From:	Van de Water, Adam (ECN)
To:	CPC-WarriorsAdmin
Subject:	FW: from matier sf/chronicle
Date:	Tuesday, June 23, 2015 4:35:24 PM

From: Matier, Phil [mailto:PMatier@sfchronicle.com]
Sent: Tuesday, June 23, 2015 9:38 AM
To: Van de Water, Adam (ECN)
Subject: from matier sf/chronicle

Could you or someone call to talk about possible mitigations ASAP? Thanks

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While most of the debate over the new Warriors' arena has centered around traffic and parking in the Mission Bay area — the real challenge may be elsewhere South of Market and even on the Bay Bridge.

According to the newly released environmental impact report, the prospect of thousands of fans and concert goers rolling in and out of Mission Bay for the 200-plus planned events each year will likely have "a significant impact'' on up to seven key South of Market intersections and even back up traffic on the Bay Bridge.

The report says the real problem will be on nights when the Warriors and the San Francisco Giants both have home games.

There will also be added traffic from the East Bay — much of it coming in during the already crowded evening commute — that could create "significant and unavoidable'' back ups on downtown freeway ramps at Fifth and Harrison and Fifth and Bryant Streets, bringing traffic to near stand-still levels, as well.

The report concludes that "no feasible mitigations are available" to physically ease the problem because there is no room to widen the freeway ramps or city streets.

City planners tell us they plans to counter the crunch by dispatching traffic control officers to the intersections — but as anyone who has already been caught in evening traffic knows, oft times the officers are not enough to keep cars moving.

And as the ramps back up, so will traffic on the Bay Bridge — which is also heavy during the late afternoons and on weekends.

The report does suggest a couple of "potential" solutions for the Bay Bridge backups, such as turning on the bridge's metering lights on the east end to slow traffic onto the span — or even increasing the price of bridge tolls during the crunch as a way to encourage public transit.

But taking mass transit to the arena could be a bit of a sport, as well.

For example, a BART rider coming in from the East Bay would be encouraged to hop off at at the Powell Street station, then walk underground to the new Central Subway Station at Union Square to take another 10-minute Muni Metro ride to the arena.

Or they could hop off at the Embarcadero, take the Muni line to line to near AT&T Park and join with Caltrain riders to either get on the Central Subway line or walk the three-quarters of a mile to the arena.