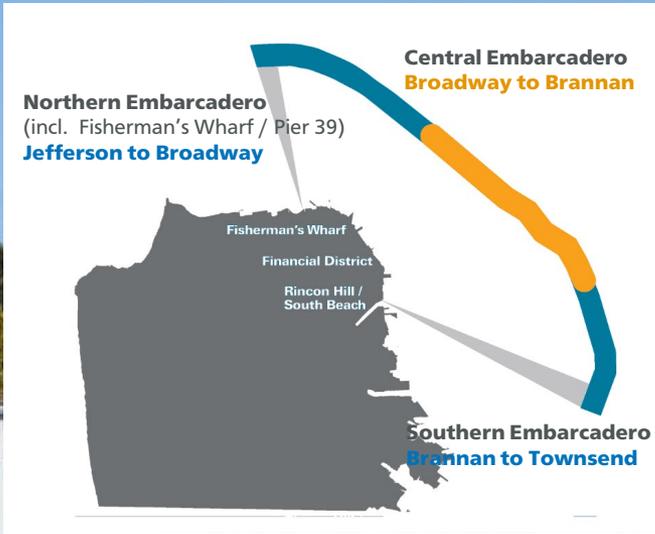


# Central Embarcadero Safety Project



Project Summary and Design Update  
*July 2025*



# Embarcadero Enhancement Program



## VISION FOR A BETTER EMBARCADERO



- **Ongoing Port/SFMTA partnership since 2013** with long history of planning and alternatives analysis, robust community engagement
- Prioritizes **Complete Streets**: promenade comfort & safety, roadway safety & wayfinding, a new waterside protected bikeway
- Established and evaluated Broadway to Mission **quick-build changes** (2020-2022)
- Coordinated and continuing improvement strategy focused on **Central Embarcadero**; quick-build improvements (only) planned for Northern Embarcadero/Jefferson Street, while other capital improvements under study via waterfront resilience planning/projects

# Embarcadero Enhancement Program

## Central Embarcadero Safety Project

### Project Summary

- **Targeted enhancements to quick-build (Broadway to Mission)** including crosswalk and curb ramp upgrades, bikeway adjustments, and new real-time messaging/wayfinding signage
- **Extends Complete Street investments, including the two-way protected bikeway** south toward ballpark and Caltrain (where no quick-build options exist)
- Maintains two northbound vehicle lanes, generally **maintains promenade width**
- **\$8.3m in grant funding** secured with local bond funding to complete the estimated \$8m to \$12 million construction budget
- **Design phase public outreach:** Port NAC advisory committee (x3); Port tenants including Hudson Properties, SF Giants, Waterbar/Epic restaurants, Hi-Dive Bar, Red's Java House; South Beach/Rincon neighborhood; East Cut CBD; Market Street Railway; Gap, Hills Plaza

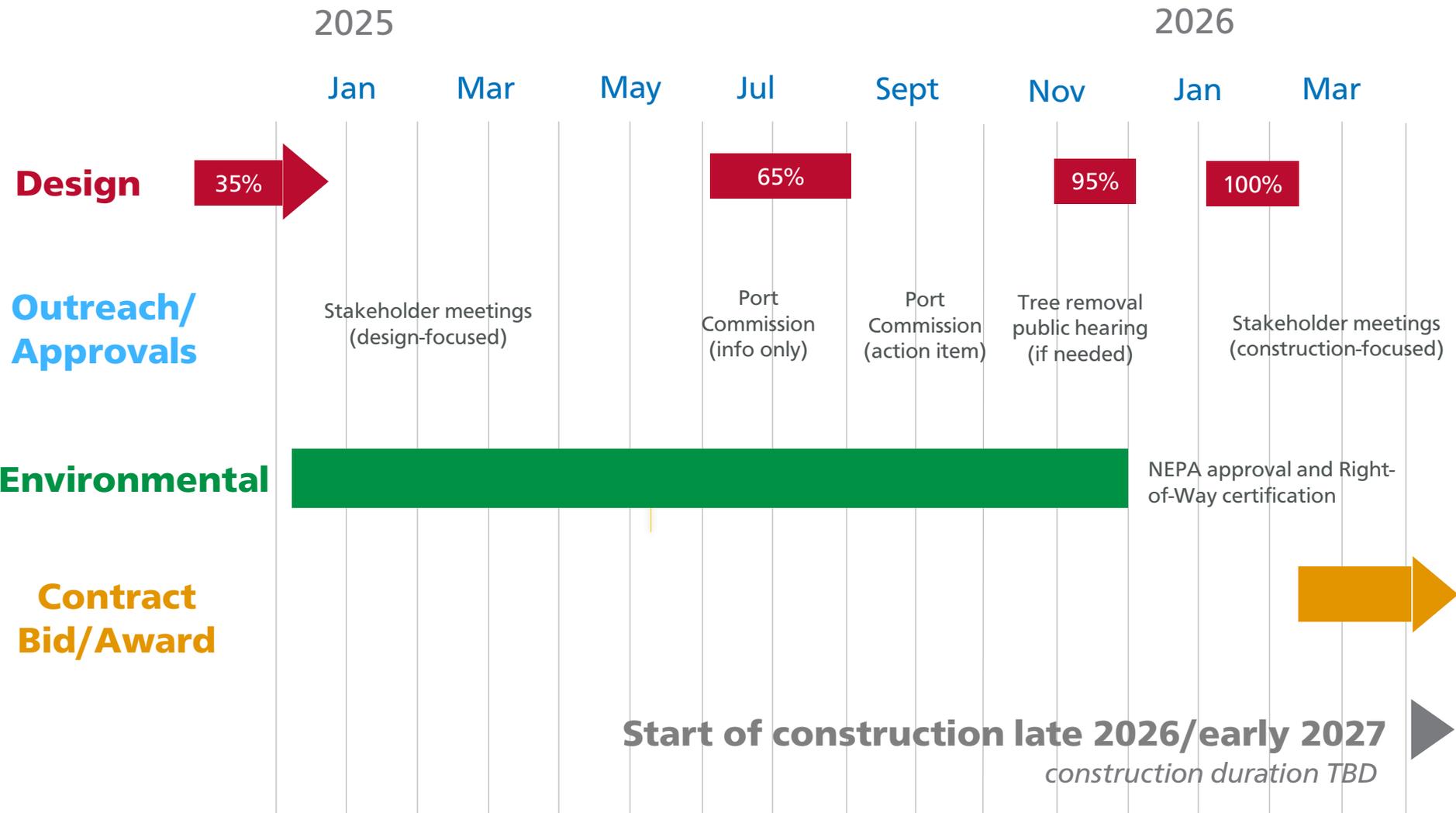


*Shorter Embarcadero crossings and a straighter bikeway alignment are proposed at both ends of the Ferry Building*



*Rendering of proposed Variable Message Sign between Washington and Broadway*

# Embarcadero Enhancement Program Central Embarcadero Capital Phase

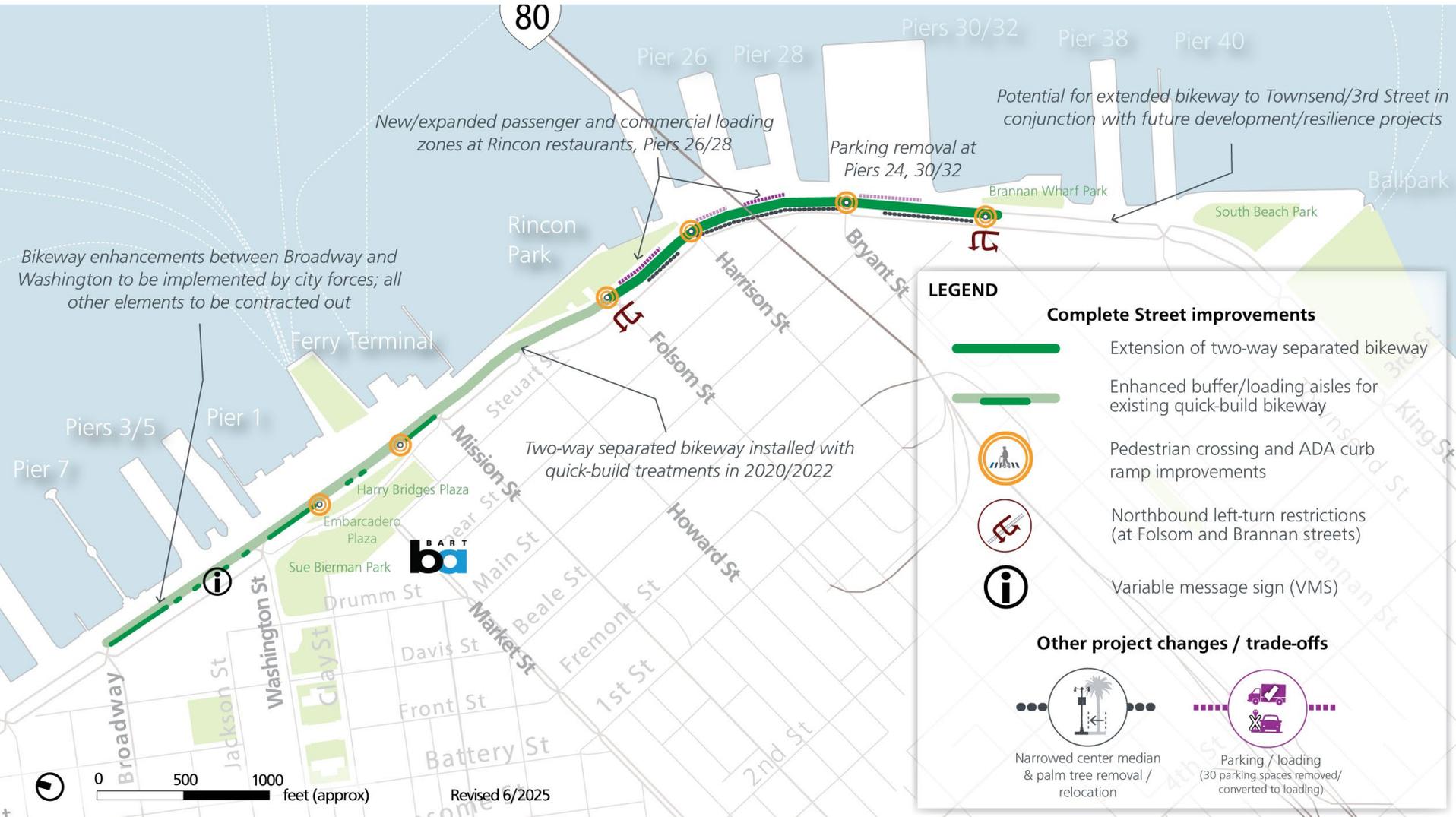


**Start of construction late 2026/early 2027**  
construction duration TBD

*\*Estimated timeline, subject to revision*

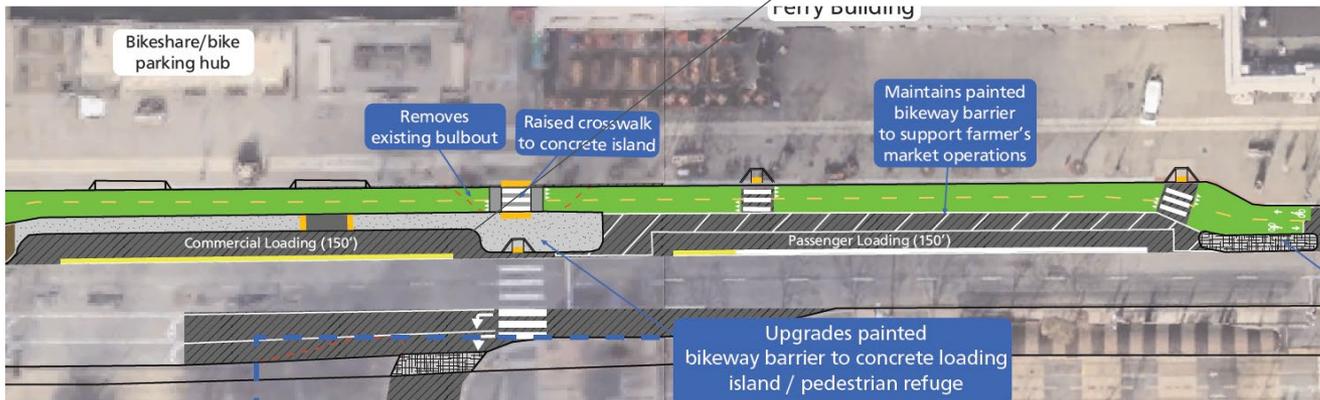
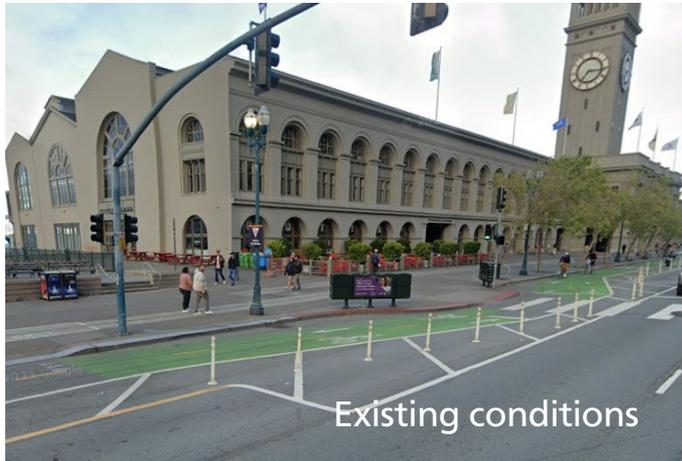
# Embarcadero Enhancement Program Central Embarcadero Capital Phase

## Project Summary Map



# Embarcadero Enhancement Program Central Embarcadero Capital Phase

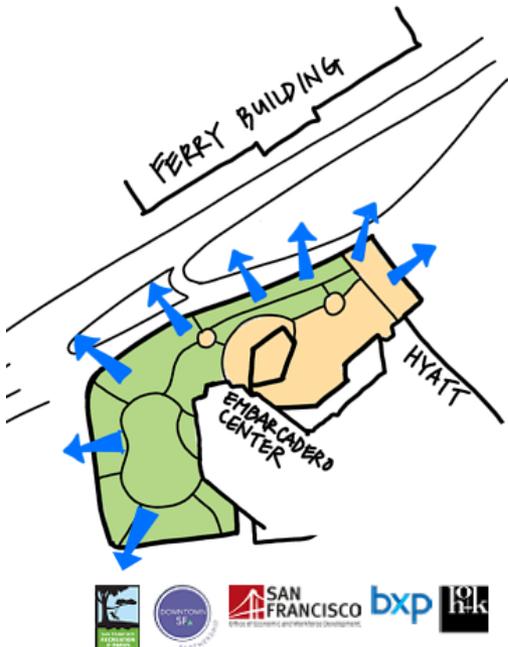
## Ferry Building crossings



*At both Clay Street and Don Chee/Ferry Building crosswalks, the project proposes to shorten the NB roadway crossing, straighten the bikeway and remove/replace traffic signal control with raised bikeway crossings and yield control. Triggers ADA upgrades across roadway, only marginal changes to existing curb uses.*

# Embarcadero Enhancement Program Central Embarcadero Safety Project

## Rec & Park request for additional changes to Clay Street crossing



*RPD's Embarcadero Plaza/Sue Bierman Park Renovation Project plans to improve the Market Street/Embarcadero connection, and has recently asked the SFMTA to consider straightening out or otherwise simplifying the Clay Street multi-leg crossing*

# *Embarcadero Enhancement Program* **Central Embarcadero Capital Phase**



**Bryant Street looking north – existing conditions**

# *Embarcadero Enhancement Program* **Central Embarcadero Capital Phase**



**Bryant Street looking north – proposed**

# Embarcadero Enhancement Program

## Central Embarcadero Safety Project

### Parking / Loading Summary

#### Broadway to Mission

- No substantial change

#### Rincon Restaurant Zone

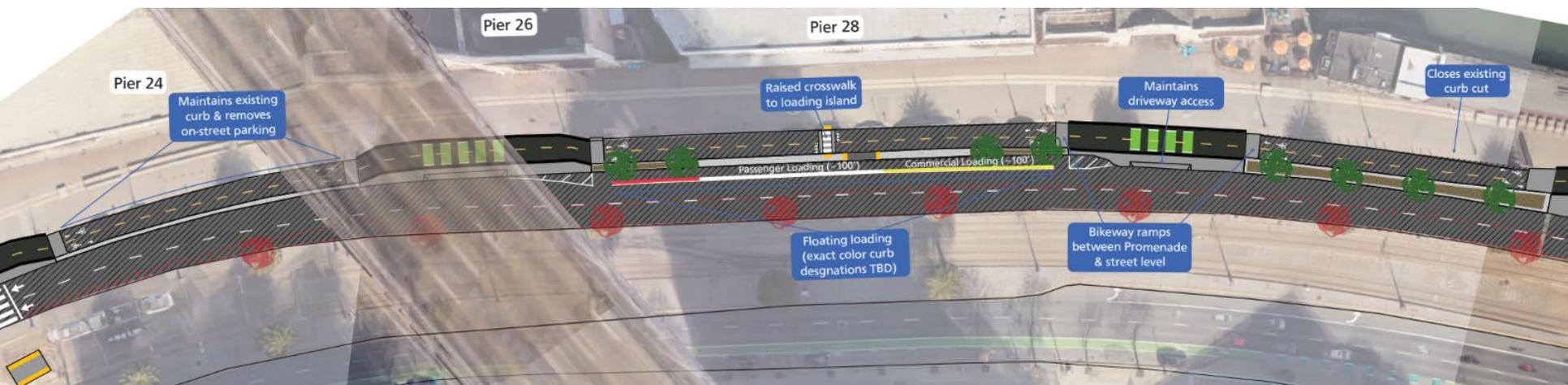
- Commercial loading zone added to existing passenger zone (underutilized moto parking will be removed)

#### Piers 24-28

- 8 metered vehicle parking spaces removed at Pier 24
- 11 existing metered spaces at Piers 26-28 converted to combination of passenger and commercial loading, red zone (total curb space reduced by ~40 feet to 200 linear feet)

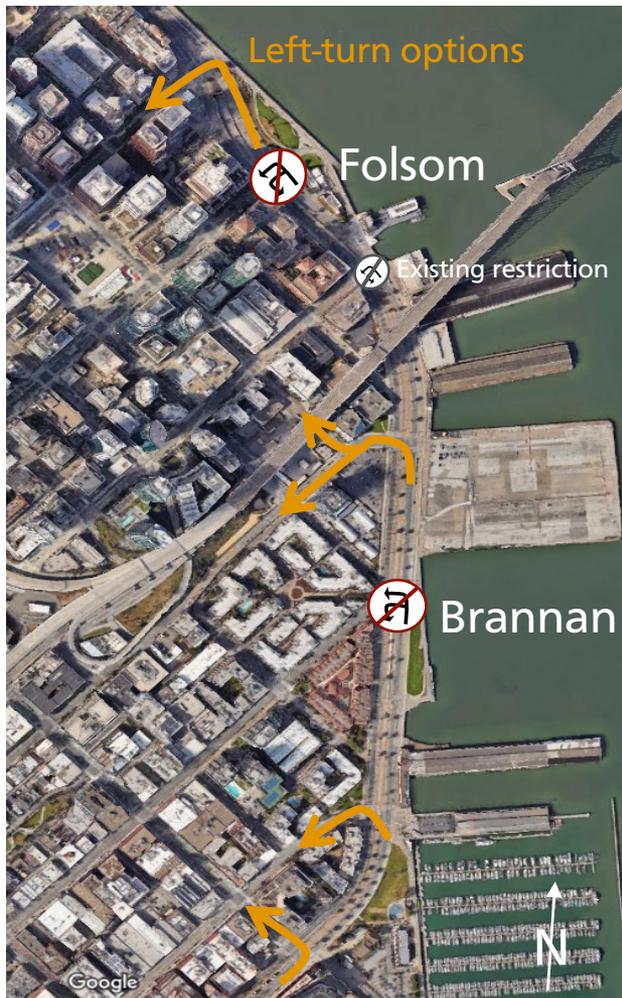
#### Piers 30/32

- 11 metered vehicle parking spaces to be removed
- Future development project to add back on-street loading/parking (details to be determined)



# Embarcadero Enhancement Program

## Central Embarcadero Capital Phase



### Benefits

- Prioritizes the pedestrian promenade experience, makes it easier to cross The Embarcadero
- Nearly doubles the length of the two-way protected bikeway; makes the existing bikeway more functional and attractive
- Better wayfinding, pavement conditions and on-street loading for roadway users
- Smart investment that complements, helps set up future Port projects and development

### Trade-offs

- Narrows median and removes 15 palm trees (*a similar # of new palms will be planted in new bikeway buffer pending final design*)
- Approximately 30 metered car parking spaces affected (converted to loading or removed)
- Restricts northbound left-turns at Folsom and Brannan streets; additional northbound U-turn restriction at Clay Street considered but not recommended

# Embarcadero Enhancement Program

## Central Embarcadero Capital Phase

### Project Update

- **Seeking Port Commission review** prior to completing 65% design (expected early August) and returning for approval request
- **Project team will use 65% design to explore construction approach** and expected duration / transit and traffic routing impacts
- **Other approvals still needed:** NEPA environmental review (Caltrans), potential tree removal public hearing, BCDC permitting, San Francisco Fire Department



# *Embarcadero Enhancement Program* **Central Embarcadero Capital Phase**

**Thank You**

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[\*\*SFMTA.com/Embarcadero\*\*](https://www.sfmta.com/Embarcadero)



# Embarcadero Enhancement Program Central Embarcadero Capital Phase



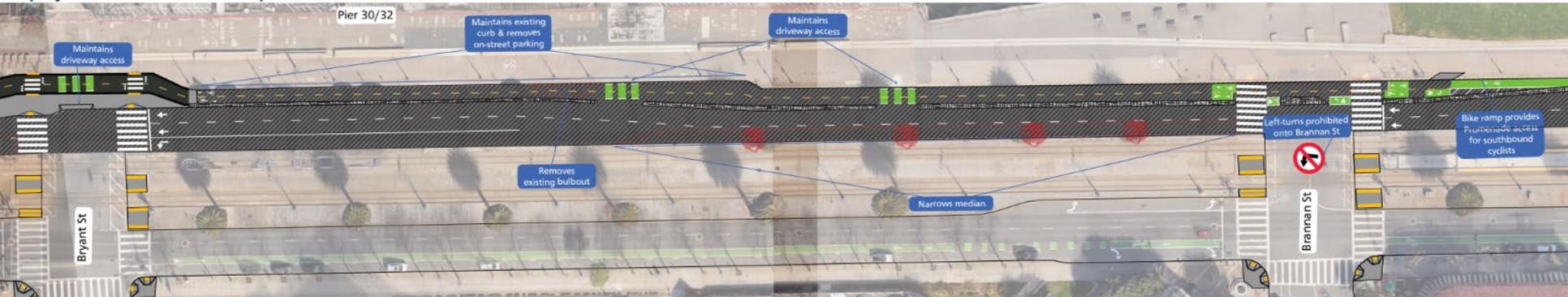
## Port / Resiliency Coordination

- Project is complementary to South Beach Coastal Resilience Project (SBCRP), which assumes narrowed medians and no rail impacts
- Ongoing coordination with Port Pier 30/32 and SWL 330 development efforts
- Future potential Southern Embarcadero Project to coordinate with Piers 38/40 bulkhead building relocation/development
- Larger transportation coordination questions to be explored with Embarcadero Connectivity Plan

# Embarcadero Enhancement Program

## Central Embarcadero Safety Project

### Bryant to Brannan



- Median narrowing with NBLT restriction at Brannan, parking removal, and narrower bikeway details (10' bikeway, 2.5' buffer island) allows for existing promenade curbline to remain
- Bikeway 'bends in' and raises to promenade level across main driveway for Piers 30/32; detached from traffic signal
- Bikeway terminus allows for Brannan Street bike route / Caltrain access, promenade bike ramp south of intersection for continued access to Mission Rock via Giants Stadium pathway/3<sup>rd</sup> Street bikeway
- Bikeway design to be superseded with eventual Pier 30/32 development/South Beach Coastal Resiliency Project, which will add back on-street loading lane for this block



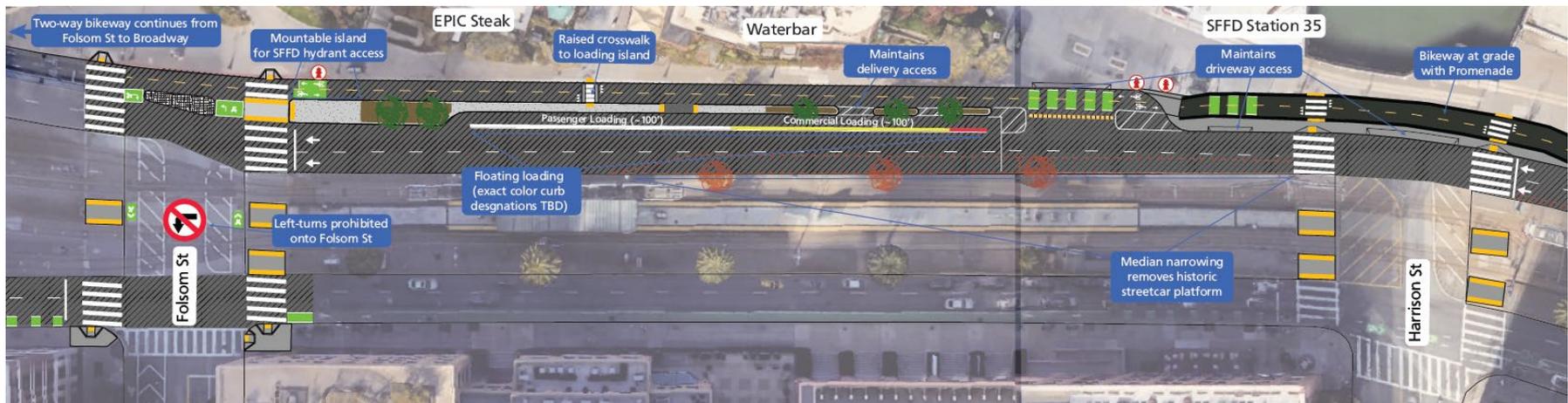
*The Port is prioritizing a major development at Piers 30/32 and related coastal resiliency upgrades that will eventually revise and potentially extend the bikeway further south, but these changes are likely still many years away*

# Embarcadero Enhancement Program

## Central Embarcadero Safety Project

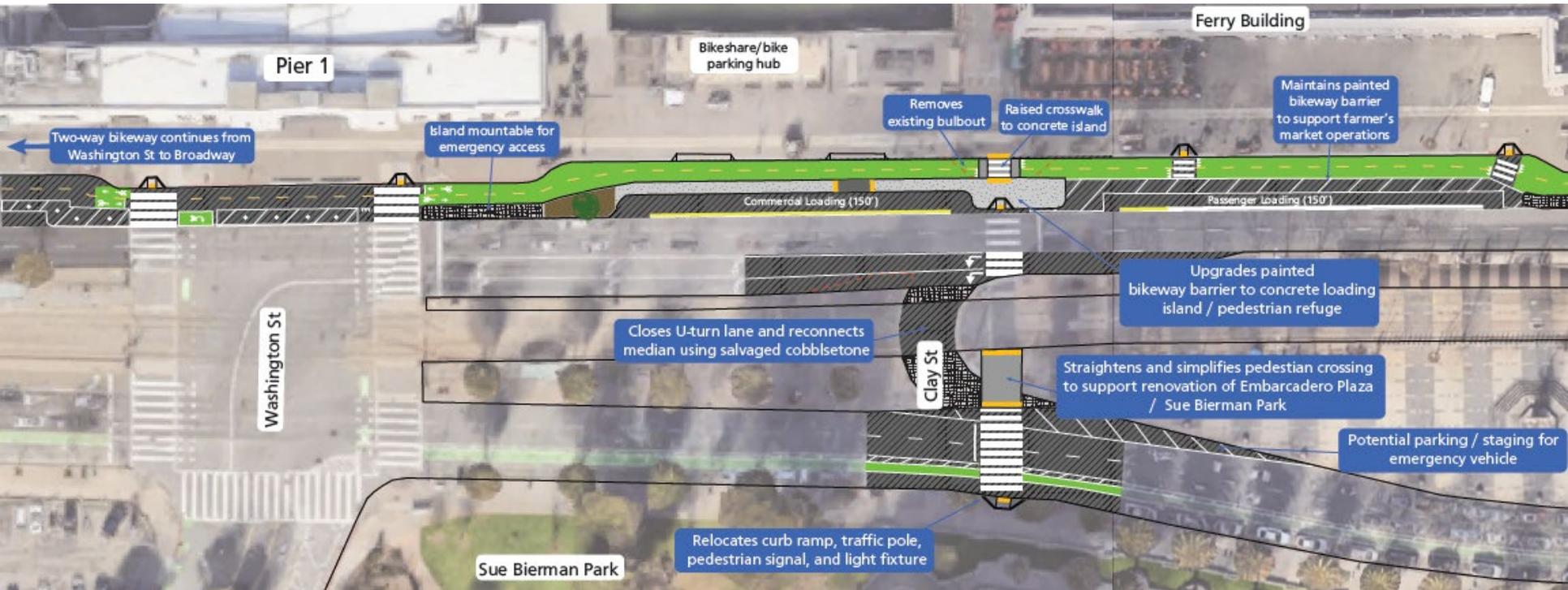
### Folsom to Harrison

- Folsom northbound left-turn (NBLT) restricted to allow space for bikeway, reduce transit delay at subway portal; historic streetcar platform and palm trees also impacted
- Restaurant commercial loading added to existing passenger zone (unused moto parking to be removed)
- Short stretch of promenade-level bikeway at Harrison (major pinch point)
- Full repaving of northbound roadway



# Embarcadero Enhancement Program Central Embarcadero Capital Phase

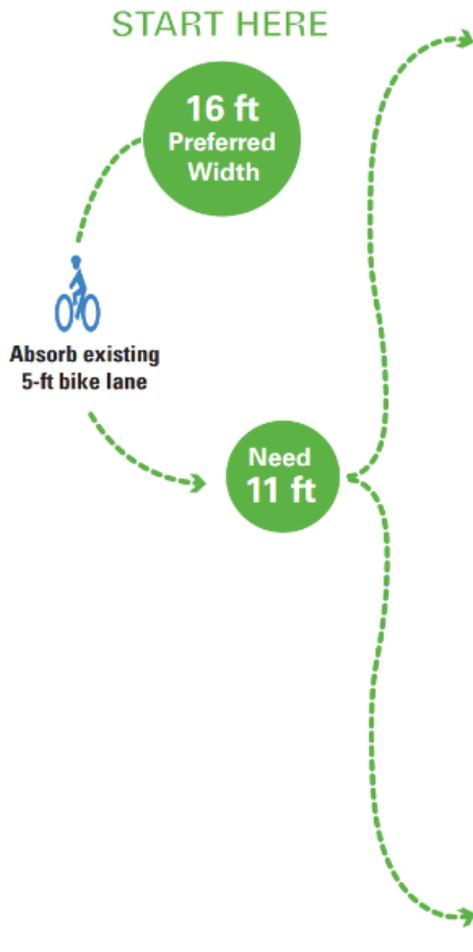
## Clay Street Crosswalk - Straightening Concept



- Request to straighten crosswalk for improved accessibility to/from renovated park and Ferry Building
- Requires removal of northbound U-turn (30-75 peak hour turns would move to Washington St)
- SFMTA explored but does not recommend U-turn removal
- Project still required to provide ADA upgrades and exploring ways to improve without affecting traffic circulation

# Embarcadero Enhancement Program Central Embarcadero Safety Project

## Conceptual Planning Phase



### TIER 1 STRATEGIES

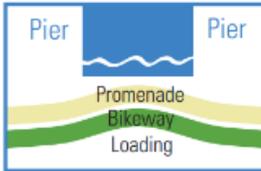
  
Remove General Metered Parking  
**8 feet**

  
Narrow Promenade  
**width varies**

  
Narrow Center Median  
**width varies**

  
Remove 3rd Northbound Travel Lane  
**11 feet**

### TIER 2 STRATEGIES

  
Utilize 'Marginal Wharf' Areas  
**~8 feet**

  
Remove Northbound Left-Turn Lane  
**~11 feet**

  
Consider Streetcar Stop Removal / Relocation  
**width varies**

### TIER 3 STRATEGIES

  
Consider 'Flex Zone' & Time Restrictions for Loading Access  
**width varies**

  
Consider 'Mixing Zone' for Shared Pedestrian/Bicycle Access  
**width varies**