The Bayshore Multi-modal Facility would include the following elements:

- Pedestrian Access
- Bike Share
- Bicycle Access
- Protection from the Sun and Wind
- Wayfinding/Information
- Enhanced pedestrian connections between future Bus Rapid Transit, buses & rail transit
- Shuttle Loading Area
- Public Seating

**Study area map and preferred multi-modal facility location on Sunnydale Avenue**

*If projected conditions change, other locations for a facility or facility elements are possible.*

**PROJECT BACKGROUND**

Extensive growth in the bi-county, Bayshore area is placing significant pressure on regional and local transportation systems. To meet both current neighborhood needs as well as the expected increase in travel and commuting demand, several transportation improvements have been identified for the bi-county area; including Muni Forward service enhancements, US-101/Candlestick Point interchange, Caltrain Modernization and Geneva-Harney Bus Rapid Transit.

A multi-modal facility is one significant way to better connect these improvements and serve future transportation demand in the bi-county area. A facility will also support regional priorities of coordinating land use and transportation planning, as well as reducing greenhouse gas (GHG) emissions.

The Bayshore Multi-Modal Facility Study is analyzing alternative locations, conceptual designs, and implementation plans for such a facility in the Bayshore area based on consultant analysis, public agency input and community feedback.

**WHAT IS A MULTI-MODAL FACILITY?**

Multi-modal facilities link transportation services and infrastructure within a single location or area, providing better access and connectivity for people using regional and rapid transit, local buses and shuttles, private vehicles (cars/trucks), cycling, and walking. Facilities can take many forms including: special street designs, a kiosk, shared platforms or even a station. For example elements which can be part of a facility, see the back of this fact sheet.

**FOR MORE INFORMATION**

http://sf-planning.org/bayshore

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**ALTERNATIVE 1:** Facility access within San Francisco; consistent with original plans for Schlage Lock development

**ALTERNATIVE 2:** Facility access within San Francisco; all transfer activity on Street A

**ALTERNATIVE 3:** Sight line from Bayshore Blvd; protected bike path; the most space for all vehicular loading

**ALTERNATIVE 4:** Sight line from Bayshore Blvd; protected bike path; vehicular loading near platform; the most developable land

**BAYSHORE MULTI-MODAL FACILITY STUDY CONCEPT ALTERNATIVES**