



**UCSF Mission Bay Hospital Site**  
**For your information: TRAFFIC**

**Transportation Planning Principles:** Transportation planning for the UCSF Mission Bay hospital site is guided by several objectives, among them the need to meet functional requirements of hospital uses while respecting traffic patterns in adjoining neighborhoods, and doing so in the context of overall transportation planning for the Mission Bay area. The main transportation planning principles guiding the current site plan include:

- **Proposing development that would not result in greater traffic impacts** than would have been generated by uses previously planned for the site under the Mission Bay Commercial-Industrial (MBCI) zoning for the site, which would include office, retail, and research and development (R&D) uses
- **Directing traffic away from Mariposa Street** by providing a continuous open space with no vehicular curb cuts along the north side of the Mariposa blocks to minimize effects on residences in the Dogpatch neighborhood
- **Using Owens Street as the primary vehicular access** to the hospital site by locating the entrances and exits to parking and service facilities on Owens Street, thereby facilitating direct vehicular access to and from the I-280 freeway
- **Minimizing traffic conflicts on Third Street**, a major transit corridor, by minimizing vehicular curb cuts along Third Street, including a secondary emergency vehicle entrance/exit that restricts access to right turns in and out only
- **Minimizing traffic conflicts on 16<sup>th</sup> Street**, a designated bicycle route and a transit-preferential street
- **Using Fourth Street as a mixed-traffic street** that incorporates patient drop-off turnouts, shuttle stops, and traffic-calming features, consistent with the vision of City-approved plans to design Fourth Street as a pedestrian-friendly street with low traffic volumes

**Population:** The population of the project in Phase 1 and at buildout would be less than the population previously assumed for the site under the Mission Bay Commercial-Industrial (MBCI) zoning, estimated as follows:

<b>Population Group</b>	<b>Phase 1 289 Beds + 160,000 gsf ACC*</b>	<b>Buildout 550 Beds + 421,000 ACC*</b>	<b>MBCI Zoning</b>
Employees	780	1,870	5,000
Students	170	330	n/a
Patients / Visitors / Vendors	2,980	7,200	6,400 (**)
<b>TOTAL</b>	<b>3,930</b>	<b>9,400</b>	<b>11,400</b>

\*ACC = ambulatory care center

\*\* Includes business oriented visits (e.g., business meetings)

**Traffic Impacts:**

- Preliminary traffic analysis indicates that vehicular trips generated by the project in Phase 1 and at buildout would be less than vehicular trips previously assumed to be generated by the site under the Mission Bay Commercial-Industrial zoning and identified in the 1998 Mission Bay Subsequent Environmental Impact Report (SEIR), as follows:

Note: Information contained in these pages is subject to change as more information becomes available.

**Comments or Questions?** Please contact Barbara Bagot-Lopez, Associate Director of Community Relations, at (415) 476-8318, or by e-mail at [bblopez@cgr.ucsf.edu](mailto:bblopez@cgr.ucsf.edu).

<b>Vehicle Trips</b>	<b>Phase 1 289 Beds + 160,000 gsf ACC*</b>	<b>Buildout 550 Beds + 421,000 ACC*</b>	<b>MBCI Zoning</b>
Daily Vehicle Trips	3,670	8,360	12,740
PM Peak Hour Vehicle Trips	430	990	1,490

\*ACC = ambulatory care center

- As part of the approval of the 1998 Mission Bay Redevelopment Plan, traffic mitigation measures, among other improvement measures, adopted by the City and County of San Francisco are required to be implemented when warranted by traffic volumes.
- The preliminary traffic analysis for the hospital complex will be confirmed and analyzed in the upcoming project-level EIR for the Mission Bay hospital

**Urgent Care Center / Emergency Room Access:** The hospital would have an Urgent Care Center (same day appointments for non-emergency care) / Emergency Department primarily serving the Children’s Hospital. Preliminary estimates are that the Urgent Care Center / Emergency Department would receive about 4 visits per day by ground ambulance. At this time, vehicular access is planned as follows:

- Emergency vehicle entrance/exit on Third Street
- General public and emergency vehicle entrance/exit on Fourth Street
- Additionally, UCSF would work with the community to identify pre-designated siren shut-off points on surrounding streets and incorporate those restrictions into our contracts with ambulance providers.

**Parking:** Preliminary analysis indicates that there would be a peak parking demand for about 850 spaces in Phase 1 and about 1,965 spaces at buildout. These figures will require confirmation in the upcoming project-level EIR for the Mission Bay hospital project. The goal of the project is to accommodate all parking demand on site, and the specific ways in which this will be achieved (in surface lots and/or parking structures) will be identified as site planning evolves.

Before construction, UCSF would work with the contractor to develop a plan to accommodate parking needs of construction workers. It is anticipated that during Phase 1, construction worker parking could be accommodated on the site itself and at the Mission Bay campus. During Phase 2, some construction worker parking could be accommodated at the Mission Bay campus, but UCSF would need to investigate options for other temporary off-site parking facilities as well, such as any remaining undeveloped blocks on the UCSF campus or in the Mission Bay area

**Alternative Transportation:** To encourage employees and visitors to leave their cars at home and minimize traffic, parking, and air quality impacts, UCSF would continue its existing Transportation Demand Management (TDM) programs to promote shuttle services, ride-sharing, and bicycle programs.

- The UCSF shuttle system, which has a ridership of 2.2 million passenger trips annually, would be extended to serve the hospital site.
- UCSF’s current program allowing employees to purchase transit passes on a pre-tax basis would be available to employees at the Mission Bay hospital site.
- The Mission Bay hospital site is within walking distance of two public transit lines: the San Francisco Municipal Railway (Muni) Third Street Light Rail T-line and the 22 Fillmore bus line.
- Bicycle parking would be provided at the Mission Bay hospital site at a ratio of not less than one bicycle parking space for every 20 vehicular parking spaces.
- There is currently a CarShare pod at the Mission Bay campus. UCSF would investigate the expansion of CarShare (or other vehicle-sharing service) at the Mission Bay campus and at the Mission Bay hospital site.
- Prior to occupancy of the Mission Bay hospital, UCSF staff would be encouraged to participate in an online survey that would allow participants to receive a “match list” of others who share similar commutes, enabling them to more easily utilize carpools and vanpools.

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