



SFMTA
Municipal
Transportation
Agency

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August 12, 2014

**The Honorable Cynthia Ming-mei Lee
Presiding Judge, Superior Court of California, County of San Francisco
400 McAllister Street
San Francisco, CA 94102**

Subject: SFMTA response to Civil Grand Jury Report “The Port of San Francisco Caught Between Public Trust and Private Dollars,” dated June 2014

Dear Judge Lee:

Please find enclosed for your review the San Francisco Municipal Transportation Agency’s response to the above named Civil Grand Jury Report. We appreciate the time and effort of the Civil Grand Jury in researching and issuing this report.

The SFMTA has long been engaged in waterfront transportation planning. In 2011-2012, the SFMTA led more than 250 meetings and workshops on waterfront transportation needs and future planning in preparation for the America’s Cup. This process was followed by the initiation of the Waterfront Transportation Assessment (the “Assessment”) in 2012, in which the SFMTA led multiple city departments, the Port and regional transportation agencies in an extensive, transparent and on-going, community-based process that identifies transportation strategies based on technical and community feedback to improve transportation services along the waterfront as the area develops.

We are concerned that there is no reference to the Assessment or to SFMTA’s detailed discussion with members of the Civil Grand Jury on February 25, 2014. A tremendous amount of transportation planning has occurred throughout the waterfront transportation network since the Assessment was launched in 2012.

We sincerely hope that our attached response will provide clarification to the Civil Grand Jury regarding the SFMTA’s and the Port’s cooperative efforts in addressing transportation along the waterfront in a time of growth and change. Additional information and documentation about the Waterfront Transportation Assessment can be found on SFMTA’s website at <http://www.sfmta.com/projects-planning/projects/waterfront-transportation-assessment-0>.

If you have any questions or require further information please call me at 701.4720 or Peter Albert, Manager of SFMTA Urban Planning Initiatives, at 701-4328.

Sincerely,

**Edward D. Reiskin
Director of Transportation**

Enclosure

cc: Monique Moyer, Executive Director, Port of San Francisco

Finding 5:

Further development along the waterfront will add new transportation requirements. Transportation along the waterfront does not meet current needs. Portions of the Embarcadero are closed during cruise ship arrivals and events at AT&T Park. Emergency vehicles sometimes use the light rail right of way to circumvent traffic even when there is no major activity on the Embarcadero. San Francisco Municipal Transportation Agency master plan does not directly address development on Port lands.

Wholly Disagree: While SFMTA acknowledges that future growth along the waterfront will add new demands on the transportation network, SFMTA wholly disagrees with the statements that transportation along the waterfront does not meet current needs and that SFMTA is not addressing development on Port lands.

While the waterfront transportation network does at times experience service challenges, especially during the AM and PM peak periods, the SFMTA meets that challenge every day by serving thousands of trips by transit, bicycle, pedestrian, paratransit, taxi and auto. In planning for all local transportation modes and parking throughout the waterfront transportation network, within a very dense urban environment that has limited capacity on its streets, SFMTA transportation planners must strive to be as efficient and resourceful in the use of space as possible, resulting in coordinating actions such as allowing emergency vehicles to use the exclusive transit right of ways on the Embarcadero, redirecting traffic around cruise ship arrivals, or adding supplemental Muni services during large events.

With regard to the statement “San Francisco Municipal Transportation Agency master plan does not directly address development on Port lands,” it is important to note that SFMTA does not, per se, maintain a “master plan” for the San Francisco transportation network. As standard practice, the Agency works internally with Agency divisions, and externally with city departments, the Port, regional transportation agencies (e.g. BART, Caltrain, WETA), and community stakeholders to coordinate their transportation plans with planned growth throughout the city. These include the *San Francisco General Plan*, the *San Francisco Countywide Transportation Plan*, and the *Waterfront Land Use Plan*, maintained respectively by the San Francisco Planning Department, the San Francisco County Transportation Authority and the Port. With regard to coordinating transportation planning with development on Port lands, over the past two years, the SFTMA has been working directly with the Port, other public agencies (e.g., Planning, Office of Economic and Workforce Development, Office of Community Infrastructure and Investment, BART, Caltrain, WETA), project sponsors and community stakeholders on the Waterfront Transportation Assessment (the “Assessment”) to identify needs and develop concepts for transportation improvements that specifically focus on areas of future development on Port properties, including Seawall Lot 337 and Pier 70. Phase 1 of the Assessment was completed in late 2013, and resulted in several dozen transportation strategies that may be enlisted to supplement current services, to advance planned services, and/or to support the transportation demands of future developments on both city and Port properties. The referenced transportation strategies are located

at:

(http://www.sfmta.com/sites/default/files/projects/131107_Posted%20DRAFT_Matrix%20wNarrative.pdf).

Phase 2 of the *Waterfront Transportation Assessment* will take shape as Port property development proposals are refined over the next several years, and will help to move

“transportation strategies” into “transportation solutions” that will accompany those projects.

More information can be found at the Waterfront Transportation Assessment website:
<http://www.sfmta.com/projects-planning/projects/waterfront-transportation-assessment-0>.

Recommendation 5:

SFMTA should incorporate current and future transit needs, taking into consideration not only increased capacity requirements from individual projects, but the cumulative effect of multiple projects added to existing passenger loads. SFMTA must address reliability and increased capacity that will be required for all modes of transportation, especially the T-Line and motor coach lines connecting to the Pier 70 site. The VETAG system should be maintained to operate at maximum efficiency.

Recommendation Implemented: All SFMTA transportation planning is premised on current and future transportation needs in San Francisco for all modes.

The Waterfront Transportation Assessment (the “Assessment”) was scoped to evaluate the current and planned transportation network (the transportation “pipeline”) in the face of cumulative future development through 2040. The guiding principles of the Assessment have been “capacity, safety, reliability and flexibility,” and were established by SFMTA in coordination with the Port, other city departments and regional transit providers, with oversight by community stakeholders.

The Assessment was structured around three major development proposals on Port properties: the Warriors Arena at Piers 30-32 and SWL 330 (now relocated to non-Port property in Mission Bay), SWL 337 - the Giants Mission Rock, and Pier 70 (Forest City). The SFMTA and the Waterfront Transportation Assessment have worked closely with the Port, Environmental Planning and OEWD to ensure that project transportation management plans were being conceived of in a framework of the comprehensive waterfront transportation network, along with growth anticipated through 2040. In light of the status of these major proposals, this work must be on-going to inform, and be informed, by the development proposals as they advance. Though no longer on Port property, the Warriors Arena in Mission Bay is the most active project that will impact the waterfront transportation network, and SFMTA continues to closely track and coordinate its transportation plans.

The Waterfront Transportation Assessment is anticipated to continue into early 2015, and will not only help the city and SFMTA in evaluating, prioritizing, planning and funding for transportation investments along key waterfront corridors such as Third Street, and it will also help to inform improvements related to development proposals along the waterfront, on both city and Port-owned properties, such as Pier 70, as their own transportation plans are developed and/or mitigations identified.

In addition to the Waterfront Transportation Assessment, the following are several of many examples of major transportation capacity and service improvements that are currently under way and that will increase safety, capacity, reliability and flexibility for all modes:

- “Muni Forward”, SFMTA’s multi-year short range plan to expand and improve service, which includes a 12% service increase, transit-only lanes, a complete replacement of

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Muni's rail and bus fleet, and engineering tools such as VETAG (signal priority) to allow for better management and transit priority throughout the city;

- The 2014 SFMTA Fleet Management Plan, which details the addition of 40 LRVs to the Muni system (including the T Third) by 2021, 424 40' and 60' motor coaches, and 100 trolley coaches by 2018;
- Central Subway, which is served by the T Third and is anticipated to carry 65,000 riders by 2030;
- 16th Street Multimodal Corridor, which will extend the Muni Rapid Network 22-Fillmore to Mission Bay along separated, transit-only lanes.
- Embarcadero Enhancement Project that will include a recommended design for the Embarcadero Bikeway to be completed by Fall 2015.