

B. TRANSPORTATION, CIRCULATION AND PARKING

BACKGROUND

As UCSF has evolved into a multi-sited campus, the need to logically and efficiently link the various sites together has become increasingly important. The specialized nature of UCSF's workforce and the multiple-site campus structure require that some faculty, students and staff travel between sites on a regular basis, and connections between sites are essential to maintain cohesiveness and integration of programs and functions. The development of a major new site poses challenges in maintaining connections between sites, but also offers opportunities for the strategic consolidation of programs and functions, which may serve to diminish existing problems over the long-term.

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The following discussion focuses on transportation and connectivity issues common to UCSF as a whole. Please refer to Chapter 5, Plans for Existing Sites, and Chapter 6, Plans for a Major New Site, for information on traffic, circulation and parking characteristics specific to each individual UCSF site.

DETERMINANTS OF THE 1996 LRDP

The transportation, circulation and parking component of the 1996 LRDP is guided by the following determinants:

- The LRDP's *Goals and Objectives*;
- San Francisco's Transit First policy, which encourages the use of public transit as an alternative to automobile use;
- The maintenance of an aggressive Transportation Demand Management Program that emphasizes transportation alternatives to single-occupancy vehicles such as ridesharing (carpools, vanpools and club busses), alternative modes of travel such as bicycles and walking, and public transportation;
- The provision of adequate short-term parking to serve patients and visitors to clinical care facilities, and a reasonable amount of parking for faculty, staff and students, while still promoting the use of public transit and other alternative forms of transportation to single-passenger vehicles; and
- Local government plans related to transportation, circulation and parking.

OVERVIEW OF EXISTING CONDITIONS

EXISTING TRANSPORTATION CONNECTIONS

Transportation connections at each individual UCSF site are described in Chapter 5, Plans for Existing Sites. Each site has some level of public transit available to it, and most sites are linked by the UCSF Shuttle. MUNI service is available to all sites except Oyster Point, and connections via MUNI or private/UCSF shuttle are available to BART to locations in the South and East Bay; to Golden Gate Transit to Marin County; to San Mateo County Transit (SamTrans) to San Mateo County; and to CalTrain to the Peninsula.

Employees are encouraged to use modes other than single-occupancy vehicles to commute to UCSF sites, and UCSF has an aggressive Transportation Demand Management (TDM) program in place which is expected to continue into the future and be expanded to include the major new site. Monthly transit passes are sold at a variety of UCSF locations, and UCSF is active in facilitating ridesharing use including carpools, vanpools and club busses. In addition, UCSF operates a system of shuttle busses between campus sites to reduce inter-site trips in single-occupancy vehicles. These programs are described briefly below.

- **Carpool Program.** UCSF provides an in-house carpool rider-matching service and cooperates with the regional RIDES program which provides computerized “matchlists” for potential carpoolers based on commute times of people who live and work nearby one another. In addition, UCSF's Poolcar Commuter Pool Program provides UCSF cars to groups of three or more riders who commute from close proximity to UCSF. This program is limited by the availability of UCSF vehicles, which are primarily used for UCSF-related travel. Fares are calculated to offset projected operating costs of the cars used as commute vehicles.
- **Vanpool Program.** A vanpool is a larger form of carpool which is organized when ten individuals are identified who live in the same general area and have similar work schedules. A principal driver and one or more co-drivers are designated for each vanpool. The UCSF Vanpool program is a self-supporting operation, and fares are based on the total amount of fixed costs plus a mileage fee. About 30 UCSF-sponsored vanpools commute to Parnassus Heights from the East, North and South Bay areas.
- **Club Bus Program.** Direct club bus service to UCSF is operated by the employee-organized UCSF-Marin Commuter Club, which operates seven busses serving various parts of Marin and Sonoma Counties. The program is administered and partially subsidized by UCSF.
- **Shuttle Bus Program.** The UCSF Shuttle Bus program links Parnassus Heights with most UCSF satellite locations. The shuttle system is designed to facilitate work-related travel between UCSF offices and reduce single-occupancy inter-campus trips during the day, and is not designed or intended to be used as commuter transportation. The shuttle operates Monday through Friday (excluding holidays) throughout the year and runs

according to published schedules. Shuttle routes include a figure-eight route consisting two connecting loops (one loop serves Parnassus Heights, UCSF/Mount Zion and Laurel Heights, and another loop serves Parnassus Heights, SFGH, Mission Center and Harrison Street); an intra-site shuttle at Parnassus (serving the Parnassus shelf, Aldea student housing, Laguna Honda School and Kezar parking lot); service between Parnassus Heights and VAMC; service between Parnassus Heights and UC Berkeley; and service from Mission Center and SFGH to BART. Shuttle service is free, with the exception of the Parnassus Heights-UC Berkeley shuttle which has a nominal fee. All shuttles are operated by UCSF, except for the VAMC shuttle which is operated jointly by UCSF and the VAMC.

PARKING

UCSF parking is used by patients and visitors to clinical care facilities, faculty and medical staff, and by some students and employees. Parking is also used for deliveries by outside vendors, for inter-site deliveries, and for UCSF police vehicles and nighttime parking of UCSF shuttle busses. Most UCSF sites contain some type of on-site parking, although that parking is not by itself adequate to meet total demand.

Table 35 shows existing off-street parking facilities at UCSF; the majority of all parking (almost 70%) is located at Parnassus Heights. Table 35 only includes parking dedicated exclusively to UCSF, and therefore excludes parking at SFGH and VAMC which is used jointly with those institutions. In addition to on-site parking at major facilities, UCSF also operates satellite parking lots serving multiple facilities; for example a satellite parking lot at 17th and Folsom Streets serves both Mission Center and SFGH. UCSF also provides some bicycle parking facilities in the garages at Parnassus Heights.

Parking at the largest UCSF sites, particularly Parnassus Heights, UCSF/Mount Zion and SFGH, is severely constrained, and many patients, visitors and employees who drive to those sites must rely on non-UCSF public parking garages and on-street parking. UCSF endeavors to provide convenient parking to Medical Center patients and visitors, and the pricing of UCSF parking at clinical care facilities is designed to give priority to short-term use by patients and visitors and discourage long-term commuter parking by employees. UCSF will continue to work to achieve a balance between providing convenient short-term parking for patients and visitors while still promoting public transit use.

TABLE 35: EXISTING UCSF PARKING INVENTORY

Location	UCSF-Controlled Off-Street Spaces	Notes
Parnassus Heights/a/ Millberry Union Garage	950	Of the 2,778 total spaces, 996 are public, 1,300 are permit, and 482 are defined as other/miscellaneous.
Ambulatory Care Center Garage	1,131	
Surface lots and campus roads	697	
UCSF/Mount Zion	148	
Laurel Heights	540	480 are permit spaces and 60 are visitor spaces.
Veterans Affairs Medical Center	0	864 off-street parking spaces shared with VAMC.
San Francisco General Hospital	0	1,395 off-street parking spaces shared with SFGH.
Mission Center/b/	257	Some parking is used for UCSF campus police vehicles and shuttle busses.
17th/Folsom Lot/b/	227	Leased from the San Francisco Water Department. Serves as satellite parking for Mission Center and SFGH.
Buchanan Street Dental Clinic/b/	24	Additional 257 metered spaces shared with UC Extension.
44 Montgomery	0	
Harrison Street/b/	50	
Hunter's Point/b/	0	Parking provided on an unpaved area adjacent to site.
San Francisco Executive Park/b/	0	789 off-street parking spaces shared with other Executive Park tenants.
Oyster Point/b/	0	156 off-street parking spaces shared with other Cabot Cabot & Forbes tenants.
TOTAL	4,024	

/a/ Wilbur Smith Associates, *UCSF Parnassus Campus Parking Demand Estimates Discussion Paper*, May 16, 1994.

/b/ HGHB, *Existing Conditions Report: A Technical Reference on Physical Planning*, September 1992.

In the past, a limited amount of structured parking at Parnassus Heights has been converted to office space. However, no further conversion of garage space is proposed.

TRANSPORTATION, CIRCULATION AND PARKING NEEDS AND PLANS

Potential new campus sites have been evaluated not only in terms of the circulation and transit systems available to them, but also in the context of their relationship to the network of existing sites. UCSF intends to continue the existing TDM program, and expand the program as appropriate and feasible to include any new sites. In addition, UCSF expects to continue to explore and implement new TDM strategies in order to achieve the transportation goals and objectives identified above.

LRDP PROPOSAL: Continue existing Transportation Demand Management strategies and explore further financially viable strategies, including the following:

- Expand the UCSF shuttle system to include the major new campus site.
- Provide preferential and/or low cost parking for carpools and vanpools.
- Cooperate with public and private transit agencies on routes and scheduling of service.
- Cooperate with local public works agencies to improve street lighting, security and pedestrian links between UCSF facilities and BART and other public transit connections.
- Continue to sell transit passes on-site.

***Transportation,
Circulation & Parking
Goal: Transportation
Alternatives;
Transportation,
Circulation & Parking
Assumption:
Transportation
Management System***