



**SFMTA**  
Municipal  
Transportation  
Agency

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November 2, 2015

Tiffany Bohee

Executive Director, Office of Community Investment and Infrastructure 1 South Van Ness Avenue,  
Fifth Floor  
San Francisco, CA 94103

*RE: Mitigation Measures M-TR-6 and M-TR-13 for the Golden State Warriors Event Center & Mixed-Use  
Development at Mission Bay Blocks 29-32 (the Project)*

Dear Ms. Bohee:

As a follow up to the email dated October 29, 2105 I wanted to provide additional detail regarding SFMTA's ability to deliver services in response to Mitigation Measures M-TR-6: *Active Management of Pedestrian Flows at the Intersection of Third/ South*, and M-TR-13: *Enhanced Muni Transit Service during Overlapping Events*.

In the Project's Draft Supplemental Environmental Impact Report (DSEIR), Transportation Impact TR-6 found that the proposed project "could result in a substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility on the site and adjoining areas under Existing plus Project conditions without a SF Giants game at AT&T Park." Mitigation Measure M-TR-6 indicates that the Parking Control Officer(s) that will be stationed at South Street and Third Street as part of the Project's standard enforcement detail, will "implement strategies to allow pedestrians to cross the street safely" before, during, and after all events. Therefore, this measure would not result in additional cost above the existing Enforcement Operating Costs identified in the DSEIR

Transportation Impact TR-13 found that the proposed project "could result in a substantial increase in transit demand [along the Embarcadero] that could not be accommodated by adjacent Muni transit capacity such that significant adverse impacts to Muni transit service would occur under Existing plus Project conditions with an overlapping SF Giants evening game at AT&T Park." Mitigation Measure M-TR-13 indicates that Muni Metro service which currently supports events at AT&T Park will continue to be available, and that SFMTA will coordinate with the Ballpark/Mission Bay Transportation Coordinating Committee (TCC) to identify a service plan to ensure that Project-generated excess demand will be accommodated during overlapping events.

Finally, SFMTA does not expect the SFMTA operating budget to experience any adverse impact associated with changes to the Muni Special Events Transit Service Plan as a result of implementing M-TR-6 or M-TR-13.

Sincerely,

Sonali Bose  
Chief Financial Officer