

# Bayshore Intermodal Station Access Study Final Report Overview

San Mateo County Transportation Authority

November 1, 2012



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## Today's Presentation

- Background and purpose
- Station design alternatives
- Recommended:
  - Station program and access
  - Land use policies and designs to support the Station
- Next steps

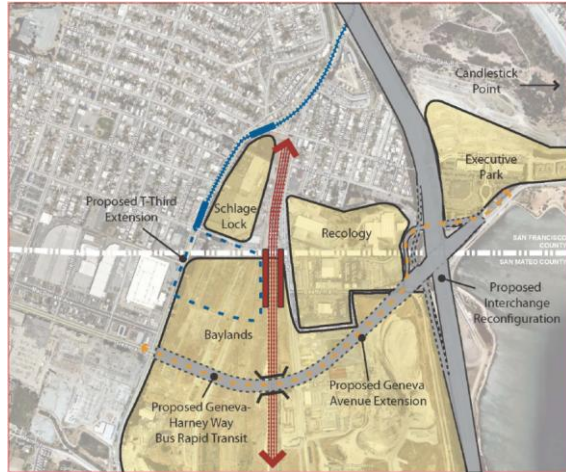


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# Proposed Development and Station Opportunity

- Multiple land development proposals
- Major transportation investments planned
- Bayshore Station as focal point for a regional transit hub
- Requires cross-jurisdictional coordination



# Study Partners

**Lead Agency:**

- ▶ San Francisco County Transportation Authority

**Agency Partners:**

- ▶ Metropolitan Transportation Commission / Association of Bay Area Governments - FOCUS Program
- ▶ City/County Association of Governments of San Mateo County
- ▶ San Mateo Transit District (SamTrans)
- ▶ Peninsula Corridor Joint Powers Board (Caltrain)
- ▶ San Mateo County Transportation Authority
- ▶ City of Brisbane
- ▶ San Francisco City Agencies: Municipal Transportation Agency, Planning Department, Department of Public Works, Office of Economic and Workforce Development, Redevelopment Agency
- ▶ City of Daly City

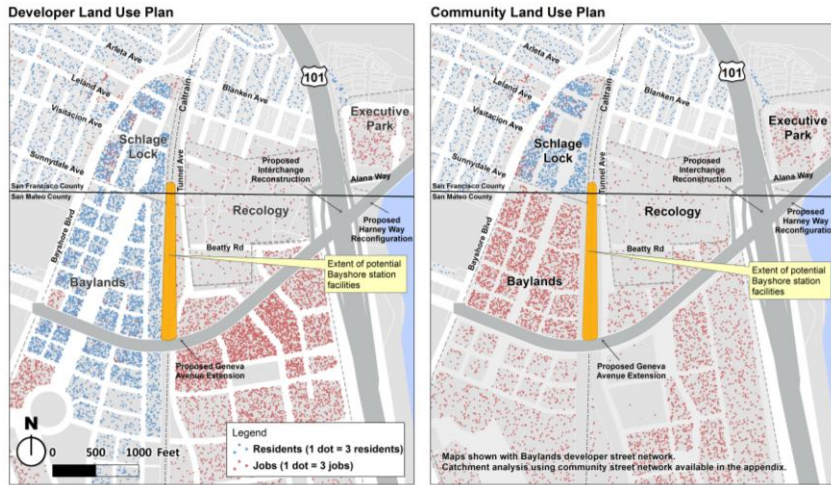
**Private Stakeholders**

- ▶ Universal Paragon Corporation
- ▶ Lennar
- ▶ Recology

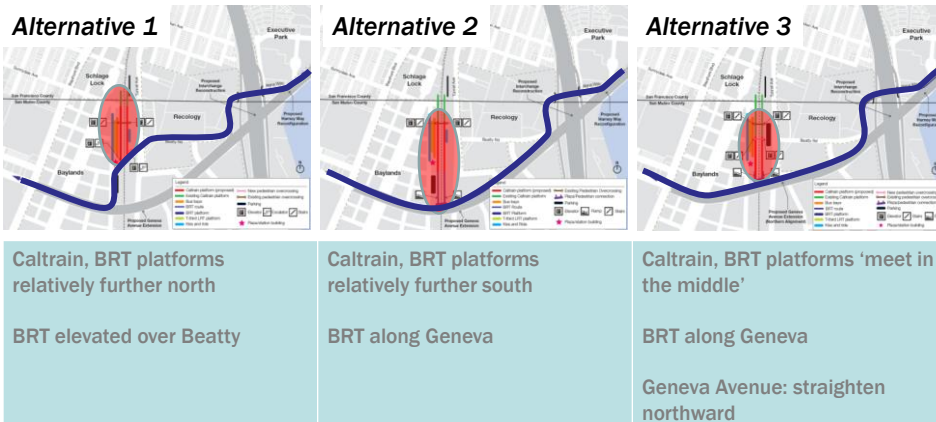
**Funders**



# Brisbane Baylands Specific Plan Scenarios: Developer, Community



## 3 Station Alternatives



*Not Evaluated – Indicated by Brisbane as incompatible with land use plans*



# Evaluation Criteria and Analyses Applied

1. Ridership Catchment Maximization
2. Non-Motorized Access
3. Intermodal Connectivity
4. Transit Operations
5. Place-Making
6. Implementation

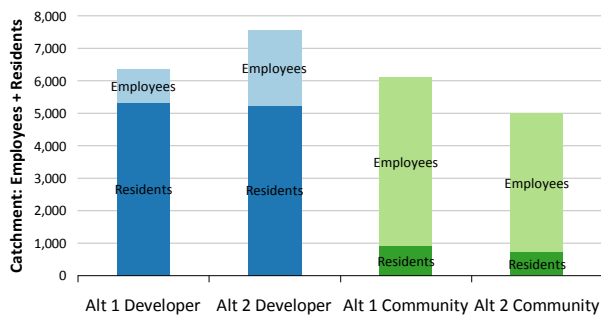


## Ridership Catchment Maximization: Results (Existing, Approved, and Proposed)

### Distinguishers:

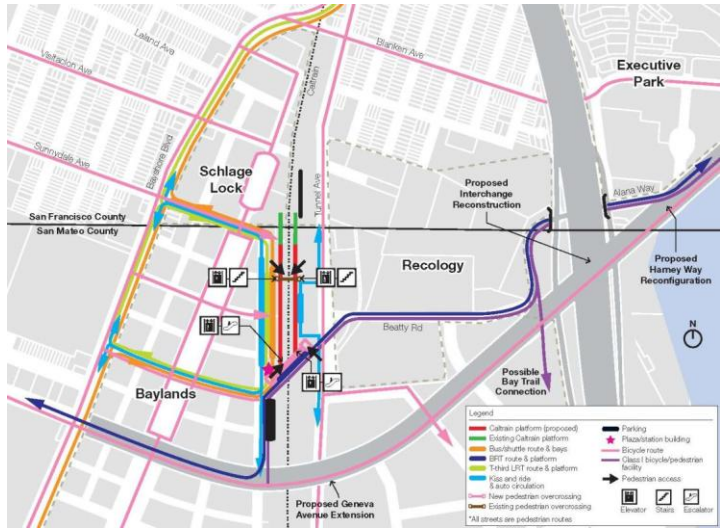
- Higher-performing alt depends on land use
- Alt 1 closer to more existing/approved land uses

Number of Potential Riders  
Within 1/4-Mile of Station



# Recommended Station Program, Access Routes

Alternative 1 (as example)



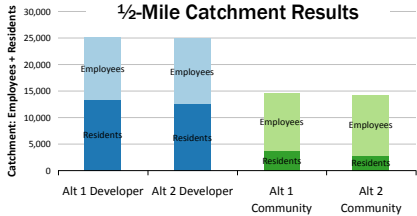
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# Recommended Land Use Policies and Designs\*

Dense, diverse nearby land uses, especially evening activity



Managing parking, travel demand (e.g., shuttles)



ecopass



\* Baylands Specific Plan draft documents provide for some of these

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## Costs and Funding

Item	Cost
Station Elements	\$52M - \$58M
Related Projects (BRT, LRT, Geneva Ave, Bike-Ped)	\$298M - \$396M

- **Funding:**
  - Public, private contributions expected
  - Bi-County Transportation Study is exploring options
  - Competitive for regional funds



## Status, Next Steps

### **Bayshore Study:**

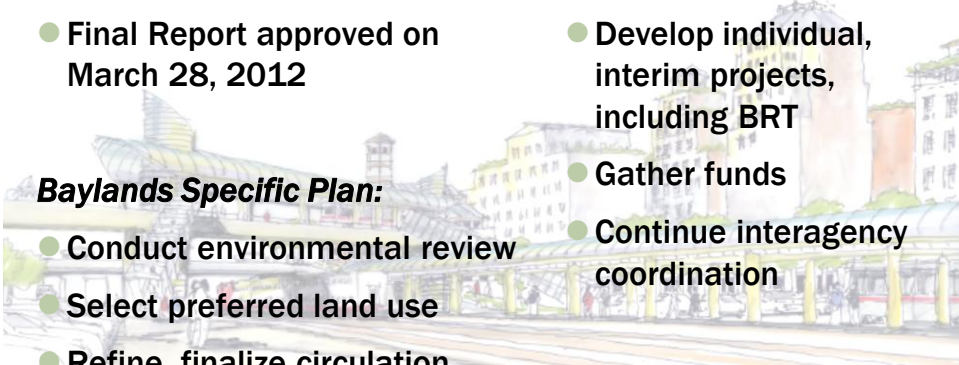
- Final Report approved on March 28, 2012

### **Baylands Specific Plan:**

- Conduct environmental review
- Select preferred land use
- Refine, finalize circulation, design and development plans

### **Other Steps:**

- Develop individual, interim projects, including BRT
- Gather funds
- Continue interagency coordination



For more information  
(including Final Report):  
[www.sfcta.org/bayshore](http://www.sfcta.org/bayshore)

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