



BAYSHORE MULTI-MODAL FACILITY STUDY

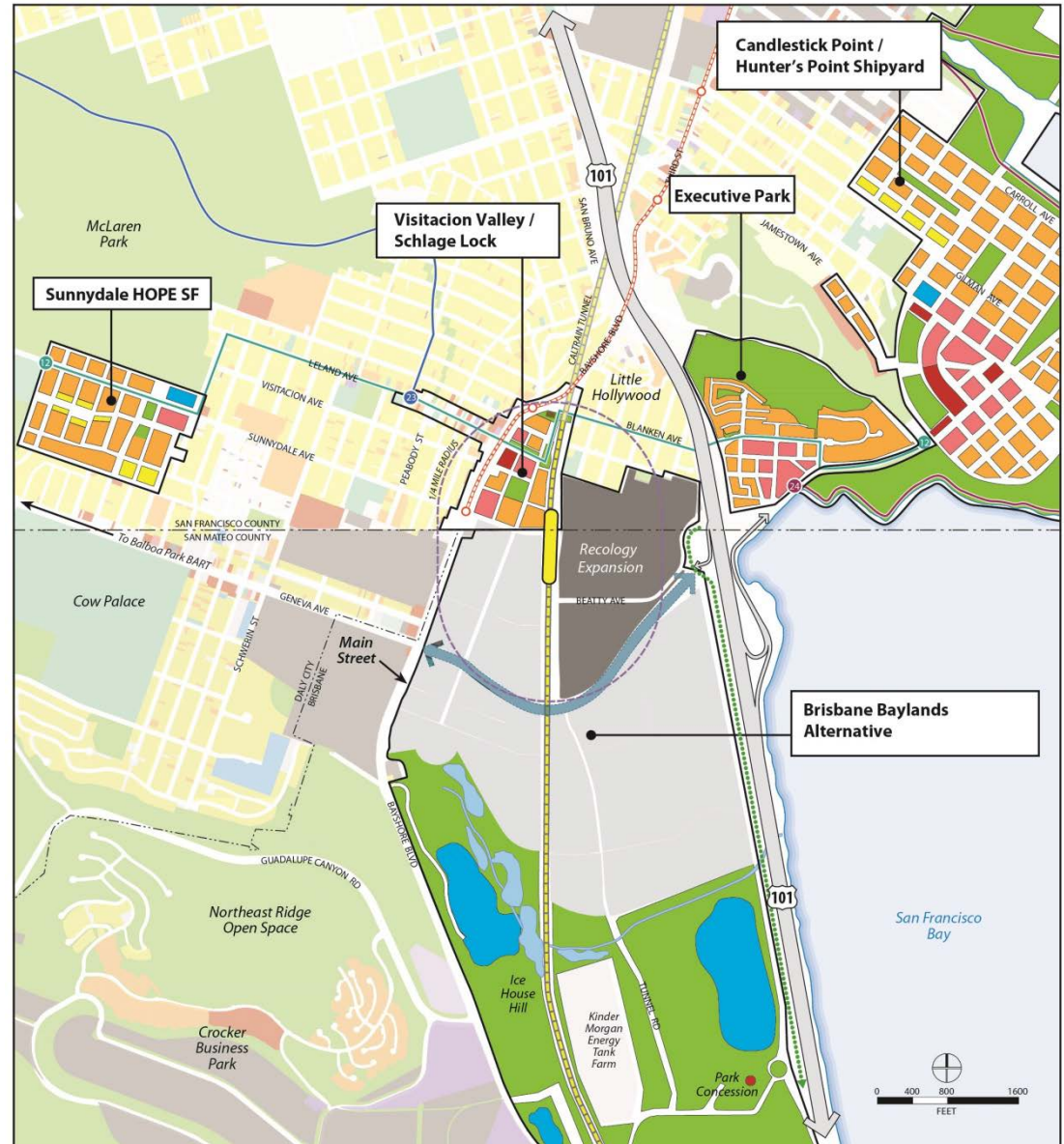
OPEN HOUSE - November 3, 2016

BAYSHORE MULTI-MODAL FACILITY STUDY: TONIGHT'S FORMAT

- **6:00 to 6:30 PM** – Walk around, Eat Food, Ask questions
- **6:30 to 6:45 PM** – Overview presentation
- **6:45 to 7:15 PM** – Walk around, Provide feedback on boards
- **7:15 to 7:30 PM** – General Questions and Answers with group
- **7:30 to 7:45 PM** – Wrap up, next steps

BAYSHORE MULTI-MODAL FACILITY STUDY: NEED STATEMENT

1. Major development in the bi-county area over the next 10 years.
2. Regional policy coordinating Land Use and Transportation planning
3. Caltrain policy toward station siting, transit-oriented development, and reducing project impacts
4. Need to minimize single-occupant vehicle trips and miles traveled through transit and alternative modes



WHAT IS A MULTI-MODAL FACILITY?



IT IS DEFINED BY ITS ELEMENTS



BAYSHORE MULTI-MODAL FACILITY: REQUIRED ELEMENTS



Bench and Shelter



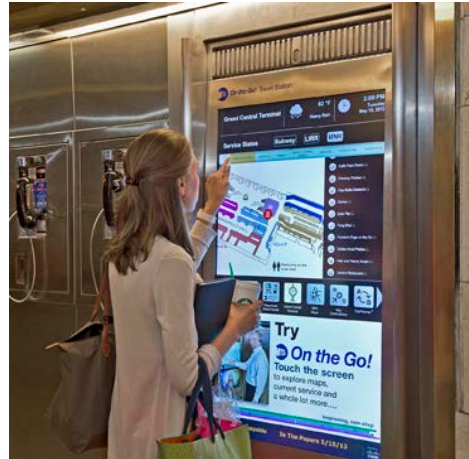
Bicycle & Pedestrian Access



High Quality Transit



Bicycle Share



Information Kiosk



Shuttle Loading Area



Wayfinding

BAYSHORE MULTI-MODAL FACILITY STUDY: OPEN HOUSE #1

MM FACILITY ELEMENTS

這個交通樞紐應該包括什麼?

Multi-modal facilities consolidate transportation services and infrastructure in a general area or specific location to simplify transfers and improve access for local residents and employees. These types of facilities come in various forms and sizes. Given the needs of existing area residents and looking toward the future, what elements of a multi-modal facility are most important to you?

Please use stickers to tell us what elements are ● essential, ● preferred, or ● optional

非常必要 重要 有選擇性

Pedestrian Access
行人專用道



Bicycle Access
自行車專用道



Pedestrian/Bicycle Overpass/Underpass
行人及自行車專用天橋/地下通道



Other Suggestions?
其他建議?

*need signage of new space
consider risk*
*lots of walk - all the people
are walking in the*
*I want some outdoor seating
space*
BART is AWFUL!!!
Please go underground!
to avoid street traffic impact
Separate shuttle & car
*the station area
what should be
bicycle resources
& infrastructure*
*only the regional shuttle
need the full-time connection*
*car connection
between modes*
*Traygo but at
Leland is really nice
stand at bay & cross
street & adjacent*
*Traygo but nice
Election day problems
for bike & people
time*

Wayfinding Information
地圖/指示牌



Shared Platform
多功能轉換站



Bike Share
自行車短期租賃



Car Parking
停車場



Carshare
汽車短期租賃



Off-Street Bus Exchange
全封閉交通轉換站



Shuttle Loading Area
巴士站



BAYSHORE
MULTI-MODAL
FACILITY STUDY

For more information visit:
<http://sf-planning.org/bayshore>

Stantec DVEET & BRATIA
Urban and Regional Planning

OPEN HOUSE #1 | OCTOBER 8, 2015



BAYSHORE MULTI-MODAL FACILITY STUDY: OPEN HOUSE #1

EVALUATION CRITERIA

RIDERSHIP MAXIMIZATION

NON-MOTORIZED ACCESS

INTERMODAL CONNECTIVITY

TRANSIT OPERATIONS

PLACE-MAKING

PHYSICAL IMPLEMENTATION ABILITY

CONSISTENCY WITH REGIONAL PLANS AND POLICIES



BAYSHORE MULTI-MODAL FACILITY STUDY: OPEN HOUSE #1

- 4 location alternatives, within 4 land use scenarios



BAYSHORE MULTI-MODAL FACILITY STUDY: PHASE I (2015)

- 4 location alternatives, within 4 land use scenarios
- **Sunnydale** = Preferred location, with understanding future conditions may change



BAYSHORE MULTI-MODAL FACILITY & SCHLAGE LOCK

- Schlage Lock prioritizes multi-modal access, but does not prescribe specific designs
- Current Status: Schlage Lock streets and Phase 1 development applications are under review
- Bayshore Multi-modal Study continues to coordinate with Schlage
 - Will not delay Phase I
 - Can inform and benefit future phases

BAYSHORE MULTI-MODAL FACILITY STUDY

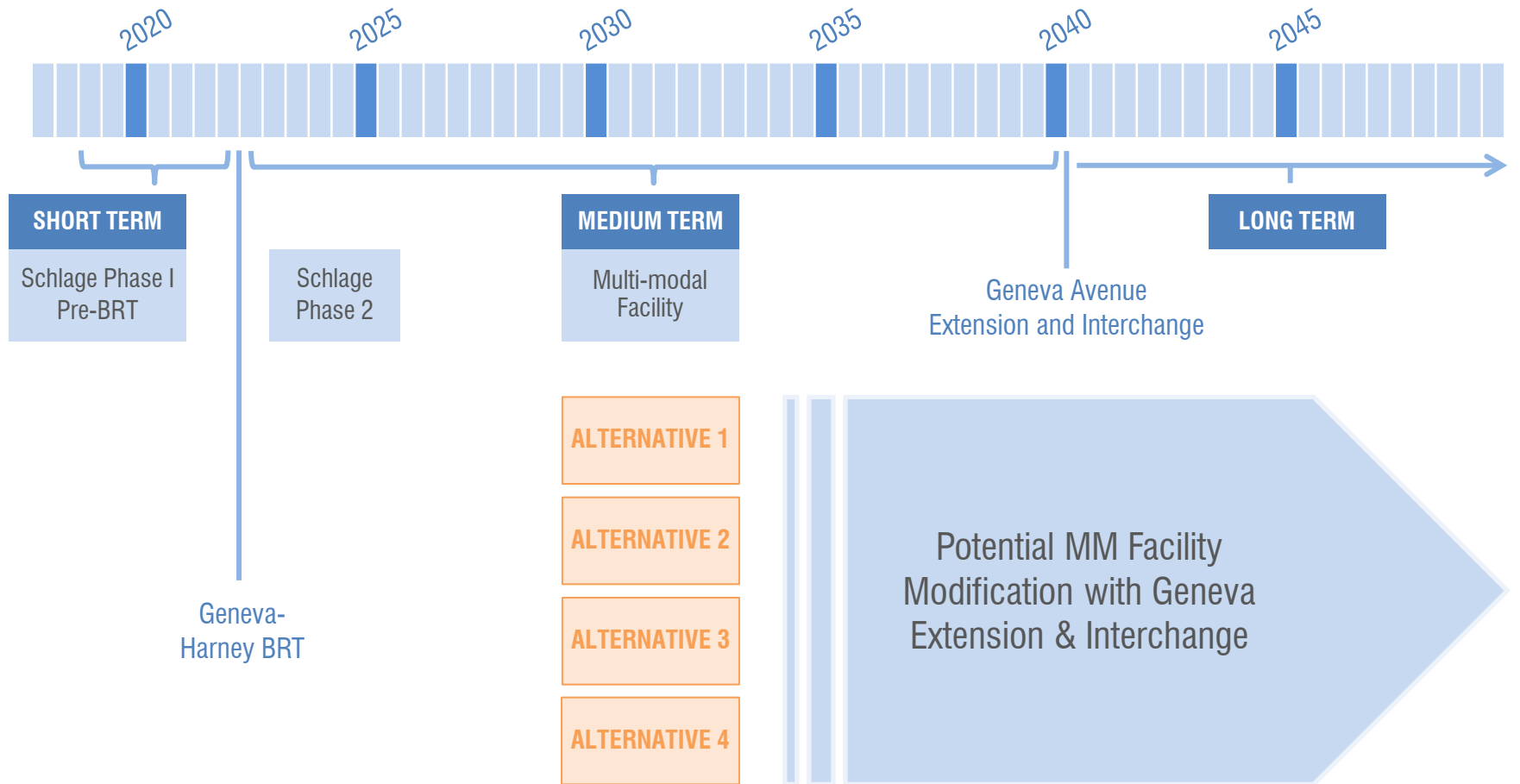
PHASE I – SITE EVALUATION *(complete)*

- 4 location alternatives, within 4 land use scenarios
- Sunnydale = Preferred location, with understanding future conditions may change

PHASE II – CONCEPTS AND IMPLEMENTATION *(through Winter 2017)*

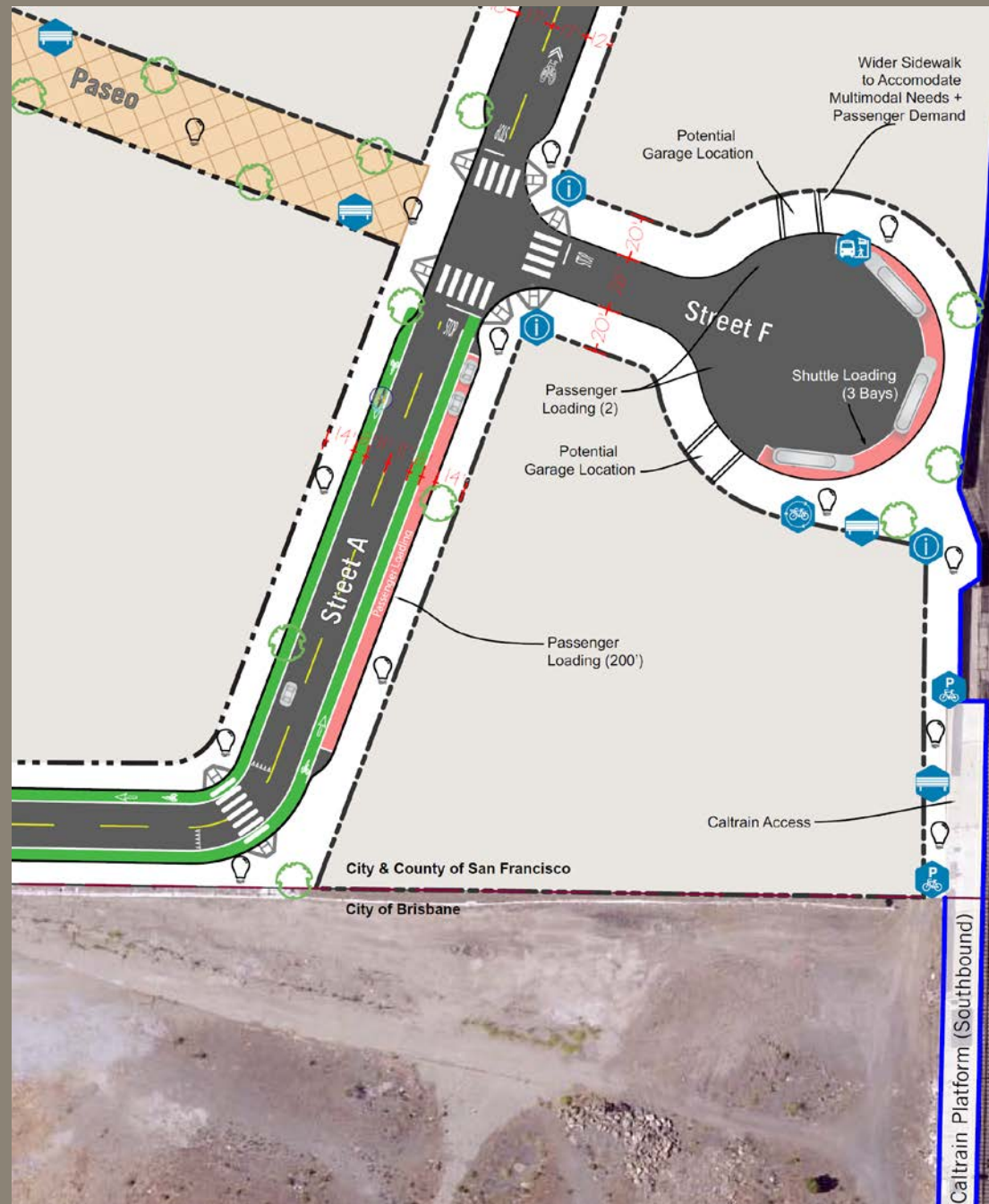
- 4 concept alternatives for preferred location *(for discussion tonight)*
- Assessment of concept alternatives *(for discussion tonight)*
- Refinement of concepts (“12%”)
- Funding and implementation strategy

BAYSHORE MM FACILITY STUDY: POTENTIAL TIMELINE



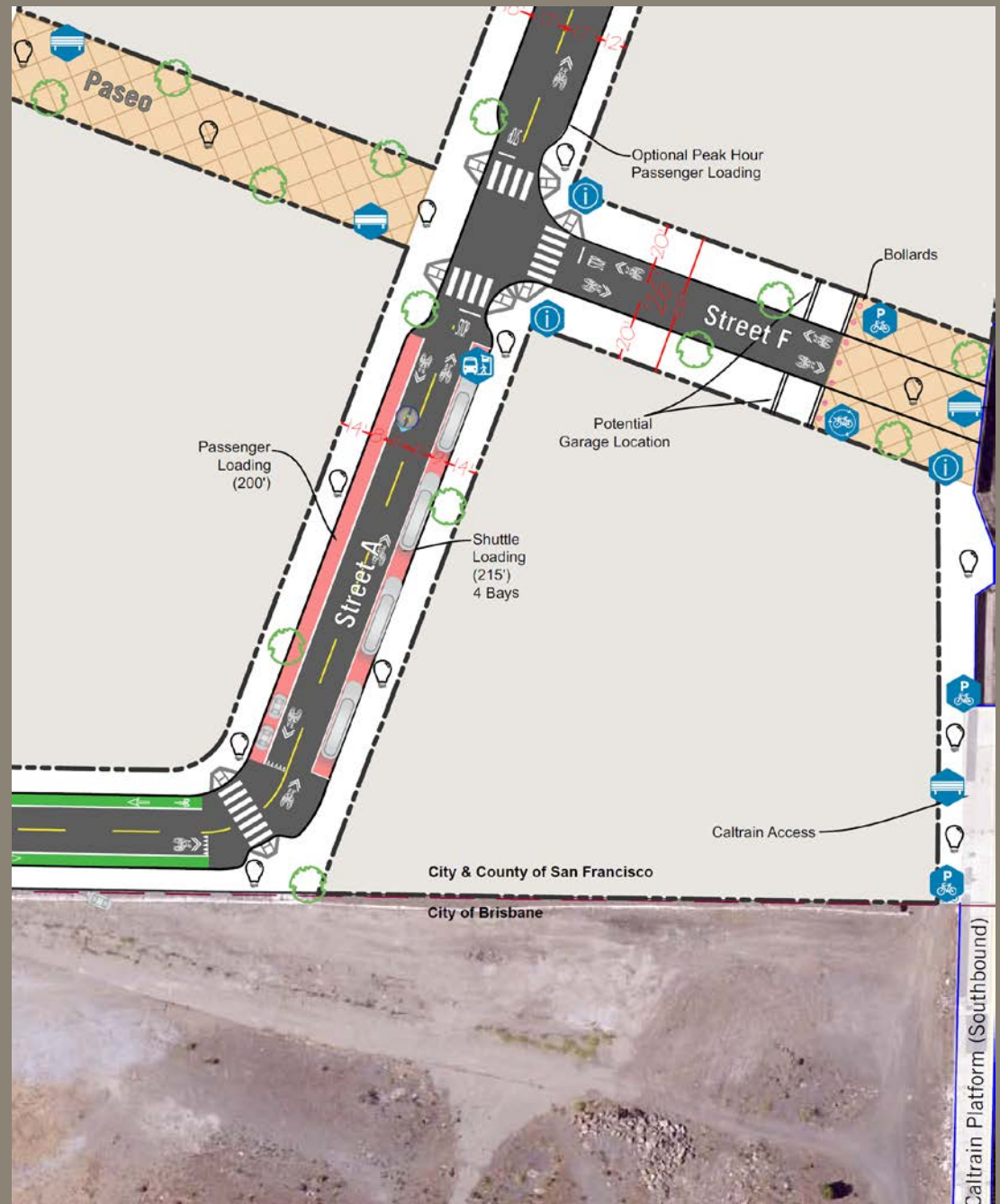
ALTERNATIVE 1

- Completely contained within SF
- Smaller shuttle and passenger loading areas
- Street A serves as additional passenger loading



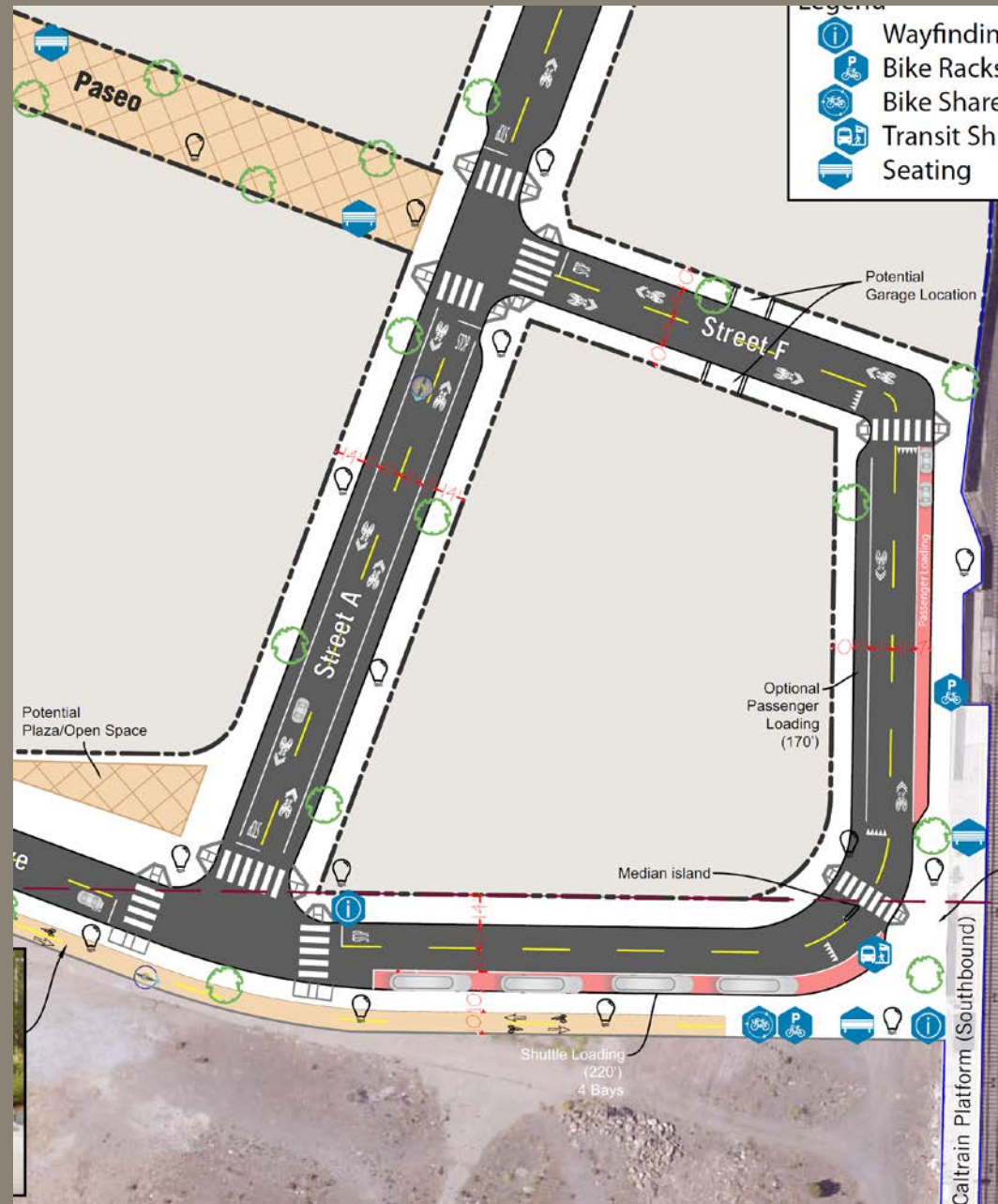
ALTERNATIVE 2

- Completely contained within SF
- Street A: East side reserved for shuttles
- Passengers cross Street A to access Caltrain



ALTERNATIVE 3

- Loop touches SF and Brisbane
- Maximizes waiting area/platform access
- Short walk distance to platform
- Provides substantial passenger loading space



ALTERNATIVE 4

- Primarily in Brisbane
- Direct sight line along Sunnydale between Bayshore Blvd and Caltrain
- Maximizes waiting area/platform access
- Direct station access for vehicle drop off and shuttle riders



EVALUATION OF ALTERNATIVE CONCEPTS

Design Principles (all concepts will meet these)

- Facility requirements
- Minimum design standards

Evaluation Framework includes two types of measures

- Evaluation criteria: used for screening or comparing alternatives
- Performance characteristics: used for reporting, but not for screening or comparing

Feasibility Assessment (in addition to evaluating the alternatives)

- Planning level assessment of underground utilities conflicts, grading, & circulation
- Order of magnitude costs