



SFMTA
Municipal Transportation Agency

A blue-tinted photograph of a trolley on a street. The trolley is in the foreground, facing the viewer. In the background, there is a building with arched windows and the text "PIER 28" visible above one of the arches. Palm trees are visible on the left side of the street.

WATERFRONT TRANSPORTATION ASSESSMENT

TRANSPORTATION SUBCOMMITTEE

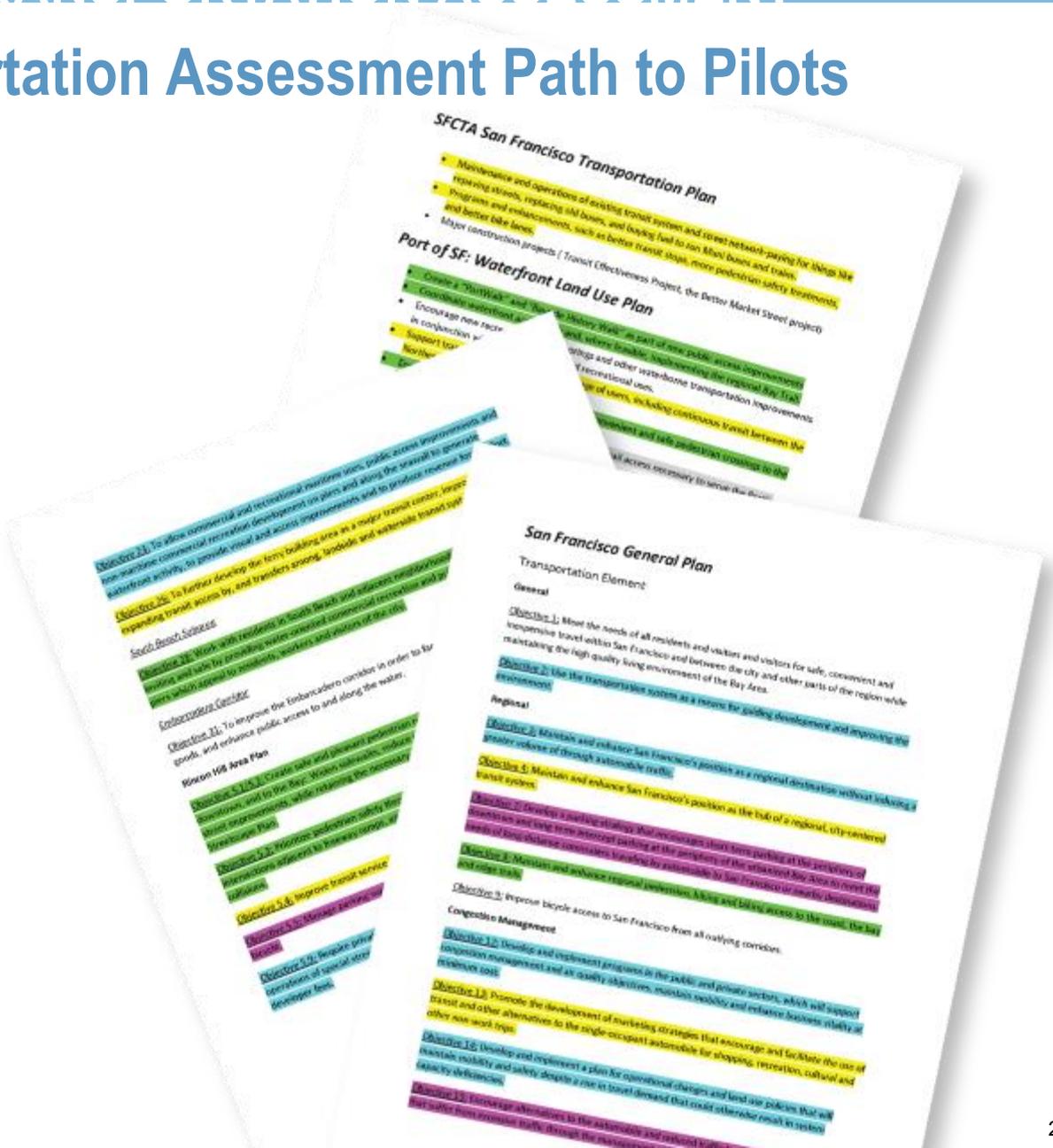
2 | 19 | 2014

OAKLAND, CALIFORNIA



Waterfront Transportation Assessment Path to Pilots

Goals





Waterfront Transportation Assessment Path to Pilots

Goals

Concerns





Waterfront Transportation Assessment Path to Pilots

Goals

Concerns

Assessment Phase 1: Transportation Goals & Concept Strategies	
Muni Light Rail	
Con-001	Muni Metro capacity problems are huge.
Con-002	Funding the facilities and infrastructure upgrades is a challenge.
Con-003	Muni trains are too crowded, no air on trains after ballgame, makes taking transit to games unappealing, squeezes out regular customers. Extra cars are needed.
Con-004	Why doesn't Muni run 2-car trains to relieve Embarcadero service congestion and create capacity?
Con-005	Muni and BART may not be able to meet needs with plans for vehicles coming on line, using aged and inefficient cars.
Con-006	A transfer from Muni (south of Ferry Building) to historic F-line is required to travel the entire Embarcadero in a single transit trip.
Con-007	The E-Embarcadero historic streetcar must become a full-time service to provide one seat from Caltrain to Fisherman's Wharf.
Con-008	Why doesn't Muni run 2-car trains to relieve Embarcadero service congestion and create capacity?
Con-009	Congestion blocks Muni between 2nd Street and King (Giants Stadium) and 4th and King, making it difficult for commuters to get to Caltrain.
Con-010	Muni turn-backs at Caltrain are inefficient.
Con-011	Marina residents oppose extending streetcar through Fort Mason due to noise, congestion, wires along scenic route abutting Marina Green.
Con-012	Extend the F to Fort Mason so streetcar service reaches Marina
Con-013	It's faster to drive than to take Muni.
Con-014	Gap between Central Subway opening (2019) and arena opening (2017)
Con-015	Understand Muni lines that provide main service to Piers 30-32 and SWL 330 current and future service plans, ensure that EIR appropriately analyzes impacts of anticipated uses, and plan extra and support services for extraordinary events.
Con-016	A Giants and Warriors game on same night would overwhelm the Metro
Con-017	F is so crowded with tourists that it bypasses people between the Wharf and downtown
Con-018	T going into Central Subway reduces service on the fast-growing southern Embarcadero
Con-019	Muni service to Ballpark pulls trains away from other parts of town, diminishes service there
Con-020	Central Subway future extension should serve North Beach and the Wharf
Con-021	Need more details on benefit/cost, what are SFMTA metrics and goals and current #s (e.g., frequency, crowding)
Con-022	Need more capacity on N-line north of Ferry Building
Con-023	Need additional transit vehicles now. Are they on order?
Con-024	T-Line travel time from Bayshore to Mission Bay
Con-025	T-Line needs more capacity - especially given the Warriors plan. Comparison of Warriors to America's Cup is crazy! Basketball is at night
Con-026	When T goes to Chinatown - How will Mission Bay residents get to Downtown to Embarcadero
Con-027	T-light rail along King Street needs to be given priority over car traffic. It crawls when there is vehicular congestion and this discourages people using public transportation in the first place
Con-028	Strategy M-3 is a waste of money! Service should go to 25th Street...the south and the of Dogpatch area
Con-029	Strategy M-2: Add E-Line service south to 25th Street in Dogpatch (historic trolley cars), connect all the way to Fort Mason
Con-030	Strategy M-4: This timing of lights and betterment of service of T-line from 4th to Sunnysdale should be down NOW and implemented long before Central Subway comes online - like NOW
Con-031	T-Line to Dogpatch needs more capacity at rush hour. 2 cars. N is empty. T is packed and dangerous. Make turnaround at 20th or 23rd. Make sure 22nd Street goes through 3rd and 20th.
Muni Bus	
Con-025	Capitalize on the 83X or other to provide alternative service to Embarcadero, especially during big events and peak commutes, and before Central Subway is operating.
Con-026	Need better local (esp. east-west) service to serve SoMa neighborhoods so residents don't have to drive.
Con-027	Transit connections between Mission BART stations and waterfront area (especially in Mission Bay and south) are not very good, or they don't even exist in some cases.
Con-028	It's faster to drive than to take Muni.
Con-029	There should be more transit-only bus lanes.
Con-030	Enforcement of 3 minute limits of idling bus engines at Transbay and other locations – this adds to the air pollution that kills us over time in SoMa.
Con-031	Understand Muni lines that provide main service to Piers 30-32 and SWL 330 current and future service plans, ensure that EIR appropriately analyzes impacts of anticipated uses, and plan extra and support services for extraordinary events.
Con-032	the 22 modification along 16th Street to 3rd needs to happen soon.



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Strategies

ID #	Description
M -1	Muni Metro Extension (MMX) Optimization: Vehicle Storage & Passing Tracks
M -2	E-Embarcadero Historic Streetcar Southern Terminal Loop
M -3	20th Street Transit Hub: Mission Bay Loop Extension
M -4	T-Third Travel Time Improvements
M -5	New Light Rail Vehicles
M -6	Embarcadero MMX Optimization: Pocket Tracks, Passing Tracks, Signal
M -7	Advance 22-Fillmore Interim Motorcoach Extension to Mission Bay
M -8	58-24 th Street Extension to Pier 70
M -9	Event Re-routes and Service Augments
M -10	TPS (Transit Preferential Streets) for Muni buses that serve the wa
M -11	"Bridge" Service
M -12	Expanded peak period service to waterfront
M -13	Southeastern Transit Division (storage/maintenance facility)
M -14	33-Stanyan Service Augmentations
M -15	22-Fillmore extension to Caltrain at 4th Street and King Street
M -16	South of Market Neighborhood Transit Planning
F -1	Terminal Operator Restrooms: Project sponsor should pro
F -2	Kirkland Yard: Traffic, Streetscape and Urban Design imp
F -3	Fair-share developer contributions
F -4	Southeastern Transit Division (storage/maintenance fa
B -1	Embarcadero Dedicated Bicycle Facility
B -2	Expanded bikesharing as part of project approvals
B -3	Bike Facility on Lefty O'Doul Bridge (3rd St.)
B -4	Expedited Bay Rail/Blue Greenway and Illinois Stre
B -5	Bike parking facility at/near Caltrain
B -6	Project-sponsor expansion of the SFMTA Bicycle
B -7	Identification of project-related improvements
B -8	pedestrian crashes, increase walking, and prov
B -9	Required bike valet parking
B -10	Parkwide integration with bikesharing
B -11	Expand Bicycle Sharing within Waterfront A



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Goals

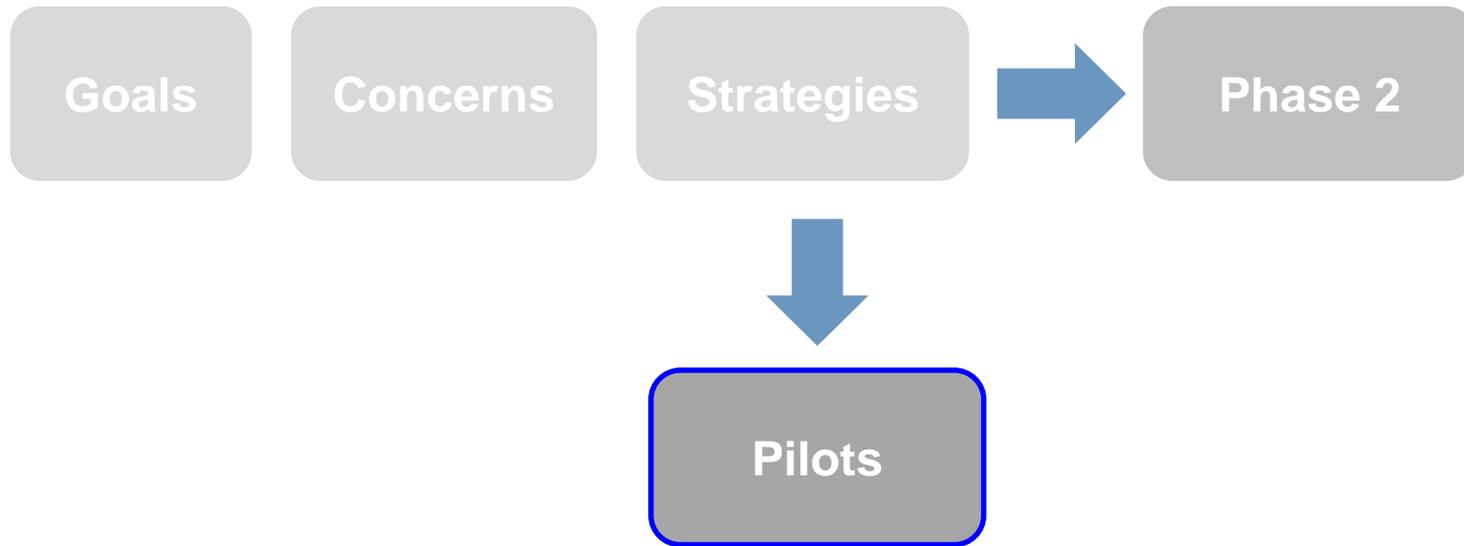
Concerns

Strategies

ID #	STRATEGY NAME	
M -1	Muni Metro Extension (MMX) Optimization: Vehicle Storage & Passing Track	Would include adding a third Embarcadero between 2nd St platform and Folsom St.
M -2	E-Embarcadero Historic Streetcar Southern Terminal Loop	Provides for engineering the terminal at 4th Street
M -3	20th Street Transit Hub: Mission Bay Loop Extension	Expands Mission Bay Third Street. Would (OCS) on Illinois, 20th Street northbound
M -4	T-Third Travel Time Improvements	Provides for plan Street T-Third
M -5	New Light Rail Vehicles	This would p demands from
M -6	Embarcadero MMX Optimization: Pocket Tracks, Passing Tracks, Signal Improvements	Would expand used to inc North Em
M -18	PILOT running 3-car LRVs along MMX	
M -17	LRV service to Fisherman's Wharf	
M -7	Advance 22-Fillmore Interim Motorcoach Extension to Mission Bay by April 2015 by contributing to operating funds	Ext M
M -8	58-24 th Street Extension to Pier 70	
M -9	Event Re-routes and Service Augments	
M -10	TPS (Transit Preferential Streets) for Muni buses that serve the waterfront	
M -11	"Bridge" Service	
	Peak period service to waterfront	



Waterfront Transportation Assessment Phase 2





Why Pilots?

Goals

Concerns

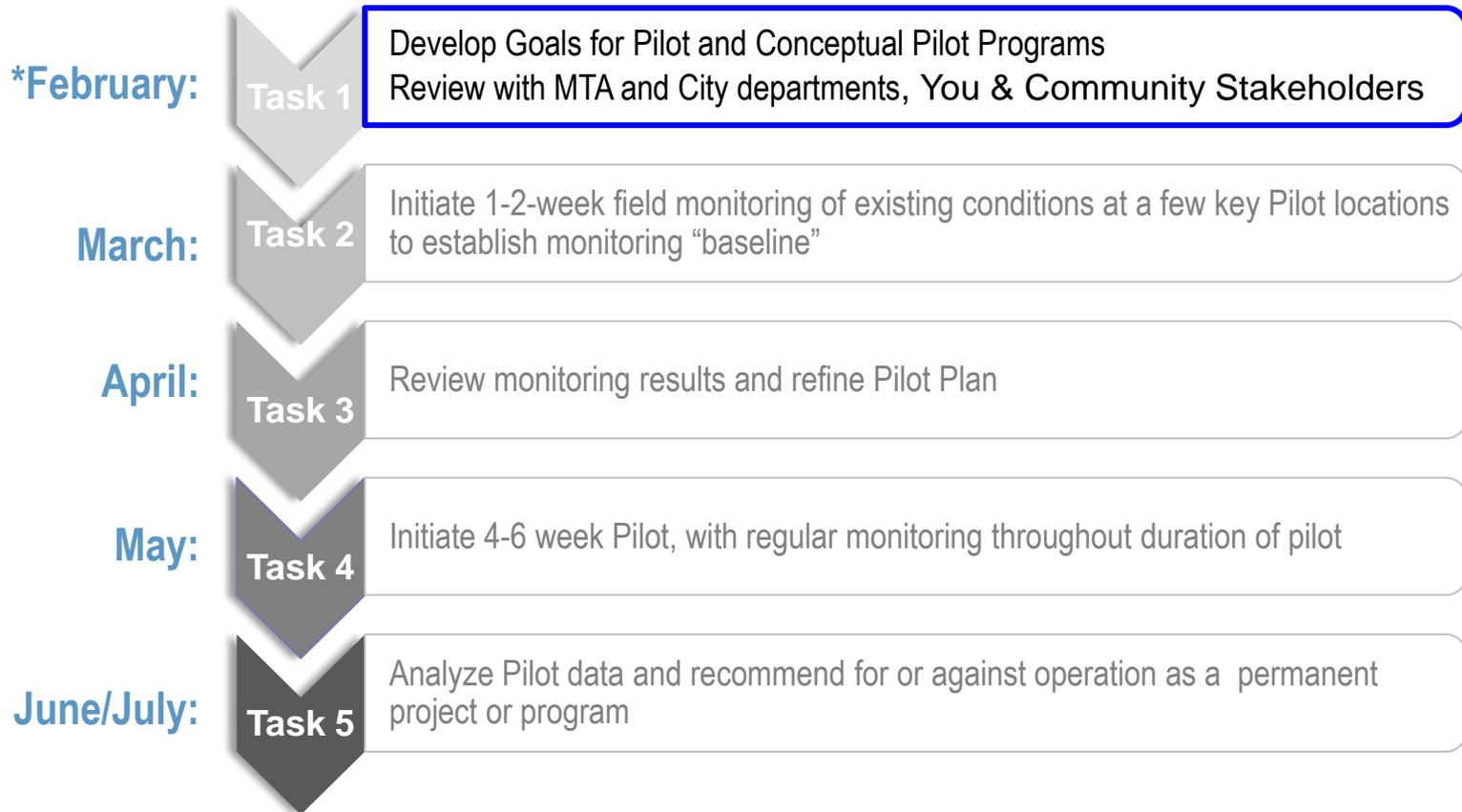
Strategies

Pilots

B -2	Expanded bikesharing as part of project approvals	Project sponsor would sponsor increases
B -3	Bike Facility on Lefty O'Doul Bridge (3rd St.)	Bike facility on Third Street, route across Mission Creek. the bridge.
B -4	Expedited Bay Rail/Blue Greenway and Illinois Street Bicycle facility at/near Caltrain	This project would advance 2015 to serve the Central Street Caltrain station. Required bike valet parking
B -11		Would allow coordination with bikesharing
B -12	Expand Bicycle Sharing within Waterfront Area	Expand bike sharing Transportation
P -1	Citywide Pedestrian Safety and Circulation Improvements	Jefferson
P -2	Green Street crosswalk	
P -4	Project Pedestrian Safety (Urban design: Revise developer garage and driveway design to favor ped circulation)	Ide go o
V -1	Specific, more regularized local traffic-management strategies	
V -2	Use dynamic electronic message signs to alert area traffic of a	
V 3a	Beale Street Circulation & Traffic Plan (formerly V-03)	
V 3b	Beale Street Extension to Embarcadero (formerly V-09)	
V -4	Required car-share per project approvals	



The Pilots – How They’ll be Done





The Pilots – Enforcement

Enforcement

MTA and SFPD extend comprehensive traffic management to daily peak periods.

Beale Street Circulation

Roadway re-striping to address circulation demands, bicycle priorities, and urban design goals



The Pilots – Beale Street Circulation

Enforcement

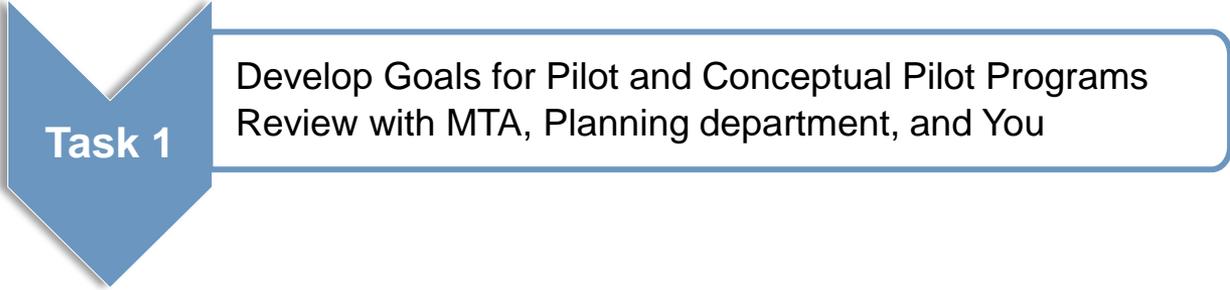
MTA and SFPD extend comprehensive traffic management to daily peak periods.

Beale Street Circulation

Roadway re-striping to address circulation demands, bicycle priorities, and urban design goals



Discussion

A blue graphic element consisting of a downward-pointing arrow on the left and a rounded rectangular box on the right. The text 'Task 1' is centered within the arrow.

Task 1

Develop Goals for Pilot and Conceptual Pilot Programs
Review with MTA, Planning department, and You