



**Public Meeting of the Port Northern Advisory Committee (NAC)
January 17, 2024 (5:30 to 7:30 pm)
In-person at Pier 1 and remote via Zoom**

Meeting Notes

NAC Members Present

Jane Connors (Co-Chair), Ferry Building, Hudson Pacific Partners
Ted Choi, City Kayak, Pier 40
Marc Dragun, Brannan Homeowners Association
Bruno Kanter, North Beach Neighbors
Stewart Morton, San Francisco Heritage
Carol Parlette, Golden Gateway Commons Resident
Vivian Perez, Metro Events
Bob Iwersen, Gateway Apartments
Alec Bash, Alternate for Bob Iwersen
Bob Harrer, Barbary Coast Neighborhood Association
Ritika Puri, Watermark Homeowners Association
Stan Hayes, Telegraph Hill Dwellers

NAC Members Absent

Katy Liddell, (Co-Chair), South Beach/Rincon/Mission Bay Neighborhood Association
Shani Krevsky, Exploratorium
Flicka McGurrin, Pier 23 Café
Diana Taylor, Alternate for Bob Harrer
Mahesh Katwani, Alternate for Ritika Puri
Al Fontes, Alternate for Stan Hayes

Port Staff

Patrick Foster, Planning and Environment, NAC Coordinator
David Beaupre, Planning and Environment, NAC Coordinator
Sandi Oberle, Real Estate, NAC Coordinator
Dan Hodapp, Planning and Environment
Ryan Wassum, Communications

Presenters

Casey Hildreth, SFMTA
Elliot Goodrich, SFMTA
Marcus Davies, SFAC

1. **Announcements and Introductions** (5:30 - 5:45 pm)

- City transitioning away from Zoom accounts, future NAC meetings will continue to be hybrid in-person at Pier 1 and remote hosted online via Microsoft Teams.
- Next NAC meeting is tentatively scheduled for March 20, 2023.
- David Beaupre provided a brief update on a new Coastal Conservancy grant award to the Port for the Southern Embarcadero Resilience and Enhancement Project, to cover development of plans and engineering designs for sea level rise adaptation for a half mile stretch of the southern Embarcadero waterfront.
- Roll call for committee members.

2. **Approval of Draft Meeting Notes:** NAC September 20, 2023 meeting (5:45 - 5:50pm)

Meeting notes approved.

3. **SFMTA Embarcadero Enhancement:** Presentations on the planned 3rd Street Quick-Build pedestrian/bikeway improvements and the Central Embarcadero Safety Project. – Paul Stanis and Casey Hildreth, SFMTA (5:50 - 6:50pm)

Q&A

- Marc Dragan – 3rd Street bridge suffered damage last winter. Do you know anything about repair schedule?
 - Paul Stanis – That is jurisdiction of Public Works, they manage the operation and are in charge of repairs. In the fall they said they would be working on repairs this winter.
- Bob Harrer - For this project and similar ones, is there any estimate for the amount of bicycle traffic, and once the project is implemented is there look back to see if bike traffic was close to projections?
 - Paul Stanis – We have a very robust evaluation program. When looking to implement a project we collect data to have a baseline of existing conditions. Once the project is complete we go back out and collect a second round of data. We don't make projections but track how people use the new lanes. From my experience the lanes on TFB are used a lot, especially during events at chase center. This project would help fill a gap along that route.
- Bob Iwersen – For the bridge how is the bikeway functioning? Will the giants project at Mission Rock be ready by Giants season?
 - Paul Stanis – The two-way bikeway essentially has been functioning as a shared path with pedestrians. After an event at the ballpark that entire space is used by pedestrians.
 - David Beaupre – I think the goal is to get the bike path cleaned up before opening day. That may be tied in directly with the opening of China Basin Park.
 - Ryan Wassum – The date has been moving, but the goal is to open a majority of park by Giants season. They have a detour now but once the park opens the shoreline Bay Trail will be open around the edge of the park.
- Stan Hayes – It looks like in the sections you showed there is a reduction in traffic lanes from 6 to five. Is that correct and will it affect traffic volume?

- Paul Stanis – Yes there is a one lane reduction northbound, no change southbound. The traffic dynamics here are very challenging especially during a ballpark event. The lane reduction is 1.5 blocks between Townsend and Berry. There may be a very small traffic impact but congestion is largely due to many factors outside of this area.
 - David Beaupre – The main limiting factor is the 3rd Street Bridge with four lanes only.
- Jill Norris – Hyatt Place is on the corner of Townsend and Third. By taking the turning lane away, is the bike lane dedicated to bikes or will people checking into the hotel use that lane? Could be a safety issue.
 - Paul Stanis – The condition you’re describing is becoming more common with a floating loading lane next to hotels, etc. like at the W hotel. We have talked to the Hyatt many times and they understand the general concept and are supportive. This is viewed as the first step of the project, if there are challenges at different locations we can come back and make certain areas in the graphic more robust. In other locations we have come back to provide raised concrete elements to define crossings. Once this project is implemented this will be an option.
- Ted Choi – There are some confusing places for traffic signals and unloading areas. It would be helpful to have some kind of line or pattern on pavement that signals “trouble ahead, slow down”. With all of the changes it can be confusing to residents and visitors.
 - Paul Stanis – What we’ve done in the past is indicate with supplemental signage up for 6 months to let people know it will be different than what they are used to. We are constantly evaluating projects and tweaking if needed and remain open to proactively revising projects appropriately.
- Jane Connors – At the ferry building we went through this process. It is definitely a learning curve. The outreach and education is important to prevent cyclists going through intersections.
- Greg – I’ve sat in on many advisory committee meetings. There is a lot of focus on specific areas, but is there a vision for the whole waterfront? How do all of the sections integrate?
 - David Beaupre – The Port has a waterfront plan developed over 3 years that serves as a guide for development. We also have a strategic plan and capital plan that we try to tie all together. Feel free to reach out to me directly.
 - Casey Hildreth – There is a lot of work happening at different scales and timelines. Our bike network plan is being updated with a city-wide focus. I appreciate that it can feel disjointed, we will try to provide broad context as much as possible.
- Marc Dragon – Emphasize the need for enforcement. There are a lot of motorized scooters and bikes that go down the promenade despite this not being allowed. I understand the goal of making the bikeway more appealing to get them off the promenade but an enforcement effort is also needed. Can this be added to this plan for a carrot/stick approach? Recommend recognizing this challenge in this presentation even if no solutions are currently proposed.
 - Casey Hildreth – Yes I appreciate that. Unfortunately a moving violation is not an MTA function. Parking control officers can handle non-moving violations but SFPD is very understaffed and they often aren’t able to enforce these types of issues. With a protected bike lane enforcement would be more helpful and we could include physical elements. So we are trying to extend the protected bikeway further and have a sense of urgency about that.
 - David Beaupre – Where we do have separated cycle track between Broadway and Harrison we’ve seen a big decline of wheeled devices on the embarcadero.

- Jill Norris – Please reinforce the issues as Marc said. The other issue is full motorcycles driving in the bike lane, running red lights and creating hazards. The raised curb is a good idea to provide some physical separation.
- Carol Parlette – Nobody talks about the tradeoff with traffic. The Embarcadero is a lot worse these days. We want bikers to be safe but car traffic should also be considered.
 - Casey Hildreth – We are committed to maintaining two northbound travel lanes while also working toward vision zero to reduce harm to bikers and pedestrians. We need to add a lot more housing and want to provide legitimate options for travel without a car. Need to make sure the tradeoffs make sense.
- Alec Bash – For pedestrians to cross to the islands, it is a good idea to have control over bikes as well. Having a bike lane at the same level as promenade would encourage people to stray off lane to promenade. Where there are the protected bike lanes, those are shown as shared spaces on the promenade which may not be necessary. I'm hopeful that the E-line is still possible in the future. No need to respond just wanted these points on the record.
- Stewart Morton – Regarding the palm trees, they are important to many folks and getting rid of 11 of them could be problematic to the community.
 - Casey Hildreth – Yes we appreciate that and understand it must be a tradeoff.
- Bob Harrer – Don't want to lose a car lane but there is definitely attachment to the trees and appreciation for their aesthetic value.
- Stan Hayes – Concur with the value of the trees and hate to see them eliminated. Wish there was an alternative, if they can't be saved recommend looking into something that would fit within a narrower corridor. The trees are valuable because they don't block sight lines and soften the urban edge.
- Ted Choi – Would like to see trees incorporated into pedestrian island with bike lanes next to it. Would encourage bikes to stay on bike lanes by reducing the need to slow or stop at the red lights. Other cities have done this.
- Jane Connors – We have a lot of delivery needs that cross the bike lane and would recommend an updated traffic study. Cameras would help prevent people from running red lights and provide an opportunity for traffic studies. Issues between pedestrians and cyclists are also frequent and cameras could help provide coverage.
- Shani Krevsky – Curious to know for loading/unloading around Washington and Broadway, how could a controlled crossing work? I see conflicts every day in this area.
 - Casey Hildreth – We understand that concern and are happy to take individual requests to meet about specific issues and/or locations.

Chat

- Roland - Please add me to the record as being extremely concerned about the fate of the palm trees.
- Ritika Puri - Concerned about palm trees too. Let's try to work around them please.

- 4. Port Public Art:** Informational presentations on the Port's Public Art Program and proposed art installation for the Pier 27 Cruise Terminal Plaza. – Ryan Wassum, SF Port, and Marcus Davies, SFAC (6:50 - 7:30pm)

Q&A

- Jane Connors – The piece at Pier 27 looks great, especially being able to see it change based on lighting throughout the day.
- Stewart Morton – Why is it only 15 feet tall? Do we know how tall the terminal is?
 - Dan Hodapp – The size is what the artist feels is appropriate within the budget for the piece. The terminal is likely around 40ft tall.
- Shani Krevsky – The piece looks great. From experience at the Exploratorium, recommend considering long-term maintenance needs and issues with people climbing or skating on the structure.
- Bob Harrer – This piece should fit well in the plaza, the way it's constructed also does not obstruct movement much. I do worry about vandalism and if there needs to be a repair budget. Overall very positive for the site.
- Carol parlette – Does Mareas mean anything?
 - Marcus Davies – yes it means “tides” in Spanish.
- Ted Choi – Any update about the lights on the Bay Bridge?
 - Dan Hodapp – It is not a Port project but I know they are fundraising right now and are most of the way to their goal.
 - Stewart Morton – I think they have about 90% of the funds they need.