The Embarcadero Enhancement Project **North Point to Broadway**

CONCEPT DESIGN LEGEND



"NB" = Northbound (toward Fisherman's Wharf) "SB" = Southbound (toward Ferry Building)



50′ 100′

North Point St & Pier 35

- Two-way protected bikeway starts/ends at North Point Street bike lanes, with a future potential extension north to Jefferson Street (under study as part of the Fisherman's Wharf/Pier 39 Circulation Study)
- Existing width at Pier 35 allows for wide loading/ bikeway buffer zone to accommodate large buses and heavy loading activities at cruise ship terminal (removes metered parking)

Fisherman's Wharf / Pier 39 Circulation Study

- Further study bikeway connection alternatives from North Point to Powell/Jefferson streets in combination with traffic flow, transit, passenger loading, and tour bus staging improvement opportunities
- Includes a focus on simplifying the Beach Street/Embarcadero intersection (one-way NB Embarcadero, one-way SB Beach Street at Grant) with potential reversal of Pier 39 garage circulation & formal E-line turnaround at Stockton Street loop

Alcatraz Landing to Pier 29 (Bay Street)

- Shorten walking distance across The Embarcadero with bikeway and re-time traffic signal at Bay Street
- Replace on-street metered parking with all-day active loading zones
- Improve accessibility to Bay Street streetcar stops
- Maintain capacity of left-turns onto Bay Street, but explore removal of double-left turn lanes with signal re-timing/re-phasing

Chestnut/Lombard & Pier 29

- Narrow existing center median at Pier 29 and convert NB left-turn lane into a through-lane to minimize impacts to existing Promenade (left-turns and U-turns would be prohibited at this 'pinchpoint')
- Priority location for real-time wayfinding and parking availability signage (at NB approach to Bay Street, SB approach to Battery)

Battery & Sansome Connections Project Alternative

- trict NB Embarcadero left- and U-turns, SB left- and right-turns, which are comparatively low-volume vehicle
- Consolidate and shorten pedestrian crossings of Chestnut
- potential SB bike lane 'head-start'



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Between The Embarcadero & Broadway there is sufficient width to add a bike lane (without physical protection) to Battery and Sansome streets with minimal impacts. If combined with - similar improvements to Vallejo and Davis streets, such a bicycle route could be an attractive alternative to The Embarcadero for connecting to/from the Financial District and areas south of Market Street. The SFMTA has plans to accelerate this project in 2019, which will also explore pedestrian safety measures (such as at the Filbert St crosswalks and at Sydney Walton Square).

At The Embarcadero, this project may also provide opportunities to address significant safety, comfort and signal timing inefficiency issues while providing a 'down payment' on the larger vision for the Embarcadero Enhancement Project.

Greenwich St Stop & Piers 19-23

Existing conditions at Piers 19-23 include a bike lane and general metered parking. These can be repurposed to provide sufficient width for the proposed bikeway. However, if these piers are occupied by new land uses, adjacent loading zones may be needed that could conflict with the bikeway.

To accommodate potential future loading and the proposed bikeway, several alternatives are being considered:

- Removal of the Greenwich St streetcar stop in the northbound direction, or both directions. This station pair has comparatively low ridership activity and its removal would provide more efficient stop spacing and travel times for the E and F lines. It would, however, require those who use the stop to travel farther distances (approx. a 4-5 minute additional walk) to either the Sansome or Green Street stops
- Narrow the center median and provide a more limited loading area.

This area could also be a priority location for real-time wayfinding and parking availability signage (at NB approach to Battery Street and Pier 27 **Cruise Ship Terminal).**

Green Street / Exploratorium

Battery & Sansome Connections Project

• Shorten pedestrian crossing distances with bikeway and new curb extensions on the city-side; fill-in closed SB left-turn lane to expand median and improve accessibility

• Maintain sufficient loading zones for Exploratorium operations

• Flatten the 'art ribbon' benches and prioritize marginal wharf area pedestrian upgrades to account for narrowng of the promenade

Broadway

The Broadway intersection is a bikeway 'pinchpoint' since there is no on-street parking, two NB left-turn lanes are provided, and the promenade narrows in front of the Waterfront Restaurant.

One alternative is to design a minimum-width bikeway that leaves 16-18 feet for the promenade, with no formal bicycle connection to Broadway or narrowing of the pedestrian crossings. Another alternative is to dissolve the bikeway into a 'mixing zone' that largely resembles existing conditions at the intersection. Neither of these options helps to simplify the intersection or improve traffic flow.

A third alternative is to dramatically simplify the intersection by prohibiting SB and NB Embarcadero U-turns and EB left-turns from Broadway (all relatively lowvolume turns). The resulting signal phasing would substantially reduce delay for NB and SB Embarcadero, and allow a single NB left-turn lane to perform just as well as existing conditions for Broadway-bond traffic - freeing up space for the bikeway.

Trade-offs with this third option include closure of the southern crosswalk (and thus relocation of the SB streetcar stop to 'near-side' Broadway). While not usually beneficial to pedestrians or transit riders, the consolidation of activity may complement plans for new affordable housing and a theater/hotel development on the same (northern) side of Broadway.



No







