

**From:** [Kate Aufhauser](#)  
**To:** [Albert, Peter \(MTA\)](#)  
**Cc:** [Clarke Miller \(CMiller@stradasf.com\)](#)  
**Subject:** RE: Information Update - Location has changed: TAC Meeting - Embarcadero-Montgomery Capacity Implementation Plan  
**Date:** Thursday, June 04, 2015 10:47:15 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Thanks for the update, Peter. I do recall this now – I believe Ben Draa out of my office was most involved. Thanks for bringing it back to our attention!

Kate

**Kate Aufhauser**

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**From:** Albert, Peter [mailto:Peter.Albert@sfmta.com]  
**Sent:** Friday, May 29, 2015 6:45 PM  
**To:** Kate Aufhauser  
**Cc:** Clarke Miller (CMiller@stradasf.com)  
**Subject:** RE: Information Update - Location has changed: TAC Meeting - Embarcadero-Montgomery Capacity Implementation Plan

No, I should have been more clear: the Warriors and Giants each contributed \$5K to this study, so as financial partners, both should be kept advised of the study's progress.

The main concern of this study is to anticipate when Embarcadero Station gets so crowded that BART shuts it down and has trains bypass Embarcadero to go to Montgomery. That's only happened a few times in history, but to the community – and to regular commuters -- it's understandably a big concern, especially for nights when both the Giants and Warriors might both have a game.

This study was to look at ways to expand capacity so the station can function better. The study quickly got into the "Big Picture" – with a 25-year plan to excavate the station and creating new platforms that cost over \$500m.

That's fine for 2040, but we wanted to know what BART could do in 5 years for \$5m. The answers are interesting, and more affordable:

- adding extra escalators and elevators to whisk people more quickly off the platforms and up to the mezzanine before the next train pulls up,
- building platform doors (like the glass doors at SFO) that keep people on crowded platforms from falling into the trackbed while waiting for a train, and
- (for very big special events) adding extra station agents who can allow people

getting off BART to make a short-cut and go straight to Muni. This means people transferring no longer have to go all the way upstairs, exit BART, and then back down to enter Muni. This shortcut idea gets at the problem of forcing people who just want to transfer to mix with the already-crowded exit fare gates and escalators.

On July 9, I'm attending to keeping the study on track by not letting these near-term, lower-cost ideas fall of the table. They are also popular with commuters and residents who might otherwise resent the big crowds of double events closing their station.

**Peter Albert**  
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**From:** Kate Aufhauser [<mailto:KAufhauser@warriors.com>]  
**Sent:** Friday, May 29, 2015 4:49 PM  
**To:** Albert, Peter  
**Subject:** RE: Information Update - Location has changed: TAC Meeting - Embarcadero-Montgomery Capacity Implementation Plan

Peter, I don't follow. Any chance you meant to send this to a different Kate?

Thanks.

**Kate Aufhauser**  
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**From:** Albert, Peter [<mailto:Peter.Albert@sfmta.com>]  
**Sent:** Thursday, May 28, 2015 6:49 PM  
**To:** [jknorpp@SFGIANTS.com](mailto:jknorpp@SFGIANTS.com); Fran Weld; Kate Aufhauser  
**Subject:** Fwd: Information Update - Location has changed: TAC Meeting - Embarcadero-Montgomery Capacity Implementation Plan

Kate, John, Fran:

I'll continue to keep my focus on this study on constructive, pragmatic "near-term" solutions that increase station platform capacity at Embarcadero BART. I also believe we should outline "Special Event" strategies that, with some private-public partnership, allow some extra

convenience and seamlessness for BART riders who are transferring to Muni and get bogged down by the indirect transfers of exiting and RE-entering fare gates when the extra challenge of dual events puts more pressure on both BART and Muni.

I'm happy to catch up with you separately on these if you'd like, but I'll be there July 9.

Cheers,

Peter Albert  
Manager, SFMTA Urban Planning Initiatives  
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Sent from my iPhone

Begin forwarded message:

**From:** "Albert, Peter" <[Peter.Albert@sfmta.com](mailto:Peter.Albert@sfmta.com)>  
**Date:** May 28, 2015 at 6:42:40 PM PDT  
**To:** Duncan Watry/BART <[Duncan.Watry/BART@bart.gov](mailto:Duncan.Watry/BART@bart.gov)>  
**Cc:** "Van de Water, Adam" <[Adam.VandeWater@sfgov.org](mailto:Adam.VandeWater@sfgov.org)>, "Miller, Erin" <[Erin.Miller@sfmta.com](mailto:Erin.Miller@sfmta.com)>, Liz Brisson <[liz.brisson@sfcta.org](mailto:liz.brisson@sfcta.org)>, "Martin, Michael" <[Michael.Martin@sfgov.org](mailto:Michael.Martin@sfgov.org)>  
**Subject: Re: Information Update - Location has changed: TAC Meeting - Embarcadero-Montgomery Capacity Implementation Plan**

Thanks! Sure, I'd be glad to help.

So -- just to make sure I'm reading both invitations correctly:

- I'm looking forward to our meeting July 9 at 1:30 at AECOM, 300 Calif Street; and

- I can work to ensure a constructive conversational focus on near-term and Special-Events- focused capacity improvements at BART, and

- I am certain this remains a priority concern for both the Warriors and the Giants, especially at Embarcadero.

Peter Albert  
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Sent from my iPhone

On May 27, 2015, at 3:06 PM, "Duncan Watry/BART"

<[Duncan\\_Watry/BART@bart.gov](mailto:Duncan_Watry/BART@bart.gov)> wrote:

<c150553.ics>

<meeting.ics>