

MEMORANDUM

June 8, 2018

TO: MEMBERS, PORT COMMISSION
Hon. Kimberly Brandon, President
Hon. Willie Adams, Vice President
Hon. Gail Gilman
Hon. Victor Makras
Hon. Doreen Woo Ho

FROM: Elaine Forbes
Executive Director

SUBJECT: Informational presentation on Waterfront Plan Working Group
Transportation recommendations produced in Part 2 of the Waterfront
Plan Update public planning process

DIRECTOR’S RECOMMENDATION: Informational Only

Executive Summary

On February 27, 2018, Port staff provided an informational presentation on the policy guidance recommendations generated from Part 2 of the Waterfront Plan Update process. The recommendations were produced by the Waterfront Plan Working Group’s (Working Group) three subcommittees - Land Use, Transportation, and Resilience – and were accepted by the full Working Group on December 6, 2017. At the February 27th meeting, the Port Commission asked Port staff to schedule follow-up Port Commission briefings to allow time for more focused consideration and discussion of the recommendations. This staff report focuses on the Transportation recommendations. Separate briefings regarding Land Use recommendations took place at the Port Commission’s April 10, 2018 meeting and Resilience recommendations at the May 8, 2018 meeting. All Part 2 policy guidance recommendations are described in the Waterfront Plan Update Part 2 Final Summary Report.¹

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¹ Link to the [Part 2 Final Report – Working Group Subcommittee Recommendations \(Part 2 Final Report\)](#) which details the Part 2 process, Working Group Guiding Principles, and the recommendations that each Subcommittee produced, which the full Working Group ultimately accepted, as revised.

This staff report extracts the Transportation recommendations from that Report, organizes them by topic, and provides further details about the thinking and discussions that led up to the recommendations. The Transportation Sub-Committees work was organized into nine topics:

1. Integrated Transportation Systems;
2. Walking and Bicycling;
3. Public Transit (land);
4. Water Transportation;
5. Goods Movement and Commercial/Industrial Access;
6. Curb Use;
7. Parking and Automobile Access;
8. Transportation Demand Management; and
9. Streets and Street Maintenance

Appendix A provides links to detailed meeting agendas, background reports, minutes, and presentations that support the Part 2 Report recommendations. Port staff welcomes the opportunity to receive comments and answer questions, and ensure the Port Commission has a full understanding of the intent of the recommendations.

As described during the February 27th Port Commission meeting, public walking tours and workshops were conducted in Part 3 of the Waterfront Plan Update, in May 2018. Together, the Part 2 Working Group recommendations and a summary of Part 3 public comments will document public values, goals, aspirations, and needs that should be addressed in the Waterfront Plan Update. Port staff will report back to the Port Commission on public comments received during Part 3 meetings and seek endorsement of these recommendations and direction before producing draft Waterfront Plan amendments for Port Commission and public review and comment. Final Waterfront Plan amendments cannot be approved by the Port Commission until completion of an environmental review process pursuant to the California Environmental Quality Act (CEQA). As authorized by the Port Commission on March 13, 2018, Port staff will be issuing a Request for Proposals in late May to hire a CEQA environmental consultant to carry out this work.

The Waterfront Plan sets forth long-term goals and policy objectives to maintain and improve Port lands. Throughout the update process, the Working Group and public discussions have considered the Port's financial and operational plans, including the 10-Year Capital Plan, capital budget process, and Strategic Plan. These, along with the Waterfront Plan, provide the integrated policy and operational framework that guides Port staff work. Staff has emphasized to the public the importance of following future updates to the Port Strategic Plan and 10-Year Capital Plan and capital budget because they establish the shorter-term priorities and actions that will help bring the aspirations of the Waterfront Plan to fruition.

Strategic Plan

The Waterfront Plan Update recommendations support the following Strategic Plan goals and objectives:

- **Port Renewal** – *“Develop community-supported recommendations to update the Waterfront Land Use Plan, including land use policy direction for the Northeast and South Beach waterfront areas”.*
- **Public Engagement** – *“Promote the richness the Port has to offer through education, marketing, and maintaining strong relationships with Port users and stakeholders.”*
- **Livability** – *“Ensure Port improvements result in advances in the environment, social equity, and quality of life for San Francisco residents and visitors.”*
- **Resiliency** – *“Lead the City’s efforts in addressing threats from earthquakes and flood risks through research and infrastructure improvements to the Seawall and Port property.”*
- **Sustainability** – *“Limit climate change impacts and employ strong environmental stewardship principles through implementation of Port-wide practices that protect the environment and promote ecological balance.”*
- **Stability** – *“Maintain the Port’s financial strength for future generations...”*
- **Economic Vitality** – *“Attract and retain maritime and non-maritime commerce to contribute to the long-term viability of the Port and the City.”*

Transportation Subcommittee and Recommendations

The Transportation Subcommittee, chaired by Linda Fadeke-Richardson, focused on developing policy recommendations for nine topics, summarized below. A roster of Transportation Subcommittee members, including the Transportation Advisory Team members who participated in the Subcommittee’s discussions, is attached as Appendix B. The meetings included a broad range of port and transportation experts as well as members of the public with long experience navigating waterside transportation and landside connections along the Port’s two main thoroughfares: the intermodal Embarcadero Roadway and the Illinois Street/3rd Street Corridor serving the Southern Waterfront.

The Subcommittee also acknowledged throughout their deliberations that Port transportation policies must fit within a policy framework and system largely planned, funded and controlled by or with other City, County and regional partners. For this reason, the Subcommittee was aided in their efforts by agency staff from the San Francisco Metropolitan Transportation Agency (SFMTA), the San Francisco Bay Water Emergency Transportation Agency (WETA), and Golden Gate Highway and Transportation District. The Subcommittee also had critical support from Nelson Nygaard, a highly respected transportation consultant firm specializing in transit and mobility planning.

Sustainable Transportation, Climate Action and Safety

During Transportation Subcommittee deliberations, Port staff and Subcommittee members acknowledged that the Port’s transportation vision should align with and build upon the City’s existing transportation policy framework. The City of San Francisco has adopted some of the most progressive transportation policies in the nation to advance environmentally sustainable land use and economic development Adopted in 1973 and

last amended in 2007, San Francisco's [Transit First](#) policy prioritizes public transit, bicycles, pedestrians, and non-single occupant vehicles over single occupant vehicles in the public right-of-way.

The San Francisco [Complete Streets](#) and [Better Streets](#) policies also guide infrastructure investment in the public right-of-way, updating traditional 20th Century street design standards to ensure modern standards address the needs of all street users (not just cars) and meet higher environmental goals. The City, region and state have established a policy framework that acknowledges the key role of transportation in meeting local and statewide climate action goals, including the City's existing goal that by 2020 50% and by 2040 80% of all trips should be sustainable trips through walking, biking or public transit/paratransit. Safety is the SFMTA's top priority and the agency is committed to doing all it can to safeguard the lives of people as they walk, bicycle, take transit and drive throughout the City. In 2014, the SFMTA and the San Francisco Board of Supervisors jointly adopted "[Vision Zero](#)": a policy to eliminate all traffic deaths in San Francisco by 2024. Vision Zero has set forth the following goals to be achieved by 2024: 1) Eliminate all traffic deaths; and 2) Reduce severe and fatal injury inequities across neighborhoods, transportation modes, and populations.

Transportation Subcommittee attendees discussed policy ideas that affect a broad range of Port activities (operations, maintenance, development, leasing etc.), with the expectation that some recommendations would be referred to other Port plans and policy documents, such as the Port Strategic Plan and the Capital Plan. For convenience of review, policy recommendations that related to Port plans other than the Waterfront Plan are excerpted from the Part 2 Report and attached to this staff report as Appendix C. Although this staff report focuses on the recommendations that are intended to guide policy development for the Waterfront Plan, staff is prepared to discuss and answer questions about all the Transportation recommendations, including those destined for consideration as part of other Port plans and projects.

As noted above, the Transportation Subcommittee recommendations were organized around nine topics and included 54 recommendations, which are described below.

1. Integrated Transportation Systems

Integrated Transportation Systems refers to a multi-modal transport system in which different modes of transport are efficiently linked with each other, leading to easy and efficient movement of people and goods. According to the Subcommittee, the Port should establish a multimodal transportation system with easy connections between modes to serve the City and the waterfront.

1. Access to all forms of transportation should consider inclusion, equity and diversity of access to the waterfront regardless of income level, age, residents, visitors or individual abilities.
2. Design new and improve existing streets based upon the City's "Complete Streets" and "Transit First" policies. Streetscapes should reflect a unified, complete design that balances among a wide variety of functions, including storm water management, safe pedestrian travel, use as a public space, bicycle, transit, and vehicle movement, parking and loading requirements, ease of maintenance, and emergency access. Wherever possible, the Port should

- coordinate street improvement projects to make related improvements simultaneously to construct holistically designed street improvements.
3. Design and maintain key industrial streets to prioritize safe industrial use and safety for other transportation modes.
 4. Ensure that consideration of transportation safety is paramount when evaluating transportation improvements along the waterfront, including projects and operations in support of the City's Vision Zero program.
 5. Support regional trip to and from the waterfront by prioritizing public transit at key regional trip-generator locations
 6. Tailor new mixed-use development and major leasing projects to promote sustainable transportation modes (walking, biking, and public transit) that are universally accessible, and minimize single-occupant vehicle trips. **Staff will coordinate with Land Use Recommendations.**
 7. Promote public transit, walking, and bicycling as the primary transportation modes for moving people along the waterfront, and to/from other parts of the City and region.
 8. Provide space for and collaborate with other agencies to provide affordable and accessible transportation options to visitors and workers, particularly for major destinations along the waterfront.
 9. Develop and maintain a Port-wide, multi-modal wayfinding system to support pedestrian and bicycle travel, directions to nearby transit connections, and access to Port facilities, consistent with City wayfinding guidelines.
 10. Integrate pedestrian and bicycle facilities and services (including bike and scooter share) into City and regional transportation and transit systems to support first and last mile trips.
 11. Where appropriate and feasible align Port transportation polices with those of SFMTA.

2. Walking and Bicycling

The Port should coordinate with other city and regional agencies to establish a safe and accessible pedestrian and bicycle environment that encourages and supports increased pedestrian and bicycle use to/from and along the waterfront.

12. Coordinate with other City agencies where appropriate and lead efforts on Port properties to implement the City's Vision Zero initiatives.
13. [By 2030], implement the Bay Trail as a continuous walking and cycling path along the entire waterfront, from the Aquatic Park to India Basin consistent with the following principles: **Staff will coordinate with Land Use Recommendations.**
 - a. As close to the water as possible, moving inland where necessary to accommodate maritime uses or sensitive habitat,
 - b. Separate from auto traffic (**Class I** or **Class IV**), where feasible,
 - c. Separate walking and cycling paths, where possible,
 - d. Acknowledge maritime industrial access when designing new Bay Trail segments and redesigning existing segments, and
 - e. Integrate with public space design and wayfinding.¹
14. Work to eliminate conflicts between vehicles, bicycles and motorized personal vehicles (e.g., scooters) and pedestrians through improved design and signage.
15. Coordinate with the SFMTA, SFCTA, SFPW, SF Planning to enhance and improve connections between the waterfront and adjacent neighborhoods with **Green Connections** and **Blue Greenway Connecting Streets**.
16. Separate truck and rail routes and access points from walking and cycling routes wherever feasible. Where they share the same corridor, provide separated paths, wherever possible; where they intersect, create safe crossings.
17. Coordinate with SFMTA to ensure that expansion of Bay Area Bike Share supports access to major destinations and transportation hubs along the waterfront.

18. Provide secure bicycle parking, particularly at high volume destinations and in new Port development.
19. Coordinate with the SFMTA to create conditions that make bicycling more attractive than driving for most trips, education and intersection improvements that promote awareness, respect and safety for all modes of travel.
20. Reduce conflicts between vehicles, pedestrians and cyclists by reducing the numbers of vehicle crossings of bike lanes and the Embarcadero Promenade where possible, coordinated with reasonable transportation access needs of Port tenants

3. Public Transit (Land)

The Port should work with the SFMTA and other public transit agencies to increase transit service levels and ridership, thereby discouraging single-occupancy vehicles and reducing environmental degradation and other societal costs associated with their use. The Port also should work with transit providers to provide public transportation mobility and access for the greatest number of people, and to the greatest number of services, jobs, educational opportunities, and cultural, tourist and other destinations.

21. Encourage local and regional transit providers to improve and expand fast, frequent, and reliable service connecting waterfront areas and the City and region. Focus capacity improvements in the following areas:
 - a. Peak and off-peak (midday, nights and weekends) service along The Embarcadero to and from Fisherman's Wharf;
 - b. South of China Basin, from Mission Bay to the Southern Waterfront/India Basin;
 - c. Accessibility improvements to E and F-lines; and
 - d. E-Line extension to Fort Mason.
 - e. Extension of Central Subway from Chinatown to Fisherman's Wharf
22. Support transit through land use policy by locating high density centers within shortest walk to transit stops. **Staff will coordinate with Land Use Recommendations.**
23. Encourage and, where feasible, provide areas for transit providers to locate transit stops and stations, with pedestrian and disabled access, within 1/4 mile of major Port destinations.
24. Design Port streets and transit facilities on Port property to support transit reliability, resiliency, and flexibility; actively support similar street designs on Port-adjacent streets. **Staff will coordinate with Resilience Recommendations.**

4. Water Transportation

The Port of San Francisco is the hub of the local and regional commuter, special event and tourist water transportation network currently serving San Francisco, Marin, Alameda, Contra Costa, Solano, and San Mateo counties. The Port supports ferry gates and landing facilities, water taxi dock locations, pier aprons for layberthing of ferry and excursion boats, and pier shed and warehouse space for back of house maintenance and operations of water transportation businesses.

The expansion of ferry and water taxi service has helped to address congestion in the Bay Area while continuing to build an emergency response network. Cities across the Bay Area are redeveloping waterfront areas and see ferry service as not only an attractive means of transportation, but as a valuable strategy to enhance communities and support economic development goals. Water taxis can also assist in reducing

dependence on automobile trips into the city. The Port should work with water transit providers, including WETA, the Golden Gate Bridge and Transportation District and other private water taxi providers to increase water transit ridership.

25. Coordinate with WETA, Golden Gate Ferry, California Public Utilities Commission and other commercial water taxi, small ferry and water shuttle operators to establish an integrated, accessible, and federally compliant water transit system, linking Port destinations to one another, and the Port to other destinations around the Bay.
26. Provide land and water area to accommodate expansion of existing and new ferry and water transit terminals and intermodal transportation connections, where needed.
27. Continue to integrate water transit into the Port's emergency response/resiliency strategies.
Staff will coordinate with Resilience Recommendations.

5. Goods Movement and Commercial/Industrial Access

The Port has one of the largest remaining industrial property portfolios in San Francisco. While no longer used for cargo shipping, pier sheds in the Embarcadero Historic District support other key maritime operations, including fishing and fish processing, cruise ship and harbor services, excursions and ferries, and recreational boating along with traditional light industrial warehouse and storage operations. There is growing demand for light industrial space for local manufacturing, technology research and innovation businesses as well.

The Port should preserve and improve mobility and access for the transport of goods for maritime cargo and operations, production, distribution and repair ("PDR") businesses and commercial businesses along the waterfront.

28. Develop, maintain, and enhance a multimodal freight transportation system for the sustainable and reliable movement of goods within and through the City, with safe and efficient truck and freight rail access to Port facilities.
29. Recognize the importance of the freight network to the City's economic health and disaster recovery when making decisions that affect major truck routes and the region's roadway system. **Staff will coordinate with Resilience Recommendations.**
30. Maintain a forum for the freight community to comment and advise the City and other entities on topics of land-based freight transportation facility modifications and enhancements. Coordinate the review of potential operational changes, capital projects, and regulations that may impact freight movement.

6. Curb Use

Curb zones that interface between streets and sidewalks serve many different (and often competing) transportation purposes, including passenger and goods loading, taxis, buses, on-street parking and handicapped access. It is important to recognize that the Curb Zone is a public space, a physical and spatial asset that has value and cost. In this urban land use context, careful evaluation is required to determine whether, when, and where parking is the highest and best use of this public space and is consistent with broader City land use and transportation policy goals. The Port currently uses color codes consistent with City standards for managing parts of the curb zone:

- White zones are dedicated to active passenger loading and unloading, with time limits and a requirement that the driver remain in the vehicle;
- Yellow zones are dedicated to active loading and unloading by commercial vehicles only;
- Blue zones are dedicated to persons with a valid disabled parking permit; and
- Green zones permit short-term public parking (up to ten minutes) and are not reserved for particular establishments.

The Port should manage limited Port curb space according to the following priorities, which may vary by Port subarea: 1) pedestrian safety; 2) Muni/transit/paratransit; 3) passenger loading/drop-off, including taxis and transportation network companies; 4) commercial deliveries and truck loading; 6) protected bicycle parking; 7) bike share and scooter share; and 8) visitor parking.

31. Improve access and traffic flow by identifying curb use priorities for specific Port areas, based on predominant land uses; utilize standard City curb coloring.
32. Where the curb use is parking or commercial loading, price on-street curb use to encourage appropriate turn-over.
33. Evaluate commercial deliveries and freight loading needs for future Port land uses, and provide off street loading areas where feasible. **Staff will coordinate with Land Use Recommendations.**
34. Prohibit residential permit parking, consistent with the public trust.
35. Consider a proprietary or specific zone for tour bus parking, particularly in high-volume areas like Fisherman's Wharf.
36. Repair and update curbs along project sites to align with site activities (i.e. remove vehicular curb cuts and replace with standard curb at locations where vehicular access is removed).

7. Parking and Automobile Access

The Port should manage its on and off-street parking supply to reduce single-occupancy vehicle trips, improve air quality and pedestrian and bicycle safety, and support other Port policies and objectives. Off-street parking is currently a major revenue generator for the Port, but the Port's land use policies aim to replace this use over time with highest and best uses. All Port parking should be managed consistent with the City's Transit First and Vision Zero policies.

37. Reduce parking demand and manage supply to improve pedestrian, bicycle and transit mode share, neighborhood livability, safety, business district vitality, vehicle miles traveled (VMT) reduction, and air quality.
38. Provide on- and off-street disabled accessible parking near major destinations along the waterfront.
39. Manage paid on-street parking to encourage parking turnover, customer access, and parking for diverse users.
40. Discourage the development of new automobile parking spaces to achieve land use, transportation, and environmental goals, especially in locations with frequent transit service.
41. Restrict dedicated parking spaces in pier rehabilitation projects to promote transit and reduce vehicle/pedestrian conflicts along Herb Caen Way.

- 42. Prioritize available parking for maritime, Port tenant and visitor parking; de-emphasize commuter parking.
- 43. Prohibit bundling of parking with Port lease except for maritime industrial leases (maritime industrial are uses such as cargo, fish processing, harbor services, batching and are not general commercial, retail, or primarily office). Keep parking leases short, flexible and at market rates to facilitate better uses of Port property.
- 44. Prioritize use of parking spaces for shared and electric vehicle transportation modes that promote the Port's broader sustainability goals/affordability goals without compromising spaces required for disabled parking.
- 45. Systematically analyze highest and best use of land used for off street parking in the context of the Port's goals and existing City policies; **Staff will coordinate with Land Use Recommendations.**
- 46. Establish performance and reporting standards for parking uses

8. Transportation Demand Management (TDM)

Providing residents and employees information and incentives to walk, bicycle, use transit, and otherwise reduce the need to own and use private vehicles can be one of the quickest, least expensive, and most effective strategies to achieve City transportation and climate goals and to reduce traffic congestion. Transportation demand management (TDM) programs can cost-effectively increase the modal share of walking, bicycling, transit and shared vehicle trips.

The Port should promote sustainable transportation choices and reduce single occupancy vehicle use along the waterfront through a comprehensive set of TDM strategies.

- 47. Develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects to meet the City's goal of making 50% of all trips by sustainable walking, biking or public transit, consistent with the City's Climate Action Plan, and a goal of 80% of all trips by non-driving modes by 2030. **Staff will coordinate with Resilience Recommendations.**
- 48. Establish mode-shift goals for the various sections/subareas of the waterfront, based on the City/Port transportation goals and roadway capacity.
- 49. Establish an effective TDM toolbox for new and expanded developments, and for renewed leases on Port, including compliance with the City TDM Ordinance and Program.
- 50. Develop Port-wide and sub-area TDM plans that promote transit use, bicycle and pedestrian networks, shuttles, taxis, transportation network companies (TNC) and other projects and programs on area-wide basis (rather than on a project-by-project basis).

9. Streets and Street Maintenance

The Port should rebuild Port streets that are at the end of their useful life, and maintain streets on Port property consistent with industry standards (which utilizes a pavement condition index). The Port should strive to upgrade Port streets to Better Streets standards, and to transfer streets to Public Works for maintenance and liability.

- 51. Work with the City to upgrade substandard Port streets to Better Streets standards, and transfer street maintenance responsibility to Public Works, when this strategy will enhance access to funding and ensure adequate maintenance.

52. When developing new streets, ensure that adequate long-term financing to maintain the street is budgeted, including traffic signals and signage (e.g., Pier 70 and Seawall Lot 337).
53. Vacate certain Port paper/water streets for water-related and open space uses (e.g., those that currently function as open space or are within the Bay).
54. Evaluate the opportunity to improve multi-modal transportation and open space improvements in conjunction with the Seawall Resiliency Project. **Staff will coordinate with Resilience Recommendations.**

Next Steps

Port staff is in the process of reviewing these policy recommendations to determine which, if any, could be advanced prior to approval of amendments to the Waterfront Plan. For example, the recommendation that the Port should analyze the benefits and means of preparing and implementing a Transportation Demand Management program aligns with current Port staff efforts underway, focused on defining methods applicable to Port tenant and activities to improve access along the waterfront sooner rather than later. Other policy recommendations pertaining to on and off street parking and curb management are being assessed in context of the impacts they may have on the Port's ability to generate revenue and protect the need for access to visitors to and workers on Port properties. These types of administrative actions, combined with ongoing collaboration with city and regional transportation partner agencies are necessary to improve access to and along the waterfront.

As described during the February 27th and subsequent Port Commission briefings, Part 3 public walking tours and workshops were held in the month of May. Port staff will report back to the Port Commission on public comments received from the Part 3 meetings this summer. Together, the Part 2 Working Group recommendations and a summary of Part 3 public comments will document public values, goals, aspirations and needs that should be addressed in the update of the Waterfront Land Use Plan. Port staff will seek Port Commission endorsement of these recommendations and direction before producing draft Waterfront Land Use Plan amendments for Port Commission and public review and comment. Final Waterfront Plan amendments cannot be approved by the Port Commission until completion of the CEQA environmental review public process; however, procedural or administrative improvements are not subject to CEQA and may be implemented. As authorized by the Port Commission on March 13, 2018, Port staff will be issuing a Request for Proposals in late April to hire a CEQA environmental consultant to carry out this work.

Prepared by: David Beaupre, Senior Waterfront Planner
Brad Benson, Director of Special Projects

For: Diane Oshima, Deputy Director, Planning & Environment

APPENDIX A
Links to Transportation Subcommittee Supporting Documents
and Meeting Information

Meeting 4 - May 3, 2017 Draft Policy Guidance

- [Agenda](#)
- [Waterfront Transportation Policy Guidance](#)

Meeting 3- January 25, 2017 - Parking and Transportation Demand Management

- [Agenda | Draft Meeting Notes](#)
- [Presentation on Parking and TDM](#)
- [Background document on Transportation Demand Management \(TDM\)](#)

Meeting 2- December 7, 2016 - Land Transit and Pedestrian and Bike Access

- [Agenda | Meeting Notes | Presentation on Land Transit and Pedestrian and Bike Access](#)
- [Transportation Subcommittee Draft Waterfront Plan Policy Options](#)
- [Seattle Dept. of Transportation - Presentation on Curb Space](#)
- [Part 1 Transportation Presentation and Part 1 Meeting Notes](#)

Meeting 1 - November 9, 2016 - Goods Movement & Water Transportation

- [Agenda | Meeting Notes | Presentation on Goods Movement and Water Transportation](#)
- [Supporting documents and useful links](#)

APPENDIX B
Waterfront Land Use Plan Update Transportation Subcommittee

Transportation Subcommittee Roster

- Linda Fadeke Richardson (chair)
- Troy Campbell
- Kevin Carroll
- Jeffrey Congdon
- Chris Christensen
- Carolyn Horgan
- Tom Radulovich
- Christina Rubke
- Anne Turner

Other Working Group Members

- Janice Li, Working Group Co-chair
- Rudy Nothenberg, Working Group Co-chair
- Reid Boggiano, State Lands Commission

Transportation Advisory Team Members

- Bruce Agid
- Mike Gougherty
- Kyle Lamson
- Peter Martin
- Nathan Nayman

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APPENDIX C

Transportation Subcommittee Recommendations for Port Strategic Plan and Other Port Plans/Projects

Integrated Transportation Systems

Recommendations for Port Strategic Plan

- Develop a program of transportation improvements and implementation timeframes for Port tenant operations and projects to meet the City's goal of making 80% of all trips (except goods movement) by sustainable walking, biking or public transit/paratransit. Collaborate with the Port's James R. Herman International Cruise Terminal operator to develop a transportation plan that minimizes conflicts and congestion on The Embarcadero, maximizes access for provisioning cruise ships and transportation options for passengers, and increases the efficiency of area intersections and the Pier 27 ground transportation area, while ensuring a safe path of travel for pedestrians and bicyclists.
- In concert with SFMTA, develop policies for use of transportation network companies, including policies to manage vehicle access to large waterfront events and high volume destinations.

Walking and Bicycling

Recommendations for Port Capital Plan

- Provide talking crosswalk signals to the greatest extent possible, including major Port destinations.
- Adjust timing of crosswalk signals to meet the needs of vulnerable populations and provide rest islands for persons with disabilities. Design bicycle and pedestrian facilities to accommodate paratransit access.

Recommendations for Port Strategic Plan

- *In concert with MTA and SFPW Design the Embarcadero Enhancement Project as a Complete Street, fostering improved movement for all modes of travel*

Public Transit (Land Transit)

Recommendation for Port Strategic Plan

- Work with Port tenants to gather employee and visitor transit use data to share with SFMTA to assess transit needs.
- Work with tourist/visitor-serving tenants to promote use of Clipper or Muni Mobile programs to reduce transit delay.

Water Transportation

Recommendation for Port Strategic Plan

- a) Support WETA's Strategic Plan, particularly as it relates to system expansion (e.g., 2nd BART tube 20 or 30 years away)

Parking and Automobile Access

Recommendation for the Port Strategic Plan

- Implement parking access and revenue control system (PARCS) functionality on a lot-by-lot basis and determine the most appropriate way for each individual lot to help ensure cost-efficient:
 - a. Parking access controls and enforcement
 - b. Data collection
 - c. Enhanced wayfinding