From: lubaw@lcwconsulting.com
To: Kate Aufhauser
Cc: Clarke Miller; Van de Water, Adam (MYR); Gavin, John (MYR); Reilly, Catherine (CII); Miller, Erin (MTA); Paul Mitchell; Chris Mitchell; Joyce Hsiao; Bollinger, Brett (CPC); Wise, Viktoriya (CPC); Kern, Chris (CPC); Brian Boxer (BBoxer@esassoc.com); Julie Kirschbaum; Albert, Peter (MTA); Lee, James (MTA); Grabarkiewctz, Christopher (MTA); Samii, Camron (MTA); Jefferis, Richard Scott; Flynn, Jeffrey; Nestor, John; Bob Grandy; David Carlock (david.carlock@machetegroup.com); Jose Farran
Subject: Re: GSW Event Center Pre-Event & Post-Event Bus Plan & Curb Designation Plans
Date: Thursday, November 13, 2014 5:59:29 AM

Hi Kate
Thank you for the clarification.
To the extent the plans themselves could be clarified, that would be the most useful.
We are looking forward to receiving the updated TMP.

Luba C. Wyznyckyj, AICP
LCW Consulting
3990 20th Street
San Francisco, CA 94114
(t) 415-252-7255
(c) 415-385-7031

On Nov 12, 2014, at 8:01 PM, Kate Aufhauser <KAufhauser@warriors.com> wrote:

Thanks for your comments, Luba. The Final TMP work currently in progress addresses a number of your questions below. I've included some answers for now in **red.** Hope this clarifies.

Kate Aufhauser Project Analyst
Golden State Warriors
Direct 510.986.5419
Cell 202.230.2642
1011 Broadway | Oakland, CA | 94607
<image001.png>

From: lubaw@lcwconsulting.com [mailto:lubaw@lcwconsulting.com]
Sent: Wednesday, November 12, 2014 9:34 AM
To: Clarke Miller
Cc: Adam VandeWater; Gavin, John (john.gavin@sfgov.org); Catherine Reilly (Catherine.Reilly@sfgov.org); Erin Miller; Paul Mitchell; Chris Mitchell; Joyce Hsiao; Brett Bollinger; Viktoriya Wise; Chris Kern (chris.kern@sfgov.org); Brian Boxer (BBoxer@esassoc.com); Julie Kirschbaum; Peter A Albert; Lee, James; Grabarkiewctz, Christopher P; Samii, Camron; Jefferis, Richard Scott; Flynn, Jeffrey; Nestor, John; Bob Grandy; Kate Aufhauser; David Carlock (david.carlock@machetegroup.com); Jose Farran
Subject: Re: GSW Event Center Pre-Event & Post-Event Bus Plan & Curb Designation Plans

Hi Clarke
Here are our comments on the Plans. These comments expand on those that we provided to you in October.

Pre-game

The plan should indicate where on-street parking would not be permitted in order to ensure that the curb is available for post-game operations, specifically on 16th and Illinois Streets. The TMP itself should indicate at what time the curb parking restrictions would be in effect.
To the extent that street parking is available during the pre-game period (approx. 2-hr arrival period for peak events like a Warriors game), we show it as such on the existing diagrams. The text of the TMP will indicate the hours for on-street curb parking areas, and the relative time (X hrs/minutes before end of event) at which curb parking restrictions will go into effect.

For pre-game , on South Street why permit on-street parking on the north curb between TFB and Third Street? Would drivers be making a u-turn? The plan doesn't indicate whether on-street parking is permitted on the north side of South Street west of the Alexandria garage.
Where on-street parking is not marked (from 450 South St. to Third St), please assume we do not plan to permit that activity. Under our current striping plans, the northernmost lane becomes a right turn lane onto Third St., instead of a curb parking lane, west of the 450 South St. driveway.
For neighbors parking on the north side of South St. between TFB and 450 South St., no u-turn would be required so long as they adhered to timing limitations that adequately clear the space before the South St./Third St. closure takes effect. Roving officers w/ the authority to tow cars may address any lingering vehicles between Bridgeview Way and 450 South, in particular.

For pre-game and post-game, on South Street what is the regulation between the TMA shuttle stop and project garage entrance? With the proposed increase in the number of parking spaces in the project garage, perhaps a queuing lane is warranted.
The TMA shuttle stop is limited to the space indicated by arrows on the plans, just in front of the office podium (west of 450 South St., across the street).
Pre-game: **The space between that loading zone and the garage driveway should be adequate for queuing, particularly because we expect over time event and retail visitors will learn it's easier to take the right off TFB than the left off Third to reach that driveway from downtown.**
Post-game: **No westbound cars would be entering the South St. garage during this period, due to the proposed closure between 45 South St. and Third St. Therefore, we don't anticipate any conflict between queuing vehicles and the TMA shuttle.**

The pre-game plan has a pedicab loading zone on Terry Francois Blvd, but wouldn't pedicabs wind up dropping off passengers on the west side of TFB in the general and paratransit loading zone?
In consultation with the SFBC, we assumed pedicabs would share the cycletrack that runs in both directions on the east side of TFB. We are meeting with pedicab operators next week to share these plans and can confirm their adequacy then.

<u>Post-game</u>

Is the black car loading for the entire segment of 16th Street? And if not, what is the regulation for the area west of where black car loading is indicated? Would black cars be arriving during post-game operations, or would they be a limited number of vehicles that would be stagin in this location during the game, and once they leave the curb is not used for active passenger loading.

The eastbound black car loading zone on 16th St. would stretch between Illinois St. and 16th St.; no other traffic would be able to access that segment of the street because of other proposed closures and turning limitations at the Illinois St./project garage intersection.

There is no way for cars to continue to arrive at that curb zone once the Illinois St. northbound closure (for the event shuttles) and 16th St. westbound closure (for all vehicles) take effect, so the black cars would have to be limited to those that had staged there earlier.

Convention Event Plans

We will also need to have a curb management plan for convention events. The plans would be different from a basketball game, as there would be more shuttle bus service (Moscone shuttles, not TMA) and no additional Muni service.

The Final TMP does include curb management and controls planning for "small events," particularly convention events. The plans as currently drafted show significant taxi, black car, and shuttle space, and standard bus and TMA stops (not Special Event staging). We will get these plans to you shortly.

No Event Conditions

Just a reminder that a baseline condition of the curb regulations on a day when no events occur is also needed in the TMP.

A "No Event" scenario is described in the Final TMP, which we'll get to you shortly.

General

Dimensions and/or number of vehicles accommodated should be provided on the plans.

The font size of the facilities on Terry Francois Boulevard is too small.

Thank you,
Luba

Luba C. Wyznyckyj, AICP
LCW Consulting
3990 20th Street
San Francisco, CA 94114
(t) 415-252-7255
(c) 415-385-7031

On Oct 16, 2014, at 1:47 PM, Clarke Miller <CMiller@stradasf.com> wrote:

City Team,
Thanks for the constructive conversation on Tuesday to resolve the peak event curb designations. Attached are the two diagrams depicting pre-event and post-event plans.
Let us know if there are any questions.
Clarke

Clarke Miller
Strada Investment Group
101 Mission Street, Suite 420 | San Francisco, CA 94105
Phone: 415.572.7640
Email: cmiller@stradasf.com

<StreetPlan_MariposatoMissionBay_PostGame.pdf><StreetPlan_MariposatoMissionBay_PreGame.pdf>