3.2 TRANSPORTATION NETWORKS

PEDESTRIAN NETWORK

The island’s 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 the Island Core and the Inter-modal Transit Hub out to the neighborhoods and parks beyond. Primary routes include Eastside Common 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

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, or casual recreation.

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

As an added improvement to the Streetscape Master Plan, the cycle track along California Avenue extends from Avenue C to Avenue D and connects to the Eastside Common. This cycle track extension creates a safe and simple bicycle route from the Waterfront Plaza through to the Eastside Common. A special signalized crossing controls this intersection and ensures safe crossings for all proposed multi-directional travel.

An additional improvement to the Streetscape Master Plan includes the extended cycle track alongside Eastern Shoreline Park at Avenue G and Second Street. This cycle track extension connects the class IV track at Clipper Cove to the planned class IV facility along Eastside Avenue.

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 main circulation routes, connecting 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 a 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 “Inter-modal 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 inter-modal facility is planned to include a ferry shelter 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
3.2.2 BICYCLE NETWORK

FIGURE 3.3 BICYCLE NETWORK SITE PLAN

- CLASS IV - PROTECTED CYCLE TRACK
- CLASS II - BIKE LANE ON STREET
- TWO-WAY CYCLE TRACK
- ONE-WAY CYCLE TRACK
- MIXED (BIKE / PED)
- TWO-WAY
- ONE-WAY
- SHARED PUBLIC WAY (PED / BIKE / AUTO)
- SHARED STREET (BIKE / AUTO)
- BIKE PARKING CORRALS
- BIKE DISMOUNT / WALK ZONE
- PROPOSED BIKE SHARE LOCATIONS
3.2.3 VEHICULAR NETWORK

VEHICULAR NETWORK

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

Signalized Intersection/Crosswalk
Rapid-Flashing Beacon
All-Way Stop
Side Street Stop
Tabled Crossing (Traffic Calming)
Direction of 1-Way Traffic

FIGURE 3.4 VEHICULAR NETWORK SITE PLAN

SUB-PHASE APPLICATION 3: SUB-PHASES 1A, 1D, 1F, 1G, 1H, 1I

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3.2.4 TRANSIT NETWORK

FIGURE 3.5 TRANSIT NETWORK SITE PLAN

FIGURE 3.5 TRANSIT NETWORK SITE PLAN

TRANSPORTATION AND STREETSCAPES
3.2.5 INTER-MODAL TRANSIT HUB

The Design for Development’s strategy for compact development includes creating an Inter-modal Transit Hub on Treasure Island’s southwest corner, which is the location of its most buildable site and its single point of access by land.

Both MUNI and AC Transit buses will operate in a one-way clockwise manner through the Inter-modal Transit “Loop,” moving north from the Treasure Island Road Causeway, taking a right on Clipper Cove Avenue, a left on Avenue D, moving west on California Avenue, before stopping at Palm Drive and re-entering the Causeway. Bus stops are located on Clipper Cove Avenue near the Treasure Island Road Causeway intersection and on Avenue D near the Clipper Cove intersection. Buses will have the opportunity to layover on the south side of the Job Corps on California Avenue to recalibrate their arrival schedule before picking up passengers on the south side of Palm Drive. This location is currently planned as the only pick-up stop for MUNI and AC Transit buses on the Island and a generous bus shelter will be provided here for the comfort and convenience of passengers.

The Treasure Island Shuttle circulates in the same direction around the Inter-modal Transit “Loop” as the buses, however there is no layover zone for the shuttles. Both stop locations on Avenue D (near California Avenue) and on Palm Drive will accommodate pick-up and drop-off. Two additional shuttle “loops” connect residents in both the Cityside and Eastside neighborhoods and sixteen total stops are planned for the island – each including a transit shelter. The Treasure Island shuttle will be managed by the Treasure Island Mobility and Management Authority (TIMMA) and the specific shuttle vehicle will be determined in the future along with the detail of the shelter designs.

Figure 3.6 reflects updates to the Inter-modal Transit Hub since the Major Phase Application including the extension of the California Avenue cycle track between Avenues C and D.
3.2.6 TRUST STREETS

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

FIGURE 3.7 TIDELANDS TRUST SITE PLAN
3.3 STREET DESIGN

The area within the Sub-Phase Application 3 boundary includes a wide range of Treasure Island streetscape typologies: Windrow Streets; Island Perimeter Streets; Treasure Island Village Streets; Eastside Neighborhood Garden Streets; Eastside Core Streets; the Retail Main Street; California Avenue and Clipper Cove Avenue. While further detail is provided on the materiality, planting, and furnishings of these streetscapes in the Streetscape 50% Construction Documents set and the Parks 100% Design Development set provided in Appendices F and H, several key goals remain paramount to the creation of these public spaces:

1. Generous, pedestrian focused throughways
2. Comfortable, safe and accessible routes of travel that encourage walking for all users
3. Safely designed and comfortable routes of travel for bicyclists
4. Quality materials and plant selections that endure the test of time
5. Safely designed intersections to accommodate a variety of user groups such as pedestrian and bicyclists
6. Code compliant designs within all right-of-ways to meet the requirements of various City Departments
7. Minimize conflicts between pedestrians, cyclists and vehicles

The following plans and narratives are included to further explain the circulation and design intent for critical streets and intersections. The following plans reflect the design intent and will be incorporated into subsequent infrastructure plan submittals.