



## **Transportation Subcommittee**

### **DRAFT**

### **Waterfront Plan Policy Options for Subcommittee Discussion**

The Waterfront Land Use Plan (WLUP) update, Transportation sub-committee requested that Port staff propose transportation polices for the sub-committee to consider during Part 2 of the WLUP update process.

The following draft polices include:

1. Proposed draft polices resulting from feedback received at the November 9, 2016 Transportation sub-committee meeting on goods movement and water transportation; and
2. Proposed draft policies for the December 7, 2016 Transportation sub-committee meeting for the discussion on transit (land- on-water) and pedestrian and bicycle access.

#### **November 9, 2016 Transportation Subcommittee Meeting**

##### **Facilitate Goods Movement and Industrial Access**

The Waterfront Plan should include industrial access policies that prioritize truck and freight rail access to key maritime facilities, including cargo terminals, cruise terminals, fish processing facilities. Production Distribution and Repair uses, the Maritime Eco-Industrial Center at Piers 80-96 and areas that serve disaster relief for the City. In general, the Waterfront Plan should discourage shared truck and bicycle access, except where separated Class I or II bike paths provide for safe bike access.

The Port should promote safe, freight rail access that is compatible with planned High Speed Rail on the Caltrain line. Current Port tenants rely on freight rail access. The Port should evaluate freight rail options to serve the new auto terminal operator agreement at Pier 80 in order to reduce truck trips. The Port should periodically evaluate its freight rail needs, every ten years or so.

**Implementation** (these are specific actions Port staff should take to implement the policy, where these actions will be documented will be determined in the future; they may be best incorporated into the Port's Strategic Plan)

- Further study is needed to examine truck and bike access routes in the Port's Southern Waterfront, and the interaction between these modes.
- Contact the San Francisco Planning ("Planning") and Mayor's Office to discuss whether I-280 removal may impact Port goods movement.

- Staff should summarize current freight rail activity, including the number of trains per week, avoided truck trips and air quality benefits and participate in any City, regional or California Public Utilities Commission-sponsored cost-benefit analysis of freight rail.
- The Port should continue engaging with Caltrain, Union Pacific Rail Road and the California High Speed Rail Authority (“CAHSR”) to discuss shared use of the Caltrain line and plans to upgrade tunnels as part of High Speed Rail.
- Staff should work with Port Real Estate and tenants to assess other needs over a 10-15 year time horizon.

### **Increase the Focus on Port Transportation in the City’s 10-Year Capital Plan & Fund Improvements to the Water Transportation Network**

The Port should determine existing street-related costs and negotiate a transfer of street resurfacing and street reconstruction responsibility for 35 miles of Port streets to City partners. Funding strategies to accomplish this transfer could include local, state and federal funding that reconstructs major Port arterials including Cargo Way, Amador Street, and Illinois Street to current City “Complete Street” standards to facilitate City acceptance of these streets for long-term maintenance.

The Port’s 10-Year Capital Plan should include a specific focus on enhancements to the water transportation network, such as ferry terminals (e.g., the Mission Bay Ferry Terminal) and water taxi landings and land side improvements needed to support and enhance ridership. Port developments should include water taxi landings (where needed to complete the network). The Port should invest in signage, advertising, and other strategies that support the development and use of a water transportation network.

**Implementation** (these are specific actions Port staff should take to implement the policy, where these actions will be documented will be determined in the future; they may be best incorporated into the Port’s Strategic Plan)

- Engage with San Francisco Public Works (“Public Works”) to discuss a funding strategy to allow City acceptance of Port streets
- Engage with Mayor’s Office, San Francisco Municipal Transportation Agency (“SFMTA”), San Francisco County Transportation Agency (“SFCTA”), the Metropolitan Transportation Commission (“MTC”), and other local and regional agencies to coordinate funding for street reconstruction in the Southern Waterfront.
- Coordinate with WETA and Golden Gate Bridge Highway and Transportation District to deliver new passenger ferry amenities and service as needed to support local and regional transportation system.
- Coordinate with OEWD, SFMTA, SFCTA and others to study the feasibility of a larger-scale water transportation network, including: market analysis, implementation and operations analysis, network design, etc.
- Coordinate with Water Taxi service providers to complete water taxi network and amenities to serve local and regional service.

## **December 7, 2016 Transportation Subcommittee**

### **Land Transit (non-water)**

There is on-going demand for additional transit service along the Embarcadero. The advent of E-Line service has begun to address this demand. The Port should continue to work with SFMTA, SFCTA, and MTC to fund improved transit along this corridor – particularly during periods where travel demand along The Embarcadero is high, including weekdays (10AM – 3PM weekdays, evenings, and weekends) and during special events.

The Waterfront Land Use Plan should include a land transit policy promoting a high level of transit service and frequent headways along The Embarcadero and the Blue-Greenway in the Southern Waterfront.

**Implementation** (these are specific actions Port staff should take to implement the policy, where these actions will be documented will be determined in the future; they may be best incorporated into the Port's Strategic Plan):

- Work with the SFMTA to inform new routes to support growing population along waterfront
- Where useful, provide sufficient curb space and other amenities for transit line terminals
- Adopt SF Planning Department's Transit-Supportive Development Design Guidelines
- Support transit through land use policy-- Locate high density centers within shortest walk to transit stops
- Promote Public Transit As Primary Mode
- Design streets and transit facilities that maximize reliability
- Encourage Transit Use Through Travel Demand Management

### **Pedestrian and Bicycle Access**

The Waterfront Land Use Plan should include policies prioritizing Herb Caen Way for pedestrians and providing for safe bicycle access for all bike user types along The Embarcadero, consistent with The Embarcadero Enhancement Project. The Embarcadero Enhancement should be designed consistent with the City's "Complete Streets" policies, fostering improved movement for all modes of travel.

The Port should continue to promote development of the Blue-Greenway in the Southern Waterfront for improved pedestrian and bicycle access in this area. Eliminating freight rail along Illinois Street (north of Marin Street) should be a priority, along with rebuilding Cargo Way with segregated Class I bike paths.

**Implementation** (these are specific actions Port staff should take to implement the policy, where these actions will be documented will be determined in the future; they may be best incorporated into the Port's Strategic Plan)

- Ensure that consideration of transportation safety is paramount when considering transportation improvements along the waterfront
- Consider a modal hierarchy for travel along the waterfront to help determine future priorities and evaluate proposed waterfront transportation improvements

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- Work with Public Works and the City Attorney to demand freight rail removal on Illinois Street from Union Pacific and Burlington Northern Rail Roads.
- Coordinate with Public Works, the Office of Community Investment and Infrastructure (“OCII”), SFMTA, SFCTA, and MTC on funding for Cargo Way and Amador Street improvements.

### **Port Curb Use Policy**

The Waterfront Land Use Plan should include public realm criteria that include priorities for use of limited curb space, such as: (1) pedestrian safety; (2) Muni/transit; (3) paratransit; (4) truck loading; (5) commercial bicycle parking; and (5) visitor parking. On-street parking should be priced according to demand and to encourage turn-over. Residential permit parking is not consistent with the public trust and should continue to be prohibited. Future Port land uses should evaluate commercial and freight loading needs and if feasible establish off street loading areas.

**Implementation** (these are specific actions Port staff should take to implement the policy, where these actions will be documented will be determined in the future; they may be best incorporated into the Port’s Strategic Plan)

- Review Seattle’s curb management policies for commercial and industrial areas (see attached).
- Hire a transportation consultant to assist Port staff in developing curb zone management policies for inclusion in the Waterfront Plan based on best practices and specific Port tenant needs.