
Fw: Bay Trail Comments for BCDC April 6 DRB Meeting: Near- and Long-Term Projects at Fisherman's Wharf: Fisherman's Wharf Forward

From Tomerlin, Ashley@BCDC <ashley.tomerlin@bcdc.ca.gov>
Date Thu 4/2/2026 2:00 PM
To BCDC Public Comment <publiccomment@bcdc.ca.gov>

Please include this in public comment for item 4: Near- and long-term projects at Fisherman's Wharf. Thanks!

Ashley Tomerlin
San Francisco Bay Conservation & Development Commission
Bay Development Design Analyst
415.352.3657

Upcoming out of office April 23-27

From: Nicola Szibbo <nszibbo@bayareametro.gov>
Sent: Thursday, April 2, 2026 1:32 PM
To: Dorfman, Benjamin@BCDC <benjamin.dorfman@bcdc.ca.gov>; Tomerlin, Ashley@BCDC <ashley.tomerlin@bcdc.ca.gov>
Cc: Toshi Shepard-Ohta <tshepard-ohta@bayareametro.gov>
Subject: Bay Trail Comments for BCDC April 6 DRB Meeting: Near- and Long-Term Projects at Fisherman's Wharf: Fisherman's Wharf Forward

WARNING: This message is from an external source. Verify the sender and exercise caution when clicking links or opening attachments.

Ben & Ashley:

Thank you for the opportunity to provide comments for BCDC's April 6th DRB meeting.

We are providing the following comments on behalf of the Bay Trail and Active Transportation Team at MTC/ABAG for the DRB review of the Near- and Long-Term Projects at Fisherman's Wharf specific to the Fisherman's Wharf Forward Project. Please provide copies to the project sponsors and the DRB.

Since the project is at a planning and conceptual design stage, our comments are focused on high-level planning and coordination opportunities to create a Bay Trail facility that closely meets the Bay Trail vision for a shoreline trail.

- 1. High-Priority Bay Trail Gap/Bay Trail Gap Closure Implementation Plan (BTGCIP):** According to the [Bay Trail Gap Closure Implementation Plan \(BTGCIP\)](#), the project site for both Near-and-Long-Term projects contains designated Bay Trail, specifically Bay Trail Gap 1005.0, which is currently ranked as a high-priority gap for implementation at 14 out of 146 gaps in the entire Bay Trail in the region, and the fourth

most important gap in the county for implementation. Of particular concern is the connection of existing Bay Trail at Pier 45 from Taylor Street down to Jefferson Street and making the connection on Jefferson Street over to Aquatic Park. No mention of Bay Trail circulation or Bay Trail public access is mentioned in the Port Exhibits or the staff report. Port of San Francisco Exhibit 4 acknowledges the SFMTA green bike network but there is a clear gap on the exhibit between Aquatic Park and the planned triangle lot concept and enhanced Pier 45, leaving no plan for bicycle access. We request that the project sponsors complete the 1005 gap or complete it in coordination and partnership with an active transportation implementation agency such as SFMTA.

2. **SFMTA Biking and Rolling Plan (2025), Stakeholder Coordination and Bay Trail Connectivity:** The [SFMTA Biking and Rolling Plan](#) states that SFMTA intends to partner with the Fisherman's Wharf CBD and the Port to upgrade Jefferson Street as a flexible event space and bikeway. The Port/project sponsor should coordinate with key stakeholders such as SFMTA and Bay Trail/Active Transportation Team at MTC/ABAG to discuss the opportunities for Bay Trail design and implementation. Coordination meetings would ensure that the Bay Trail is comprehensive and maximizes the shoreline experience. It would also ensure that any proposed implementation maintains connectivity with the overall Bay Trail system between Pier 45 and Aquatic Park.
3. **Public Realm Improvements & Amenities:** There are a variety of trail support facilities that should also be included to enhance this shoreline area. Please consider the need for seating areas, receptacles, drinking fountains and water bottle filling stations, bicycle racks and repair stations, public art, specific elements to support fishing, and others as needed. These Bay Trail amenities should be delineated on all exhibits.
4. **Pedestrian and Bicycle Priority Zones:** The Bay Trail facility should be continuous, uninterrupted along the shoreline and separated from vehicular traffic. The circulation plan currently details tour bus movements along Little Embarcadero and the Triangle Lot Site Concept (Port of San Francisco Exhibit 8) includes a bisecting vehicular access road that reaches up to Taylor Street that could potentially interrupt and impede Bay Trail access. The Plan should detail how contiguous bicycle-pedestrian circulation is maintained, including any permanent or temporary bollards.
5. **Interpretative and Wayfinding Signage:** Bay Trail wayfinding signage should be notated on all Exhibits. Please see the [Bay Trail Design Guidelines & Toolkit 2.0](#) for more information.
6. **Events, Capacity & Width:** As the improvements are currently proposed, there will be significant events on site that will attract large numbers of people and be in high demand. The event spaces and circulation throughout the project site during events should be designed and operated in a manner where it complements rather than impacts any proposed Bay Trail alignments. While a Bay Trail gap closure along the parameters of the Project provides an opportunity to facilitate bicycle and walking to events, it is also critical to design any Bay Trail in the area with sufficient capacity to ensure that the Bay Trail will be able to accommodate both event attendees and general public access and Bay Trail users that are not attending the events.

The proposed improvements will be a high use and high demand public shoreline and trail area. As such, we request that the DRB consider the width needed for the proposed Bay Trail considering the level of demand that will be created by the proposed public space, retail, museum, special event, visitor center, and beverage garden uses as well as expected future levels of use in the area. We request a 20 to 30-foot-wide Bay Trail corridor with additional trail width to be considered based on the need for greater

capacity to accommodate the expected level of use of the Bay Trail in the future. The new uses will draw many new users to this shoreline area, and it is necessary to plan for this increase.

We appreciate the opportunity to provide comments on this project and look forward to our continued partnership with BCDC and the Port of San Francisco in completing a Bay Trail system that meets the Bay Trail vision of a shoreline trail as an active transportation and recreational opportunity for bicyclists and pedestrians.

Please let us know if you have any questions regarding our comments.

Sincerely,

Nicola Szibbo, MCP, PhD

Principal Engineer/Program Manager, Active Transportation
she/her/hers

Work Cell:415-490-8554

nszibbo@bayareametro.gov

BAY AREA METRO | BayAreaMetro.gov

Association of Bay Area Governments

Metropolitan Transportation Commission

Bay Area Metro Center | 375 Beale Street | Suite 800

San Francisco, CA 94105

My working hours may not be your working hours. Please don't feel the need to respond outside of your working hours.