Traffic Presentation

- Planned Street Improvements in Approved 1999 Mission Bay South Plan
- Existing and Projected Levels of Service (LOS) at Surrounding Intersections
- Existing and Future Traffic Flows to and from Ball Park
- Alternative Solutions to Minimize Traffic on Minnesota Street
- Ambulance Service, Parking Access and Circulation (Anshen + Allen)
Mission Bay Land Use Plan
Planned Infrastructure Improvements in Mission Bay South Plan

Source: DPT
Mariposa Street
between 3rd and 4th Streets
looking west

existing 66' ROW

existing building

Hospital

10' SW

14' LANE

10' LANE

12' TURN

10' LANE

14' LANE

10' SW

20' LANDSCAPED SETBACK

80' ROW
4th Street
midblock between Mariposa
and 16th Streets, looking north
I-280/Mariposa Street Interchange Area
Existing Level of Service (LOS) 2003 (PM Peak)

Source: MB SEIR
Mission Bay Blocks 36-39 & x3

Peak Hour Vehicle Trips

- Mission Bay Plan 1998 City SEIR: 1280 (86%), 210 (14%)
- Medical Center 289 beds 160,000 ACC SF 2007: 430
- Medical Center 550 beds 421,000 ACC SF 2007: 990

Legend:
- Medical Center Trips
- Retail Trips
- Office/R&D Trips
Existing Traffic Flow from Ball Park

Future Traffic Flow from Ball Park

Source: DPT
Implications of Closing Fourth Street

• North/South traffic on Fourth Street would be diverted to Owens and Third Streets
  – Third Street between Sixteenth and Mariposa would require an additional southbound lane
  – Owens Street between Sixteenth and Mariposa would require two additional northbound and two additional southbound lanes (four lanes in each direction, for a total of eight lanes)

• The site would still require internal patient drop-off areas and vehicular access, essentially replacing Fourth Street with a private street

• There are other ways besides closing Fourth Street to control southbound traffic from entering the Dogpatch neighborhood
Connection of Fourth Street
To Minnesota Street

Mission Bay Plan

Option 1

Source: MB SEIR
Connection of Fourth Street
To Minnesota Street

Option 2

Option 3

Source: MB SEIR