# The Embarcadero Enhancement Project **Folsom to Townsend**

#### **CONCEPT DESIGN LEGEND**



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Promenade Two-Way Bikeway

Bikeway Buffer /Curbside Loading Zone

New Sidewalk/Median

MUNI Streetcar Stop

Existing Promenade Curbline (impacted)

Existing Median Curbline (impacted)

"NB" = Northbound (toward Fisherman's Wharf) "SB" = Southbound (toward AT&T Park)





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## Folsom Street / Rincon Park

- Curbside valet service and passenger drop-offs and pick-ups consistenly block the existing NB bike lane
- Folsom to Harrison is a 'pinchpoint' given the narrow sidewalk • at the restaurants and both center- and side- MUNI platforms

Bikeway is feasible by narrowing the median past the side platform and converting the left-turn lane into a through lane (NB left-turns would be prohibited)

NB left-turn restriction supports better MUNI operations out of the Market Street Tunnel and the approved Folsom Streetscape design from The Embarcadero to 2nd Street (anticipated construction in 2019)

## **Piers 26-28**

- Proposed bikeway is feasible with repurposing of the existing NB bike lane & parking lane, and slight narrowing of the promenade
- The current design concept establishes on-street loading zones on both sides of the Pier 26 driveway in order to maximize flexibility and maneuverability for larger vehicles, but there is room to accommodate additional loading or alternative design strategies

**The SFMTA is coordinating with SF Public Works to re-stripe Brannan Street with** bike lanes between 8th and 2nd streets, and a combination of a bike lane and shared lane markings between 2nd Street and The Embarcadero.

**Pinchpoint at Brannan Wharf Park** 

**16'** Pedestrian Zone

<sup>ning</sup> Unobstructed Wharf

Sidewalk Zone Park

18′+

Promenade /

**Bay Trail** 

**14'** Bikeway + Buffer

### **Townsend Street**

- the Lefty O'Doul bridge
- the protected two-way bikeway





10' 6"

10' 6" 3'

ehicle Lane Vehicle Lane

 Prior analysis and engineering has confirmed there are no viable options for a protected bikeway on King Street to 3rd Street and

• Townsend Street connects both to Caltrain/2nd Street and the pathway behind the ballpark, making it a logical terminus for

 Pier 38 at South Beach Harbor is one of the most constrained 'pinchpoints' for designing the bikeway; the current concept considers conversion of the NB left-turn lane into a through lane and median narrowing to achieve the cross section below

#### Comments







**Concept Design Showcase - October 2018**