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
OPEN HOUSE – NOVEMBER 3, 2016

BAYSHORE MULTI-MODAL FACILITY STUDY: OPEN HOUSE #1

MM FACILITY ELEMENTS

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
- optional

Pedestrian Access
Bike Lanes
Shared Platform
Navfinding/Information
Carsharing
Off-Street Bus Exchange
Shuttle Loading Area

For more information visit:
http://sf-planning.org/bayshore
## EVALUATION CRITERIA

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<thead>
<tr>
<th>Criteria</th>
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<tr>
<td>RIDERSHIP MAXIMIZATION</td>
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<tr>
<td>NON-MOTORIZED ACCESS</td>
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<tr>
<td>INTERMODAL CONNECTIVITY</td>
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<td>PLACE-MAKING</td>
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<td>PHYSICAL IMPLEMENTATION ABILITY</td>
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<td>CONSISTENCY WITH REGIONAL PLANS AND POLICIES</td>
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*San Francisco Planning*
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
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

**SHORT TERM**
- Schlage Phase I Pre-BRT
- Schlage Phase 2

**MEDIUM TERM**
- Multi-modal Facility

**LONG TERM**
- Geneva Avenue Extension and Interchange

Potential MM Facility Modification with Geneva Extension & Interchange
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