



Waterfront Plan Working Group
Transportation Subcommittee Meeting 2
Meeting: December 7, 2016
Meeting Notes

Transportation Subcommittee Members Present:

Linda Fadeke Richardson (chair), TIDA
Troy Campbell, Fisherman's Wharf CBD
Kevin Carroll, Hotel Council of SF
Chris Christensen, ILWU
Carolyn Horgan, Blue and Gold Fleet
Tom Radulovich, Livable City
Cristina Rubke, SFMTA Board of Directors

Not Present: Jeffrey Congdon, Anne Turner

Working Group & Advisory Team Present:

Kyle Lamson, Transportation Advisory Team
Nathan Nayman, Transportation Advisory Team
Howard Wong, Urban Design Advisory Team

Participating Agencies and Operators:

Enviroissues
Fisherman's Wharf Restaurant Association
Golden Gate Bridge and Transportation District
SF Bay Conservation and Development
SF Environment
SF Municipal Transportation Agency

SF Railyard Alternatives and I-280 Boulevard
Feasibility Study (RAB) Citizen Working Group
Tideline Marine

Attendees:

Katie DeLeuw, Enviroissues
Jessica Garcia, SFMTA
Patrick Golier, SFMTA
Danielle J. Harris, SFMTA
Richard Knee, Hoodline
Allyn McAuley, SF Environment
Ted Olsson, RAB Citizen Working Group
Carli Paine, SFMTA
Barbara Vincent, Golden Gate Bridge District
Jeremy Wallenberg, Fisherman's Wharf RA

Port Staff:

David Beaupre, Senior Waterfront Planner
Brad Benson, Director of Special Projects
Anne Cook, Waterfront Planner
Norma Guzman, Waterfront Planner
Tyrone Navarro, Real Estate Property Manager
Diane Oshima, Planning Asst. Deputy Director
Byron Rhett, Planning Deputy Director

1. [November 9, 2016 Meeting Notes](#) accepted.

2. Overview of [Draft Policy Proposals and Implementation Steps](#):

- Goods Movement and Industrial Access
- Transportation in the City's 10 Year Capital Plan and Improvements to the Water Transportation Network
- Land Transit
- Pedestrian and Bicycle Access
- Curb Use Policy

3. Introductions

4. Waterfront Transit Service – Julie Kirschenbaum

SFMTA presentation regarding current and planned waterfront transit along the Port.

See [attached presentation](#), including proposed policy guidance.

Summary of Policy Guidance for consideration:

- Adopt SF Planning Department's Transit-Supportive Development Design Guidelines
- Support Transit Through Land Use Policy
 - Locate high density and activity centers within shortest walk to transit stops
- Promote Public Transit As Primary Mode
 - Design streets and transit facilities that support reliability, resiliency, and flexibility
- Encourage Transit Use Through Travel Demand Management

Question and Answer

- MTA stated Independent terminals for E and F lines may be a land use need.
- Owl service to Fisherman's Wharf could help with employee commutes

Public Discussion

How best to promote access to the Port, including infrastructure, capital improvements?

What are unique attributes of the waterfront that should inform transportation planning?

Answer: AM demand on F-Line is low; in the afternoon, there are both commuters and tourists. Need to work to make it easier for tourists to pay to avoid delays. Recently launched Muni Mobile (10% of ticket sales online). Just installed better wayfinding on the E-Line. The interesting thing about 3rd Street (T-Line) is one of Muni's more balanced services, from Chinatown, Sunnydale, Dogpatch, etc.

Provide types of policies that would be helpful to the Committee, e.g., wayfinding.

Goal of 50% multi-modal trips overall in Climate Action Plan; no goal set for the Port.

What could a mode-split goal be for the Port, maybe consider by sub-area.

Julie mentioned a need for turnaround for F- and E-Line. Port also mentioned potential transfer of maintenance responsibilities to SFPW. Is there a synergy?

Answer: Major land use constraints are 4th & King and Muni Metro East.

Please provide list of unfunded capital improvements along the waterfront.

A benefit of the Embarcadero is the dedicated Muni track area, but it disappears near Fisherman's Wharf. Are there any plans to create more dedicated right-of-way?

Answer: not currently.

Transportation planning varies by neighborhood; some areas have no road capacity. Need to think about available road space as an absolute limit. How do we understand that limit along the waterfront with planned development, and how do we manage to the capacity limits of Port roads?

Want to take road space to make areas more walkable and bikeable.

Answer: Will take that back to Muni colleagues. Focused as an agency on TDM, but cannot answer question regarding managing to road capacity.

Is there a need for changes to signals?

Answer: Sometimes SFMTA removes left turn signals to speed transit, but primarily focused on transit signals.

Consider stop consolidation along the waterfront for F or E Lines?

Answer: Willing to examine that strategy. Also examining a new stop near Howard.

Walgreen's is closing in the wharf, making it harder to load clipper cards. Will at the least work on a new Muni Mobile sign. Changes are coming to the program that will make it easier for vendors.

What about vending machines?

Answer: Don't want to overpromise on vending machines. (You need a land line, Tom!)

First and last mile. Chariot, Lyft, Uber. Do you (Muni) include those in your service planning? How does that weave into SFMTA thinking?

Answer: In Warriors project, examined how public transit can be buffered from the impacts of these services.

Increasing E + F-Line, 2 car trains, greater frequency, what is the highest capacity?

Answer: Heaviest demand from Pier 39 to Market Street. 2 car F-Lines are not possible.

Interest in sea level and seismic vulnerability. Examining new routes for Caltrain; opportunity for Port, given existing Port vulnerabilities. A new tunnel could provide a strengthened waterfront; density increasing in SOMA. Is now the time for the 3 agencies to work together to encircle the City with a subway?

Answer: SFMTA has included SLR and seismic risk in all capital planning. Port supported a recent grant to examine SFMTA facilities on Port property, Better Market Street, etc.

Glad you raised this point about the tunnel. Overarching goal should be to link transportation, seawall, historic preservation. Consider tunnel under the Embarcadero for vehicles, which is a fix for the Seawall. Pedestrians, bikes and Muni above.

Largest development is happening in the Southern Waterfront – Mission Bay, Pier 70, the Shipyard. Do we have a transportation master plan for that area? This way we can understand how the agencies will be working together and what the capital needs will be.

Answer: From a transit, pedestrian and biking perspective, we have a strong plan in the Shipyard, and would be happy to provide that plan.

Want to encourage the Committee to think about waterfront-wide, higher-level policies, rather than about specific development projects.

Great to get your policy recommendations beyond shuttles, including innovative transportation options

Establish targets. Embarcadero cannot handle more cars. Need to develop more specificity – what are you managing to?

Also need to manage transit trips. Consider establishing specific goals for a TDM based on capacity for different modes.

Make it easier to buy transit.

Legibility or use ability for all users, including tourists.

Response: Port staff will review internally, and return with staff suggestions.

Curb space for transit consistent with curb use policy.

Pedestrian and Bicycle Access – Patrick Golier

SFMTA presentation regarding current and planned complete street planning along the Port, including the Embarcadero Enhancement project.

See [attached presentation](#).

Summary of Policy Guidance for Consideration

- *Ensure that consideration of transportation safety is paramount when evaluating transportation improvements along the waterfront*
- *Reduce conflicts between vehicles, pedestrians and cyclists by actively reducing the numbers of vehicle crossings of the Promenade and bicycle lane*
- *Determine an approval process at the Port for proposed transportation improvements along roadways under Port jurisdiction*
- *Consider a modal hierarchy for travel along the waterfront to help determine future priorities and evaluate proposed waterfront transportation improvements*
- *Create a dedicated funding stream to help cost-share transportation improvements*
- *Consider time of day requirements for deliveries to Port tenants*

Question and Answer

When you looked at bike lanes options, did you consider two on the land side?

Answer: It is not technically feasible, there is not enough room, given Muni right-of-way and number of right-hand turns.

Can you elaborate on SFMTA policy considerations with respect to The Embarcadero. If this were a street under SFMTA jurisdiction, we would ask the SFMTA Board for policy direction.

On modal hierarchy, what does that mean?

Question: Priority modes would receive priority treatment.

Looking at Vancouver, they have an incredible walking/cycling path. They reached their 50% walking/cycling goal 5 years early. A big portion of their walking and biking is protected, separated. Bike/pedestrian safety should be priority, consistent with Vision Zero.

The Bay Trail is not mentioned in here. Bay Trail policies could be integrated. Continuous bike and pedestrian path along the entire waterfront (as close as possible in all locations).

Improving connections between the waterfront and adjacent neighborhoods.

In Vancouver, traffic is several blocks inland.

Southern Waterfront affords more opportunities to get bikes/pedestrians closer to the water.

Consider joining Embarcadero Enhancement Project with Seawall Project ("dig once"). Provides an opportunity for more funding.

Consider separated modes.

Answer: SFMTA has a bike comfort index; assess future facilities with that index.

Safety is paramount for all modes.

All modes of transportation along the eastern and northern edge are high priority. Examine safety for the perpendicular pedestrian pathways.

Watch out for internal inconsistencies among policies.

Emphasize that the approach presented by staff of establishing policies and clear implementation steps will help the public and policymakers understand the roadmap, including capital needs that will lead to funding requests.

Homework Assignments

[Read curb use policies](#) and [Seattle curb use presentation](#).

Observation – curb use policies should change by street type.

Read freight and water transportation policies from November 9 meeting.

Reconvene in January to discuss.