

Member, Board of Supervisors
District 10



City and County of San Francisco

SOPHIE MAXWELL
蘇菲妮亞(蘇菲)·馬克斯韋爾

F 10 1400

October 18, 2002

Ms. Charlene Haught Johnson
President, Board of Directors
San Francisco Bay Area
Water Transit Authority
120 Broadway
San Francisco, CA 94111

Re: WTA Implementation & Operating Plan

Dear Ms Johnson:

After many years, my constituents, who include the residents of the Bayview-Hunters Point (BVHP) community, are well on their way to helping to clean-up and create a new vibrant development at the former Hunters Point Shipyard (Shipyard). When completed, the new Shipyard will house 5000 residents, employ 10,000 workers, provide cultural and retail services including an unique and distinctive African Festival Marketplace which reflects San Francisco's rich cultural diversity and contains extensive parks and open space, all along the edge of the Bay. To meet these goals, I strongly believe that the BVHP community will need to have good transportation connections to overcome its geographical isolation and limited roadway access. Water transit is an essential element of the new Shipyard. Indeed, my work with the City and the designated developer Lennar/BVHP, as well as, the community at large, has anticipated a new ferry terminal, which will serve this need. I envision a system through which residents could travel to work along San Francisco's waterfront and to East Bay points, and workers and tourists from around the Bay could easily get to the Shipyard and the surrounding community.

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I was dismayed to learn that the Shipyard has not obtained the priority treatment by the WTA that we believe it deserves.

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From a planning point of view, the Shipyard is part of the Bay Area's "smart growth" initiative – sustainable in-fill development in an existing urban area. It goes without saying that the BVHP community has been economically disadvantaged. Thus, an initiative to provide water transit service to the Shipyard would help the Water Transit

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October 18, 2002

Authority (WTA) conform to the US Department of Transportation's "Environmental Justice" policies. Further, the Shipyard provides an ideal facility to address disaster preparedness, including helping to protect the well being of BVHP community residents in the event of a disaster. This site could also provide for a potential Park-N-Ride facility, reducing congestion on already crowded roadways, thus reducing the impacts of poor air quality in an already disadvantaged community. Finally, as a former Navy shipyard containing extensive equipment for maintenance of watercraft such as ferryboats, the WTA should encourage the construction and repair of new ferryboats at the Shipyard. This would create an economic and job stimulus in an area which is currently economically challenged.

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I believe that your consideration of the Shipyard as a terminal location, will ideally meet the "Need Statement" that you have described in your environmental document: its use will reduce congestion; reduce transbay automobile trips; provide a relief point for accidents and natural disasters; and, increase transportation options for travelers. More specifically, in the BVHP community, it will provide transportation options for a low income minority community.

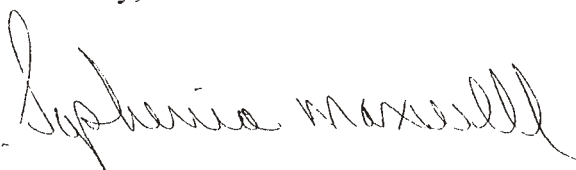
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I strongly recommend that you consider the Hunters Point Shipyard as a first priority implementation project for the San Francisco Bay Area Water Transit Authority.

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I am available to discuss my concerns at your convenience

Sincerely,



Sopheria Maxwell



EIR 141

October 24, 2002

Ms. Charlene Haught Johnson
President, Board of Directors
San Francisco Bay Area
Water Transit Authority
120 Broadway
San Francisco, CA 94111

Re: WTA Implementation & Operation Plan

Dear Ms Johnson:

It has been brought to my attention that the Hunters Point Naval Shipyard, located along San Francisco's southeastern waterfront, is not recommended for inclusion in the WTA ferry system as a location for a New Route. I think there are some compelling reasons that merit that the Hunters Point Shipyard receives further study in the WTA's Implementation and Operations Plan.

Over the last several years, the Bayview Hunters Point community and City officials have worked to create a Redevelopment Plan that will breathe new life to the 500-acre former Shipyard and stimulate much needed economic development for the community. I am pleased to announce that our hard work is beginning to bear fruit. As currently envisioned, the Shipyard redevelopment effort will result in at least 5,000 new residents and provide commercial and retail services employing 10,000 people, right at the water's edge. Environmental review for the Redevelopment Plan and the transfer of property from the federal government is complete and we anticipate that construction of this new community will begin as early as 2004. As such, I believe the Shipyard is a natural fit for inclusion in the WTA's plan for new terminals and routes.

The City of San Francisco is committed to making the Shipyard and the wider Bayview Hunters Point neighborhood a model for 21st century "smart growth." Accordingly, we've made a \$500 million investment in developing the new 3rd Street Light Rail system, which will connect the Southeast sector to downtown San Francisco. As part of the Shipyard redevelopment effort, we intend to create new transit opportunities by increasing Muni service between the Shipyard and Light Rail stops. In addition, we will be extending the Bay Trail into the Shipyard and making other improvements that will create new pedestrian and bicycle connections between the Shipyard and other parts of the City and region.

Along with these transit improvements, the City has already received a \$9.4 million federal grant to design a new bridge connecting the Shipyard to Candlestick Point and the 101 Freeway. With the planned Stadium/mall complex at Candlestick Point likely to generate a significant increase in ridership demand to the area, a Terminal and appropriately-sized park-and-ride facility at the Shipyard would help to significantly reduce congestion on the Bay Area's already congested roadways.

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In addition, as a former Naval facility with extensive maritime infrastructure, I believe the Shipyard also has the potential to serve as a location for ferryboat construction and repair. The Shipyard would also be an good location for a disaster preparedness and emergency response facility serving Southeast San Francisco as well as residents of the South Bay.

For the last 150 years, San Francisco has been the hub of Bay ferry service and we remain committed to this important form of public transportation. San Francisco has also shown a strong commitment to transit-oriented development, the Shipyard being a prime example.

In summary, I urge you to raise the profile of the Shipyard in the WTA's Implementation and Operations Plan and to carefully consider our plans for the Shipyard and adjacent areas in analyzing at future demand for ferry service at this location. I've directed staff in the Mayor's Office of Economic Development to work with the WTA in this effort so that we can ensure that the Hunters Point Shipyard is given the highest possible priority.

Sincerely,



Mayor Willie L. Brown, Jr.



October 22,2002

EIR 142

**Water Transit Authority
120 Broadway
San Francisco, Ca. 94111**

Re: Draft IOP and Program EIR

To Whom It may Concern,

Thank you for all the hard work that went into the draft EIR for expansion of ferry transit service in the S.F. Bay area.

My husband and I strongly support expansion of an environmentally sound ferry service in the East Bay.

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After the '89 earthquake, we depended upon and were happy to use the ferry service to Berkeley for our daily trips from S.F. It was a wonderful, relaxing experience and we regret that the service ended.

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At that time, we were new to California, having lived all our lives in N.Y. We felt fortunate to be in this beautiful area, and were grateful for the ferry system that allowed us to fully enjoy this necessary daily excursion.

Sincerely,

Helen B. Canin

**Helen B. Canin
201 University Avenue
Berkeley, Ca. 94710**

October 22, 2002

**Dennis Fay
Alameda CMA
1333 Broadway, Ste 220
Oakland, Ca. 94612**

Re: Proposed Bridge Toll Increase for new Ferry Service

Dear Mr. Fay,

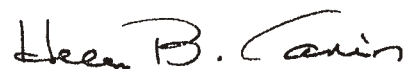
After the '89 earthquake, my husband and I depended upon, and were happy to use the ferry every day to come to Berkeley from S.F. It was a wonderful, relaxing experience and we regret that the service ended.

We strongly support expansion of an environmentally sound ferry service in the East Bay.

The S.F. Bay Area Water Transit Authority is now developing a plan to expand ferry service in the Bay area.

We support the \$1.00 bridge toll increase, conditional on the Bridge Toll Advisory Committee including ferries in their priority list of projects for Alameda County.

Thank you for your consideration.



**Helen B. Canin
201 University Ave.
Berkeley, Ca. 94710**

**Cc: Sen. Don Perata
S.F. Bay Area Water Transit Authority**

(EIR 143)
10/12/02

Dear Mr. Castleberry -

I am writing to comment on the draft
IOP and EIR regarding "Expansion of Ferry Transit
Service in the S.F. Bay Area."

I oppose both proposed sites for a ferry
terminal due to adverse impacts to birds in
Eastshore State Park Area. At the Gillman St
site, the large number of birds in the area
would suffer due to dredging, ferry traffic
and automobile traffic.


The Port Sonoma site would have
non-mitigable impacts on the endangered
Clapper Rail and all other water birds.
A ferry terminal at a large tidal marsh is
inappropriate. Ferry wakes prevent nesting.

Even small recreational craft should
be prohibited. Ferries are out of the question.

Ferry impacts to rafting ducks has not
been adequately evaluated and are obviously
harmful. Please don't approve the DEIR.

Thank you

Sincerely,
Myra Uvang

 Ms. Myra Uvang
192 Seal Rock Dr. Apt. 2
San Francisco, CA 94121-1454

Tristan Bettencourt

From: keithstahnke@cs.com
Sent: Friday, October 25, 2002 9:03 AM
To: email@watertransit.org
Subject: IOP Comments

FIR 144

Below is the result of your feedback form. It was submitted by (keithstahnke@cs.com) on Friday, October 25, 2002 at 09:03:09

email: keithstahnke@cs.com

Name: Keith Stahnke

IOP_Comments: Water Transit Authority
Dear Madam, Sirs

The operational issues for high-speed passenger vessels are unique and very different from ships or conventional ferries. The captains that operate these vessels on San Francisco Bay must be included in navigational and safety planing. The already excellent safety record can be improved and the captain's experience can be used to develop plans that will work in the real world. The captains are an obvious stakeholder but have not been consulted or surveyed by the WTA. Everyone agrees that safety is the top issue and it only makes sense to use the people that are out there everyday. It is in all of our best interest to make sure that the WTA creates the best transit system in the nation

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Sincerely,
Keith Stahnke
Senior Captain Blue & Gold Fleet

SUBMIT: SEND COMMENTS