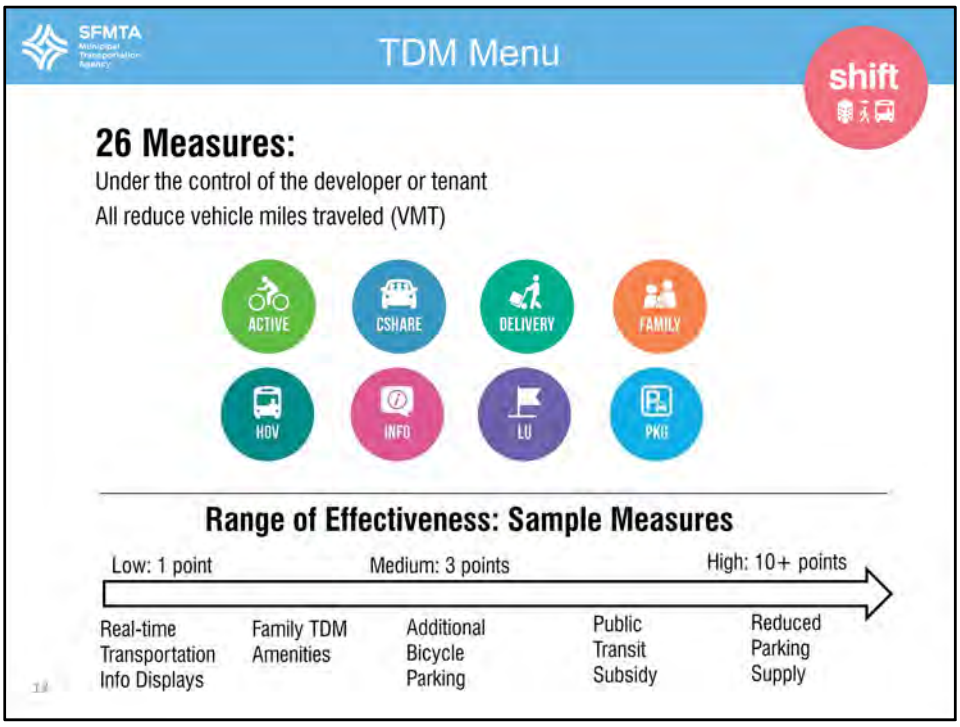
SFMTA
TDM Menu
shift
26 Measures:
Under the control of the developer or tenant
All reduce vehicle miles traveled (VMT)
ACTIVE
CSHARE
DELIVERY
FAMILY
HOV
INFO
LU
PKG
Range of Effectiveness: Sample Measures
Low: 1 point
Medium: 3 points
High: 10+ points
Real-time Transportation Info Displays
Family TDM Amenities
Additional Bicycle Parking
Public Transit Subsidy
Reduced Parking Supply

SFMTA

# TDM Ordinance Basics

shift

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## Shaping Trips in Existing Land Uses

Mechanisms:

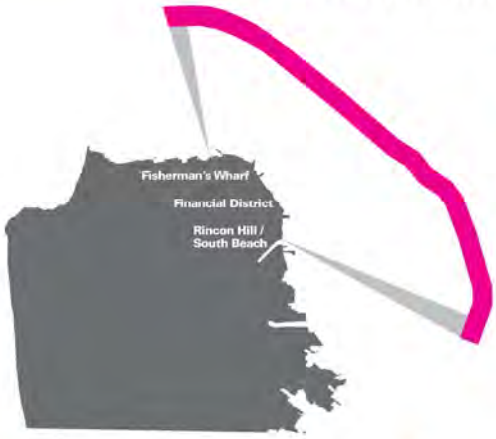
- Property owner/employer/destination-provided (voluntarily)
- Lease terms
- Transportation Management Association

Examples:

- Sustainable transportation allowance
- Parking management (cash-out, unbundling, pricing)
- Communications/information
- Campaigns and incentives

SFMTA
Municipal Transportation Agency

# Embarcadero Enhancement Project




July 2016
Project Update

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Municipal Transportation Agency

SAN FRANCISCO
PLANNING
DEPARTMENT

PORT

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## What is the Project?

- Planning
- Improve Safety
- Design Concept
- 'Complete Street'

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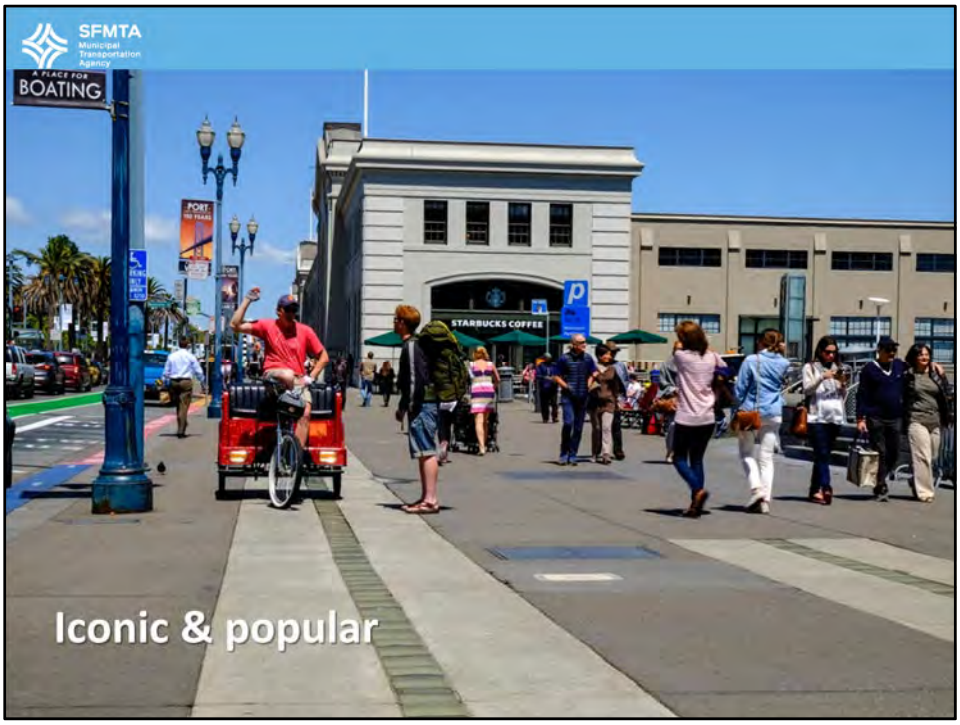
## Goals and Objectives


SFMTA
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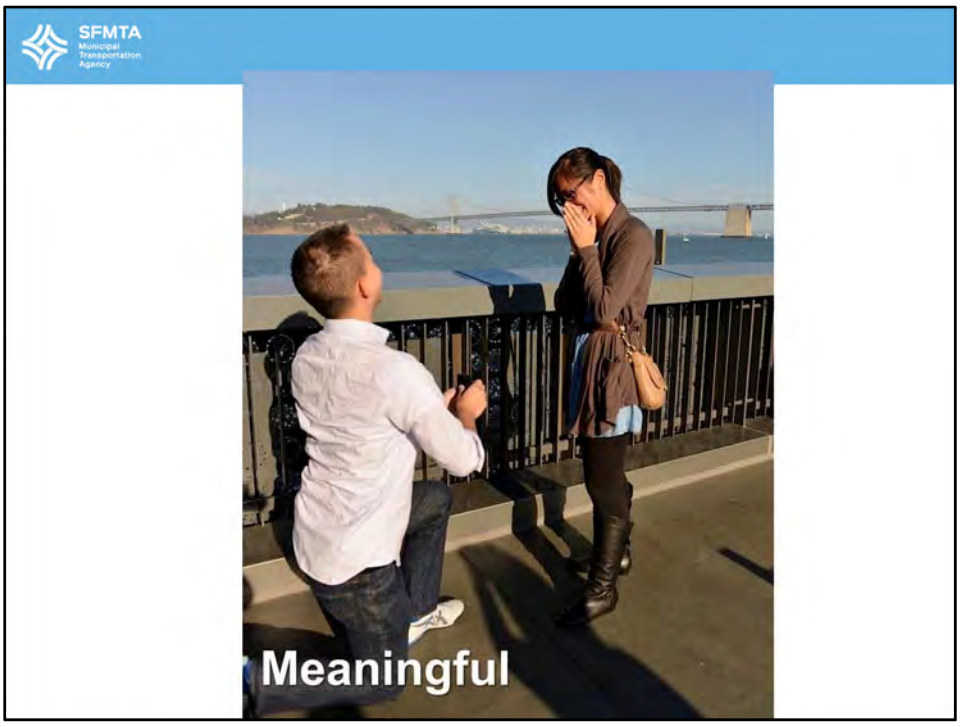
A PLACE FOR
BOATING
STARBUCKS COFFEE
Iconic & popular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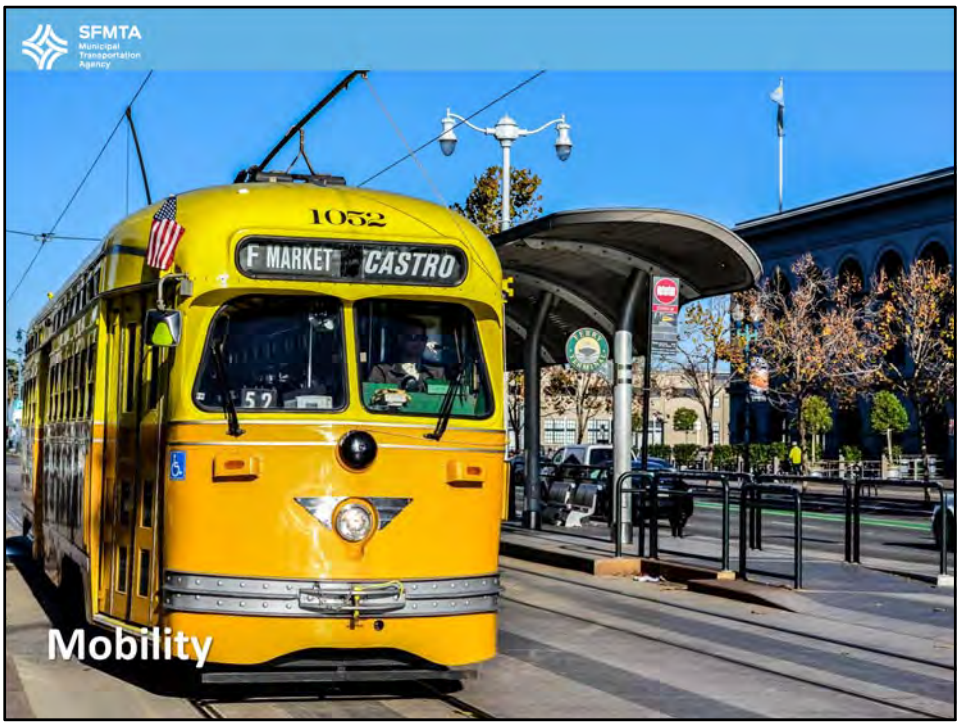
Agency
Meaningful


SFMTA
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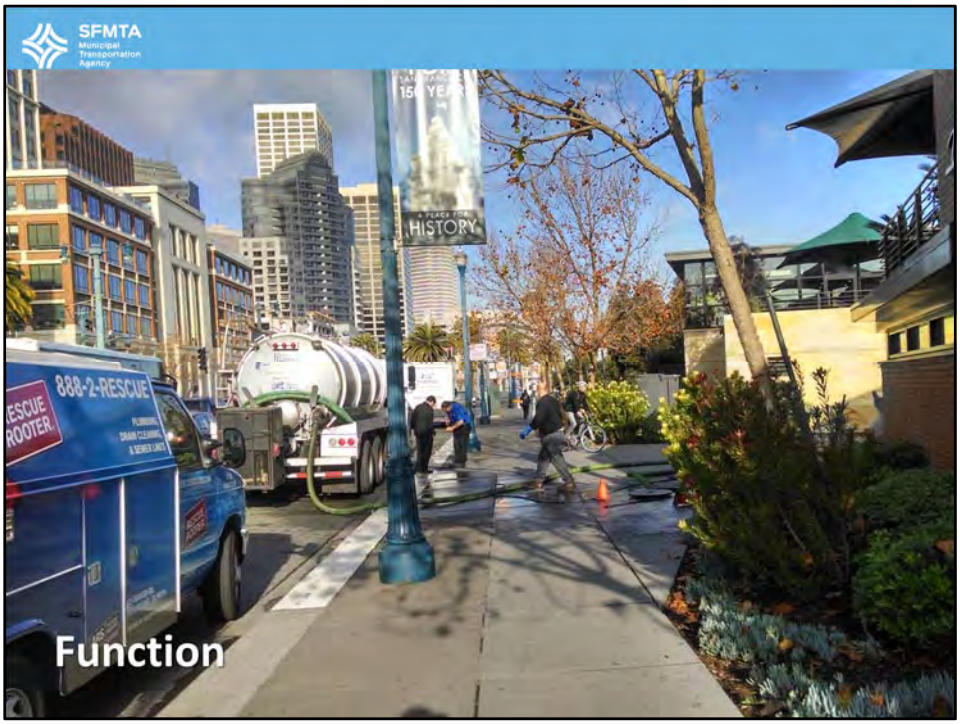
1052
F MARKET CASTRO
Mobility


SFMTA
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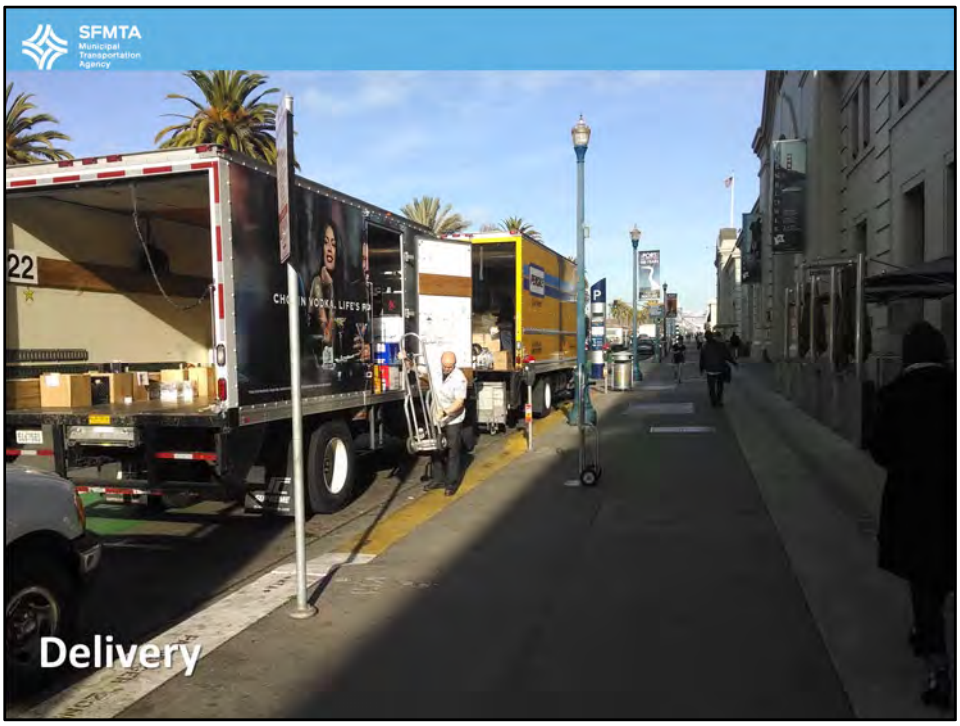
Transportation
Agency
A PLACE FOR
HISTORY
888-2-RESCUE
Function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22
Delivery


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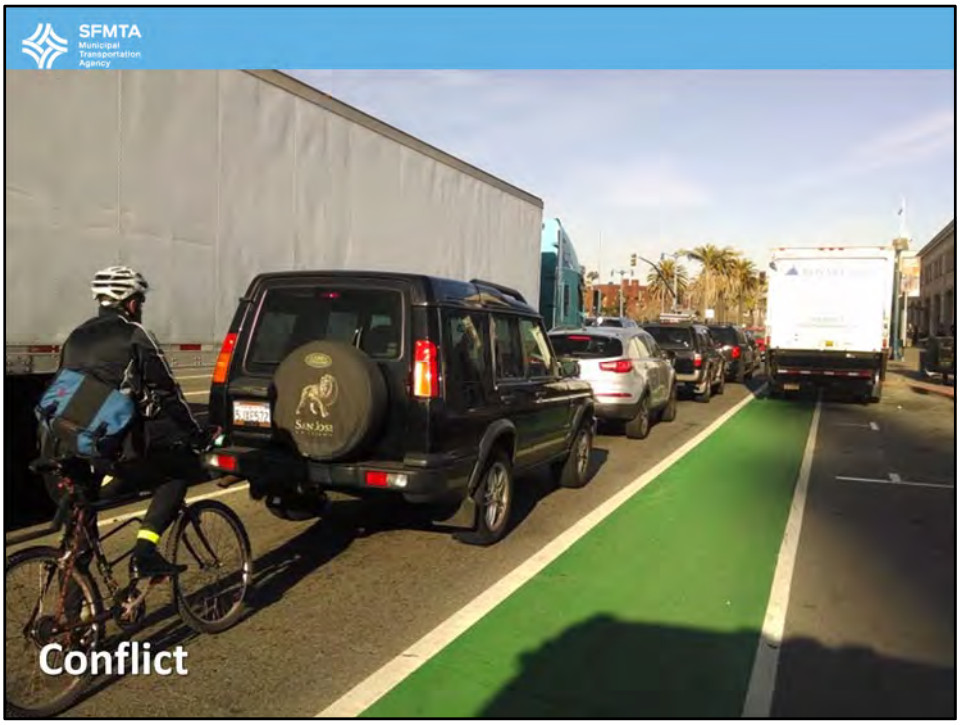
PREVOST
Various Needs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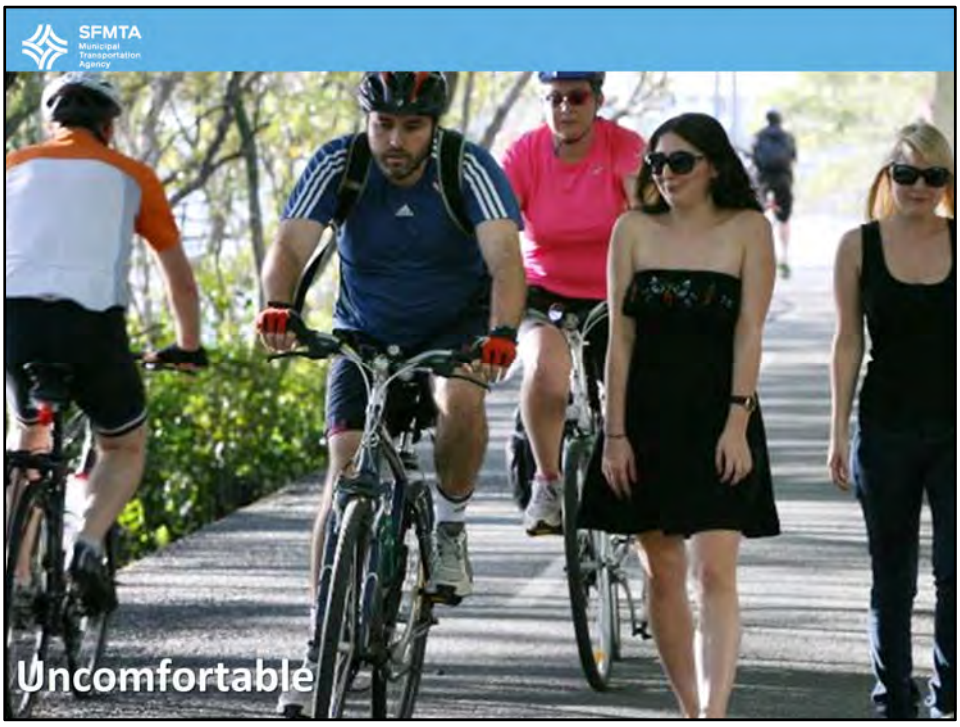
Agency
Conflict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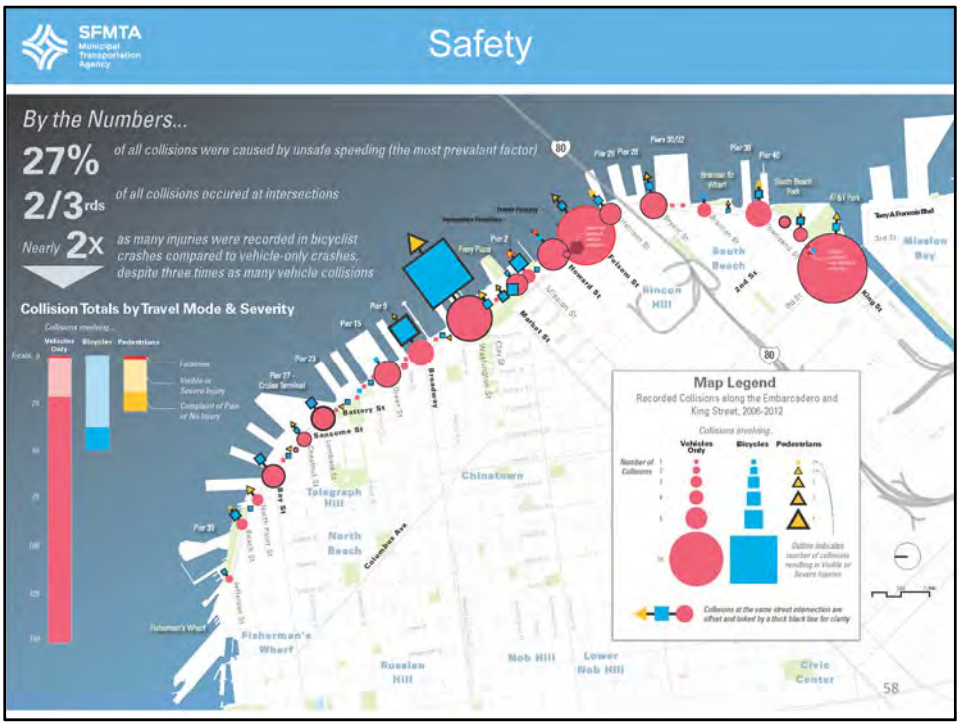
Uncomfortable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Safety
By the Numbers...
27% of all collisions were caused by unsafe speeding (the most prevalent factor)
2/3rds of all collisions occured at intersections
Nearly 2X as many injuries were recorded in bicyclist crashes compared to vehicle-only crashes, despite three times as many vehicle collisions
Collision Totals by Travel Mode & Severity
Vehicles Only
Bicycles
Pedestrians
Fatalities
Visible or Severe Injury
Complaint of Pain or No Injury
Map Legend
Recorded Collisions along the Embarcadero and King Street, 2006-2012
Collisions involving...
Vehicles Only
Bicycles
Pedestrians
Number of Collisions
Outline indicates number of collisions resulting in Visible or Severe Injuries
Collisions at the same street intersection are offset and linked by a thick black line for clarity
Pier 27 - Cruise Terminal
Battery St
Sansome St
Broadway
Telegraph Hill
Chinatown
North Beach
Columbus Ave
Fisherman's Wharf
Russian Hill
Nob Hill
Lower Nob Hill
Civic Center
Rincon Hill
South Beach
Mission Bay
Folsom St
Howard St
Market St
2nd St
King St
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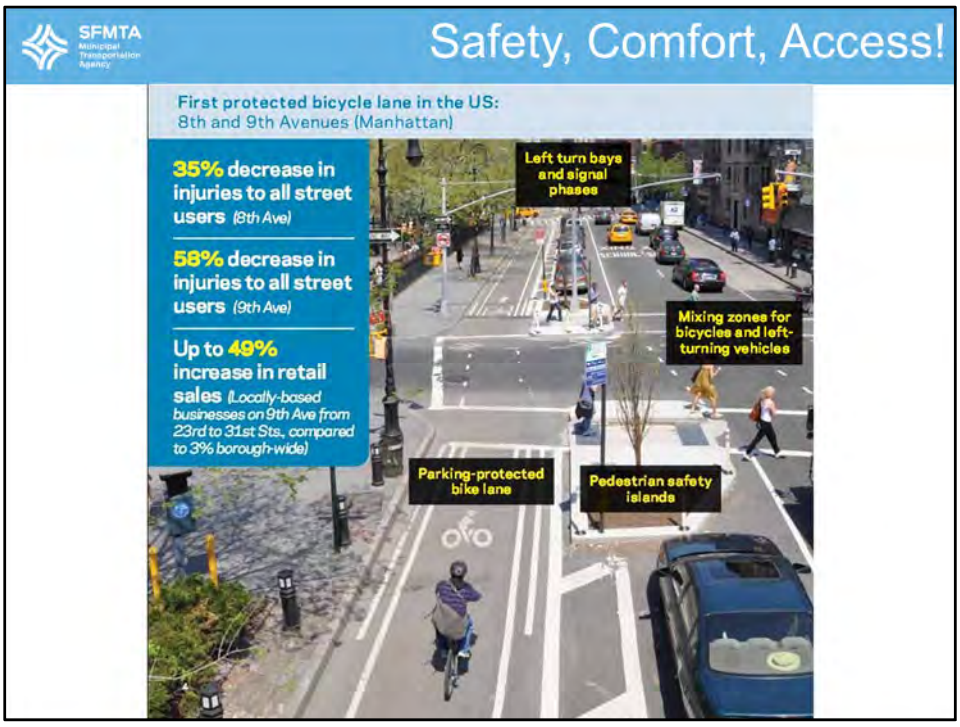
# Safety, Comfort, Access!


*First Avenue Improvements, New York City*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Safety, Comfort, Access!
First protected bicycle lane in the US:
8th and 9th Avenues (Manhattan)
35% decrease in injuries to all street users (8th Ave)
58% decrease in injuries to all street users (9th Ave)
Up to 49% increase in retail sales (Locally-based businesses on 9th Ave from 23rd to 31st Sts., compared to 3% borough-wide)
Left turn bays and signal phases
Mixing zones for bicycles and left-turning vehicles
Parking-protected bike lane
Pedestrian safety islands

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# Safety, Comfort, Access!


*First Avenue Improvements, New York City*

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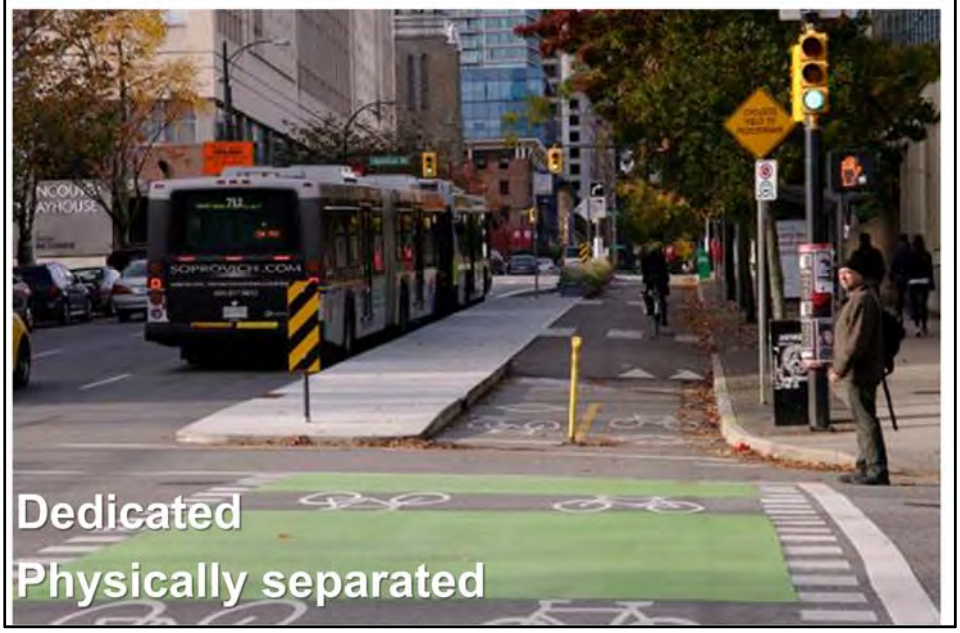
# What is a 'Bikeway'?



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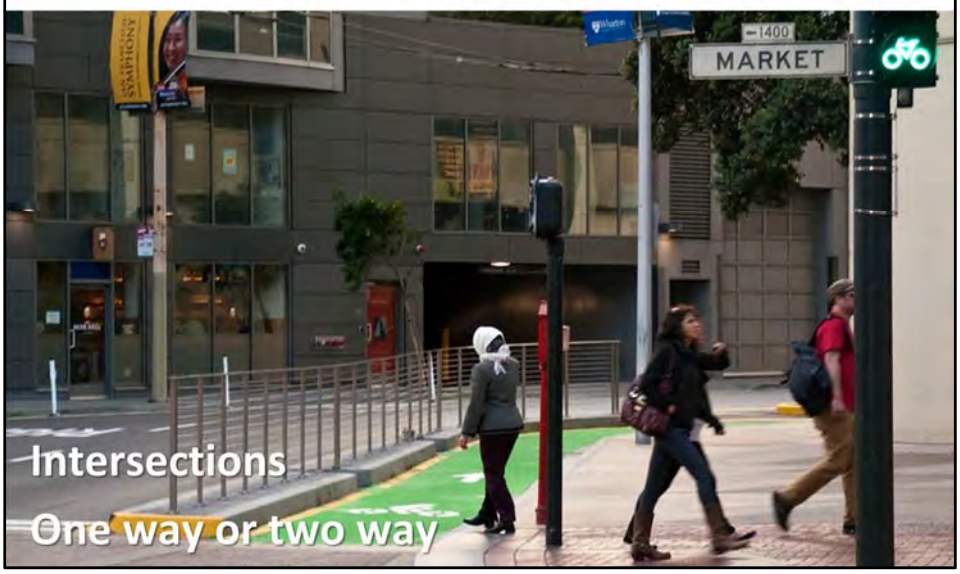
# What is a 'Bikeway'?



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# Design Workshop Series

- Focus on “pinch-points”
- Narrowest/most constrained
- Themes will be applied to the corridor-wide designs

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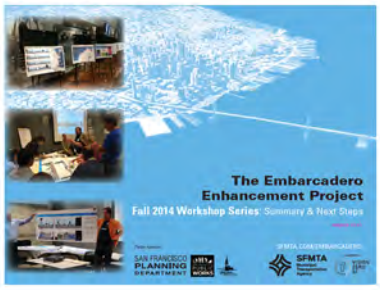
# 2014 Design Workshops

## Summary

- Wide and Welcoming / Think 'Big'
- Details Matter!
- Accommodate Loading/Unloading
- Flexibility
- On-street Parking Not a Priority
- Maintain Travel Lane Widths

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# Design Direction

**2014 Design Workshops**

Street Cross Section Concepts
Key Themes Big Ideas

- Two-way waterside and one-way curbside (no center-running option)
- Ferry Building frontage road/bikeway
- Pier 39 Circulation Study (includes review of potential elevated pathway?)

**2015 SFMTA/Port Analysis**

King Street/3rd Ave Analysis
Bike Strategy Spot Improvements

- Townsend Bikeway Connector (no King Street SB bikeway)
- Pier 27 Cruise Terminal Access Issues
- Port Tenant Transportation Survey
- Short-Term Efforts

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# Trade-Off Evaluation

- Traffic/Circulation
- Parking
- Loading
- Pedestrian Facilities
- Trees/Landscape Design
- Transit/Bus Operations
- Bikeway Separation/Quality
- Cost

## Immediate Next Steps

- Summarize Impacts / Trade-Offs (MTA)
- Flesh out "Big Moves" concepts (MTA/Planning)
- Identification of high level cost estimates for design alternatives (MTA/DPW)
- Coordinate short-term changes to The Embarcadero (Port and MTA)
- Initiate public outreach to identify preferred design alternative for more detailed preliminary engineering
  - Initiate one-on-one stakeholder outreach – April (MTA)
  - Schedule public event – June (MTA)
  - Presentations to committees/TACs/Boards

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# Project Status / Schedule

| | |
|---|---|
| Complete | Initial Public Survey / Open House / Presentations<br>Fall 2014 Design Workshop Series<br>Design Workshops Summary Report<br>Collect Traffic Data / Prepare Traffic Model<br>Testing/Refinement of Initial Alternatives |
| Ongoing / Fall 2016 | Evaluation of Initial Alternatives<br>Public Open House / Workshop(s)<br>Ongoing Stakeholder Presentations<br>Revised Concept Design(s) |
| Winter 2016/17 | Propose Preferred Alternative(s)<br>City/Agency Presentations<br>Public Outreach Events (TBD) |
| Spring-Fall 2017 | Preliminary Engineering<br>Selection of Preferred Alternative<br>Environmental Scoping |

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# Thank You! Questions?