

# California Pacific Medical Center Long Range Development Plan

## Transportation Overview



SAN FRANCISCO  
**PLANNING DEPARTMENT**

San Francisco Board of Supervisors

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# CPMC Transportation Planning Principles

1. Central, transit-accessible location
2. Accommodation of all modes in a balanced way
3. Accommodation of different users and types of trips
4. Minimization of impacts on the transportation network
5. Enhancements to existing Transportation Demand Management (TDM) Program

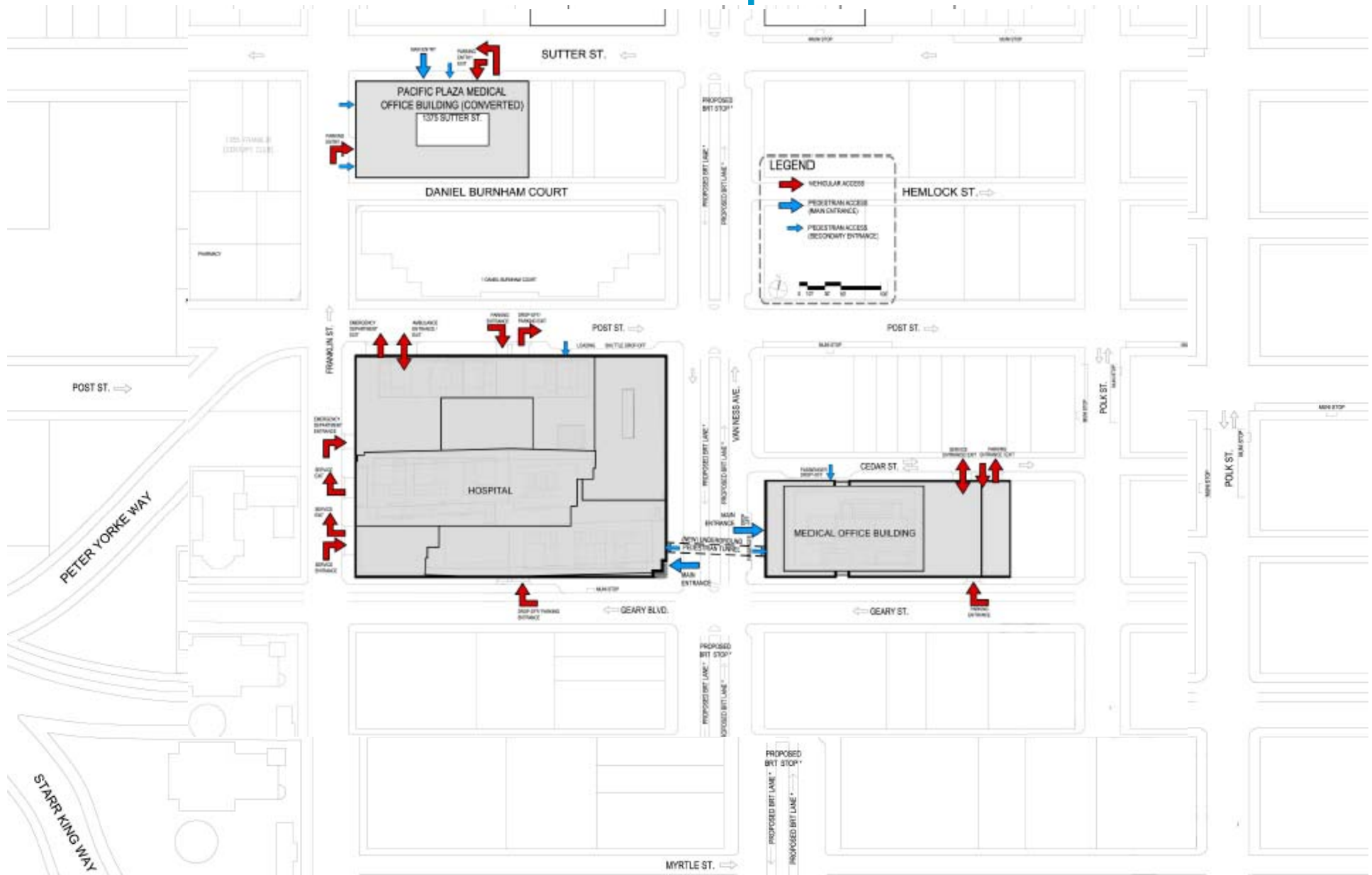


# Overview of the Presentation

- Circulation
- Methodology
- Impacts
  - Traffic
  - Transit
  - Pedestrians and Bicycles
  - Loading
  - Emergency Vehicle Access
  - Construction
- Parking
- Bus Rapid Transit
- Transportation Demand Management
- Improvement Strategies



# Cathedral Hill Campus Circulation



# Methodology

- Trip Generation
  - Number of person trips on a daily, AM and PM peak-hour basis
- Mode Split
  - What mode people use to travel (car, transit, walk, other – bike, taxi, motorcycle)
- Distribution
  - Where are the people going to/coming from
- Trip Assignment
  - Which specific streets and transit routes are the people using



# Net New Person Trips By Campus

	Net New Total Person Trips			
	Cathedral Hill	Pacific	Davies	St. Luke's
Daily	19,948	- 4,701	4,070	3,941
AM Peak Hour	1,430	-	-	-
PM Peak Hour	1,397	198	406	321

*Vehicle Trips +*  
*Transit Trips +*  
*Walk Trips +*  
*Other Trips (bikes, taxis, motorcycles)*  
*= Total Person Trips*



# Daily Person Trip Generation Comparison with Other Projects

Project	Daily Person Trips
2001 Market at Dolores (Whole Foods + Residential)	11,700
Exploratorium (Piers 15 and 17)	13,200
CPMC Cathedral Hill <i>Net New Trips</i> <i>(Total Trips)</i>	20,000 (27,600)
Transit Tower	21,700
Hunter's Point Shipyard	65,200



# Net New Vehicle Trips By Campus

	Net New Vehicle Trips			
	Cathedral Hill	Pacific	Davies	St. Luke's
Daily	8,220	-1950	1,720	2,045
AM Peak Hour	593	-	-	-
PM Peak Hour	609	71	202	207





# PM Peak Hour Vehicle Trip Generation Comparison with Other Projects

Project	PM Peak Hour Vehicle Trips
2001 Market at Dolores (Whole Foods + Residential)	330
Exploratorium (Piers 15 and 17)	230
CPMC Cathedral Hill <i>Net New Trips</i> <i>(Total Trips)</i>	600 (860)
Transit Tower	550
Hunter's Point Shipyard	2,160



# Cathedral Hill Campus: EIR Discussion Transportation Impact Format

- Of the 58 transportation impact statements applicable to CH:
  - 17 are for the Project
  - Remaining 41 duplicative or additional statements related to Project Variants, or Project as a whole.
- Of those 17 impact statements:
  - 6 are significant/unavoidable impacts
    - 2 for traffic
    - 3 transit
    - 1 construction-related
  - 1 Loading impact that is mitigated
  - Remaining 10 impact statement that have a determination of less-than-significant impacts



# Cathedral Hill Campus: Traffic Impacts

- 2015 Significant/Unavoidable Traffic Impacts:
  - Van Ness/Market
  - Polk/Geary
  - Construction-related traffic impact
- Less than Significant Impacts at remaining 24 intersections
- 2030 Significant/Unavoidable Traffic Impacts:
  - Two intersections (Van Ness/Market & Polk/Geary) listed above, plus:
    - Van Ness/Pine Street
- Less than Significant Impacts at remaining 23 intersections



# Cathedral Hill Campus: Transit Impacts

- 2015 Significant/Unavoidable Transit Impacts:
  - 19 Polk
  - 38 Geary & 38-L Geary
  - 49 Van Ness/Mission
- Less than significant to other transit routes
- 2030 Significant/Unavoidable Transit Impacts:
  - All the lines listed above plus:
    - 47-Van Ness
    - 3-Jackson
- Less than significant to other transit routes



# Cathedral Hill Campus: Bicycle and Pedestrian Impacts

- **Bicycle:**

- Local Bicycle Routes: 25 Polk, 16 Post
- Less than significant impact
  - Improvement added to Project at Cedar & Post

- **Pedestrian:**

- Less than significant impact
  - Streetscape and other improvements added
- Construction-related impact



# Cathedral Hill Campus: Loading and Emergency Vehicle Access Impacts

- Loading:
  - Significant Impact on Franklin for Trucks > 46'
    - Reduced to less than significant with mitigation measure
  - Less than Significant for all other truck sizes
  
- Emergency Vehicle Access:
  - Access primarily from Franklin
  - On or near major multi-lane arterials
  - Less-than-significant impact



# Cathedral Hill Campus: Construction Impact

- Identified significant construction-related impact:
  - Related to construction activity over 5 years
  - Closures of travel lanes and sidewalks
  - Potential overlap with Van Ness BRT project
  - Including closure of transit lane on Geary by project site
- Construction Management Plan (mitigation measure) will address these concerns, but not reduce to less-than-significant level.



# Cathedral Hill Campus: Parking

<b>Cathedral Hill Campus</b>	<b>Supply</b>	<b>Demand</b>	<b>Planning Code Allowance</b>
<b>Hospital</b>	513	764	-
<b>MOB</b>	542	465	-
<b>1375 Sutter</b>	172	160	-
<b>TOTAL</b>	<b>1,227</b>	<b>1,389</b>	<b>1,317</b>





# BRT and Cathedral Hill Construction and Operation

- Van Ness Avenue BRT:
  - Locally Preferred Alternative -- Center Running BRT with Right Side Loading/Single Median and Limited Left Turns
  - Final EIS/EIR Certification Anticipated by end of 2012
- Geary BRT:
  - Undergoing environmental review
  - Approximately 18 months behind Van Ness BRT



# CPMC Transportation Demand Management Program (TDM)

Expansion of the existing TDM program, including:

- Increased transit subsidy (pegged to value of FastPass)
- Increase parking pricing systemwide
- Dedicated full-time TDM Program Manager
- Additional promotion of TDM program
- Increase number of carshare spaces at each campus
- Increase number of bicycle parking spaces
- Expand shuttle service and better coordinate it with nearby regional transit stations



# Transit Analysis Methodology

Using data from the EIR, the SFMTA modeled and analyzed the service and financial impacts of the Cathedral Hill facility on a route-by-route basis in two areas:

- Transit Delay

- Vehicle trips generated by CPMC slow Muni vehicles and lengthen travel times for Muni customers passing by the facility
- Additional vehicles and operators are required to maintain existing service levels

- Transit Ridership

- CPMC-generates additional ridership on the system
- Facility located near the peak load point on the 38 Geary and 47/49 Van Ness routes, which are already at capacity at times



# Annualized Financial Impacts

*This model was used to estimate the transportation-related financial impacts of CPMC*

<b>CPMC Impacts on Muni</b>	<b>(\$M)</b>	<b>CPMC Credits</b>	<b>(\$M)</b>
<b>Operations &amp; Maintenance</b>		<b>Operations &amp; Maintenance</b>	
Delay – Van Ness/Geary BRT	\$0.73	Delay - Van Ness/Geary BRT	\$0.73
Delay – Other Routes	\$0.34	(Credit for delay reduction)	
Capacity to accommodate CPMC ridership	\$0.70		
<b>Capital (Vehicles &amp; Facilities)</b>		<b>Capital (Vehicles &amp; Facilities)</b>	
Delay – Van Ness/Geary BRT	\$0.26	Delay - Van Ness/Geary BRT	\$0.26
Delay – Other Routes	\$0.09	(Credit for delay reduction)	
Capacity to accommodate CPMC ridership	\$0.40		
<b>Other</b>		<b>Other</b>	
Net Fare Revenue Loss	\$0.07	Net Payroll Tax Revenue	\$0.04
		Net Parking Tax Revenue	\$0.22
<b>Subtotal</b>	<b>\$2.59</b>	<b>Subtotal</b>	<b>\$1.24</b>
<b>Net Annualized Financial Impact</b>		<b>\$1.35 million</b>	



# Transit Improvement Strategy

SFMTA and CPMC used the EIR analysis and estimates to determine an appropriate financial transportation package based upon the following:

- Because of CPMC's status as a hospital and a non-profit organization, it is currently exempt from the Transit Impact Development Fee (TIDF) but would still have significant transportation impacts.
- A mixture of one-time and recurring funds would help the SFMTA address these impacts.
- Understanding that the Cathedral Hill Campus would have a large parking garage, parking pricing could help incentivize the use of transit and other non-automobile alternatives.
- The Cathedral Hill Campus is located at the intersection of two major planned BRT investments.



# Transit Improvement Strategy

CPMC and the City have agreed in the DA to a total of about \$20 Million in funding for MTA, as follows:

- Funding for Bus Rapid Transit Projects - \$5 million
  - Geary BRT
  - Van Ness BRT
- Parking Fee in Cathedral Hill garages \$5 million (estimated over 10 years)
  - \$0.50 off-peak and \$0.75 peak for each entry and exit at the Cathedral Hill Hospital and Medical Office Building garages
  - Estimated to generate \$500,000 per year for 10 years
  - Improve transit service to encourage people traveling to or from the Cathedral Hill Campus to use non-private automobile modes
  - SFMTA resources would be used to handle increased ridership and address delays associated with the CPMC project



# Transportation Improvement Strategy

- Payment in Lieu of TIDF – \$10.4 Million  
(A like contribution in lieu of the TIDF)
  - Transit System Spot Improvements on the Muni Rapid Network (bulb outs, signage, etc.)
  - Transit Signal Priority Improvements on the Rapid Network
  - Equipment to support on time departures and system reliability (e.g. cameras)
  
- Bicycle /Traffic Calming Studies and Planning - \$400,000
  - Bicycle route and improvement planning
  - Design alternatives for improved bicycle facilities on Polk Street
  - Traffic Calming and other improvements along the “Wiggle” Bicycle Route
  - Design of Traffic Calming improvements along 26<sup>th</sup> Street



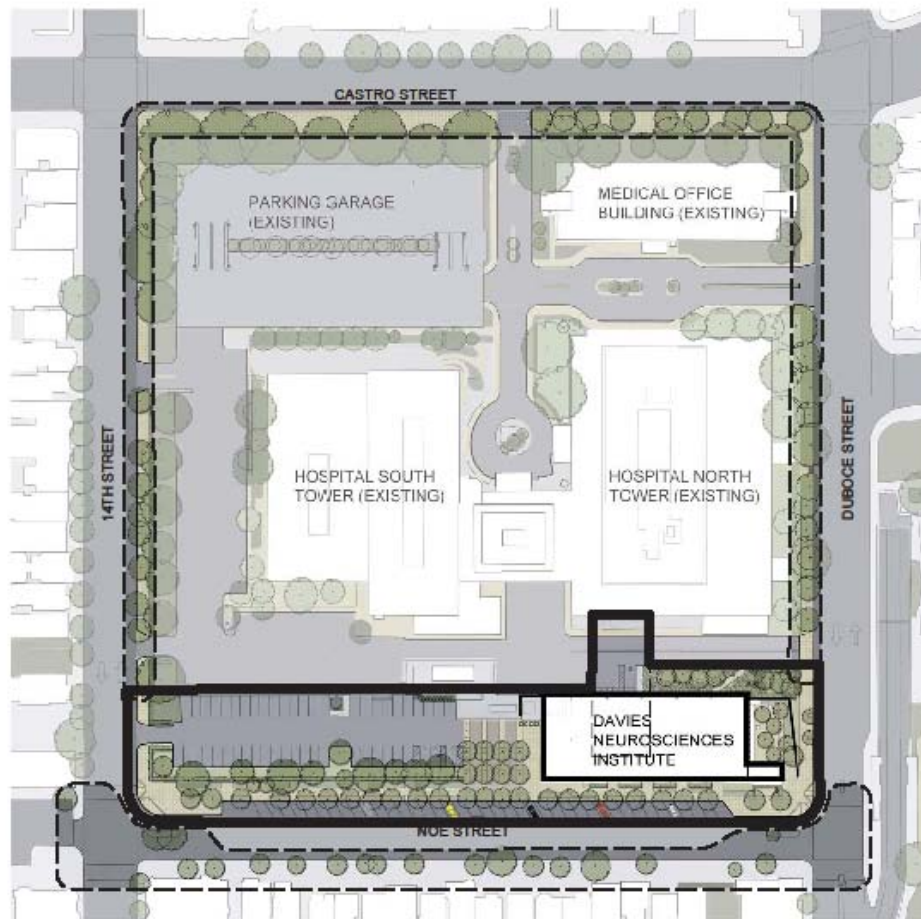
# Pedestrian Safety/Public Realm/ Streetscape Improvements

- For each of the three campuses, one set of improvements are part of the project, and a second set are required as part of the DA.
- For Davies and St. Luke's campuses, the second set of improvements will be built by CPMC, at the same time as the project. CPMC is responsible to complete the list in the DA, regardless of the cost.
- For Cathedral Hill campus, CPMC will pay a sum of money to the City, which will be responsible to designing, environmentally clearing and building the improvements.





# Pedestrian Safety & Streetscape Improvements Davies Campus - \$475,000 Total



## Project Improvements

- Create publicly-accessible plaza at mid-block
- Sidewalk widening & landscape improvements along entire west side of Noe Street
- "MUNI lobby" adjacent to N-Judah Stop
- Bulb-outs at block ends
- ADA connection to campus

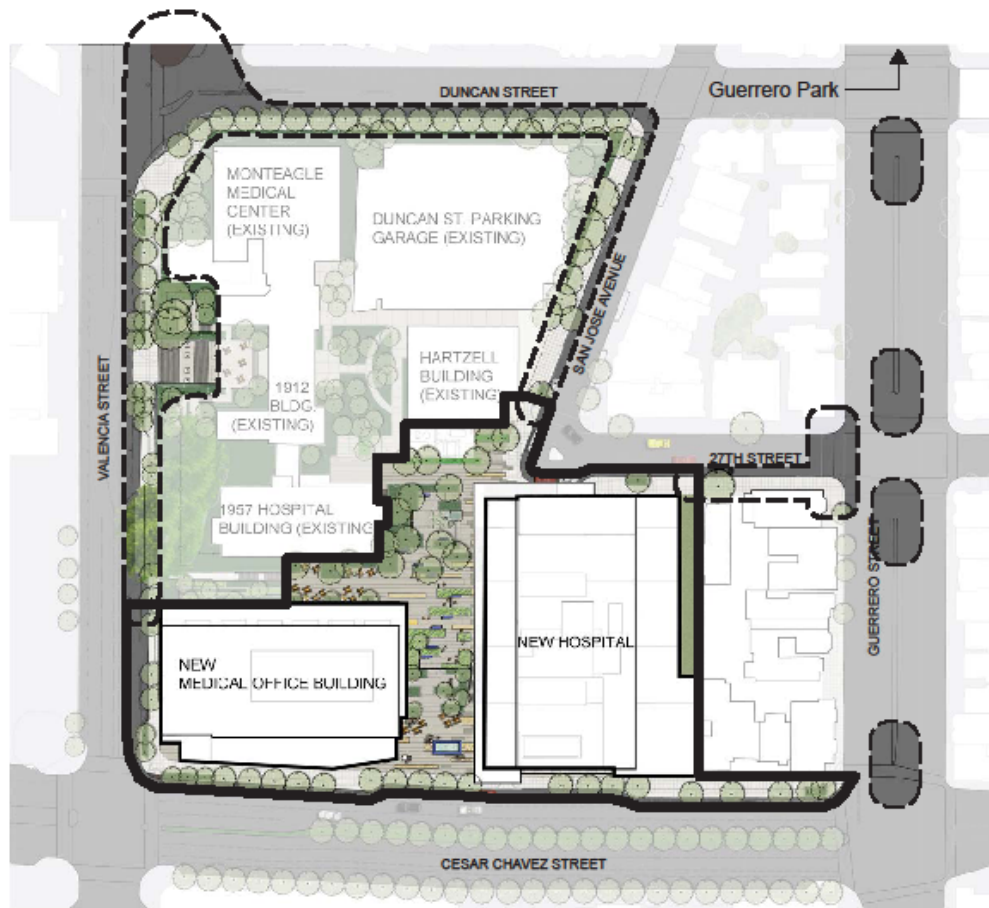
## Public Improvements

- Tree island improvements, maintenance and replacement
- Pedestrian walkway, visibility & safety improvements
- Visual upgrade & replacement of perimeter fence
- New pedestrian-scale lighting at key entry points
- Crosswalk and stop-line striping at Noe and Duboce intersection



# Pedestrian Safety & Streetscape Improvements

## St. Luke's Campus \$3.3 Million Total



### Project Improvements

- Widen sidewalks, install new bulbs and trees consistent with Mission Streetscape Plan and Cesar Chavez Streetscape Improvement Plan
- New publicly-accessible plaza on former San Jose Right-of-way
- Community room
- New pedestrian lighting at Cesar Chavez, Valencia, San Jose and 27th

### Public Improvements

- Permanent upgrades to "Guerrero Park" at intersection of Guerrero, San Jose and 28th (Not shown)
- New pedestrian bulbouts at 27th and Guerrero
- New median extension/thumbnails at Guerrero and Duncan/28th/Cesar Chavez
- New pocket park at Valencia/Duncan/Tiffany
- Upgrade campus perimeter fencing
- Repair perimeter retaining wall and 1912 Building stair and upgrade related landscaping
- Widen sidewalks along west side of Valencia
- Pedestrian Lighting along campus sidewalks



# Pedestrian Safety & Streetscape Improvements Cathedral Hill / Lower Polk / Tenderloin \$9.35 Million Total

- Pedestrian street lighting on up to 25 blocks in the Tenderloin (approx \$4 M)
- Ellis and Eddy Streets one-way to two-way conversion and sidewalk bulbouts (approx \$4 M)
- Tenderloin Safe Passage pilot program (\$200,000)
- Support for potential Lower Polk CBD (\$150,000)
- Seed grant for Lower Polk CBD (\$1 M)



Thank You and Questions

