LRDP
PROPOSED TRANSPORTATION PLAN
FOR MISSION BAY
Despite the proposed increase of 991,800 GSF and number of people, the Proposed Physical Plan will not increase the number of daily or PM peak hour vehicle trips beyond what was projected in the 1996 LRDP or 2002 LRDP Amendment.
OBJECTIVES

- Identify potential impacts of proposed plan on the transportation system in the vicinity of Mission Bay
- Develop and analyze transportation measures to mitigate significant impacts, if identified
## Entitlement

<table>
<thead>
<tr>
<th></th>
<th>Existing plus Building 25A</th>
<th>Remaining &amp; Proposed New Entitlement</th>
<th>Proposed Physical Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross square feet</td>
<td>2,186,300</td>
<td>1,455,500</td>
<td>3,641,800</td>
</tr>
<tr>
<td>Residential units</td>
<td>431</td>
<td>523</td>
<td>954</td>
</tr>
<tr>
<td>Daily staff and visitor population</td>
<td>6,740</td>
<td>5,310</td>
<td>12,050</td>
</tr>
<tr>
<td>Daily vehicles</td>
<td>3,980</td>
<td>2,560</td>
<td>6,540</td>
</tr>
<tr>
<td>PM peak hour vehicles</td>
<td>670</td>
<td>480</td>
<td>1,150</td>
</tr>
<tr>
<td>PM peak hour transit riders*</td>
<td>880</td>
<td>690</td>
<td>1,570</td>
</tr>
</tbody>
</table>

* Includes trips on UCSF and Transportation Management Association bus shuttle services
MODAL SPLIT

Private vehicle
Transit + Shuttles

% of Total Trips

1996 LRDP 2002 LRDP Amendment Existing Proposed Physical Plan

68% 64% 34% 45%

24% 26% 40% 31%
• 15 intersections
• Focused on weekday PM peak hour LOS* analysis
• Analysis Scenarios:
  – Existing
  – Proposed Physical Plan
  – Proposed Physical Plan with I-280 ramps improvements
  – Year 2040 Cumulative

* Level of service = quantitative measure of traffic congestion
Study Intersections

Existing Conditions

Level of Service Delays
A, B = Minimal (less than 20 seconds)
C, D = Tolerable (20 to 55 seconds)
E, F = Significant (over 55 seconds)
Proposed Physical Plan

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Proposed Physical Plan + I-280 Improvements

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ADJACENT PROJECTS

- **Land Use**
  - Eastern Neighborhoods
  - Central Corridor
  - Piers 30/32
  - MB South Residential
  - Kaiser Medical Office
  - Seawall Lot 337
  - Pier 70

- **Infrastructure**
  - Muni Transit Effectiveness Project
  - Caltrain electrification
Proposed Physical Plan + I-280 Improvements

Level of Service Delays
A,B = Minimal (less than 20 seconds)
C,D = Tolerable (20 to 55 seconds)
E,F = Significant (over 55 seconds)
• Expected traffic conditions are consistent with previous analyses conducted for Mission Bay
  – Mission Bay SEIR
  – UCSF 1996 LRDP and its amendments
• Intersections on King Street would operate at LOS E or F in the year 2040 even without UCSF’s proposed additional entitlement
## Transit Demand Weekday PM Peak Hour

<table>
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<tr>
<th>Service</th>
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<th>Remaining &amp; Proposed New Entitlement</th>
<th>Proposed Physical Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>UCSF Shuttle</td>
<td>455</td>
<td>390</td>
<td>845</td>
</tr>
<tr>
<td>Regional/Local Transit</td>
<td>425</td>
<td>300</td>
<td>725</td>
</tr>
<tr>
<td>Total</td>
<td>880</td>
<td>690</td>
<td>1,570</td>
</tr>
</tbody>
</table>
Shuttle Projections

UCSF is likely to require the following shuttle runs accessing Mission Bay to accommodate planned growth at the campus:

- 8 additional shuttle trips (6% increase over existing*) between 2015 and 2020 after the new Mission Bay Medical Center is operational and Moffitt Long Hospital has been fully back-filled
- Another 16 shuttle trips (9% increase over existing*) by 2035 with full development of the Mission Bay campus north of Sixteenth Street
- This translates into up to 4 additional Mission Bay shuttle vehicles in service at any time through 2035

*An additional 24 shuttle trips per day have been recommended for current operations to address peak period needs and a new policy to disallow standees.
COORDINATION WITH SAN FRANCISCO “CITY FAMILY”
Coordination with San Francisco “City Family”

• Information on emerging LRDP proposals is being shared with the San Francisco “City Family”

• Transportation analysis methodology and findings shared and discussed

• Infrastructure analysis also shared and discussed:
  – No upgrades to public infrastructure needed for stormwater, sanitary sewer, high pressure water, domestic water, reclaimed water, telecom, electricity and natural gas
  – City may require upgrades to pumps and breaker switches in Sewer Pump Station “P15” (immediately north of Diller Cancer Research Building). Discussions with San Francisco Public Utilities Commission underway.

• Working group to coordinate the preparation of UCSF’s LRDP Environmental Impact Report (EIR) with the City’s activities has been established and is meeting regularly
TOPICAL DISCUSSION GROUPS

A. LRDP/Mission Bay Urban Design
B. LRDP/Mission Bay Transportation