

MEMORANDUM

April 4, 2019

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 proposed amendments to the Port's Harbor Traffic Code allowing certain parking restrictions within Mission Bay east of Third Street to support the Chase Center draft Access Plan ("Access Plan") and an update on other Port transportation-related improvements to support access to the Chase Center.

DIRECTOR'S RECOMMENDATION: Informational Only; No Action Required

EXECUTIVE SUMMARY

Under the Burton Act and the Charter of the City and County of San Francisco, the Port Commission has responsibility for governing the waterfront properties within the Port's jurisdiction. The Board of Supervisors has delegated authority to the Port Commission to adopt a Harbor Code (Ordinance No. 40-69). The Port Commission previously adopted the Harbor Code, including the Harbor Traffic Code and subsequent amendments to regulate the use of vehicles and impose traffic regulations on Port property. In particular, the Port Commission has used this authority to impose restricted or metered parking in certain areas within the Port's jurisdiction.

The San Francisco Municipal Transportation Agency (SFMTA) through a Memorandum of Understanding (MOU) with the Port assists in the management of on-street parking and curb management on streets within the Port's jurisdiction.

The SFMTA has taken the lead on developing a draft Access Plan for games and events that occur at the Chase Center, which includes proposed restrictions on streets surrounding and within the vicinity of the Chase Center. This Access Plan proposes

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certain restrictions on parking and access on event days, including restrictions on certain Port Streets (see *Exhibit A, Port Streets within Mission Bay*). This staff report provides an update on the Access Plan as it relates to the Port, and further information on other transportation improvements to support access to the Chase Center.

STRATEGIC PLAN

The proposed Port Harbor Traffic Code Amendments are consistent with the Evolution objective of the Port's Strategic Plan by ensuring coordination with SFMTA to improve access to the waterfront and transportation service to Port facilities.

BACKGROUND

The City and Port have committed to work with the Golden State Warriors (GSW) and community stakeholders to make certain that access to and around the Chase Center during events is managed well. The SFMTA has taken the lead on developing an Access Plan that ensures access to the Chase Center during events while minimizing traffic impacts to other visitors to the area including patients and employees to the University of California, San Francisco (UCSF) hospital.

The Access Plan was developed based upon the Transportation Management Plan prepared through the Environmental Impact analysis for the Chase Center and updated to reflect new conditions. The Access Plan was developed and coordinated with the GSW, UCSF, the San Francisco Giants and other neighborhood stakeholders.

The SFMTA in partnership with the Port plans and manages on-street parking on all Port streets including within and around the Mission Bay neighborhood to prevent parking problems commonly found in San Francisco's dynamic mixed-use neighborhoods.

In order to implement the draft Access Plan consistent with the SFMTA proposal, the SFMTA has requested that the Port amend the Port Harbor Traffic Code to manage curb use and parking restrictions on the certain Port Streets including: a) Terry Francois Boulevard (TFB); b) Illinois Street; c) 16th Street; and d) Warrior Way, formerly known as South Street (see *Attachment A - Streets proposed for Port Harbor Traffic Code Amendment*).

PROPOSED HARBOR CODE AMENDMENTS

Working with the SFMTA, the Port established preliminary criteria to support the City's goals of providing safe and efficient access around the Chase Center during events, while also achieving certain Port objectives. The Port's criteria included:

- a. Ensure that access through and to the area is safe for all modes of transportation;
- b. Ensure that the user experience between Port and City streets is seamless and that regulations are consistent and legible to the public;
- c. Ensure that those accessing the waterfront amenities during events will be able to do so and are able to find on-street parking near Port parks and Port tenant commercial businesses;

- d. Ensure that access for the Port's maintenance staff is maintained to and from Pier 50; and
- e. Limit impacts to Port revenues from parking meters.

The Access Plan includes both proposed restrictions to street curb use and certain temporary lane closures which vary depending on the event size and event day of the week. To the extent feasible, the SFMTA simplified and regularized curb use restriction and lane closures to minimize public confusion. Additionally, both curb use and street access restrictions change at key periods of time on event days as described below. Curb use restrictions are required to: a) facilitate safe pedestrian and bicycle access; b) ensure efficient emergency access for public safety and hospital emergencies; c) provide efficient and safe transit access; d); accommodate safe vehicular access including for Mission Bay shuttles, taxis and Transportation Network Companies (TNC's); and e) address National Basketball League and Homeland Security requirements; The following is a brief overview of curb use restrictions on Port streets (see *Exhibit 3: Detail description of Proposed Port Harbor Code Amendments*):

- No Parking Tow Away Zone - loading only, everyday (curbs directly adjacent to the Chase Center)
 - south side of Warrior Way
 - west side TFB
 - north side 16th Street
- No Parking Tow Away Zone on event days Monday through Friday 5 or 6pm to Midnight, Saturday and Sundays 4 or 5pm - Midnight
 - east side TFB from Warrior Way and extending 500' south of 16th Street
 - west side TFB from 200' north of Warrior Way and extending 500' south of 16th Street
 - south side of Warrior Way between Third Street and TFB
 - south side of 16th between Third Street and TFB
 - both sides of Illinois street between Mariposa and 16th Streets (except 30-60' passenger and shuttle loading zones)

Metered parking adjacent to Port commercial tenants and portions of public open spaces will be regulated with two hour time restrictions to allow park and Port tenant patrons to visit and access those facilities and to discourage Chase Center patrons from occupying the parking spaces.

The Access Plan also includes restrictions on certain streets for private vehicles. This is required to support maximum utilization of public transit and to encourage safe pedestrian and bicycle access. As noted earlier, the SFMTA will also be directing drop off and pick up locations for TNC's during events.

TRAFFIC MANAGEMENT

Street access restrictions during events are required to ensure safe and efficient access prior to, during and after events. The Access Plan includes five different time mode restrictions, summarized below:

- 1) Non-event days
 - a) all streets are accessible
- 2) Event days beginning at 5 or 6pm Monday - Friday and 3 or 4pm Saturday and Sunday
 - a) Limited access to Illinois Street, southbound egress only
 - b) Limited access to Warrior Way
 - c) Limited access to Bridgeview, limited for egress from 450 Warrior Way garage
 - d) Limited access to 16th Street, egress south via Illinois or eastbound to TFB only
- 3) Event Days during an event
 - a) Limited access to Illinois Street, southbound egress only
 - b) Limited access to Warrior Way
 - c) Limited access to Bridgeview, limited for egress from 450 Warrior Way garage
 - d) Restricted access to 16th Street , egress south via Illinois or eastbound to TFB only
- 4) Event Days after 4th quarter or 30 minutes prior to end of event to approximately 45 minutes after the event (or when majority of event attendees clear)
 - a) Restricted access to northbound 3rd Street at 16th street
 - b) Limited access to Illinois Street, southbound egress only
 - c) Limited access to Warrior Way
 - d) Limited access to Bridgeview, limited for egress from 450 Warrior Way garage
 - e) Restricted access to 16th Street , egress south via Illinois or eastbound to TFB only

The above restrictions do not apply to individuals with disabilities, paratransit and other transit service providers requiring access to adjacent facilities as an accommodation or emergency vehicles.

OTHER CHASE CENTER TRANSPORTATION ENHANCEMENTS

The Port is working with the GSW and other transportation agencies on enhancements and new facilities to support and maximize access to Chase Center events. These enhancements include Ferry facilities and ancillary Port parking lots, as further described below (*see Exhibit 2, Port - Chase Center Transportation Enhancements*).

Mission Bay Ferry Landing

The Port has been working for the last 20 months on the design and permitting of the Mission Bay Ferry Landing at the eastern foot of 16th Street¹. The design is complete,

¹ See:

<https://sfport.com/sites/default/files/Commission/Item%2011B%20Informational%20re%20Water%20Transit%202.pdf>

and the permits will be issued in July 2019. This facility will support the Chase Center and fast-growing Mission Bay and Central Waterfront neighborhoods. The Port and City have secured approximately 50% of the necessary funds to construct the facility but requires \$25 million to close the funding gap which is expected from the Regional Measure 3 (RM3) funds; however, the RM3 funds are delayed because of a pending lawsuit. The Port, the Water Emergency Transit Agency (WETA), Golden Gate Ferry and the GSW have partnered to potentially install a temporary facility on the south side of Pier 48, which likely will be available for service on October 1, 2019 until the Mission Bay Ferry Landing is completed.

Ancillary Parking Lots

The Port is working with the GSW on providing access to a number of existing and future parking lots to support efficient access to events. The following briefly describes those parking lots:

Seawall Lot 337- (Giants Lot A) and Pier 48

The GSW are working with the San Francisco Giants on utilization of both Lot A and Pier 48. This coordination includes recognition that portions of Lot A will be under construction for improvements to support the Mission Rock Project. It is anticipated that approximately 250 spaces will be available to support Chase Center events.

Pier 52 Boat Launch Parking Lot

This lot was constructed to support the public boat launch and includes 15 spaces for vehicles with boat trailers and approximately 30 standard parking spaces. The Port is working with GSW to make certain this lot remains accessible for recreational boaters utilizing the public boat launch. However, based upon historic usage data collected and reviewed, there is an opportunity to accommodate Mission Bay Shuttle bus staging during events; it is expected that approximately 12 spaces currently designated for vehicles with boat trailers may be used for shuttle bus staging. The Port will work with GSW on management of the lot, which may include an attendant during events.

19th Street Parking Lot

This is a planned parking lot currently under construction for approximately 170 spaces and is expected to be completed and open to the public in the first quarter of 2020. Once complete, the Port will work with the GSW and the Port's parking operator on managing the spaces during Chase Center events.

Seawall Lot 356 (Western Pacific Site)

Just north of Pier 80 at the eastern terminus of Cesar Chavez Street is the Port's Seawall Lot 356. This site is approximately 8.2 acres and is planned to provide back-up support for Pier 80 cargo operations, and a future PG&E corporation yard. The Port has agreed to allow use of this site for parking on days when both the GSW and Giants have games or events on the same day ("dual event days"). This lot is currently used to support truck marshaling to support the Moscone Center convention and tradeshow. The Port is working with the GSW to make improvements to the site to accommodate

approximately 700 parking spaces; any such improvements would be paid for by the GSW. Additionally, Port staff is working with the City to find alternate locations for the truck marshaling use.

COMMUNITY OUTREACH

The Chase Center draft Access Plan was led by SFMTA staff with close coordination and cooperation with Port staff, the GSW and other major land users and property owners in the area including UCSF, the Mission Bay Life Science Round Table and the San Francisco Giants. SFMTA is leading outreach to share the draft Access Plan and will be presenting it to the Mission Bay Citizen Advisory Committee, the Port's Central Waterfront Advisory Committee, the Mission Bay Ball Park Transportation Coordinating Committee and other neighborhood stakeholder groups. Additionally, with support of SFMTA staff, the Port will review the draft Access Plan with nearby Port tenants.

NEXT STEPS

Working with the SFMTA, the Port will conduct community outreach to update the community on the draft Access Plan as noted above. At a future Port Commission meeting or meetings Port staff will also seek approval to amend the Port Harbor Traffic Code and enter into a License for use of Port Curb space with GSW, along with any agreements required in connection with the parking lot usage noted above. If the Harbor Traffic Code amendments are approved, staff will work with SFMTA to implement the plan, including installation of signage and meters. As the Access Plan is implemented Port staff will continue to monitor the access, parking and area circulation and as necessary propose refinements and adjustments to the Plan.

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Exhibits:

Exhibit 1 - Port Streets within Mission Bay (map)

Exhibit 2 - Port - Chase Center Transportation Enhancements (map)

Exhibit 3 - Proposed Harbor Traffic Code Amendments (table)