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CONSISTENCY WITH ENTITLEMENT DOCUMENTS

The transportation systems and streetscapes included as part of this Sub-Phase Application 1 are consistent with previous entitlement documents, the Treasure Island/Yerba Buena Island Streetscape Master Plan and the Major Phase 1 Application, which were approved by TIDA in February 2015 and May 2015, respectively.

Refinements to the street designs in the preceding documents have been reviewed with City Departments and are included within the Sub-Phase Application. Those improvements include the following:

1. Palm Drive and California Avenue Intersection: Addition of a diagonal street pedestrian and bike crossing.
2. Palm Drive and Clipper Cove Avenue Intersection: Further detail is provided for street crossings including bike boxes and separate crossings for bikes and pedestrians.
3. Avenue C Island Shuttle Stops: In the Sub-Phase booklet, proposed refinements to the Shuttle Stops on Avenue C include creating a shuttle loading island which allows a bypass for cyclists on the sidewalk side of the street. This island is combined with a Universally Accessible Loading Zone - a desired improvement from the “Modified Loading Zone” proposed in the Streetscape Master Plan.
4. Shuttle stop locations have been adjusted along Avenue C per City Interagency Streets Working Group direction.
5. Avenue C Intersection Traffic Calming: The intersections on Avenue C are proposed to be raised three inches from the road grade to facilitate slower traffic speeds and safer intersections.
6. Clipper Cove Streetscape: To accommodate loading needs for the marina, along with providing separate bicycle and pedestrian circulation facilities along the promenade, curb alignment adjustments to the ROW have been made to facilitate all demands.
7. Clipper Cove Stormwater Management: To comply with the City stormwater management requirements, stormwater biofiltration planters have been added in the Clipper Cove ROW.
3.1 STREET OVERVIEW

FUNCTION AND CHARACTER

Streets serve the important function of connecting places and people. Within the developed districts of Treasure Island, they are the primary place for circulation of all types, and as such they are designed to provide safe, efficient, and enjoyable routes for pedestrians, cyclists, and public transportation, while efficiently directing private vehicles to parking destinations. Streets also are corridors for utility infrastructure, emergency vehicle access, and wildlife.

Just as important is the street’s role in the daily life of people living on Treasure Island and Yerba Buena Island, and the visitor’s experience. It is an address, a setting outside the window, where the dog is walked, where a neighborly conversation takes place. Streets are the primary place for vibrant urban life of the Island Core, and routes out to the island’s expansive destination parks.

Treasure Island and Yerba Buena Island streets are designed with equal attention to their function and their character, to comprise a pragmatic and efficient, diverse and delightful street network.

NEW ON-SITE STREETS

Although several of the streets on Treasure Island will fall into a footprint of an existing street, all streets will be reconfigured and re-built. The design of the streets will comply with DPW and PUC standards, including curb and gutter, street grade, and utility placement.

STREET AND BLOCK PATTERN

Treasure Island’s unconventional street grid is designed to increase access to sunlight and views while minimizing the effects of wind on neighborhood public spaces. A conventional orthogonal street grid would have resulted in cross streets opening directly to prevailing westerly winds that flow through the Golden Gate and blow unimpeded across the Bay.

As a result, Treasure Island’s street pattern features a unique non-orthogonal grid that maximizes solar access to streets and open spaces while protecting them from the prevailing west winds. The angled streets across the island align with views to the San Francisco skyline. In the Island Core, where several historic buildings are retained and preserved, the existing right-angle street grid is retained. The two grids intersect along the existing California Avenue.
3.2 TRANSPORTATION NETWORKS

PEDESTRIAN NETWORK

The Islands’ various blocks, neighborhoods, parks, and other public spaces are connected by a diverse network of pedestrian routes. Its heart consists of primary routes leading from Treasure Island Core and the Intermodal Transit Hub out to the neighborhoods and parks beyond. Primary routes include Eastside Commons and the Shared Public Way, which is a pedestrian-oriented City street. Secondary routes along the islands’ neighborhood streets and through parks and development blocks enable pedestrians to explore and link to regional open spaces on both islands.

BICYCLE NETWORK

As bicycles are a key transportation option on the islands, routes are designed to invite riders of all ages and capabilities for trips that range from a daily commute, to a school trip, to convenient shopping and casual recreation.

A system of separated Class 1 cycle tracks, Class 2 bike lanes, and shared bike routes fully covers both islands. Bicycle pathways connect through neighborhoods and open spaces, with range of options and experiences for cyclists of all types.

A Class 1 bikeway encircles the island, providing dedicated bicycle access and a full touring route to all shoreline parks and open spaces. As an improvement to the Design for Development plan, the Streetscape Master Plan illustrates that previous shared routes between cyclists and pedestrians have now been separated on the Clipper Cove Promenade, the Cityside Waterfront Park, Treasure Island Road Causeway, and Macalla Road. The Class 1 bikeway continues on Yerba Buena Island across the causeway and up Macalla Road where it connects with the new mixed-use path on the east span of the Bay Bridge. Treasure Island and Yerba Buena Island are linked by dedicated bike lanes, which continue onto the Bay Bridge access to the East Bay. Class 2 routes are present on many of the island’s streets, with shared Class 3 “Sharrows” bicycle and vehicular lanes on low-speed neighborhood streets.

VEHICULAR NETWORK

A sustainable transportation system on Treasure Island and Yerba Buena Island promotes pedestrian and bicycle mobility and provides strong public transit connections, therefore de-emphasizing private automobile use. All island streets accommodate vehicles, but within design parameters that emphasize use by pedestrians and cyclists, regardless of the amount of traffic they must carry. Primary avenues, California Avenue and Avenue C, serve as arrival and primary circulation routes, connect local streets. Lots and garages are planned throughout the network to encourage visitors arriving by car to park once and circulate the islands on foot, bicycle, and shuttles.

TRANSIT NETWORK

The use of public transportation by significant numbers of visitors, residents, and workers on the islands is essential to meeting sustainability commitments, providing economic opportunity, and achieving high quality of life. The objective is to provide an efficient, attractive hub for transit in the Island Core District, located at the point of arrival from the Bay Bridge and at the junction of the two islands. An “Intermodal Transit Hub” will connect all regional, off-island transportation services such as buses and ferries with on-island services including shuttles, bicycles and attractive pedestrian routes. The intermodal facility is planned to include a ferry terminal facing the historic Building 1 on the shore of Treasure Island. The transbay buses have stops and layover spaces on Island Center streets.
3.2.1 PEDESTRIAN NETWORK

FIGURE 3.1 PEDESTRIAN NETWORK SITE PLAN

PEDESTRIAN NETWORK
- Primary Pedestrian Route
- Secondary Pedestrian Route
- Bay Trail
- Pedestrian Paths
- Potential Pedestrian Paths
3.2.2 BICYCLE NETWORK

FIGURE 3.2 BICYCLE NETWORK SITE PLAN

SUB-PHASE APPLICATION 2: SUB-PHASES 1B, 1C & 1E
3.2.3 VEHICULAR NETWORK

VEHICLE ACCESS
- Street Type A (Avenue)
- Street Type B (Primary Access Connector)
- Street Type C (Neighborhood Street)
- Street Type D (Shared Public Way)
- Street Type E (Job Corps Access)
- Conceptual Common Garage Location

- Signalized Intersection/Crosswalk
- Direction of 1-way Traffic

FIGURE 3.3 VEHICULAR NETWORK SITE PLAN

SUB-PHASES 1B, 1C & 1E
3.2.4 TRANSIT NETWORK

TRANSIT SERVICE NETWORK
- SF MUNI/AC Transit
- Proposed Shuttle Route
- Optional Extended Weekend Route
- Bus Layover
- Bus Stops
- Shuttle Stops
- Intermodal Hub

FIGURE 3.4 TRANSIT NETWORK SITE PLAN

SUB-PHASE APPLICATION 2: SUB-PHASES 1B, 1C & 1E
3.2.5 TRUST STREETS

TIDELANDS TRUST LANDS

- Lands Subject to the Public Trust
- Lands Free of Tidelands Trust Upon Completion of the Exchange
- Property Owned by Others
- Tidelands Trust Streets

FIGURE 3.5 TIDELANDS TRUST SITE PLAN

SUB-PHASE APPLICATION 2: SUB-PHASES 1B, 1C & 1E