Retail Street, a vibrant, social block in the middle of Treasure Island Village. It is the center of urban activity and an important destination on the island. The street is designed for bustling retail activity and frequent special events. Prioritizing the pedestrian, Retail Street has generous walkways, enhanced paving, site furnishings, and plantings, creating a unique destination. Retail Street features special flexible “lounge” areas for gathering, which could serve as expanded dining space, or for hosting smaller events. The street is designed to be closed-off to traffic for special events of various sizes. Enhanced paving extends from the sidewalks through to the vehicular travel and parking zones to elevate the street and highlight the street’s focus on events and pedestrian use. Retail Street is lined with medium-sized trees and large planting areas that create a pedestrian scale, shade, and softened edges. Key characteristics of Retail Street include:

- Treasure Island’s main shopping street and the central public space of Treasure Island Village.
- Connection from Block B1 shopping to Building 2.
- Pedestrian priority street with minimal parking.
- A city street that is privately maintained and managed.
- Interesting furniture that provides expanded flexible areas for gathering and dining.
- Can be closed to traffic for special events of various scales.
- Enhanced paving that elevates the space to create a special atmosphere.
The intersection of Clipper Cove Avenue and Avenue G connects many modes of transportation at the interface of two waterfront parks. The adjacent Sailing Center will bring an intensity of activity and children, so it is imperative to ensure safe and obvious crossings between the sidewalks, streets and cycle track at this important intersection.

Clipper Cove Promenade terminates at this juncture, but the class IV cycle track wraps the corner and continues northbound along Avenue G. Pedestrians that wish to continue from Clipper Cove northbound along Avenue G can comfortably cross at clearly designated pedestrian crossings. Where pedestrians must cross both the street and class IV cycle track an island or refuge is provided for enhanced safety and visibility.

The Sailing Center drop-off on the east side of Avenue G will result in high volumes of pedestrian traffic crossing the cycle track between the street and open space. The tabled bicycle/pedestrian crossing and change in paving at this location ensures cyclists are aware of the potential cross-traffic.
The intersection of California Avenue and Avenue D is an important interface for visitors where two main streets connect with the Eastside Common, a key pedestrian and bicycle route. Cyclists will move in various ways through the intersection to transition from the class IV cycle track on California Avenue to either the class II lanes on the street or the multi-use path through the Eastside Common (and vice versa). The crossing between the Eastside Common and the Building 2 Open Space is an important link to bring pedestrians from the Eastside neighborhood to the Retail Street and waterfront along Clipper Cove.

Enhanced paving and a specialized traffic signal are used to calm traffic and heighten awareness of the various crossings within the intersection. The traffic signal includes a dedicated bicycle phase to safely accommodate the diagonal crossings shown on the plan.

Where pedestrians and bikes intersect, yellow truncated domes line dedicated crossings and an island between the cycle track and California Avenue provides a refuge.

Enhanced paving in the throughway at the end of the Eastside Common and surrounding the Building 2 Open Space visually links the open space network across California Avenue.
The intersection of Avenue G where California Avenue transitions to Second Street is arranged to allow cyclists to move from California Avenue onto the new cycle track that wraps the Eastern Shoreline Park. Markings and dedicated bicycle ramps guide cyclists from the class II bike lanes through the intersection and over the sidewalk to the cycle track. Cyclists heading east make a direct connection through the intersection to the ramp while cyclists heading west are directed to make the transition in two movements, north and then west. This ensures the cyclists are moving through the intersection in a way that is predictable to cars. The markings encourage cyclists to use the cycle track instead of the Second Street facilities, but a class II west-bound bike lane is also provided for cyclists from the Eastside Neighborhood to connect to the California Avenue class II bike lane for those heading directly to the island center or Inter-modal Transit Hub. The eastbound lane of Second Street is marked as a class III shared lane since a class II bike lane along the curb would cause a bike/shuttle conflict at the shuttle stop.

Where cyclists cross the sidewalk yellow truncated domes and crosswalk markings alert pedestrians. The throughway concrete paving is specified at this crossing to emphasize that pedestrians have priority in this space.