This chapter provides specific conceptual designs for each street within the Streetscape Master Plan on Yerba Buena Island. South Gate Road, North Gate Road, Hillcrest Road, and portions of the Treasure Island Road Viaduct are not part of this scope of work and are shown for reference only to provide context for the streets that are being designed within this scope.
Yerba Buena Island streets are multi-modal transportation corridors, with different uses emphasized on different streets. Consistent with Yerba Buena Island’s grandeur and natural character, streetscape and plantings on the island generally are native landscapes lining streets and sidewalks, rather than typical urban street tree plantings as on Treasure Island.

Existing rights-of-way, structures, and topography constrain Yerba Buena Island’s street system to areas of pre-existing development.

In addition to the streets described in this chapter, Yerba Buena Island features a supplementary network of publicly accessible pedestrian paths and stairs as well as publicly accessible drive courts.
D2. YERBA BUENA STREETSCAPE DESIGNS

TREASURE ISLAND ROAD CAUSEWAY

OVERVIEW

- Treasure Island Road Causeway connects Treasure Island to Yerba Buena Island.
- (2) Class 1 bike lanes (one way in each direction) plus (2) pedestrian only paths are provided on each side of the street.
- Landscape shall be consistent with the natural character of Yerba Buena Island, and the YBI Habitat Management plan shall be referenced for specific understory planting requirements.

EXISTING CONDITION
TREASURE ISLAND ROAD CAUSEWAY: SECTION
<table>
<thead>
<tr>
<th><strong>PAVING</strong></th>
<th>Type</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Ped Path &amp; Class 1 Bike</td>
<td>A DPW Standard Cast In Place Concrete</td>
<td></td>
</tr>
<tr>
<td>P2</td>
<td>Furnishing Zone</td>
<td>A DPW Standard Cast In Place Concrete</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>CURBS</strong></th>
<th>Type</th>
<th>Notes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Curb &amp; Gutter</td>
<td>DPW Standard</td>
<td>6&quot; typical</td>
</tr>
<tr>
<td>C2</td>
<td>Curb Ramp</td>
<td>DPW Standard</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>PLANTING</strong></th>
<th>Type</th>
<th>Tree Pit / Planter Type</th>
<th>Tree Well / Planter Size</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>Tree 1</td>
<td>M Tree Pit C, planting</td>
<td>Continuous</td>
<td></td>
</tr>
<tr>
<td>PA1</td>
<td>Planting Area 1</td>
<td>na Continuous</td>
<td>10' x continuous</td>
<td>Refer to YBI Habitat Management Plan</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>LIGHTING</strong></th>
<th>Family</th>
<th>Location</th>
<th>Spacing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>A</td>
<td>Furnishing Zone</td>
<td>150' - 160'</td>
<td>28.5' pole</td>
</tr>
<tr>
<td>L2</td>
<td>A</td>
<td>Intersection</td>
<td>(1) each corner</td>
<td>28.5' pole</td>
</tr>
</tbody>
</table>
TREASURE ISLAND ROAD VIADUCT

OVERVIEW

- Treasure Island Road Viaduct to remain unchanged from the existing condition, except for re-striping to add a Class-2 bike facility connecting to the Bay Bridge and updating lighting.
TREASURE ISLAND ROAD: SECTION

3'-0" VARIIES 6'-0" 3'-0" 12'-0" 12'-0" 4'-0" VARIIES

40'-0" R.O.W.
OVERVIEW

- Treasure Island Road Viaduct to remain unchanged from the existing condition, except for re-striping to add a Class-2 bike facility connecting to the Bay Bridge and updating lighting.

EXISTING CONDITION
NOTE: Lighting to be provided on west side of road where existing conditions allow. To be confirmed in the sub-phase design documentation.
TREASURE ISLAND ROAD VIADUCT

OVERVIEW

- Treasure Island Road Viaduct improvements to be made as part of the YBI Ramps project by Cal Trans. Future proposed conditions shown on the adjacent page for reference only. Lighting improvements to be provided by the YBI Ramps project and are not part of this scope of work.

EXISTING CONDITION
Treasure Island Road-Viaduct connects Hillcrest Road with the Treasure Island Road-Causeway.

Hillcrest Road above the viaduct serves both the Bay Bridge on and off ramps.

Treasure Island Road-Viaduct, streetscape section

Hillcrest Road above the Treasure Island Road-Viaduct
MACALLA ROAD

OVERVIEW

- Macalla Road is the primary vehicular access street for Yerba Buena Island and Treasure Island.
- It is intended to accommodate one-way vehicular traffic and Class 2 bike lane traveling towards Treasure Island.
- Heading south-bound, a separated 7’ wide pedestrian path is provided along with a Class 1 bike lane.
- Retaining walls are to be provided as needed — refer to the Infrastructure Plan. Maintenance and location to be coordinated with the City in Sub-Phase Improvement Plans.
MACALLA ROAD: SECTION

D. YERBA BUENA ISLAND STREETSCAPE DESIGNS
### MACALLA ROAD - STREETSCAPE PLAN

<table>
<thead>
<tr>
<th>PAVING</th>
<th>Type</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Ped Path &amp; Class 1 Bike</td>
<td>A DPW Standard Cast In Place Concrete</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CURBS</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Curb &amp; Gutter</td>
<td>DPW Standard Cast In Place Concrete 6&quot; Typical</td>
</tr>
<tr>
<td>C2</td>
<td>Curb Ramp</td>
<td>DPW Standard Cast In Place Concrete</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PLANTING</th>
<th>Type</th>
<th>Tree Pit / Planter Type</th>
<th>Tree Well / Planter Size</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1</td>
<td>na</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PA1</td>
<td>na</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LIGHTING</th>
<th>Family</th>
<th>Location</th>
<th>Spacing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>B</td>
<td>Planting Zone / outside curb</td>
<td>60' - 65' O.C.</td>
<td>16' pole</td>
</tr>
<tr>
<td>L2</td>
<td>B</td>
<td>Intersection</td>
<td>(1) each corner</td>
<td>22' pole</td>
</tr>
</tbody>
</table>
OVERVIEW

- South Gate Road connects Macalla Road to the eastbound ramp of the Bay Bridge.
- A Class 1 bike path is provided along with a separated pedestrian path.
- Retaining walls to be provided as needed — refer to Infrastructure Plans. Maintenance and location of walls to be coordinated in Sub-Phase Improvement Plans.
- Infrastructure is part of the East Span Seismic Safety Project, shown for reference only. Not in the scope of this project.

YBI RAMPS PROJECT PLAN SHOWN FOR REFERENCE. NOT IN SCOPE OF THIS PROJECT.
NORTH GATE DRIVE

OVERVIEW

• North Gate Drive will continue to be maintained in its current condition, providing vehicle access to the Senior Officers’ Quarters Historic District, Torpedo Storehouse, and the Coast Guard Station.
• No modifications proposed --- the existing conditions are to remain.
• Pedestrian access is to be provided separately.

FOR REFERENCE ONLY - NO PROPOSED CHANGES IN THIS SCOPE OF WORK.
HILLCREST ROAD

OVERVIEW

- North Gate Drive will continue to be maintained in its current condition, providing vehicle access to the Senior Officers’ Quarters Historic District, Torpedo Storehouse, and the Coast Guard Station.
- No modifications proposed. Existing condition to remain.
- Pedestrian access provided separately.

FOR REFERENCE ONLY - NO PROPOSED CHANGES IN THE STREETSCAPE MASTER PLAN.
HILLCREST ROAD: SECTION

GUARDRAIL TO REMAIN

SHARED VEHICULAR + BIKE, CLASS 2 WHERE FEASIBLE

LANE

VARIES

VARIES

11.0'

VARIES

40.0' MIN

R.O.W.
YERBA BUENA ROAD

OVERVIEW

- Yerba Buena Road is located at the top of Yerba Buena Island and provides vehicular and pedestrian access to the Hilltop Park.
- Yerba Buena Road is a generous one-way vehicular road that is shared with bicyclists.
- Pedestrian paths are provided on both sides of the street.
- Lighting is provided on both sides of the street — actual location and coordination with the Hilltop Park to occur in Sub-Phase Level documentation.
YERBA BUENA ROAD: SECTION

D. YERBA BUENA ISLAND STREETSCAPE DESIGNS
## YERBA BUENA ROAD

### STREETSCAPE STANDARDS

<table>
<thead>
<tr>
<th>PAVING</th>
<th>Type</th>
<th>Description</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Ped Path</td>
<td>A DPW Standard Cast In Place Concrete</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CURBS</th>
<th>Type</th>
<th>Notes</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>Curb &amp; Gutter DPW Standard</td>
<td>6&quot; typical</td>
<td></td>
</tr>
<tr>
<td>C2</td>
<td>Curb Ramp  DPW Standard</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LIGHTING</th>
<th>Family</th>
<th>Location</th>
<th>Spacing</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>B</td>
<td>Furnishing Zone</td>
<td>70' - 75'</td>
<td>16' pole</td>
</tr>
<tr>
<td>L2</td>
<td>B</td>
<td>Intersection</td>
<td>(1) each corner</td>
<td>16' pole</td>
</tr>
</tbody>
</table>
E. TREASURE ISLAND INTERSECTION DESIGNS

This chapter describes the design intent and key components of Treasure Island’s typical and special intersections.

E1. INTRODUCTION

E2. INTERSECTION DESIGNS

TYPICAL INTERSECTIONS

SPECIAL INTERSECTION: SHARED PUBLIC WAY AT WINDROW, TYPE 1

SPECIAL INTERSECTION: SHARED PUBLIC WAY AT WINDROW, TYPE 2

MIDBLOCK CROSSING: EASTSIDE COMMONS AT EASTSIDE STREETS

MIDBLOCK CROSSING: EASTSIDE COMMONS AT EASTSIDE AVENUE

MIDBLOCK CROSSING: PALM DRIVE

TREASURE ISLAND CAUSEWAY AT PALM DR. AND CLIPPER COVE AVE.

MACALLA ROAD AT TREASURE ISLAND ROAD
Intersections are important places in Treasure Island’s street network and public realm, and their design must support not only the goals of the streets in general but also additional criteria specific to their unique function.

People make choices at intersections: to turn or go straight, to cross here or at the next block. As natural or enforced stops for pedestrians, cyclists, and drivers, intersections are where people pause, and thus should be designed for that; they should be safe, comfortable, and generous nodes that punctuate one’s travel through the island. They should be reliable and standard, comprising a consistent pattern that unite the islands many, diverse street types.

First and foremost, intersections must be safe for everyone. As points of convergence for motorists, cyclists, and pedestrians, intersections must be designed for the utmost clarity, legibility and visibility. Universally accessible pedestrian routes should be direct, gracious, without obstructions. City guidelines for the location of trees ensure that sight lines and visual presence are not compromised where streets cross.

Expanded street corners—corner bulb-outs—minimize the length of a crosswalk, slow traffic, and increase visibility for pedestrians. They are good locations for basic seating, bike racks, and waste stations, where they are visible and easily accessed and outside the path of travel.

Intersections are also important locations for infrastructure, such as street lights, fire hydrants, signage, and traffic lights where required. These elements must be coordinated and arranged for maximum efficiency and minimum impact on the image of the street.

In addition to typical intersections, which generally feature the same elements and set of issues and comprise the majority of intersections on the island, several special intersections exist on Treasure Island. These are described and represented generally in this chapter, noting key design concepts and considerations, as well as their basic components. Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
E2. INTERSECTION DESIGNS

TYPICAL INTERSECTIONS

OVERVIEW

Throughout the island, typical intersections are standard, City intersections of two streets. Though their geometry and design vary somewhat—the Eastside and Cityside neighborhoods conform to the island’s unconventional “skewed” grid, while the street grid of Treasure Island Village is orthogonal—nonetheless they are comprised of same standard components to meet the same basic design goals.

KEY DESIGN CONCEPTS

- Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
- Intersection elements comply with San Francisco Department of Public Works (DPW) and Municipal Transportation Agency (SFMTA) guidelines and codes.

OTHER DESIGN CONSIDERATIONS

- Incorporate furnishings, wayfinding signage, planting areas, and other streetscape elements as appropriate and beneficial to the street design, in accordance with the specific streetscape designs in Chapter C and compliance with City guidelines and codes.
- See Chapter F for street lighting guidelines and specifications.
- Coordinate with SFMTA for locating traffic lights, signage, and other facilities.
**CROSSWALK**
- All (4) sides of intersection.
- Crosswalk parallel to street 1 alignment.
- Continental design, stripes parallel to street 2 alignment.

**STREET TREE**
- Trees may be planted up to 25’ from the crosswalk edge on sidewalks at the near side of intersections (DPW).
- Trees may be planted up to 5’ from the crosswalk edge on sidewalks at the far side of intersections (DPW).

**STREET LIGHT**
- Typically (1) each corner

**CORNER BULB-OUT**
- Typically both sides of all (4) corners, accept on streets without parking lanes.
- Extent of bulb-out toward center of block varies to accommodate preferred layout for trees and planting, furnishings, parking, and other streetscape elements.
- Entire bulb-out area paved in DPW Standard Cast In Place Concrete
- Bulb-geometry shall be consistent with SF Better Streets plan and DPW Standard plans.
- Furnishings may be located between the curb ramp and bulb-out return, outside of path of travel. All standard DPW requirements for location of fixed sidewalk elements apply.

**STREET TREE**
- Trees may be planted up to 25’ from the crosswalk edge on sidewalks at the near side of intersections (DPW).
- Trees may be planted up to 5’ from the crosswalk edge on sidewalks at the far side of intersections (DPW).

**DPW STANDARD CURB RAMP**
- Alignment varies; generally parallel to path of travel while complying with all requirements for clearance for fixed objects, path of travel, and other curb ramps.
- No furnishings between (2) curb ramps.
SPECIAL INTERSECTION:
SHARED PUBLIC WAY AT WINDROW, TYPE 1

OVERVIEW

Cityside’s Shared Public Ways—pedestrian priority, shared streets—cross Windrow Streets at midblock tabled intersections. Because of the diagonal alignment of the Windrow Streets and offset alignment of the Shared Public Ways, these special intersections are classified into three types.

In Type 1, the Shared Public Way jogs west as it crosses the Windrow Street from south to north.

KEY DESIGN CONCEPTS

• Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
• Identity and continuity: a special tabled intersection design slows vehicles on Windrow Streets and lifts them up to the Shared Public Way crossing, which shall be designed to promote a sense of continuity across the Windrow Street, in terms of paving materials and pedestrian flow.
• While pedestrians and emergency vehicles may continue along the Shared Public Way from block to block, private autos should be discouraged from doing so, in the design and traffic controls of this intersection.
• The intersection design shall accommodate uncompromised fire truck turning into and out of the Shared Public Way, in both directions.

OTHER DESIGN CONSIDERATIONS

• Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.2 - SHARED PUBLIC WAY AT WINDROW, TYPE 1 PLAN

1. **TRAFFIC TABLE**
   - 2” (above adjacent roadway) table with 15% transitions at each end.
   - Extends beyond both cross walks.

2. **SHARED PUBLIC WAY SPECIAL PAVING**
   - Shared zone paving type extends across Windrow Street traffic table.

3. **STANDARD CROSSWALK**

4. **DPW STANDARD CURB RAMP**
   - At 4” curb.

5. **SHARED ZONE CURB CUT**
   - 15% transition with flush to max. 1/4” lip at roadway.

6. **DPW STANDARD DETECTABLE SURFACE PAVING**
   - At interface of Windrow Street sidewalk and Shared Public Way.
SPECIAL INTERSECTION: SHARED PUBLIC WAY AT WINDROW, TYPE 2

OVERVIEW

Cityside’s Shared Public Ways—pedestrian priority, shared streets—cross Windrow Streets at midblock tabled intersections. Because of the diagonal alignment of the Windrow Streets and offset alignment of the Shared Public Ways, these special intersections are classified into three types.

In Type 2, the Shared Public Way jogs east as it crosses the Windrow Street from south to north.

KEY DESIGN CONCEPTS

• Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
• Identity and continuity: a special tabled intersection design slows vehicles on Windrow Streets and lifts them up to the Shared Public Way crossing, which shall be designed to promote a sense of continuity across the Windrow Street, in terms of paving materials and pedestrian flow.
• While pedestrians and emergency vehicles may continue along the Shared Public Way from block to block, private autos should be discouraged from doing so, in the design and traffic controls of this intersection.
• The intersection design shall accommodate uncompromised fire truck turning into and out of the Shared Public Way, in both directions.

OTHER DESIGN CONSIDERATIONS

• Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.3 - SHARED PUBLIC WAY AT WINDROW, TYPE 2 PLAN

① TRAFFIC TABLE
- 2” (above adjacent roadway) table with 15% transitions at each end.
- Extends beyond both cross walks.

② SHARED PUBLIC WAY SPECIAL PAVING
- Shared zone paving type extends across Windrow Street traffic table.

③ STANDARD CROSSWALK

④ DPW STANDARD CURB RAMP
- At 4” curb.

⑤ SHARED ZONE CURB CUT
- 15% transition with flush to max. 1/4” lip at roadway.

⑥ DPW STANDARD DETECTABLE SURFACE PAVING
- At interface of Windrow Street sidewalk and Shared Public Way.
MIDBLOCK CROSSING:
EASTSIDE COMMONS AT EASTSIDE STREETS

OVERVIEW

Eastside Commons linear park serves the Eastside neighborhood as primary pedestrian link to Treasure Island Village; for island visitors it provides park connection out to Eastern Shoreline Park. It crosses four Eastside Neighborhood Garden Streets between its ends at Eastside Avenue and Avenue E.

KEY DESIGN CONCEPTS

• Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
• Identity and continuity: a special tabled intersection design slows vehicles on the Eastside streets and lifts them up to the Eastside Commons midblock crossing, which shall be designed to promote a sense of continuity in terms of paving materials and pedestrian flow.
• Bulb-outs on one side of the street decreases the length of the crosswalk and increase visibility for pedestrians.
• Furnishings, planting areas, and other streetscape elements shall be located outside paths of travel and for maximum benefit to the use and image of the street, and to help foster a sense of place and arrival at each crossing.

OTHER DESIGN CONSIDERATIONS

• Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.4 - EASTSIDE COMMONS AT EASTSIDE STREETS PLAN

1. **TRAFFIC TABLE**
   - 2" (above adjacent roadway) table with 15% transitions at each end.
   - Extends beyond both cross walks.

2. **EASTSIDE COMMONS SPECIAL PAVING**
   - Eastside Commons paving type to extend across sidewalk and traffic table.

3. **STANDARD CROSSWALK**

4. **DPW STANDARD CURB RAMP**
   - At 4" curb. Align parallel to Eastside Commons path of travel

5. **FURNISHINGS & STREET LIGHTS**
   - Between curb ramps, outside of path of travel
MIDBLOCK CROSSING: EASTSIDE COMMONS AT EASTSIDE AVENUE

OVERVIEW

Eastside Commons linear park serves the Eastside neighborhood as primary pedestrian link to Treasure Island Village; for island visitors it provides park connection out to Eastern Shoreline Park. It crosses the middle of the south block of Eastside Avenue, where it connects to the park beyond.

KEY DESIGN CONCEPTS

- Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
- Identity and continuity: special paving matching Eastside Commons paving promotes a sense of continuity across Eastside Avenue, from Eastside Commons to Eastern Shoreline Park.
- Bulb-outs on both sides of the street decrease the length of the crosswalk and increase visibility for pedestrians.
- Furnishings, planting areas, and other streetscape elements shall be located outside paths of travel and for maximum benefit to the use and image of the street, and to help foster a sense of place and arrival on each side.

OTHER DESIGN CONSIDERATIONS

- Paving design and signage shall direct cyclists on the 2-way cycle track to slow and yield to pedestrians.
- Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.5 - EASTSIDE COMMONS AT EASTSIDE AVENUE PLAN

1. EASTSIDE COMMONS SPECIAL PAVING
   - Eastside Commons paving type to extend across sidewalk and on either side of crosswalk.

2. STANDARD CROSSWALK

3. DPW STANDARD CURB RAMP

4. FURNISHINGS & STREET LIGHTS
   - Outside of path of travel

4. Class 1 2-way cycle track at Park Edge
   - See Eastside Avenue section and plan, Chapter C
MIDBLOCK CROSSING: PALM DRIVE

OVERVIEW

Palm Drive is the point of arrival for all residents and visitors to Treasure Island. A large midblock crossing connects the Ferry Building and Plaza directly to Building 1 Plaza, and the Retail Core of Treasure Island Village, beyond.

KEY DESIGN CONCEPTS

- Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
- Identity and continuity: special paving matching the adjacent public spaces promotes a sense of continuity and grand, iconic public space.

OTHER DESIGN CONSIDERATIONS

- Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.6 - PALM DRIVE MIDBLOCK CROSSING PLAN

- **FERRY BUILDING PLAZA / BUILDING 1 PLAZA SPECIAL PAVING**
  - Special paving type to extend across Palm Drive sidewalks and on either side of crosswalk.

- **WIDE CROSS CROSSWALK**
  - Provides safe pedestrian zone for large groups of people.

- **CURB RAMP**

- **ONE-WAY CYCLE TRACK - SOUTH BOUND**
  - Final design, materiality and details of pedestrian crossings to be coordinated with Ferry Plaza design.

- **CLASS 2 BIKE LANE - NORTH BOUND**
  - Final design, materiality and details of pedestrian crossings to be coordinated with Ferry Plaza design.
This intersection is a key point of arrival for all residents and visitors to Treasure Island. Bikes traveling to Treasure Island on a one-way cycle track down the causeway may continue onto the Clipper cove promenade or onto Palm Drive via a class 2 bike lane. A bike box is provided for at this transition point to allow cyclists to better navigate this intersection.

**KEY DESIGN CONCEPTS**

- Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.
- Identity and continuity: special paving matching the adjacent public spaces promotes a sense of continuity and grand, iconic public space.

**OTHER DESIGN CONSIDERATIONS**

- Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.7 - TREASURE ISLAND CAUSEWAY AT PALM DRIVE & CLIPPER COVE

- 5 BIKE LANE
- 11' THRU LANE
- 11' THRU LANE/BUS LANE
- 12' BUS STOP

- 12' RIGHT TURN LANE
- 10' MEDIAN
- 11' THRU LANE
- 12' BUS LANE

1. ONE-WAY CYCLE TRACK (CLASS 1)
2. MULTI-USE TRAIL - CLIPPER COVE PROMENADE
3. BIKE BOX
4. CURB RAMP
5. BIKE CURB RAMP
   - To connect north bound cycle track to Clipper Cove Promenade
The intersection at Macalla Road and Treasure Island Road is an important intersection for those traveling to and from Treasure Island by foot, bike and auto.

KEY DESIGN CONCEPTS

- Safety and comfort: visibility, clarity, and gracious circulation for all modes of transit.

OTHER DESIGN CONSIDERATIONS

- Non-standard components shall be designed in future design phases, and reviewed and approved by the Department of Public Works (DPW) as part of Sub-Phase Improvement Plans.
FIG 6.8 - MACALLA ROAD AT TREASURE ISLAND ROAD

1. PEDESTRIAN THROUGHWAY
2. CROSSWALK
3. CURB RAMP
4. ONE-WAY CYCLE TRACK (CLASS 1)