Broadway to Folsom

CONCEPT DESIGN LEGEND

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)

Washington St to Pacific St

- Shorten walking distances across The Embarcadero with the bikeway; consider prohibiting SB U-turns, expanding the median, and re-timing the traffic signal at Washington Street
- Retain all loading and parking spaces
- Consider removal of the Washington Street streetcar stops, which could improve stop spacing and travel time efficiency for the E and F lines. Stop removal may also be needed for the potential Ferry **Building Frontage Road Concept (shown at right)**
- Explore feasibility of maintaining current capacity of left-turns onto Washington Street with a single left-turn lane (through signal retiming/re-phasing that increases time for this movement)

Ferry Building to Howard St

- Bikeway is feasible with removal of third northbound travel lane. Further engineering is needed to determine signal and pedestrian crossing options, but Market Street crosswalk will be fully signalized for bicycles
- Priority location for real-time wayfinding and parking availability signage (at NB approach to Mission Street)

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)

Howard to Folsom Block

Bikeway is feasible by removing existing parking spaces (for which peak-period restrictions were removed in 2017) and repurposing the existing bike lane



Ferry Building Frontage Road Concept

The Embarcadero at the Ferry Building, with Harry Bridges Plaza at the center, was designed to avoid having to walk across six lanes of traffic "in one go." The result has worked relatively well for pedestrians, but leaves the plaza and Ferry Building disconnected from each other. With the Embarcadero Enhancement Project assuming two travel lanes in each direction at Market Street, it begs the question: Is there an opportunity to knit the two back together?

Farmers' Market activities and vehicular access behind the Ferry Building are essential to accommodate in any design, as is the efficiency and safety of MUNI streetcar rail operations at Don Chee Way. For this reason, some amount of vehicular access must be retained at the Ferry Building in addition to the bikeway and expanded plaza.

Initial, high-level design analysis shows that four vehicular through lanes can be accommodated on the city-side with limited narrowing of Harry Bridges Plaza, but tying back into The Embarcadero at or near Washington Street appears especially challenging. More sophisticated traffic modeling and preliminary engineering is necessary to understand feassibility and trade-offs.

Below is a very loose sketch of the general concept. Tell us what you think and what to consider as we further explore opportunities!



Comments

Battery & Sansome Connections Project

- The SFMTA is actively exploring options to install a bike lane and pedestrian safety/traffic calming features on Davis Street, which is a low-volume, two-way
- Between Jackson and Washington streets, Davis is a privately-owned but public accessible roadway with no vehicle traffic allowed to/from Washington Street
- A future project will study potential connections between Jackson/Davis streets

- Embarcadero from Broadway to Mission Street historically experiences the most collisions, which tracks with the highest volumes of activity for all modes and presence of a third vehicle travel lane
- South of Broadway, near Pier 7, the bikeway is generally feasible within the existing curbline by removing the third NB travel lane

SB Embarcadero Full-Time Bike Lane & Parking *

Starting October 29, 2018 SFMTA crews will begin restriping SB Embarcadero between Broadway and Mission streets to provide a buffered bike lane, two allday travel lanes, and right-turn lanes at Washington and Mission streets (as shown above). Parking meters and signs also will be adjusted to allow all-day parking.

Removing peak period parking restrictions enables the construction of bulbouts (sidewalk extensions) in the future at the south corners of Washington and Mission streets, as well as at the Pacific Street, Clay Street, Market Street, and Don Chee crosswalks. New bulbouts would not be compatible in the long-term with the Ferry Building Frontage Road Concept.

In the nearer-term, new accessible parking spaces or passenger loading zones could be established north and south of Washington Street to help balance curbspace demands in this area.

Better Market Street Project

The Better Market Street Project is currently at the 15% design milestone and is expected to release a draft Environmental Impact Report (EIR) by the end of 2018. A formal connection for people bicycling between The Embarcadero and Market Street has not been identified and would need to be considered as a future, separate effort.







