Section 3

Strategies for North Bayshore

Based upon the review of the existing conditions, the future growth projections, and the input received during the community outreach process, a comprehensive list of transportation improvements for North Bayshore was developed. Then in turn this list was reviewed during the community outreach process and a series of transportation strategies evolved from this process.

3.1 Key Principles

The development of the improvement strategies was based upon the following key principles which were identified as part of the outreach activities.

- The strategies would involve a combination of public and private roles and responsibilities.

- There would be multiple strategies which would work together to provide a multifaceted approach.

- The North Bayshore companies (potentially through a Transportation Management Association) would have an essential role.

- The selected infrastructure investments should be able to support the strategies, serve future growth and adapt to changing technology

3.2 Matrix of Alternatives

A preliminary list of potential alternatives and strategies was developed based on community input and problem definition. The alternatives are summarized on the following pages in a matrix (Table 3-1) which lists the potential improvements or actions by category. It also indentifies the travel markets in terms of trip distance that would be best served by each alternative and the time frame in which the improvement could be implemented.

Table 3-1 Matrix of Alternatives

	Strategy	Travel Market					Timeline		
		North Bayshore Circulation	Local Trips (0-30 miles)	Regional Trips (30+ miles)	Last Mile Connection (Caltrain, VTA)	Supporting Actions	Near Term	Mid Term (2030)	Long Term
Traffic and Roadway	Real-Time Signal System Optimization	✓	✓				✓		
	Reversible Lanes	✓	✓				✓		
	Improved Internal Circulation	✓					✓		
	Increased Gateway Capacity		✓	✓				✓	
	Charleston East/West Tunnel (restricted to transit and/or Bike/Ped)		✓					✓	
	Other New Crossings of 101 (restricted to transit and/or Bike/Ped)		✓					✓	
	Direct Access Connectors to Highway-101 Express Lanes (including Moffett and San Antonio)			✓				✓	
	Direct Ramp Connections to Remote Parking Structures		✓	✓				✓	
	Reconfigure San Antonio Interchange		✓	✓				✓	
	Reconfigure Old Middlefield Road Ramp to Connect into Shoreline Area		✓	✓				✓	
	Stevens Creek Trail Transit / Ped/Bike Bridge			✓			✓	✓	
Transit	Transit Only Lanes on Moffett Boulevard and/or Shoreline Boulevard		✓	✓	✓		✓		
	Transit Bridge/Tunnel across 101 (At Shoreline, Moffett, or Charleston)		✓	✓	✓			✓	
	Stevens Creek Transit Bridge		✓	✓	✓		✓		
	Shared Shuttle Service from Mountain View Caltrain Station (color coded based on destination)		✓	✓	✓		✓		
	Shuttle Connections through Shoreline Area and across Stevens Creek to NASA area and Bayshore LRT		✓	✓	✓		✓		
	High-Frequency, Branded Internal Shuttle in Shoreline Area	✓			✓		✓		
	BRT Connection to Mountain View and/or San Antonio Caltrain Station from Shoreline Area		✓	✓	✓		✓		
	LRT Extension from Bayshore NASA LRT station to Shoreline area		✓	✓	✓			✓	✓
	LRT Extension from Bayshore NASA through Shoreline area to San Antonio Caltrain station		✓	✓	✓			✓	✓
	LRT Loop from Mountain View Caltrain, via Shoreline and east through NASA to Bayshore LRT station.		✓	✓	✓			✓	✓
	Complete Double Tracking of Existing LRT		✓	✓			✓	✓	
	Shoreline/NASA/Caltrain Streetcar Loop		✓	✓	✓			✓	✓
	Automated Guideway Transit or PRT System within Shoreline Area	✓						✓	✓
	Automated Guideway Transit or PRT System within Shoreline/NASA Area	✓	✓	✓				✓	✓
	Automated Guideway Transit or PRT System with Caltrain Connection	✓	✓	✓	✓			✓	✓
	Autonomous On-Demand Vehicle System (Shared, Semi-exclusive, or Fully-exclusive)	✓	✓	✓	✓			✓	✓
	Caltrain Transit Station Improvements (to accommodate above solutions)		✓	✓	✓	✓		✓	✓
	Central Shoreline Transit Station/Hub	✓	✓	✓	✓		✓	✓	
	Multiple Shoreline Transit Nodes	✓	✓	✓	✓		✓	✓	

Table 3-1 Matrix of Alternatives (continued)

		Travel Market					Timeline		
	Strategy	North Bayshore Circulation	Local Trips (0-5 miles)	Regional Trips (30+ miles)	Last Mile Connection (Caltrain, VTA)	Supporting Actions	Near Term	Mid Term (2030)	Long Term
Bicycle and Pedestrian	Green Lanes/Buffered Lanes/Bicycle Boulevards	✓	✓		✓		✓		
	Separated Internal Bicycle/Pedestrian Trail System	✓			✓		✓		
	Area-Wide Bicycle Sharing	✓			✓		✓		
	GPS Install on Shared Bikes for Trip Data					✓	✓		
	Digital Display Boards for Rolling Total of Cyclists (Updates as you pass by it)					✓	✓		
	Bike Repair Station (Drop off for servicing or self serve)		✓			✓	✓		
	Wayfinding and Signage from Caltrain to Bicycle Network		✓				✓		
	Shared Space Alleys	✓					✓		
	Reconfiguring Parking lots with Pedestrian Walkways	✓					✓		
	Shared Space Alleys	✓					✓		
	Fitness zones at trail heads					✓	✓		
	Complete Streets -Street Redesign		✓				✓	✓	
	Northern/Bay Trail Access Improvements		✓				✓	✓	
	Permanente Creek Trail Improvements		✓				✓	✓	
	Shoreline Boulevard Improvements		✓				✓	✓	
	Stevens Creek Trail Improvements		✓				✓	✓	
	Downtown Access/ East-West Improvements		✓				✓	✓	
	Stevens Creek Bicycle/Pedestrian Bridge		✓				✓	✓	
Parking Management and Supply	Intercept Parking Structures		✓	✓			✓	✓	
	Priority Parking for Carpools/Vanpools		✓	✓			✓		
	Parking Requirements reduced reduced to fit long term development needs		✓	✓	✓		✓		
	Area-wide parking cap		✓	✓	✓		✓		
Transportation Demand Management	Real-Time Dynamic Matching Carpool Program		✓	✓			✓		
	Car Sharing Programs		✓	✓			✓		
	Shoreline Employee Universal Free Transit Pass				✓		✓		
	Transportation Management Association (TMA)		✓	✓	✓		✓		
	Personal Real-Time Taxi Service (employee operated)		✓				✓		
	Vanpools (with subsidies or incentives)			✓			✓		
	Local Pickup Service for Employees (similar to dial-a-ride service)		✓				✓		
	Cash out Program for Employees (employees receive incentives to use alternate modes)		✓	✓			✓		