3. TRANSPORTATION AND STREETSCAPES

3.1 STREETS OVERVIEW
3.2 TRANSPORTATION NETWORKS
  3.2.1 PEDESTRIAN NETWORK
  3.2.2 BICYCLE NETWORK
  3.2.3 VEHICULAR NETWORK
  3.2.4 TRANSIT NETWORK
  3.2.5 INTER-MODAL TRANSIT HUB
  3.2.6 TRUST STREETS
3.3 STREET DESIGN
3.4 PARKING AND LOADING

CONSISTENCY WITH ENTITLEMENT DOCUMENTS

The transportation systems and streetscapes included as part of this Sub-Phase Application 3 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. Avenue G Class IV Cycle Track: Expansion of class IV cycle track on Avenue G and Second Street adjacent to the Sailing Center connects the Clipper Cove Avenue cycle track to the cycle track along Eastern Shoreline Park at Eastside Avenue.

2. With the 2-way cycle track along Eastern Shoreline Park and Second Street, the Class II eastbound bicycle lane has been converted into a class III “sharrow” in the eastbound direction to avoid redundancy with the cycle track and to prevent conflict with the shuttle drop-off.

3. California Avenue Island Shuttle Stops: All Shuttle Stops on California Avenue include a shuttle loading island which allows a bypass for cyclists behind the island to avoid conflicts between the shuttle and cyclists. Once the shuttle vehicle is selected by TIMMA, the designs will be developed and presented to the SFAC Civic Design Review Board for approvals.

4. Special paving in the sidewalk of Eastside Common, crosses over Avenue D, and extends along Avenue D to run the entire length of Building 2 Plaza sidewalk to visually link this open space network.

5. 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.

6. California Avenue cycle track extends from Avenue C to Avenue D through an easement on the Job Corps property. This links the California Avenue cycle track to the multi-use path through the Eastside Common. This connection is pending the finalization of the Job Corps easement. Once finalized, the SFMTA and AC Transit Bus Operator Restroom design will be finalized and reviewed by the SFAC Civic Design Review Board for approvals.