



3. TRANSPORTATION AND STREETSAPES

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3.1 TRANSPORTATION SUMMARY

STREETS 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 Treasure Island Village, 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. On Yerba Buena Island, the only new streets include the Treasure Island Road Causeway, Macalla Road, and Yerba Buena Road.

EXISTING STREET IMPROVEMENTS

As the development impact of Yerba Buena Island is less significant than Treasure Island, North Gate Drive and Hillcrest Road will remain in their existing condition. Similarly, the portion of Treasure Island Road north of the new viaduct improvements only requires re-striping to connect with the adjacent road improvements.

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 Center, 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.

Yerba Buena Island's steep topography calls for a completely different solution, substantially retaining the existing pattern of curved and switchback access ways that have evolved over time.

