From:	lubaw@lcwconsulting.com
To:	Clarke Miller
Cc:	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; Kate Aufhauser (kaufhauser@warriors.com); David Carlock (david.carlock@machetegroup.com); Jose Farran
Subject:	Re: GSW Event Center Pre-Event & Post-Event Bus Plan & Curb Designation Plans
Date:	Wednesday, November 12, 2014 10:18:25 AM

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.

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.

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 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?

Post-game
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.

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.

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.

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

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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
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