

WELCOME



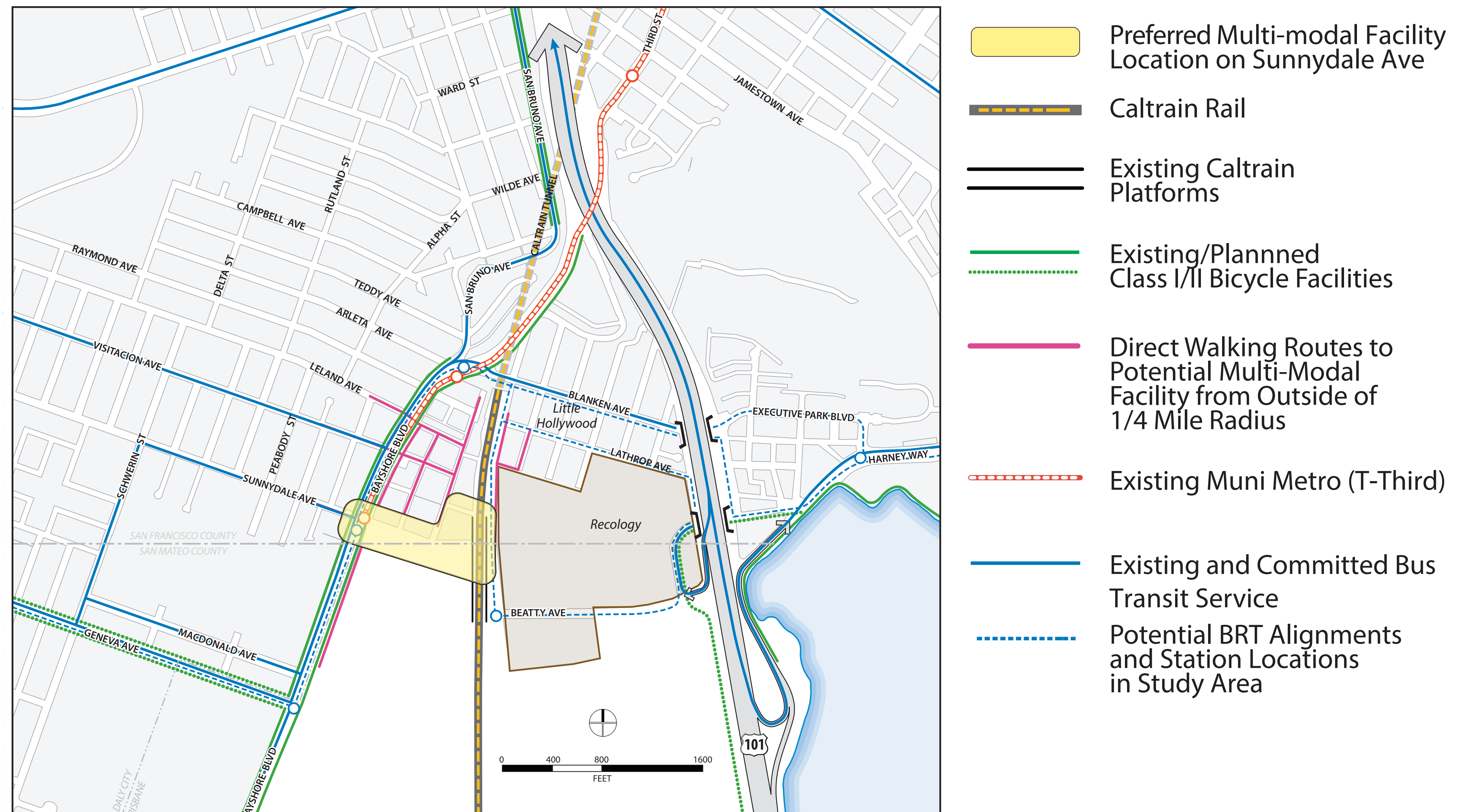
Tonight, transportation consultants are presenting four concept alternatives for a multi-modal facility at the Sunnydale Avenue location.

The City of San Francisco invites you to discuss and comment on the alternatives and the measures we will use to evaluate them.

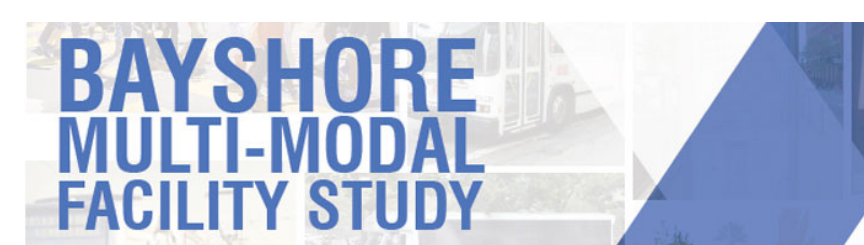
NEXT STEPS

The consultant and City team will finalize the concepts, their evaluation, and an implementation plan by Winter 2017.

PREFERRED LOCATION & SURROUNDING TRANSPORTATION NETWORK



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, Schlage Lock, 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.



FOR MORE INFORMATION
<http://sf-planning.org/bayshore>



中文詢問請電: (415) 558-6282
Para información en Español llamar al: (415) 558-6307



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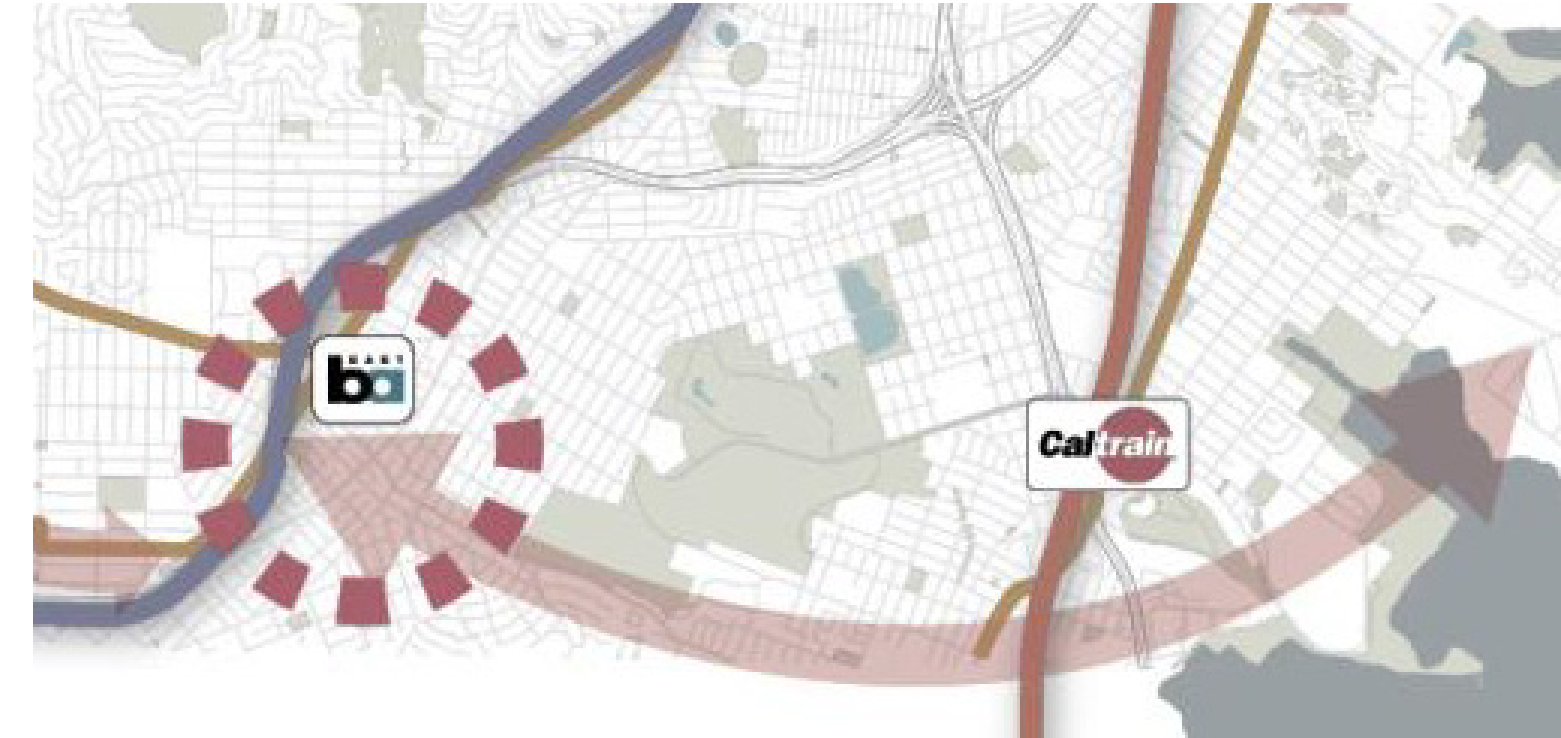
MINIMUM FACILITY REQUIREMENTS



Bench and Shelter



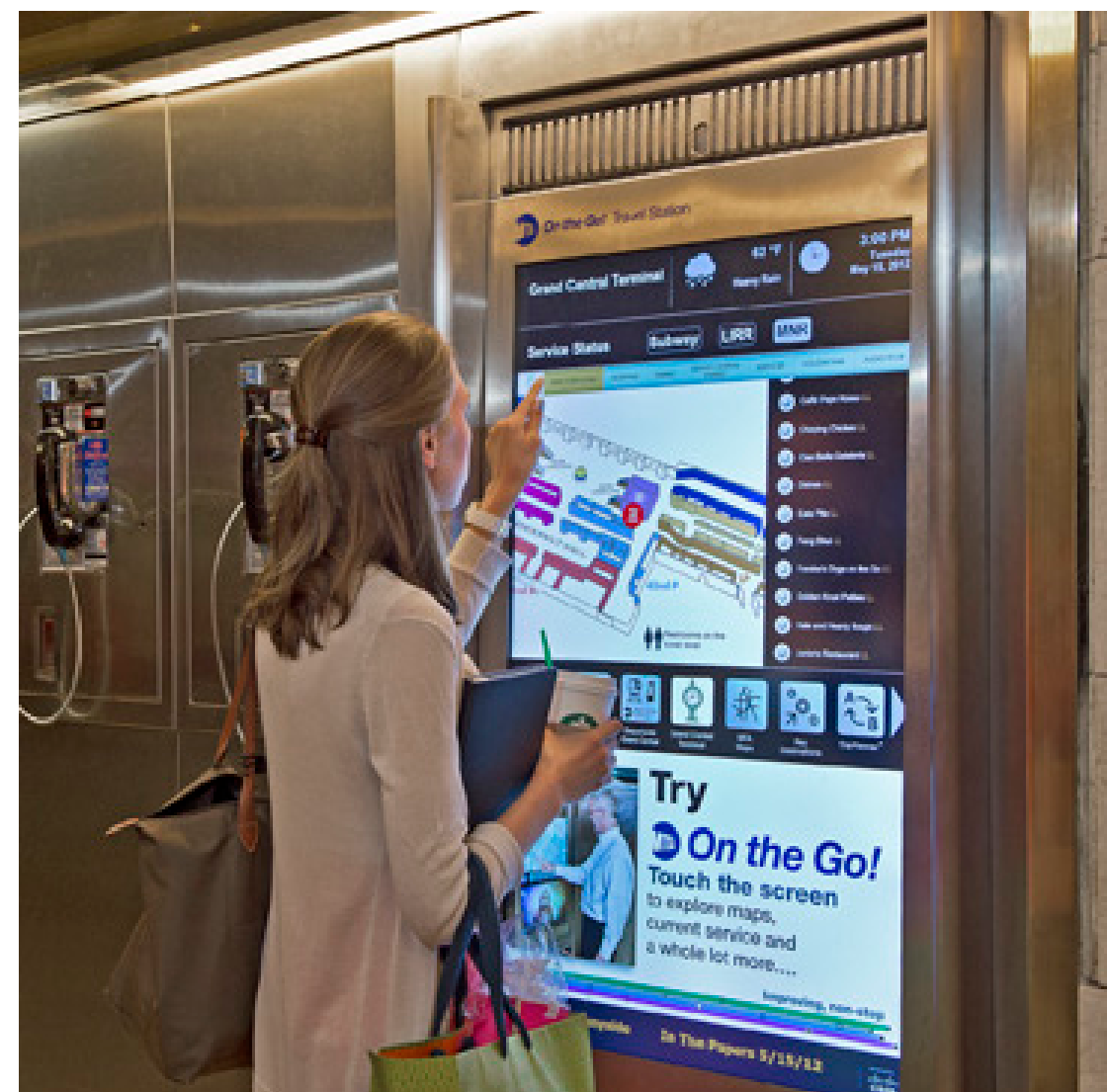
Bicycle & Pedestrian Access



High Quality Transit



Bicycle Share



Information Kiosk



Shuttle Loading Area



Wayfinding

Criteria	Requirement
Transit Operations	<ul style="list-style-type: none"> • Minimum of four shuttle bays for 30' vehicles • 170' minimum for independent shuttle movement • Quality, size of waiting areas
Multimodal Connectivity	<ul style="list-style-type: none"> • Minimum 170' curbside pick up space • Direct connections for all modes • Safe, secure bike paths • Safe, secure pedestrian paths • Wayfinding features, with kiosk space
Vehicle Access	<ul style="list-style-type: none"> • 20' minimum clear-width (26' preferred) • 30' design vehicle
Policy	<ul style="list-style-type: none"> • Minimize impact on developable land • Minimize encroachment on neighboring parcels

ALTERNATIVES PERFORMANCE & EVALUATION

EVALUATION FRAMEWORK

Includes various metrics and measures used to evaluate the facility designs based on four transportation criteria.

The framework highlights those metrics used to facilitate decision-making and other characteristics that report on the facility’s performance.

Criteria	Metric	Definition	Eval. Criteria	Perf. Char.	What Metrics Are Most Important to You?
Transit Operations & Performance*	Shuttle capacity	# of independently accessible 30' bus bays	X		
	Distance from Caltrain platform to connecting transit*	Distance in feet to shuttles	X		
		Distance in feet to Geneva-Harney BRT	X		
		Distance in feet to Muni Metro T-Third		X	
		Distance in feet to Muni 8AX, 8BX, 9, 9R		X	
		Distance in feet to SamTrans 292		X	
	Shuttle route directness	# of turns from Bayshore to Caltrain		X	
	Shuttle conflict potential	Severity (qualitative)		X	
	Ridership potential	Average daily boardings (qualitative)		X	
Multimodal Connectivity	Distance from Caltrain platform to connecting mode	Distance in feet to passenger loading	X		
		Distance in feet to bicycle network		X	
		Pedestrian network (qualitative)		X	
	Ease of Caltrain platform access	Consideration of all modes (qualitative)	X		
	Character/size of waiting area & amenities	Programming of the space for all users (qualitative)		X	
	Character/quality of bike access	Facility type		X	
	Character/quality of pedestrian access	Sidewalk connection at platform access point		X	
	Sightline between Caltrain and other transit stops	Clear sightline/directness		X	
Vehicular Access	Width of access lane	in feet	X		
	Length of parking zone	in feet	X		
	Internal roadway conflict potential	Potential for conflict between vehicles and all modes (qualitative)	X		
	Internal roadway congestion potential	Potential for congestion (qualitative)	X		
	Private vehicle route directness	# of turns from Bayshore to Caltrain		X	
	Conflict points between motorists & passenger access	Magnitude of conflict between modes (qualitative)		X	
Policy & Implementation Considerations	Size of development parcels	in square feet	X		
	Marketability of development parcels	Based on street frontage and accessibility to the Station and Bayshore Blvd. (qualitative)	X		
	Ease of implementation	Based on political and design considerations (qualitative)	X		
	Cost (i.e. 12% design)	Cost to build the alternative		X	
	Multi-modal facility outside SF City/County line	Approximate % of facility outside SF		X	
	User experience	Sense of place, ease of use		X	
* All concepts include ADA accessible design elements					

STUDY AREA DEVELOPMENT PROJECTS



SCHLAGE LOCK

New mixed-use community with about 1,680 residential units.

SUNNYDALE HOPE SF

New mixed-income neighborhood of about 1,750 units (including replacement housing for existing residents).

BRISBANE BAYLANDS

New and intensified industrial and office development.

Note: The Baylands project is currently under review and is subject to change as the land use approval process proceeds. Proposed development includes the potential Recology Expansion but Recology may pursue alternative development plans.

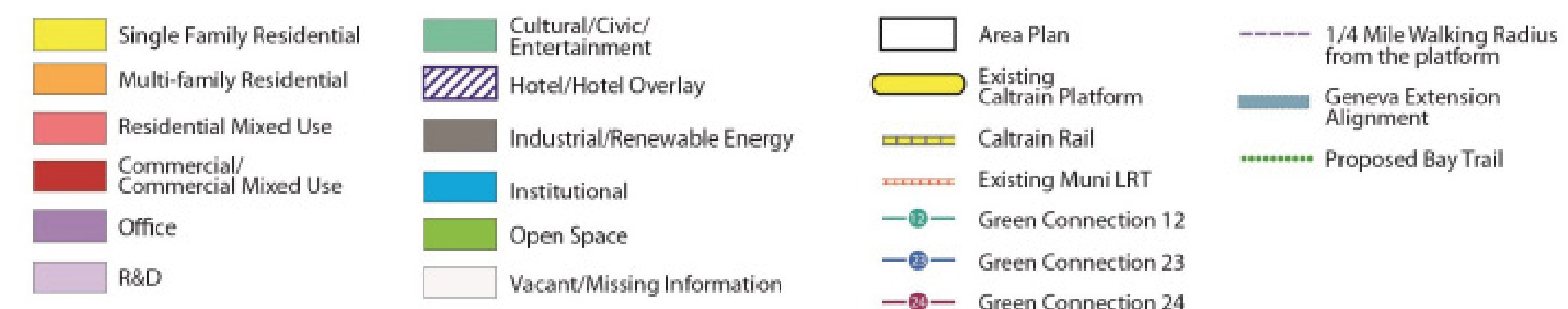
EXECUTIVE PARK

2,800 housing units converted from an existing office park.

CANDLESTICK POINT & HUNTERS POINT SHIPYARD

Regional shopping center, hotel, offices, restaurants, upgraded parks and 10,500 homes (including replacement housing for public housing residents).

Study Area Land Use and Planned Developments



AERIAL VIEW OF IMMEDIATE STUDY AREA



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BAYSHORE
MULTI-MODAL
FACILITY STUDY

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San Francisco
Planning

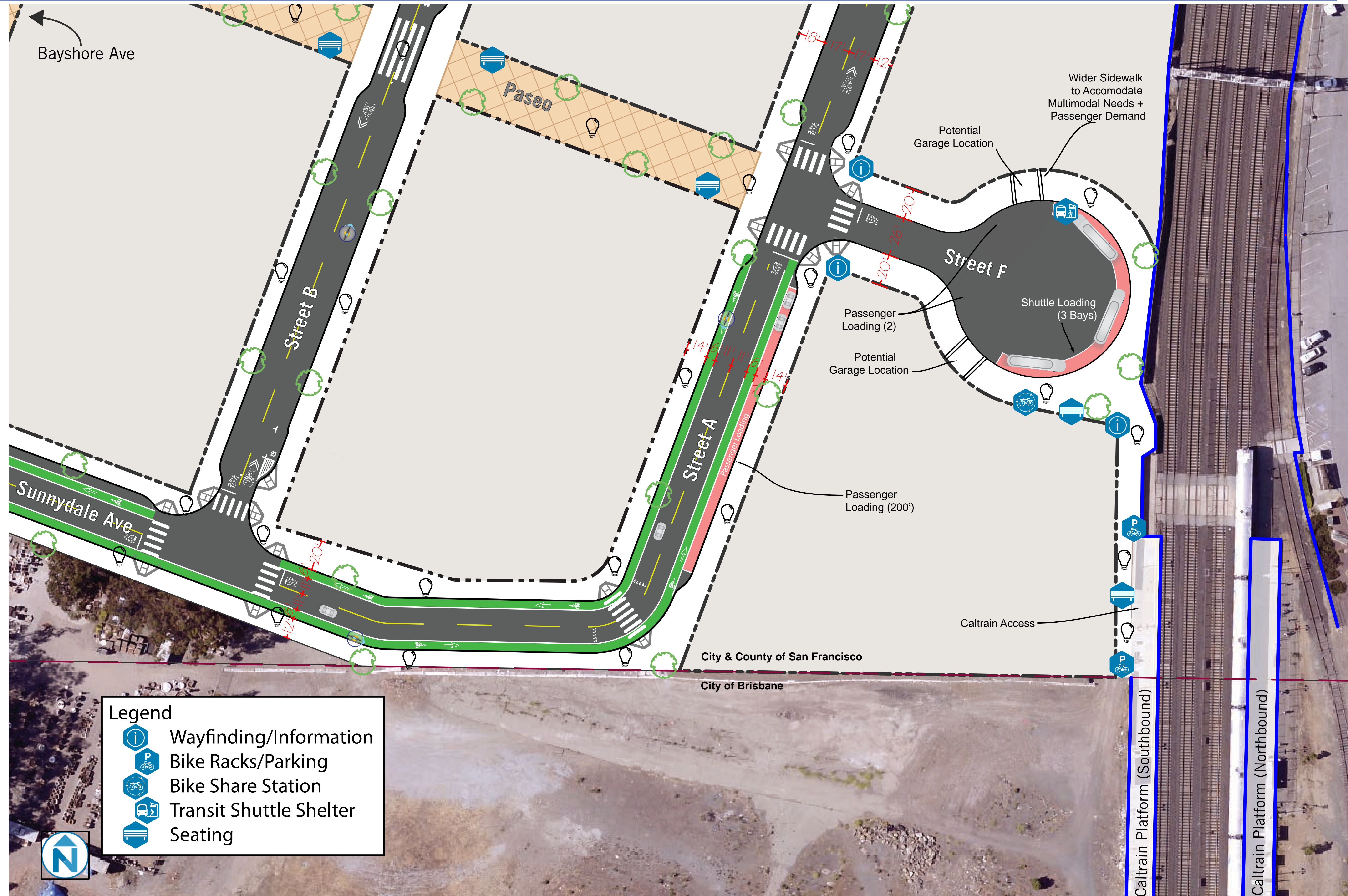
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N NELSON
NYGAARD

CONCEPT ALTERNATIVE 1

HAVE COMMENTS?

Post them here:



CONCEPT ALTERNATIVE 2

HAVE COMMENTS?

Post them here:



CONCEPT ALTERNATIVE 3

HAVE COMMENTS?

Post them here:



CONCEPT ALTERNATIVE 4

HAVE COMMENTS?

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