

**South Beach / Rincon / Mission Bay Neighborhood Association
Meeting Minutes March 14, 2016**

Present: 4 Officers + 3 Directors + 33 residents = 40 total

Subject: Embarcadero Safety Issues

Guests: Diane Oshima, Port
Dan Hodapp, Port
Patrick Golier, SFMTA
Casey Hildreth, SFMTA
Janice Li, San Francisco Bicycle Coalition
Natalie Burdick, Walk San Francisco

The Way it is Now on the Embarcadero

Diane Oshima, Port

- Promenade is actually a mixed-flow facility and has been a working roadway with a mix of uses from inception.
- When converted to a promenade in the 1990s, there was plenty of space.
- America's Cup and other large events, plus successful uses such as the Ferry Building Marketplace and the Farmers' Market have led to conflicts and demands/pressures of access by different users during the last five years.
- All people need to have more awareness.

Patrick Golier & Casey Hildreth, SFMTA – Embarcadero Enhancement Project

<https://www.sfmta.com/projects-planning/projects/embarcadero-enhancement-project>

- Safety (peds & bikes) and deliveries for the piers are all considerations.
- Pilots/Rules of the Roads have been established in the short term (with SFMTA Board and Ports Commission).

Audience Participation / Feedback
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Bicyclist Concerns

- Bike lanes are scary. Right-turn lanes (for cars) put bicyclists in jeopardy when bike is between two vehicle lanes.
- 4th and King -- Bikes are too close. Some peds cross without the signal. Vehicles should not be able to turn right on red.
- Bike lanes are too narrow to accommodate pedi cabs. (Identifying numbers on pedi cabs are on front, making it impossible to record the number if they have just passed you by. Pedi cabs should have numbers on back as well as front.)
- Lack of bike lanes from 3rd to Caltrain

- Motorcycles use bike lanes to pass.
- Bicyclists are brunt of hate. It's not clear where bikes should be. Pedestrians' space is on the sidewalk. Cars' space is on roadway. Randomness creates the danger.

Pedestrian Concerns

- Pedestrian concerns re space and speed. Bikes go so fast that they cannot stop. (It's hard to know where to walk to remain safe.)
- Bicyclists do not stop at crosswalks.
- Cyclists need horns or whistles. (Need to warn peds they are coming up behind them and on which side.)
- Bike lights can be blinding at night.
- Speed bumps or barriers (like traffic calming) are needed to slow bikers. Need more rules.
- Pedestrians feel threatened by homeless.
- 4th and King – People get knocked over by bikes, cars turning right on red. Should be no right turns allowed during red lights.
- North side of King going south, peds cross and stop cars from making legal right. Need signage for pedestrians.

Driver Concerns

- Vehicles cannot exit pier parking lots.

General

- Pedestrian behavior is a part of the problem.
- Bikes should have: 1) license plates, 2) operator license, and 3) insurance.
- We need more public restrooms. What is the status of the South Beach restrooms? (stand-alone building behind ballpark)
- Shared space signs need to be bigger and we need more of them.
- Take action NOW!
- A clear infrastructure for bikes would solve many problems.
- Dogs on leash lunging at scooters are dangerous.

Notes on Maps

Bicyclist Concerns

- Bikes continuing on 2nd Street (?)
- Folsom & Embarcadero (by Rincon Park) -- Bicycles conflict with parked vehicles.
- Right turn from Embarcadero on to Bryant is dangerous / scary for bicyclists.
- Right turn from Embarcadero on to Brannan is dangerous / scary for bicyclists.
- 2nd Street by Embarcadero – unreadable comment

Pedestrian Concerns

- Cars turning left on to Embarcadero from Howard, Folsom, Harrison, and Townsend do not stop for pedestrians.
- Cars / Cyclists do not stop for pedestrians at Brannan and Embarcadero.
- Bicyclists and skateboarders go way too fast all along the Embarcadero
- Bay Street and Embarcadero -- Pedestrians crossing at middle of block or against red light. Need more signage directing peds where to cross legally.
- Cyclists do not walk bikes on the Lefty O'Doul Bridge.

Driver Concerns

- Cars cannot see light at 3rd and Berry.
- 3rd and Berry needs a flashing light. Too many drivers blow through.

General

- Designated lanes for bikes / peds could be helpful – especially at the Ferry Building.
- Drug dealers are behind the restroom building (behind ballpark).
- Bikes go too fast down 3rd around the ballpark on to Embarcadero.
- Homeless congregate by kids' park by Marina building (tot lot?).
- 4th and King to 3rd and King -- Horrid Caltrans bike riders. (Should be) no turn on red for cars. Numerous speed bumps needed in sidewalk.

- Homeless most threatening Starbucks (by Ferry Building) to Mission.

What's Currently Going On?

Patrick Golier and Casey Hildreth, SFMTA

Conceptual design of the Embarcadero Enhancement Project is at 35%. The SFMTA will be holding more public workshops in Spring 2016. EIR, Detail Design, and then construction (pilots can inform the longer term projects) will follow.

Addendum to March 14, 2016 SBRMBNA Minutes

Comments sent via email after the meeting:

- Signage for sharing the promenade should be lowered. Bicyclists are usually looking straight ahead, never up—and that's where the few signs are currently posted—up high on the pole. Putting the signage at eye level—or, at least at 7 feet—might be a good plan. Larger letters and a stronger message at eye level would be more effective.
- Above signage is also important for pedestrians – especially tourists who are usually distracted and don't realize they are sharing the promenade with moving vehicles.
- Stronger reference needs to be made to ALL wheeled devices – not just bicycles. The terms skateboards, blades, rollerblades, and hover boards should definitely be included.
- There should be separate lanes for bikes on the Embarcadero sidewalk and regular speed calming devices, whether it is speed bumps or other. Currently there is no safe place for pedestrians to walk.
- Bike speed limit and "Yield to Pedestrian" signs should be posted.
- Motorized (electric) vehicles should be prohibited on sidewalks at all times.
- Northbound cars entering the Lefty O'Doul Bridge often cross over into the southbound left-turn lane (which gives southbound cars access into Terry Francois), into oncoming southbound traffic, to bypass traffic on the bridge. It's a head on collision waiting to happen!!