

DEPARTMENT OF TRANSPORTATION

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November 2, 2015

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SCH# 2014112045

Mr. Brett Bollinger
Planning Department
City and County of San Francisco
1650 Mission Street, Suite 400
San Francisco, CA 94103

Event Center & Mixed-Use Development at Mission Bay Blocks 29-32 – Final Responses to Comments on Draft Subsequent Environmental Impact Report

Dear Mr. Bollinger:

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Our comments seek to promote the State's smart mobility goals that support a vibrant economy and build active communities rather than sprawl. We have reviewed the Final Response to Comments on the Draft Subsequent Environmental Impact Report (RTC) and have the following comments to offer. Please refer to Caltrans' comment letter dated July 20, 2015, on the Draft Subsequent Environmental Impact Report.

Reply to Response TR-2a

Caltrans notes that the RTC Document addresses turning traffic volumes under 2015 Existing Plus Convention Event and 2015 Existing Plus Basketball Game. Yet, traffic analysis under Basketball Game Only and Convention Only Conditions are not provided. As mentioned in Caltrans' previous letter, we recommend the report include traffic turning movement per study intersection under Basketball Game Only and Convention Only Conditions separately for complete comparison review purposes.

Reply to Response TR-2d

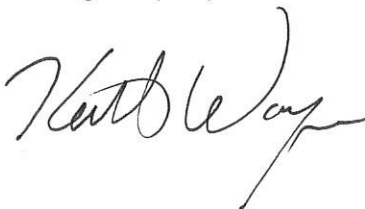
Caltrans notes that the RTC Document justifies lower traffic volumes under Basketball Game Conditions in Figure 15a than No Event Conditions in Figure 13a (SEIR, Appendix TR, pgs. TR-156, TR-152). The RTC Document states that the likely arrival of the basketball attendees would be one hour prior to the game. Peak hour traffic volumes under 2040 Cumulative Conditions is assumed during 4pm-6pm. The Document estimates cumulative arrival attendees is five percent during the 4pm-6pm. Thus, the underlying assumptions and methodology may continuously lead to inconsistent traffic patterns of five study intersections (Study Intersections #9 to #13) that

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surround the project site between Figure 15a and Figure 13a. For a conservative approach that resolves irregular traffic concerns expressed in our previous letter, Caltrans recommends the report include peak volume 2040 Cumulative Conditions during 6:30 to 7:30 pm as a worse scenario. The worse one-peak-hour cumulative arrival attendees during 6:30 to 7:30 would be 52% while worse one-peak-hour cumulative departure attendees during 9:30 to 10:30 pm would 70%.

Should you have any questions regarding this letter or require additional information, please contact Sherie George at (510) 286-5535 or sherie.george@dot.ca.gov.

Sincerely,



for

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse