UCSF Parnassus Heights
Re-envisioning Process

Community Working Group Meeting #2

October 24, 2018
Agenda

- Welcome, Introductions, Agenda Overview, and Review of Last Meeting (Barbara J. French, Vice Chancellor, Strategic Communications and University Relations, and Daniel Iacofano, CEO, MIG)

- Transportation and Mobility – Issues and Opportunities
  - UCSF Transportation Services: overview of operations and programs (Erick Villalobos, Director, and David Schachman, Finance and Business Operations Manager)
  - Future trends in transportation and mobility (Eric Womeldorff, Principal, Fehr & Peers)
  - City projects in the neighborhood and future plans (Daniel Sheeter, Transportation Planner, San Francisco MTA)

- Public Realm and Streetscape – Issues and Opportunities
  - Design concepts and considerations (Kate Howe, Project Manager, Perkins Eastman)

- Public Comment

- Next Steps
Transportation and Mobility – Issues and Opportunities
Mobility Challenges Raised by Neighbors
(via survey and working group meeting)

- Traffic congestion is increasing and is exacerbated by UCSF shuttles
- Lack of parking for UCSF staff, visitors and neighbors is a critical concern
- UCSF staff, students and visitors use on-street parking in the neighborhood, which limits parking for residents
- Unsafe conditions for pedestrians (e.g., crowded narrow sidewalks)
- Poor driver behavior, especially as shuttles speed through residential streets
- Unreliable and infrequent public transit
- Increased street usage with ride share and scooter programs
Vision for a New and Improved Campus

Working Group Feedback

- Ensure a smooth, multi-modal transportation network
- Enhance connectivity
- Continue pursuing TDM measures
- Consider a pedestrian flyover at Parnassus Avenue
- Implement traffic calming in accordance with Vision Zero
- Develop parking solutions
- Consider curb usage for deliveries and drop-offs
- Improve planning for how people access the campus
Vision for a New and Improved Campus

Neighborhood Survey Results

- Safe and **pedestrian-friendly streets** with improved traffic flow
- Better **lighting** and reduction of nighttime light pollution
- Improved **public transit**
- **Increased parking** for UCSF staff and students
- Improvements to **bike safety** and cyclist behavior, with separated bike lanes
- **Parnassus closed** to vehicle traffic two blocks on either side of campus
Transportation and Mobility – UCSF Transportation Services: Overview of Operations and Programs
UC San Francisco Transportation Services

- 185 FTE transportation professionals
- Robust parking, transit and TDM programs
- 2017: Recognized by “Best Workplace for Commuters” for offering commuter programs and services to change commuting habits to save time, money, stress and to improve employee recruitment and retention.
UCSF Parnassus Heights Mode Split

Between 2016-2017, the drive-alone rate at Parnassus Heights decreased from 27% to 22.6%

2017 UCSF Commute Survey Results: Comparision All vs. Parnassus Heights
UCSF Parnassus Heights Permit Parking Demand

- Demand for parking at Parnassus Heights has decreased and is not as acute as in prior years; however, demand still outweighs supply. We currently have approximately 500 employees on a combined wait-list for available parking (ACC garage and Surge/Woods) vs 1,300 employees in 2015.

- Established “G-Restricted” permit which can be rescinded with 90-days notice. Only allows parking for Parnassus—no reciprocity.

- Current public parking demand is down 15% - 20% due to Parnassus decant, with increased parking demand at Mission Bay.

- Parking data: constant review and utilization analysis conducted via automated POS reports, physical counts, permit database audits and annual commute survey.
Managing Transportation Impacts

July 2016 to July 2018

GOAL: Reduce Congestion on Parnassus Avenue

- In October 2017, UCSF launched mycommute.ucsf.edu, a portal to connect personnel with shuttles, vanpools, carpools and public transit
  - Platform to make informed choices to use alternative transportation and maintain or reduce single occupant vehicle trips—open to all
  - Digital signage in buildings provides real-time transit arrivals
- All-electric transit buses will start operating soon: zero emission, quiet, higher capacity, with the goal to reduce shuttle trips over time
- Additional Gold, Blue and Grey shuttles during peak periods to alleviate congestion and increase shuttle ridership
  - Parnassus shuttle ridership increased 1.19% (to 10.19% vs 9% in 2016)
- Encouraged monthly parking permit holders to convert to public transit by promoting the “D” parking permit, which allows employees who only drive occasionally to access parking one day per week
- Loading improvements to Central Receiving and IRM areas
Transit Operations

A fleet of 65 UCSF shuttles service 18 locations, removing 2,700 cars from the road each year and transporting about 2 million passengers.

• More than 100 operators; more than 600 shifts per week
• Monday – Friday, 4:30 a.m. to 1 a.m.
• Approximately 1 million miles driven annually
UCSF Shuttle Fleet

Approximately 65 Vehicles

- 16 passenger Zenith (all electric)
- 22 passenger Ford F450
- 27 passenger Chevrolet
- 30 passenger Internationals
- 40-45 All Electric BYD Transit buses
Programs to Promote, Foster Lower Drive-Alone Rates

- Single-occupancy vehicles down to 26.1% in 2017 from 30.2% in 2016 (aggregate)
- New electric bus arrivals, driver training, and initial deployment (higher passenger capacity, 40+)
- Metropolitan Transportation Commission Bay Bridge Forward Pilot ($750K) launched June 2018
- After hours on-demand (TNC) with Student Lyft (Guaranteed Ride-Home Program)
- Mycommute.ucsf.edu and communications plan roll-out
- Full suite of TDM offerings (biking, pretax savings program for commuting, car and bike share, micro-transit, etc.)
- Annual permit fee increases to reach market rates
Future Considerations for Parnassus Heights Parking, Transportation Services

Key elements and strategies to consider for the future of UCSF parking and transportation services at Parnassus Heights:

- Align with future re-design and land use for Parnassus Heights
- Maximize financial resources
- Align with local and system-wide sustainability goals
- Collaborate with other local employers, SF and regional partners
- Maintain strong intercampus transit network to support low drive alone rates
- Leverage emerging technologies to support new and dynamic commuting options
- Consider any future modification for PH parking supply contingent on future mode shifts to autonomous vehicles, on-demand services, micro-transit and improved mass transit
Transportation and Mobility – Future Trends in Transportation and Mobility
Trends

- Gasoline Prices
- GDP, Real Income Growth
- Household Formation
- Labor Force Participation
- Driving Age Population
- Licensing Regulations
- Non-Auto Mode Options
- Suburban & Urban Migration
- Congestion & Time Use
- Tele-Commuting
- Social Networking
- Internet Shopping
- Vehicle Ownership
- Goods & Services Delivery
- Autonomous Cars
- Shared Mobility Marketplace
New/Emerging Mobility
Transportation Network Companies (TNCs)
TNC Effects

What's Uber Displacing?

How people would travel if they weren't taking Uber or Lyft

60+ % of TNC Trips Are New Vehicle Trips

Source: University of California, Davis Institute of Transportation Studies
TNC Effects

Exhibit 1 | U.S. Public Transit Ridership (millions of rides per month, 12-mo trailing average, major metros)

- Early 2000s Downturn and 9/11: 2.5%
- Great Financial Crisis Effect: 3.3%
- Uber and Lyft launch carpooling: 4.6%

Sources: MetLife Investment Management, American Public Transportation Association
Note: Major metros include Boston, Chicago, Los Angeles, New York City, San Francisco, and Washington D.C.
Autonomous Vehicles (AVs)

**Levels of Autonomy**

- **Level 0**: No vehicle autonomy | Driver has control
- **Level 1**: Vehicle provides driver info/warnings | Driver has informed control
- **Level 2**: Vehicle integrates detection/response | Driver ready to take control
- **Level 3**: Vehicle fully autonomous | Driver takes control in emergency
- **Level 4**: Vehicle fully autonomous | Occupants do not need ability to drive
- **Level 5**: Vehicle fully autonomous in all roadway and environmental conditions
Autonomous Vehicles (AVs)

Potential Growth in Autonomous Vehicles as Percent of Vehicle Fleet

- Quarles & Kockelman (Conservative)
- Quarles & Kockelman (Moderate)
- Quarles & Kockelman (Aggressive)
- Litman (Conservative)
## AV Effects

### Potential Effects of AV on Vehicle Travel

<table>
<thead>
<tr>
<th>Increase</th>
<th>Decrease</th>
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<tbody>
<tr>
<td>1. Reduced travel time costs</td>
<td>1. Shared Vehicles</td>
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<tr>
<td>2. Improved access to vehicle travel</td>
<td>2. Improved access to transit</td>
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<tr>
<td>3. Reduced traffic congestion</td>
<td>3. Reduced vehicle travel</td>
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<tr>
<td>4. Shift from transit, biking, and/or walking</td>
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<td>5. Reduced costs</td>
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<td>6. Empty AV trips</td>
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<td>7. Sprawl</td>
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AV Tests
Vehicle Results

VEHICLES
RANGE OF RESULTS

AV model results

PRIVATE AV OWNERSHIP
50% SHARED AVs

-45%
-30%
-15%
0%
15%
30%
45%
60%

Vehicle Miles Traveled  Vehicle Trips  Average Vehicle Trip Length
AV Tests

Transit Results

![Graph showing range of results for different types of transit trips: Transit Trips, Bus Transit Trips, and Rail Transit Trips. The graph compares private AV ownership and 50% shared AVs.](image-url)
## AV Effects

### Research Findings: Chauffeur Experiment

(Harb et al., 2017)

- **13 San Francisco Bay Area subjects**  
  Cohorts: 4 Millennials, 4 Families, 5 Retirees

- **More auto travel**  
  - 76% increase in VMT  
  - 22% of increased VMT were ghost trips

- **Change in activity patterns**  
  - 94% increase in # longer trips (over 20 miles)  
  - 80% increase in # evening trips (after 6 pm)

- **Bimodal impact on miles walked**  
  - Half decreased (-28% on average), half increased (+49% on average)

- **Virtually no biking, transit, TNC use in the sample**  
  Consistent across cohorts
Parking Effects

Designing parking that allows for future conversion to new uses

84.51° Centre, Cincinnati, OH

Converting existing parking to new uses

Park Slope - 800 Union Street, New York, NY

12th E 13th St, New York, NY
Loading Effects
Autonomous Delivery Technologies

- Autonomous Drone
- Sidewalk Delivery Robot
- On-Street Robot
- Autonomous Vehicle
- Autonomous Trucking
Transportation and Mobility – City Projects in the Neighborhood and Future Plans
The SFMTA

$1.1 Billion
Annual Operating Budget

720,000 Muni rides daily
447 lane miles of bicycle paths, lanes and routes
1,212 signalized intersections

$3.6 Billion
5-Year Capital Improvement Program

200 million Muni rides each year
441,950 publicly available parking spaces
281,700 street signs

3.1 million hours of transit service annually
1,575 taxi medallions
~6,000 employees
SF Transit First Policy
Mode Shift Goal

Private Auto Trips: 43 Percent of Total Daily Trips

Estimated Mode Share by Years, compared to Goal

*Note: Variation from 50% goal is within the 3.5% margin for error
Multi-Modal City

- Muni carries 26% of all daily trips
- More than 52% of all trips to, from and within SF are made on transit
- Vision Zero commitment making bike and pedestrian network safer and more attractive
The 2017 Transportation Sector Climate Action Strategy provides a framework for the reduction of greenhouse gas emissions from the transportation sector and for building a more resilient transportation system in the face of climate impacts.

SF is aiming to shift 80% of trips to sustainable modes by 2030!
Muni Service Equity Strategy
Making Muni accessible to all
Vision Zero: The Problem

2017 High Injury Network

- 13% of the city’s street miles
- 75% of all severe and fatal injuries
- 77% of pedestrian severe and fatal injuries
- 71% of cyclist severe and fatal injuries
- 75% of vehicle severe and fatal injuries
- 61% of all transportation-related injuries
Vision Zero: The Solutions

- Education
- Enforcement
- Engineering
- Evaluation
Aligning Transit and Vision Zero
Bicycling in San Francisco

- 51% of SF residents enjoy biking. Just 15% do not.
- 1/3 residents can bike, but won’t in San Francisco.
- 7 in 10 people cite safety concerns as a major impact on their decision to bike.
- 59% believe that bike lanes and paths should be separated from cars.
- 55% don’t feel safe riding a bike near traffic.

People know what improvements are effective.
- 64% say physically separated bike lanes are effective
- 61% wanted clearer markings to better separate bikes and cars
- 60% want more green-painted bike lanes
Protected Bikeways
Neighborway Network

- Speed Humps
- Daylighting
- Traffic Diverters
- Traffic Circles
- Corner Bulb Outs
- Paint and Signs
Transportation Demand Management
Transportation Considerations in Land Use Projects
Parking
WHY DO WE ACCEPT EMERGING MOBILITY?

Office of Innovation
Curb Management
Discussion
Public Realm and Streetscape – Issues and Opportunities
Vision for a New and Improved Campus

Working Group Feedback

- Ensure great design: take advantage of the unique geography
- Capitalize on opportunities to de-carbonize
- Incorporate previously established Goals and Objectives and Planning Principles
- Identify areas of alignment and conflict with the Long Range Development Plan
- Incorporate iconic design
Vision for a New and Improved Campus

Neighborhood Survey Results

- Improvements to the streetscape and built environment
- Modern, state-of-the-art buildings to replace the old, deteriorating, concrete buildings
- A more unified, welcoming and vibrant appearance
- An architectural style similar to the modern look of the Mission Bay campus
- The protection of historical buildings to add to local character
- Improvements to the streetscape at Irving and Arguello
UCSF COMPREHENSIVE PARNASSUS HEIGHTS PLAN
AGENDA

• Campus Challenges and “Blue Sky”
• What is Public Realm?
• Public Realm Opportunities
  o A Vertical Campus
  o Connecting From Irving to Parnassus
  o A Campus “Heart”
  o Parnassus Ave as Main Street
• Discussion
CAMPUS CHALLENGES

- POWER
- SEISMIC
- RENOVATION SWING SPACE
- CLIMATE
- ACCESS + MOBILITY
- SCIENTIFIC ADVANCEMENTS
- RECRUITMENT
- QUALITY OF LIFE
UCSF WORKSHOP – BLUE SKY

- Opportunities and challenges of rejuvenating the campus in response to challenges.
- 90 participants from across the campus community brainstormed for several hours.
- Public Realm & Urban Design; Campus Life & Amenities; Education, Research, and Healthcare Convergence; and Mobility & Security.
WHAT IS PUBLIC REALM?

- **Form and character** of connections between places and buildings
- Context resulting from the **built environment** such as steps or terraces, enclosures, places of refuge or outlooks

Creating a successful public realm is the art of making safe, comfortable and inviting places for people, including the way these places look, function and feel.
PUBLIC REALM CHALLENGES

“\n It feels accidental, there’s a lack of gravitas.  
”

TODAY ...
• “It’s an intense place,”
• Walking through the buildings is like being in a tunnel
• There is no “there, there”.
• Much of the site does not take advantage of its natural setting; looks “chaotic” and feels “institutional.”
• The campus naturally lends itself to interactions between different people and disciplines. Everyone is in close proximity.
PUBLIC REALM OPPORTUNITIES

THERE IS A NEED TO ...

• Tell the story (walking tours, storyboards/plaques, a Science Gallery)
• Be more connected to the hillside, through light and views from within buildings
• Allow for more transparency
• Create the “heart” of the campus.
• Provide places and activities to heal and release stress
• Inspire confidence from the moment you arrive
• Be inspired ... “we are working on tomorrow’s care today”
• Create a sense of safety and identity
• Integrate public art as an “activator” that draws others in
• Create authentic places where campus life and neighborhood life can be integrated.
01 EXISTING CONDITION – A VERTICAL CAMPUS

CONNECTING PATHS

SAUNDERS COURT TO DOLBY REGENERATION BUILDING

VIEW FROM MEDICAL CENTER WAY

VIEW FROM THE MILLBERRY GARAGE
01 EXISTING CONDITION – A VERTICAL CAMPUS
01 OPPORTUNITY - A VERTICAL CAMPUS

A. Buildings connected at various levels: topography is an advantage and an opportunity for universal design?
B. Prominent, inviting trailheads into Mt. Sutro with clear wayfinding?
C. Green roofs and terraces?
D. Potential home to Sutro volunteer groups?
Case Study Terraces
High Line Park, NYC
Olympic Park, Seattle
Case Study

Bunker Hill Steps, Los Angeles
Case Study
Spanish Steps, Rome
Case Study
Urban Terraces and Overlooks

DOLBY REGENERATION MEDICINE ROOF GARDENS
HIGHLINE, NYC
FORD FOUNDATION, NYC
02 EXISTING CONDITION – IRVING STREET

ENTRY OFF OF IRVING

IRVING STREET TRANSIT STOP

CONNECTING IRVING TO PARNASSUS
02 OPPORTUNITY – CONNECTING FROM IRVING TO PARNASSUS

A. Enhanced entrance to campus?
B. Integrated transit: Muni, rideshare, drop-off, pick-up?
C. Improve facades and entries at parking garages?
D. Include neighborhood active uses?
Case Study Gateways

ROCHESTER, NY MAYO CLINIC

NYC NEW SCHOOL

ROCHESTER, NY MAYO CLINIC

SEATTLE HARBOR STEPS
Case Study_ Gateways
Magdelan College, Houston
Queensland University of Technology, AU
03 EXISTING CONDITION – SAUNDERS COURT
03 OPPORTUNITY - ENVISION A CAMPUS HEART

A NEW CAMPUS HEART?

Locate a campus core to create a next ‘postcard destination’ and develop a sense of place at Parnassus.

Programmatic intentions
- Socializing
- Listening
- Engaging
- Sharing
- Convening
- Connecting
- Entertaining

An indoor central place?

An outdoor convening space?

*Location is conceptual only.*
Case Study
Campus Heart

IT UNIVERSITY COPENHAGEN

RYERSON, TORONTO

UNIVERSITY OF CINCINNATI, OH
Case Study: Campus Heart
University of Cape Town, SA
04 EXISTING CONDITION – PARNASSUS STREETSCAPE
A. Improved parking garages and Garage Entries
B. Managed curb space, with easy pick-up and drop-off with an improved pedestrian experience
C. Prominent entry / drop-off for patients and first time users of the future hospital
D. Connection across Parnassus Ave, linking clinical activities
E. Locate non-critical parking and services off Parnassus Ave
F. Improve aesthetics for a coherent, unified street front on Parnassus Avenue
**PARNASSUS PRECEDENT EXAMPLES**

**AS SHARED IN MAY OF 2015 TO COMMUNITY**

- Enhanced pedestrian crossings
- Consolidated shuttle and muni stops
- Flexible use parking lane
- Enhanced social spaces
- Bulbouts
- Enhanced planting areas
- Enhanced lighting
DISCUSSION
THANK YOU
Public Comment
Next Steps
Next Steps

- Parnassus Heights campus tours with Community Working Group members
  - Dates to be determined, please look for a doodle poll
- Community Open House:
  - Monday, November 26, 2018
    Millberry Union
    6:30 p.m.
- Next meeting date:
  - Monday, December 10, 2018
    Millberry Union
    6:30 p.m.