



Waterfront Plan Working Group

Meeting: July 6, 2016

Transportation Meeting Notes

Members Present: Grant Ballard, Kirk Bennett, Kevin Carroll, Chris Christensen, Jeffrey Congdon, Linda Fadeke Richardson, Jon Golinger, Pia Hinckle, Carolyn Horgan, Aaron Hyland, Earl James, Ellen Johnck, Ken Kelton, Janice Li, Ron Miguel, Stewart Morton, Rudy Nothenberg, Jacquelyn Omotalade, Karen Pierce, Tom Radulovich, Alice Rogers, Jasper Rubin, Cristina Rubke, John Tobias, Dilip Trivedi, Anne Turner, Corinne Woods

Absent: Reid Boggiano, Mike Buhler, Troy Campbell, Jane Connors, Michael Hamman, Peter Summerville, Dee Dee Workman

1. Welcome & Acceptance of June 1, 2016 Working Group Meeting Notes (6:00-6:10)
 - Co-Chair Rudy Nothenberg welcomed attendees and noted the Working Group survey results indicated that members did not feel that an additional meeting to wrap up Part 1 was necessary. The Co-chairs are working with Port staff to develop detailed plans for the next phase of the project. The first two meetings of the ensuing phase will take place on September 15th and October 5th, 6-8pm at Pier 1.
 - Working Group accepted June 1, 2016 Meeting Notes
 - Link to Working Group documents: <http://sfport.com/waterfront-plan-archives>
 - Link to SFGovTV meeting video:
http://sanfrancisco.granicus.com/ViewPublisher.php?view_id=183

2. Meeting Topic: Transportation (6:15-7:15)
Link to PowerPoint presentation: <http://sfport.com/sites/default/files/2016-7-6%20Presentation%20Transportation.pdf>

Introduction: Janice Li, Co-Chair

- Thanked Transportation Advisory Team members who attended pre-meeting to help staff prepare for this meeting.
- Asked Working Group to consider how Port policies interact with the City policies and to consider recommendations for improved coordination, and transportation improvements by other agencies that are responsible for transportation services to and through Port property.

Introduction: Diane Oshima, Assistant Deputy Director, Waterfront Planning, Port of San Francisco

- Waterfront Plan transportation policies are organized according to land uses. Policies support industrial truck and freight rail access to serve heavy industrial maritime and related industries concentrated south of China Basin. For mixed-use maritime and urban recreation, commercial and entertainment uses north of China Basin- Port policies promote public transit, effective parking management and public access that benefits pedestrian circulation.
- Port has implemented many projects that have improved pedestrian/public realm, and several interagency collaborations with SFMTA, SFCTA for transportation improvements, including Waterfront Transportation Assessment and Embarcadero Enhancement Project (addressed below).
 - The Port works with ferry and excursion boat operators and water taxis to promote and grow water transportation services. The largest project underway is Phase 2 of the Downtown Ferry Terminal adjacent to the Ferry Building, sponsored by WETA. New waterfront development projects also create opportunities for water taxi service. At the initiative of the Port Commission, the Port selected Tideline Marine Group and SF Water Taxi, which provide scheduled and charter water service along the SF waterfront and to other Bay Area locations.
- Transportation policy and improvements to consider in the Waterfront Plan Update include: public realm improvements to west side of Embarcadero; improved bicycle access per the Embarcadero Enhancement Project while enhancing pedestrian access and safety, [Embarcadero Seawall Seismic Improvement](#) which will protect The Embarcadero and Muni/BART subway tunnels and improve relationships with SFMTA and Regional and State Transportation and transit providers.

Liz Brisson, Waterfront Transportation Assessment, SFMTA

- The four framework elements that shape SFMTA transportation planning are safety, travel choices, livability, and customer service.
- Transportation congestion is acknowledged, and the City is working to bring several transportation improvements online between now and 2020: Central Subway, the Transbay Transit Center, Treasure Island and Richmond Ferry Terminals. Muni has increased F-line and implemented E-line light rail service along The Embarcadero, and has an F-line loop on Market Street planned, which will further improve F-line service along the waterfront.
- [Waterfront Transportation Assessment](#) (WTA) studied the collective transportation demand of major new development from SOMA down through the Southern Bayfront to identify how to target strategic transportation investments. The East Bay/Bay Bridge regional corridor carries the highest volumes. Resulting spillover congestion on the local street network will require regional relief measures as well as continued City focus to promote pedestrian, transit and bike travel, which uses street capacity more efficiently than single-occupant private vehicles. With higher volumes of pedestrians, City's Vision Zero program is an important priority in City transportation improvements.

Carli Paine, Transportation Demand Management, SFMTA

- [Transportation Demand Management](#) (TDM) is a program staffed by SFMTA to assist sponsors of new development projects to minimize parking and automobile trips, promote alternative transportation services and incentives to employees and building occupants that meet their travel needs. SFMTA also is focusing on ways to promote TDM to existing buildings and businesses.
- The City has adopted a TDM ordinance that requires new projects to set TDM targets, select a menu of tools and performance measures tailored to the development project, and includes enforcement by SFMTA of TDM performance.
- SFMTA is working closely with Office of Economic and Workforce Development and city agencies, including the Port, on major development projects along the Southern Bayfront, including Port developments on Seawall Lot 337 and Pier 70. This comprehensive approach enables SFMTA to manage consistency in approach to develop TDM programs for each project that support and complement city transportation improvement projects.

Patrick Gollier, Embarcadero Enhancement Project, SFMTA

- The goal of the [Embarcadero Enhancement Project](#) is to improve the management of pedestrian, transit, freight loading and private auto traffic along The Embarcadero, from Powell St. in Fisherman's Wharf to AT&T Ballpark, with the objective of creating a protected bikeway. This would reduce crowding and safety conflicts on The Embarcadero Promenade. The Port is a partner with SFMTA, which seeks to develop a concept design.
- The Embarcadero is a high injury corridor in the City. The Embarcadero Enhancement Project is a priority Vision Zero project, to create a protected bikeway for cyclists that frees up area on the Embarcadero Promenade to be dedicated exclusively for improved pedestrian safety and circulation.
- SFMTA and the Port have collaborated on design workshops and stakeholder meetings. After completion of SFMTA engineering analyses, more public workshops will resume this fall to evaluate the choices and tradeoffs of different design options. A concept design is expected to be developed in fall 2017. Currently, there is no funding yet allocated for environmental review, engineering to develop a construction design, or implementation.

Responses to Questions:

- As previously requested, would the Port provide flow chart or diagram to explain roles and responsibilities of different city agencies pertaining to Port-owned streets – or if it could be explained at a future date it would be helpful. A regulatory chart such as the one with BCDC, State Lands would be helpful. Yes, we will provide further information.
- Does Port receive funding from street parking meters? Yes, the Port contracts with SFMTA on parking enforcement.
- Does TDM happen on a project-by-project basis and is SF Planning involved in TDM?

- Yes the TDM ordinance applies to projects above a certain size, on a project-by-project basis. The Southern Waterfront development agreements improve upon the transportation requirements in the Planning Code. All projects, regardless of use mix, have performance standards which will allow City agencies to assess a project's effects on the overall transportation network.
- The OEWD coordinating effort on along the [Southern Bayfront](#) considers several projects, including two Port projects.
- Does the Port use TDM? Yes for Pier 70 and Mission Rock which are neighborhood-scale projects as well as smaller projects.
- Can safety education help reduce conflict between industrial and other uses? SFMTA has safety education training for large vehicle operators in large urban contexts. The agency will start to convene a large vehicle working group to address safety and operating conditions on a citywide scale. The Port also works with large tenants, including Hanson Aggregates, to outreach to large truck operators. The Port also has a dedicated cycle track on Cargo Way to assist with safety near industrial areas.
- Will the proposal to electrify the Caltrain tracks negatively affect freight rail operations? That decision has not been made as of this meeting. State electorate will decide whether the electrification will end freight operations. It is a policy issue beyond the scope of the Working Group. Freight rail protection is written into the Burton Act and the Port has been vocal in discussions with other agencies.
- How will the Embarcadero Enhancement and the Seawall Resiliency Program affect each other? It depends on affected area of the Seawall improvements, which could be on the landside impacting the existing Embarcadero and Embarcadero Enhancement Project, or on the waterside, which may present fewer conflicts. The Seawall project may or may not offer opportunities to integrate with the Embarcadero Enhancement Project.

Comments from Working Group and Audience:

- Two comments were made requesting the presence of the San Francisco County Transportation Authority and other agencies during regulatory meeting discussions and subcommittee meetings.
- The SFMTA and SFCTA have unique revenue generation mechanisms such as the 2014 Revenue Bond and Task Force. The Port and Working Group should strongly consider the role of transportation in the Seawall Resiliency Program and how different local and regional agencies can help coordinate to achieve federal funding.