The area within the Sub-Phase Application boundary includes a wide range of Treasure Island streetscape types: Main Collectors such as Avenue C and California; Windrow Streets including 4th-6th Streets; Waterfront Streets on Clipper Cove and Cityside Avenue, and the unique streetscapes of Palm Drive and the Shared Public Way. While further detail is provided on the materiality, planting, and furnishings of these streetscapes in Appendix F: 50% CD Street Improvement Plans, several key goals remain paramount to the creation of these public spaces:

1. Generous, pedestrian focused through-ways
2. Comfortable, accessible routes of travel that encourage walking for all users
3. Quality materials and plant selections that endure the test of time
4. Safely designed intersections between different user groups such as pedestrian and bicyclists
5. Code compliant designs within the Rights of Way to meet the requirements of various City Departments

To highlight the additional detail provided in the Sub-Phase Application at the critical project intersections, the following plans and narratives are included to further explain the circulation and design intent. The designs shown in this section may not be consistent with the Improvement Plans in Appendix F. The following Plans reflect the design intent and will be incorporated into subsequent submittals of the Improvement Plans.
It is important that this intersection is highly functional and comfortable for bicyclists and pedestrians. It is the intersection of the waterfront promenade; Treasure Island Rd., which provides Bay Bridge Path access; the Clipper Cove two-way cycle track and pedestrian path (along Clipper Cove Promenade); and the Palm Drive northbound Class II bicycle lanes. Due to the many desire lines of bicyclists and pedestrians through this intersection, several crossing treatments are proposed. First, a dedicated bicycle and pedestrian phase would allow east-west bike traffic and all pedestrian legs to cross. The northbound right-turns from Palm Drive and the westbound left-turns and pedestrians from Clipper Cove Avenue would have an overlap phase.

Because of the Clipper Cove Promenade two-way bike path and pedestrian path, the south crosswalk is marked as a trail crossing, with space for bicyclists and pedestrian denoted through paving markings and oversized curb ramps. The landscape buffer on the south side of the cycle track becomes a narrow pedestrian refuge at the crosswalk.

To accommodate westbound Clipper Cove Avenue bike traffic riding in the roadway, a bike box is proposed on the westbound approach. This should be implemented with a no right-turn on red restriction for autos. The bike box allows bicyclists making the westbound left to position themselves in front of autos before turning onto the Treasure Island Road Causeway. A two-stage turn box is also placed in front of the westbound Clipper Cove Avenue approach to allow bikes to make a northbound left from Palm Drive onto the Promenade in two stages. A bike ramp is located on the west side of the intersection to allow them to ramp up onto the promenade.

Directional curb ramps should be provided on all corners, and crosswalks should be placed as close to the intersection as possible to narrow the intersection.
Palm Drive is the point of arrival for all residents and visitors to Treasure Island. A large 30’ wide mid-block crossing connects the Ferry Terminal and Waterfront Plaza directly to Building One Plaza, and the Commercial Island Core, beyond. Being positioned between the bus and shuttle stop locations, special attention is given to the surface treatment announcing the crossing to bus and automobile traffic at this busy intersection. Wide ramps from the road grade to sidewalk allow for ease of those with disabilities, bikes, and large moving groups of people. Signalization will be provided at this crossing as needed to ensure pedestrian and bicycle safety.
CALIFORNIA AVENUE AND PALM DRIVE INTERSECTION

A crosswalk is proposed at the intersection of California Avenue and Palm Drive. This is a key desire line between pedestrians and bicyclists traveling from the Treasure Island development to the water and promenade. The median would be striped through the curve to accommodate emergency vehicle access. The northbound/eastbound bicycle lane would be buffered through the curve to give bicyclists additional space through this constrained corner.

Bicyclists are intended to use the crossing in one of two ways. First, bicyclists can merge out of the bike lane and take the lane, turning left into the path area as a vehicle would. For bicyclists less comfortable merging into traffic, a bicycle ramp is provided to allow bicyclists to ramp up to the sidewalk and make a two-stage crossing in this location.

In the Sub-Phase, rectangular rapid flashing beacons (RRFBs) would be installed to provide additional visibility to the crossing. This treatment is paired with advanced yield markings and “Yield Here to Pedestrians” signs. In future phases, traffic operations and bicycle and pedestrian volumes should be monitored to determine if signalization is necessary.
Avenue C and California Avenue is an important intersection where various types of bike lanes converge. Avenue C Class II bike lanes transition to a two-way Class I cycle track on the west of California Avenue. Meanwhile, Avenue C Class II bike lanes traveling eastbound merge into a Class II Bicycle lane on California Avenue. The cycle track on California Avenue should ramp down in advance of the intersection such that it intersects the crosswalk at roadway-grade. The landscape buffer on the south side of the cycle track becomes a narrow pedestrian refuge at the crosswalk.

As the future phases occur, it is a project goal for the California Avenue cycle track to extend across the Avenue C intersection along the south side of the Job Corps campus. At that point in time, the signal should be modified to allow for a dedicated bicycle phase to facilitate bicyclists turning onto and off the cycle track.

Directional curb ramps should be provided on all corners, and crosswalks should be placed as close to the intersection as possible to narrow the intersection.
AVENUE C AND 4TH STREET - TYPICAL CITYSIDE AVENUE INTERSECTION

The intersection of Avenue C and the Windrow Streets is a unique condition to Treasure Island, due to the angled street grid. It is one that calls for special treatment to ensure that automobiles can move freely through this primary north-south connector, while ensuring safe passage of cyclists in the Class II lanes and seamless interaction with the island shuttle service. Stop signs are not warranted at these intersections due to predicted traffic volumes, however, due to the lengthy, straight stretch of road, traffic speed and safety is a concern. To mitigate automobile speeding, the intersections of Avenue C and the Windrow Streets shall be raised by 3” from the roadway grade to encourage slow traffic movement or “traffic calming”, a condition that is commonly known as a “traffic table”. On the far-side of the intersection a shuttle island is created which allows cyclists to pass on the right in a dedicated bike zone to avoid conflict with passengers loading and unloading from the shuttle. On the west side of Avenue C, this shuttle stop is also coupled with a universally accessible loading zone, providing temporary stopping for vehicles loading or unloading.

FIGURE 3.11 AVENUE C AND 4TH STREET INTERSECTION
Treasure Island’s Shared Public Ways – pedestrian priority, shared streets – cross Windrow Streets at mid-block tabled intersections. Because of the diagonal alignment of the Windrow Streets and offset alignment of the Shared Public Ways, unique intersections are formed. Although stop controls are not warranted, stop signs are being considered at these intersections to ensure pedestrian and bike safety. In addition, the intersection is a 2” traffic table, raised above the roadway to slow vehicle speeds. Special pavement in the intersection gestures its significance to all modes of traffic and celebrates the unique Shared Public Way connection from the north to the south. Standard pedestrian crossings allow for safe crossing and ramps shall be compliant with City standards.

FIGURE 3.12 SHARED PUBLIC WAY AND 5TH STREET INTERSECTION