Broadway to Fisherman's Wharf

Existing Conditions Maps



Embarcadero Enhancement Project Fall 2014 Workshop Fact Sheet

P ew lot for cruise erminal load/unload New metered parking Ches LEGEND to be added 2014 Lombard St **On-Street Parking** Peak Occupancy (includes weekday winter & summer; based on average occupancy in peak hour) Green St No data Off-Street Public Parking ng/near the Embarcadero n St (P P Clay St PPPP

Parking

Bicycle Network Near-term spot improvements planned for North Point St, Sansome St intersections Jefferson St Beach St Jorth Point S Chestnut LEGEND Lombard S Promenade / Bay Trail "Buffered" or Protected Bike Lane Green St **On-Street Bike Lane** (Un-Protected) Broadw **On-Street** Shared Bikeway do Washington St 00 Clay St **Bike Share Station**

Traffic & Travel Lanes



Workshop #3 - Broadway to Fisherman's Wharf



Pedestrian Crossings





11'

Vehicle Lane

parking garage access via Beach St

11'

Vehicle Lane

5' Median

11'

Vehicle Lane

13' MUNI

8'

Median/

Station

Platform

12'

Circulation / Fire Access

Lane

10'

Taxi /

Shuttle

Lane

Varies Pier 39 Plaza

• Changes to MUNI station platforms should be avoided, but elsewhere changes to the existing medians may be considered

ISSUES/CONSIDERATIONS

Vehicles & Parking

• Two travel lanes are generally provided in each direction within the focus area

 Vehicle turn volumes are heaviest at Broadway, Battery, and Bay streets; Broadway and Bay St include doubleleft turn lanes from "northbound" (NB) Embarcadero

• On-street parking/loading for NB travel includes approx. 40 metered spaces and 20 loading spaces; southbound (SB) on-street parking is generally metered and limited to south of Battery Street, although 17 new spaces will be added north of Chestnut St in the near-term

• Off-street parking is generally clustered near Broadway, Bay Street, and Beach/Jefferson Streets

• Vehicle-only collisions are not as prevalent as elsewhere along the Embarcadero, but are heaviest at Broadway, Green, Battery, and Bay streets; injuryinducing collisions are generally limited to the Bay and Battery St intersections

Walking & Biking

• The Embarcadero at Pier 39 experiences some of the heaviest pedestrian volumes in the U.S.

• All pedestrian crossings are signalized, and a gradeseparated pedestrian bridge is provided at Pier 39

• Embarcadero bike lanes start/end at North Point St; a gap in the San Francisco Bay Trail exists between Pier 41 (at Jefferson Street) and the Maritime National Park

• Broadway had the highest number of bicyclist injuryinducing collisions along the Project corridor (data from 2007-2012); pedestrian collisions/injuries are not as prevalent, with seven total (five injury-inducing) recorded in the focus area over the same timeframe

General

• MUNI tracks split from the center median at North Point St and have turnback loops at Stockton St and Jones St