



**Meeting of the Port Northern Advisory Committee (NAC)
September 21, 2022 (5:30 to 7:30 pm)
Virtual Public Meeting via Zoom**

Meeting Notes

NAC Attendees

Jane Connors (Co-Chair), Ferry Building, Hudson Pacific Partners
Katy Liddell, (Co-Chair), South Beach/Rincon/Mission Bay Neighborhood Association
Alec Bash, Alternate for Bob Iwersen
Ted Choi, City Kayak, Pier 40
(New) Stan Hayes, Telegraph Hill Dwellers
(New) Al Fontes, Telegraph Hill Dwellers, Alternate for Stan Hayes
Robert Harrer, Barbary Coast Neighborhood Association, Government Affairs
Bob Iwersen, Gateway Apartments
Bruno Kanter, North Beach Neighbors
Mahesh Katwani, Alternate for Ritika Puri
Carol Parlette, Golden Gateway Commons Resident
Ritika Puri, Watermark Homeowners Association
Vivian Perez, Metro Events

NAC Members Absent

Shani Krevsky, Exploratorium
Stewart Morton, San Francisco Heritage
Diana Taylor, Alternate for Bob Harrer
Flicka McGurrin, Pier 23 Café
Marc Dragun, President, Brannan Homeowners Association

Port Staff

Patrick Foster, Planning and Environment, NAC Coordinator
David Beaupre, Real Estate and Development, NAC Coordinator
Don Kavanagh, Real Estate and Development, NAC Coordinator
Andre Coleman, Deputy Director, Maritime
Dan Hodapp, Planning and Environment
Ming Yeung, Planning and Environment

Presenters

Simon Snellgrove, Pacific Waterfront Partners
Mark Dreger, SFMTA
Casey Hildreth, SFMTA

Audience

David Albert, BCNA
Lance Carnes
Gregory Chiampou
Greg Giachino, Telegraph Hill Dwellers
Richard Harrington
Karen Lai
Clarke Miller, Strada Investment Group
Nancy Shanahan, Telegraph Hill Dwellers
Penny Wells, Bay Area Sea Kayakers

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

- Next meeting is tentatively scheduled for November 16, 2022
- NAC Membership
 - Stan Hayes is joining the NAC from Telegraph Hill Dwellers
 - Al Fontes is serving as Stan's alternate
 - Vivian Perez from Metro is replacing Kimberley Patten who left Metro
- Simon Snellgrove
 - Presented a quick update on Piers 38/40. They have held good conversations with the Yacht Club and other groups about the project, including potential formation of a merchant's association.
 - We are making good progress with Port on public outreach.
- Jane Connors
 - Mentioned that a new women-owned café is opening at the Ferry Building soon.

2. Approval of Draft Meeting Notes:

The NAC May 18, 2022, meeting notes were approved by Katy Liddell and Jane Connors.

3. Port Maritime Update

Andre Coleman, Deputy Director, Port Maritime gave a presentation on Central/Northern waterfront maritime activity, including cruise ship plans, upcoming retail fish sales, relocation of the SS Jeremiah O'Brien to Pier 35, and the arrival of the historic Ferryboat Klamath at Pier 9.

Chat

- Alec Bash
 - The Klamath is not yet open to the public, I tried earlier today but they're still working on things. Maybe next week?
 - Patrick Foster – Yes, they are working on final approval to open to the public and are close. Will send update when they are officially open.
[Kavanagh: Klamath had an opening reception September 22, 2022. There is more work to complete before it is open to the public]

- David Albert
 - Why are left turns onto Chestnut prohibited during cruise calls? The closure causes terrible traffic problems and backups on Lombard, our only egress choice. We understand the need to prevent people from making U turns. Maybe some traffic control on Montgomery and Lombard would help?
 - Casey Hildreth – SFMTA looked at closing this left turn lane, but the only solution was to allow left turns on Bay St which is probably not better.
 - David Beaupre/Andre Coleman – We will research and follow up directly, we have your email address to do so.

- Alec Bash
 - Maybe we could all be invited to visit the Klamath, as the NAC?
 - David Beaupre – we are exploring options for a tour and may eventually be able to use the Klamath for an in-person NAC meeting.

4. Embarcadero Enhancement:

Casey Hildreth and Mark Dreger of the SFMTA advised that the SFMTA substantially completed the Central Embarcadero Quick-Build Project, between Mission Street and Broadway, in February 2022; additional promenade signage also was added in July.

After collecting “post project” data in April 2022 and August 2022, the project team will present draft findings from their evaluation along with recommendations for potential next steps and future priorities for the Embarcadero transportation corridor.

Q&A

- Bruno Kanter
 - Is there still going to be an option for families, or parents with smaller children, to use bikes on the promenade without needing to go into the faster green lanes?
 - Casey Hildreth – Existing regulations only restrict e-bikes/scooters. Dan Hodapp will know more about potential options for the promenade going forward.
 - Dan Hodapp – we are returning to Port commission, likely in November, with similar information that we are presenting here today. The Port Commission has asked us to investigate options to make the Promenade safer including a restriction on all bikes. Currently, anyone up to 12 years old is allowed to use bikes on City sidewalks, but that does not address parents/guardian use. We could propose rules for the Promenade similar to City playgrounds where adults accompanying a child could also use a bike. This idea hasn’t been fully vetted but we have similar concerns/thoughts and will be exploring options.
 - Bruno Kanter
 - If an exception for parents or families is approved, could there be signage to indicate it?

- Dan Hodapp – Yes, we would adjust the signage accordingly. The signage currently only acknowledges the current rule that electric vehicles are not allowed. If rules change, signs will change too.
- Stan Hayes
 - Slide 18 from the presentation shows three options for the Broadway/Embarcadero intersection. Option 3 includes a flexible center lane, why didn't this work out?
 - Mark Dreger – The main issue is the need to have north and southbound traffic flow at the same time. SFMTA has modeled this option and determined this would create significant congestion because each direction of traffic would have less time to get through the intersection.
 - Casey Hildreth – Another issue is the rail traffic at this location. There would need to be a dedicated green arrow to cross over tracks and making the turn phase longer would really slow down the rail traffic.
 - It is critical to test the two left turn lanes, especially with Teatro Zinzanni Development coming soon. Also, what happened to volume of bike/scooter traffic as people moved into the new green lanes?
 - Mark Dreger – we've seen greater volume, but hard to know how much of this is due to the bikeway and how much this results from more people coming out after the pandemic.
 - Casey Hildreth – measurements suggest overall vehicle and pedestrian volume are still down from pre-pandemic levels, so as the economy/tourism picks up we would expect more traffic for all modes.
- Alec Bash
 - The idea for a southbound extension of the bikeway is very good.
 - I'm convinced the flexible middle lane is not an option for the Broadway/Embarcadero intersection, after research and several meetings. Agree that a field test of two turn lanes is critical. Cars going straight through are going faster than those turning, so more time for the turn lanes makes sense.
 - Hoping that the raised crosswalks in the bikeway with the intent to encourage bikes/scooters to slow down is a viable option, even if it needs to wait until funds in the future become available. A test of this on the Embarcadero would be helpful and useful for other City bike-related programs.
 - The Port and SFMTA should paint stencils that show the Promenade as a "shared pathway" – to encourage all bikes to use the bikeway even if human-powered bikes are technically allowed on the Promenade.
 - The Washington Street protected bikeway shows that people don't know what to do when the bikeway stops. A continuation of the bikeway westbound onto Washington street would be a good option.
- Jane Connors
 - Would like to see details of the studies conducted, particularly the days/times the studies were done. It seems the travel time has been significantly altered due to increased congestion. For example, getting from the from the ballpark to Ferry Building on Saturdays seems to take at least 30 minutes longer, likely due to the change in lanes.

- Casey Hildreth – we have more details and are finalizing and formatting this document which will be posted to the SFMTA website. We will also share this with Port staff and our email list when the data is presentable. SFMTA looked at cellphone data aggregated over an entire month so we have high confidence in the data and the comparisons to pre-project/pre-pandemic numbers.

5. Meeting adjourned at 6:43 PM

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