

CHASE CENTER ANNUAL TRANSPORTATION REPORTING

2019-2020



OVERVIEW



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1.

TRANSPORTATION MITIGATION & MONITORING REPORTING PROGRAM

The Annual Report summarizes the current implementation and compliance status for all transportation mitigation and improvement measures for which the Warriors are assigned some or all reporting responsibility.

Mitigation & Monitoring Commitments: https://www.gsweventcenter.com/Draft_SEIR_and_Appendices/Vol_1_GSW_MB_DSEIR.pdf



TDM STRATEGIES



PATRON STRATEGIES

Muni fare bundling | bike valet | presale of market rate priced parking

EMPLOYEE STRATEGIES

3 for free carpool program | contribution to & promotion of Mission Bay TMA Shuttle

CITY STRATEGIES

Dynamic on-street & off-street parking prices at City-controlled spaces | Additional transit service

DUAL EVENT STRATEGIES



- ✓ Avoid scheduling events that coincide with SF Giants Games
- ✓ Staggering event times when dual events cannot be avoided
- ✓ Coordinated messaging to fans advising fans & promoting transit
- ✓ Securing additional overflow parking at Port-owned lots
- ✓ Enhancing Muni service

In 2019, there were 7 days where there were events at both Oracle Park and Chase Center:

- 9/10*
- 9/11*
- 9/12
- 9/13*
- 9/15
- 9/24
- 9/28

3 started at the same time

During these days, for the T Third Street light rail line, 13 extended runs and 4 sets of shuttles were used. The 78X and 79X motor coach buses were all filled.

Additional parking provided for 2 events.

MONITORING METHOD



PERFORMANCE METRICS

- Weekday mode-share targets (53% auto)
- Weekend mode-share targets (59% auto)
- Traffic queuing on Mariposa St
- Traffic queuing 3rd/16th
- Pedestrian able to access the site safely
- Sufficient bike signage & secure parking provided
- Muni passengers able to board within 45 minutes
- Mission Bay TMA shuttle service continues to run & maintain capacity for simultaneous neighborhood use

DATA COLLECTION

Field Observations

- 3 “no event” scenarios
- 2 dual events
- 4 large concerts (>12,500 attendees)
 - 1 weekend
 - 3 weekday
- 4 NBA games (>12,500 attendees)
 - 2 weekend
 - 2 weekday

Surveys

- Measure attendee mode-split; administered at 10 events, averaging over 4.8% response rate

FIRST YEAR RESULTS



AUTO TRAVEL

-  **Weekday Mode Share**
Target: 53% | Observed: 54.3%
-  **Weekend Mode Share**
Target: 59% | Observed: 53.3%
-  **16th and 3rd Street Traffic**
Parking garage design does not cause traffic to spill out to roads or intersections
-  **Mariposa Street Traffic**
UCSF has not reported any problems with access for patients or emergency vehicles

NON-AUTO TRAVEL

-  **Pedestrian Flows**
Safe pedestrian crossings (more detail in “Ped Access Report”)
-  **Bike Parking**
Bike valet services fully accommodated patron demand for each event
-  **Transit Service**
From observations at 44 events, Muni passengers waited no more than 37 minutes for service
-  **Good Neighbor**
Mission Bay TMA reported zero instances of shuttles operating over capacity

2.

PEDESTRIAN ACCESS REPORT

Mitigation measures require that trained personnel and event staff manage pedestrian, bicycle, and vehicular flows to and from the Event Center at the intersections immediately adjacent to the project site.



GOALS & STANDARDS



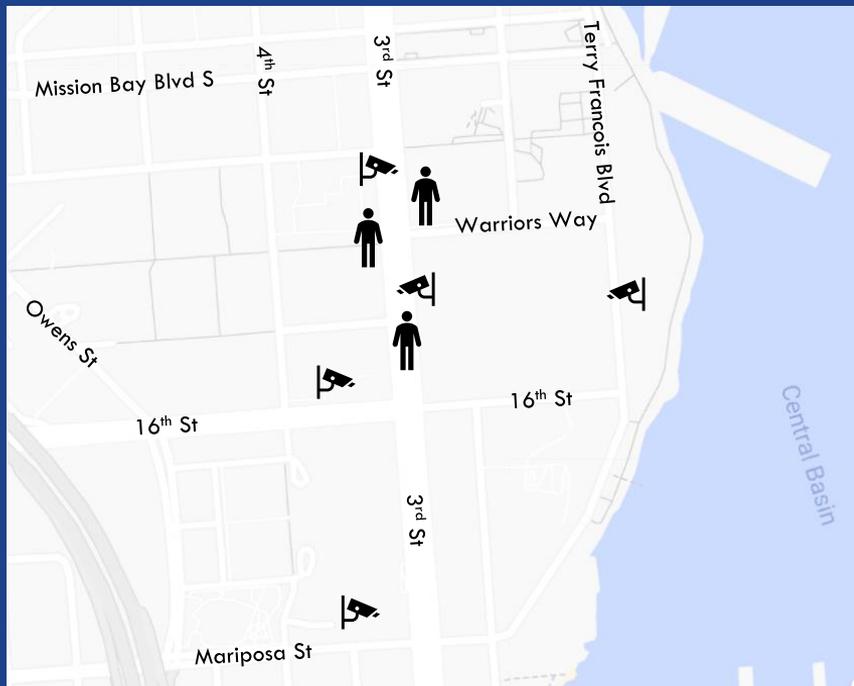
Primary Purpose: To monitor the performance of the Warriors' pedestrian management plan and identify any pedestrian hazards/safety concerns along Third Street, adjacent to the project site.

Monitoring is required annually until the performance measure is met for 3 consecutive years, after which field observations may occur every 2 years.

Performance Standards

- ✓ Pedestrians are not spilling over onto the Muni right of way area causing a delay to Muni
- ✓ Pedestrians are not overcrowding the Muni platforms
- ✓ Pedestrians are not illegally crossing Third St midblock
- ✓ Pedestrians are not crossing intersections against the signal

FIELD OBSERVATIONS



Events:

- 4 NBA games (2 weekday, 2 weekend)
- 5 concerts (3 weekday, 2 weekend)
- 1 dual event

Additional events were scheduled to be monitored, however COVID-19 related closures prevented additional data collection.

FIRST YEAR RESULTS



Pedestrian Flow Performance Standards Met						
Event Type	Day of Week	Date	Spilling Over Muni ROW	Overcrowding on Muni Platforms	Illegally Crossing Third Street Midblock	Illegally Crossing Intersections Against Signal
NBA Game	Weekday	10/30/2019	✓	✓	✓	✓
	Weekday	11/4/2019	✓	✓	✓	✓
	Weekend	10/5/2019	✓	✓	✓	✓
	Weekend	11/2/2019	✓	✓	✓	✓
Concert	Weekday	11/20/2019	✓	✓	✓	✓
	Weekday	11/21/2019	✓	✓	✓	✓
	Weekday	10/8/2019	✓	✓	✓	✓
	Weekend	9/6/2019 ³	✓	✓	✓	✓
	Weekend	9/28/2019	✓	✓	✓	✓
Dual Event	Weekday	9/10/2019	✓	✓	✓	✓
Convention	Weekday	9/24/2019 ¹	-	-	-	-
	Weekday	N/A ²	-	-	-	-
Small Event	Weekday	8/27/2019 ¹	-	-	-	-
	Weekday	N/A ²	-	-	-	-

Notes: A green check mark (✓) indicates that the performance standard was met.

1. Cancelled, did not monitor event.
2. Unable to schedule due to COVID-19 pandemic and shelter-in-place event restrictions.
3. Opening night

Source: Fehr & Peers.

✓ All standards met

Notes:

- Peak ingress is 15-30 min prior to start of event
- Egress typically lasts 90 minutes after the first wave of guests begins to leave
- Peak egress is 20-30 minutes after the event ends
- Occasional pedestrian spillover in closed northbound lane, does not result in Muni delays or pedestrian hazards
- While Muni platforms are full during peak egress, crowd levels do not present hazards or cause delay
- 10 minute Muni headways; platforms typically cleared after 3-5 trains

NEXT STEPS



Because events are postponed for the foreseeable future and may require different management strategies when events are permitted to resume following the COVID-19 pandemic, the performance standards and size of events for which mitigation, monitoring, and pedestrian access standards are applicable may be revised in collaboration with SFMTA, OCII, and the Planning Department.

Once Chase Center begins to operate at full capacity again, the Warriors will continue to expand their transportation management strategies in order to meet mode-share goals, such as:

- Potentially revising the Muni shuttle routes to better reflect the guest demand, including more shuttle buses serving Market Street and the Powell BART station.
- Continuing to offer education and incentives to encourage event attendees to use transit, walking, or biking to travel to the Chase Center
- Implementing additional traffic control strategies (staffing, signage, & physical barrier)s to ensure that any pedestrian spillover into the street does not interfere with transit service adequacy or bicycle access.