

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

Pedestrian Access
行人專用道



Bike Share
自行車短期租賃



Bicycle Access
自行車專用道



Protection from the Sun and Wind
半封閉式候車站台



Wayfinding/Information
地圖/指示牌



Enhanced pedestrian connections between
future Bus Rapid Transit, buses & rail transit



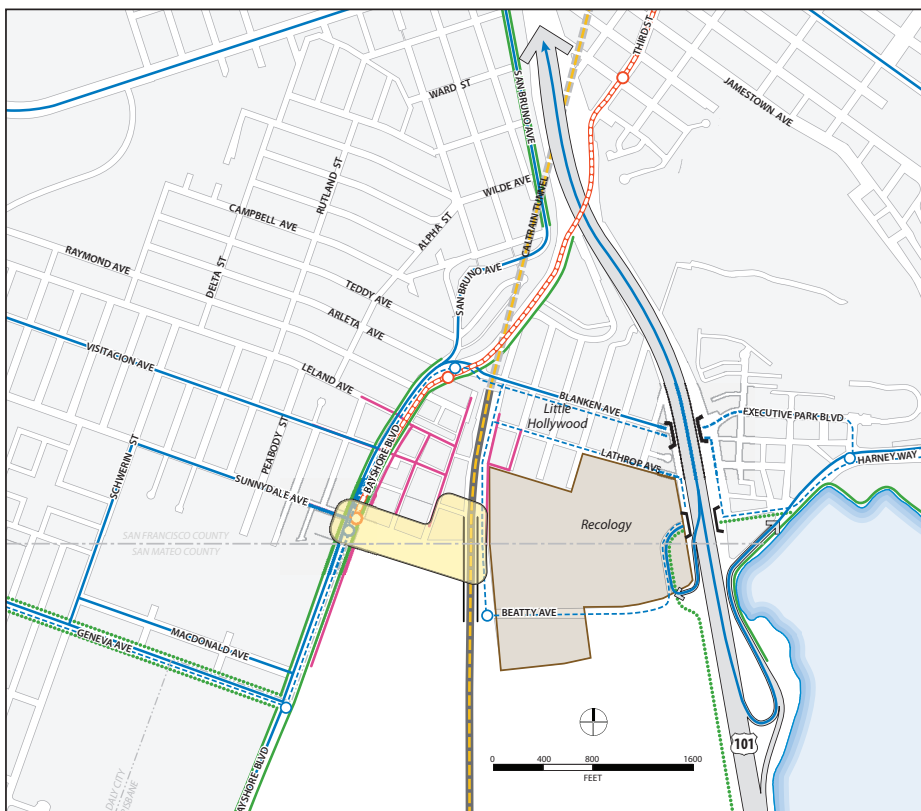
Shuttle Loading Area
巴士站



Public Seating
公共休息區域



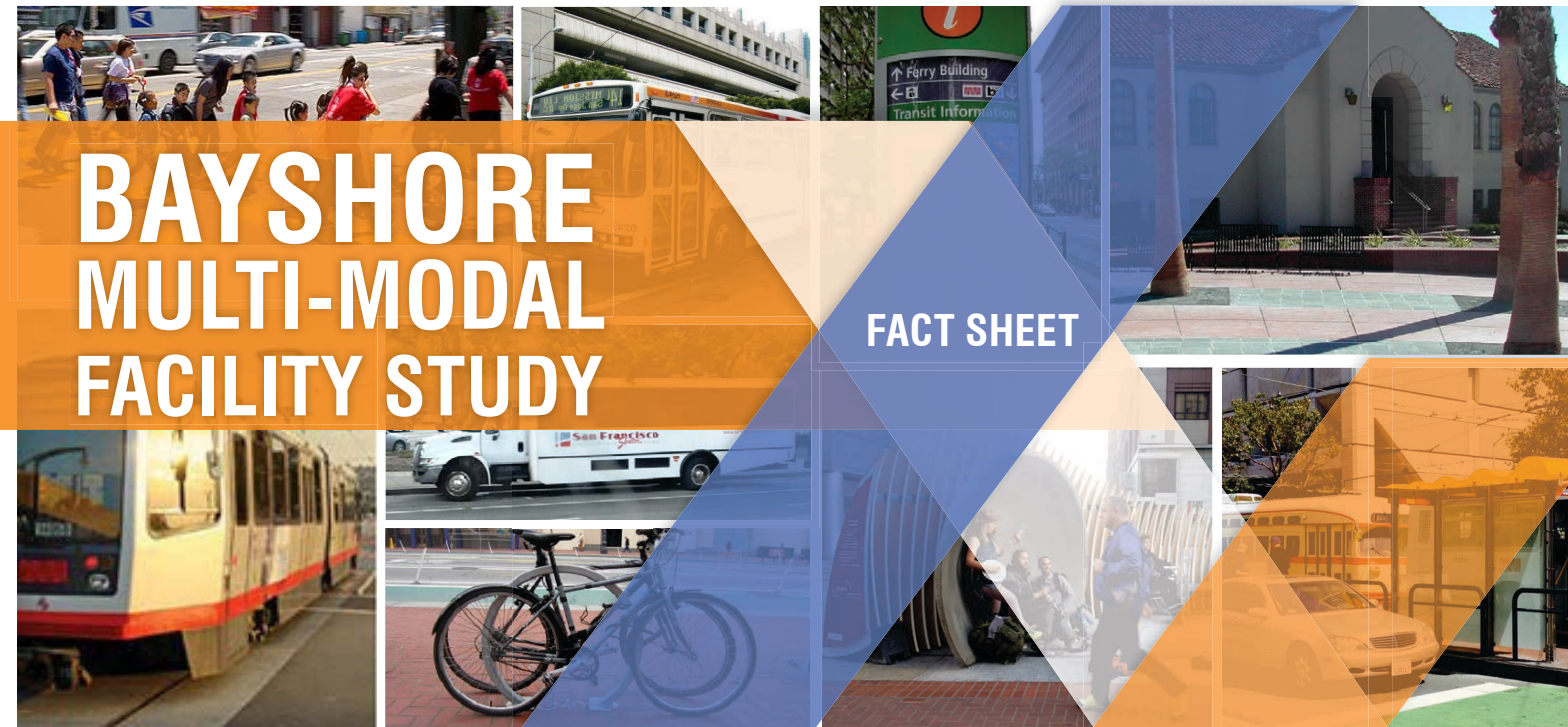
Study area map and preferred multi-modal facility location on Sunnydale Avenue



- Preferred Multi-modal Facility Location on Sunnydale Ave
- Caltrain Rail
- Existing Caltrain Platforms
- Existing/Planned Class I/II Bicycle Facilities
- Direct Walking Routes to Potential Multi-Modal Facility from Outside of 1/4 Mile Radius
- Existing Muni Metro (T-Third)
- Existing and Committed Bus Transit Service
- Potential BRT Alignments and Station Locations in Study Area

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

The City and County of San Francisco is independently conducting the study with a grant from the Metropolitan Transportation Commission (MTC). Throughout the Study, San Francisco Planning will coordinate with Caltrain, MTC, the City of Brisbane, SamTrans, and several San Francisco agencies including San Francisco County Transportation Authority (SFCTA), Municipal Transportation Agency (SFMTA), Office of Community Investment and Infrastructure (OCII), Office of Economic and Workforce Development (OEWD), and the Office of the Mayor.



PROJECT BACKGROUND

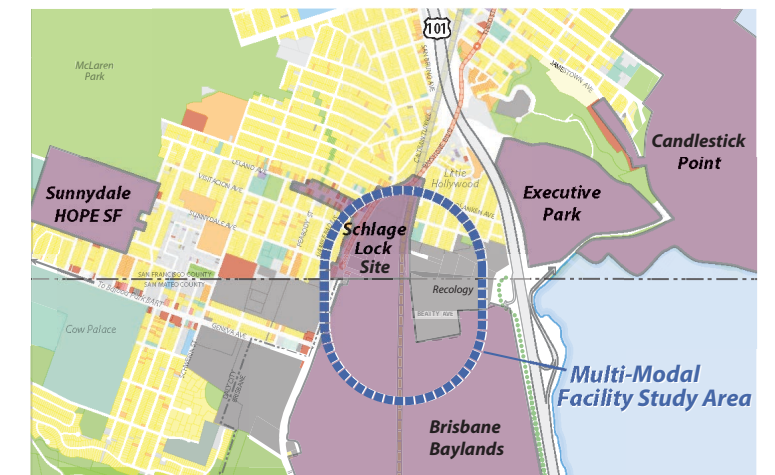
Extensive growth in the bi-county, Bayshore area is placing significant pressure on regional and local transportation systems. To meet both current neighborhood needs as well as the expected increase in travel and commuting demand, several transportation improvements have been identified for the bi-county 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.

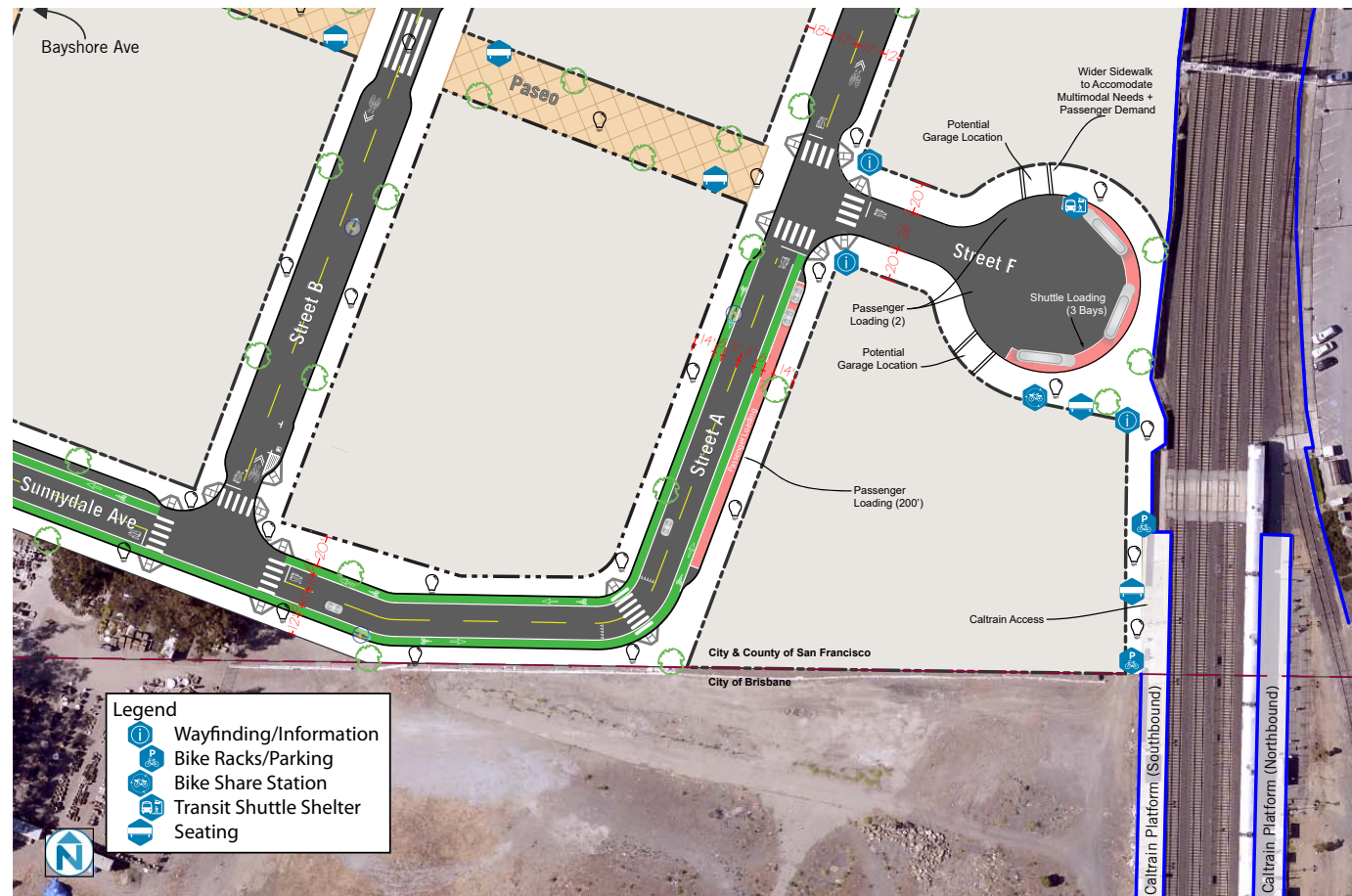


FOR MORE INFORMATION

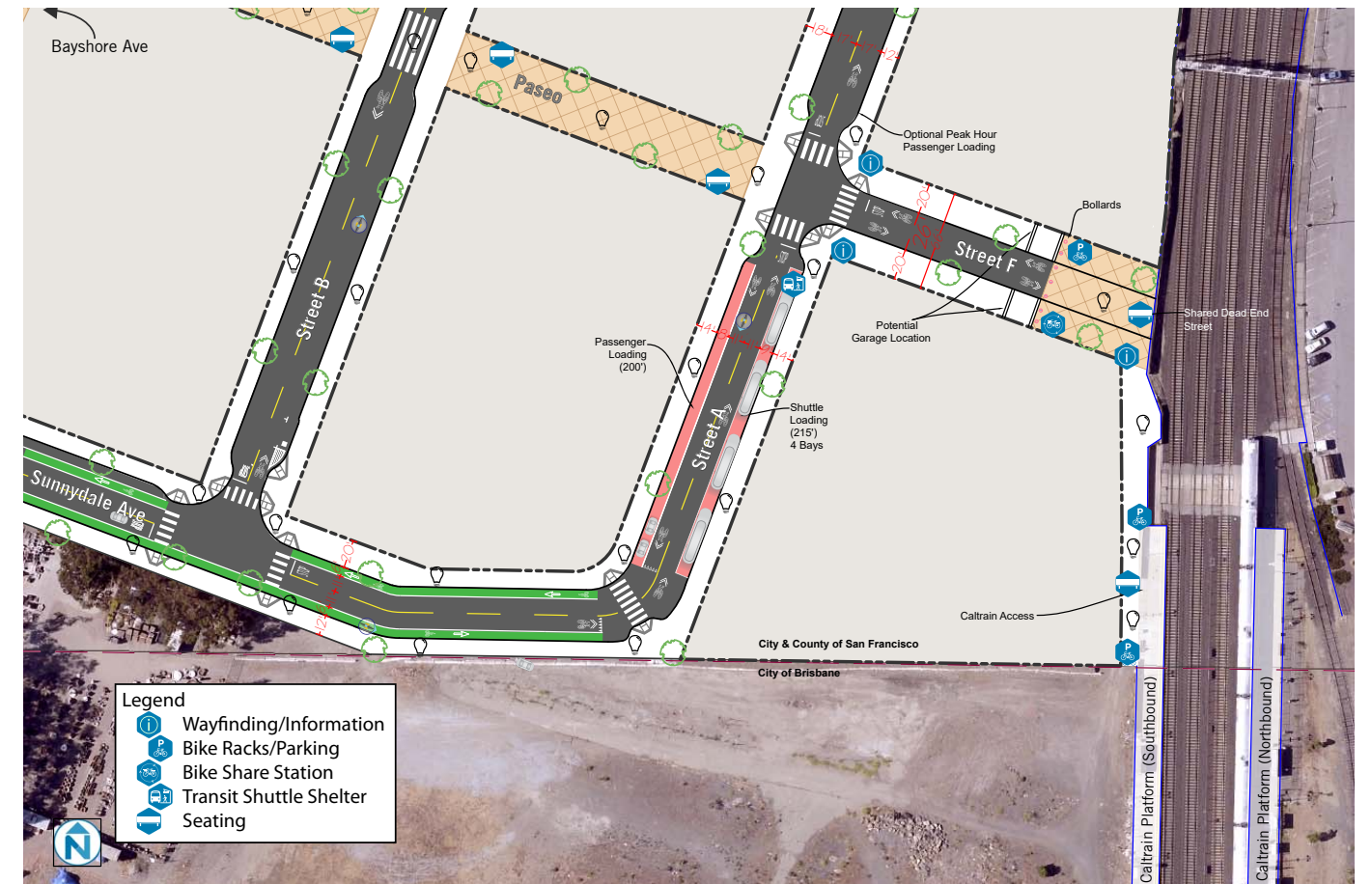
<http://sf-planning.org/bayshore>

Jeremy Shaw, Project Manager
San Francisco Planning Department
Jeremy.Shaw@sfgov.org | (415) 575-9135

BAYSHORE MULTI-MODAL FACILITY STUDY CONCEPT ALTERNATIVES



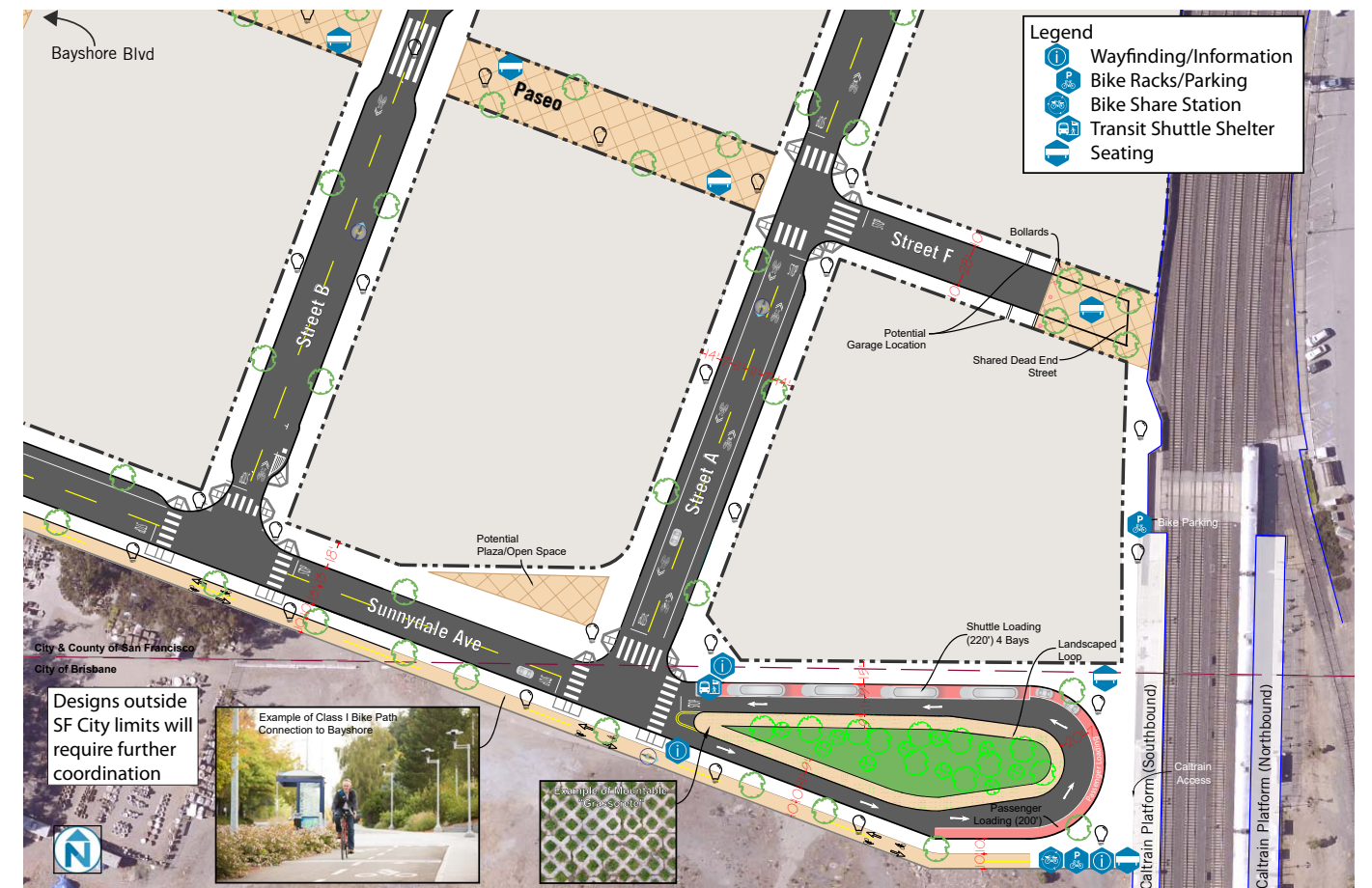
ALTERNATIVE 1: Facility access within San Francisco; consistent with original plans for Schlage Lock development



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