

## 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 core consists of primary routes leading from Treasure Island Village 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 and provides access 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, 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 "Sharrow" 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, and de-emphasizes vehicle 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 Center District, located at the point of arrival from the Bay Bridge and at the junction of the two islands. An intermodal transit facility will connect all regional, off-island transportation services such as buses and ferries with on-island services such as 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

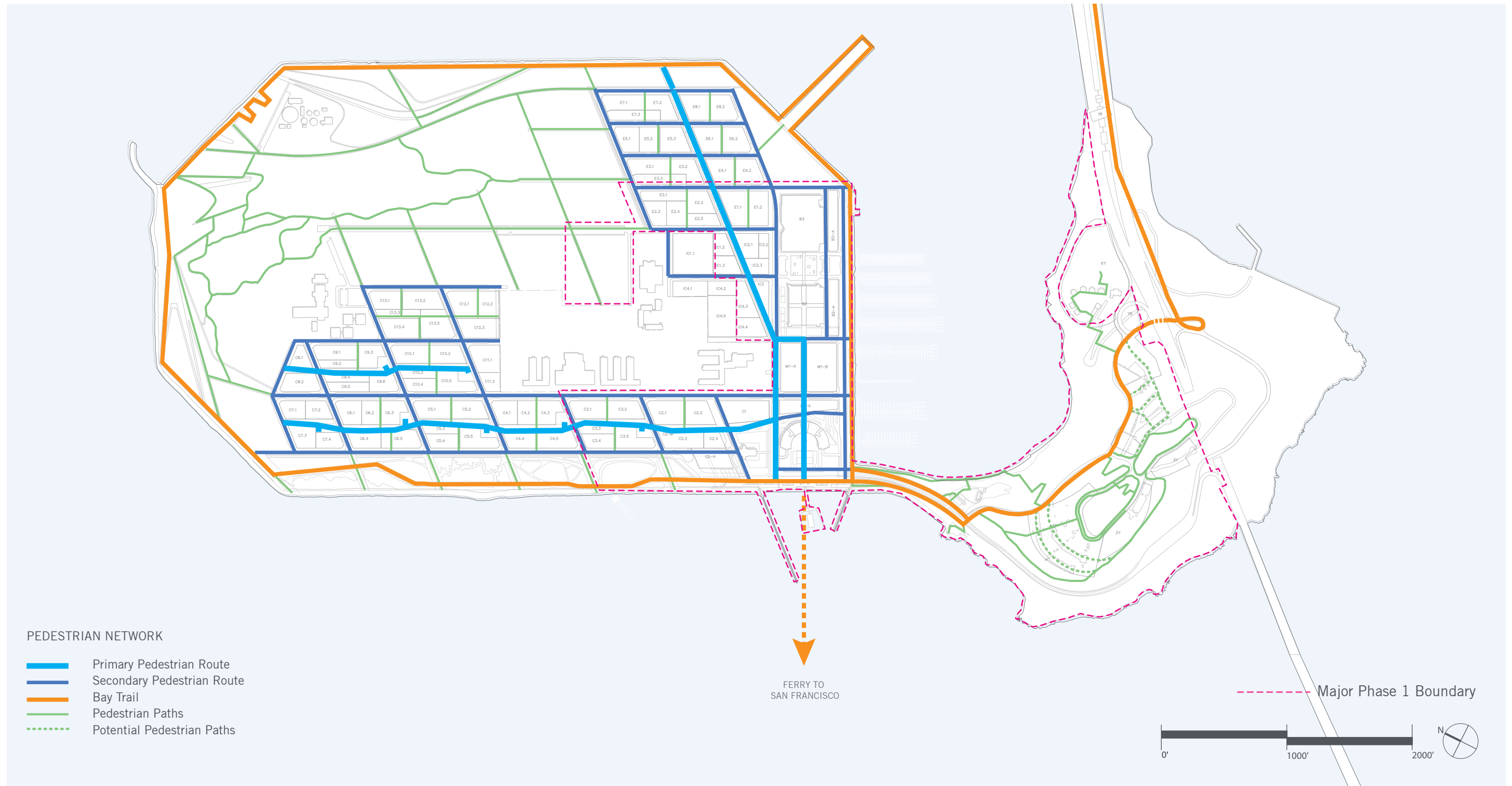


FIGURE 3.1 PEDESTRIAN NETWORK SITE PLAN

# 3.2.2 BICYCLE NETWORK

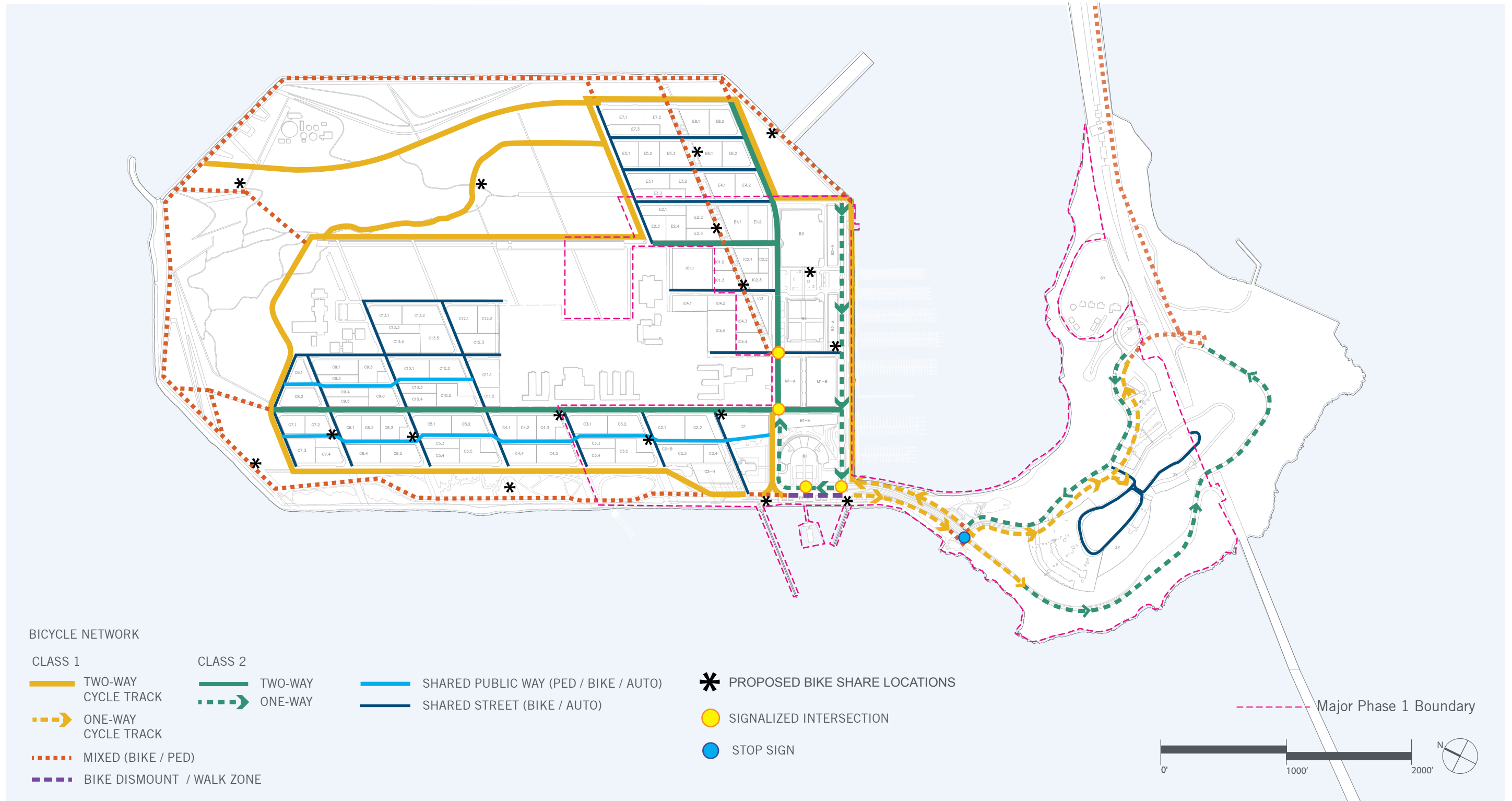


FIGURE 3.2 BICYCLE NETWORK SITE PLAN

# 3.2.3 VEHICULAR NETWORK

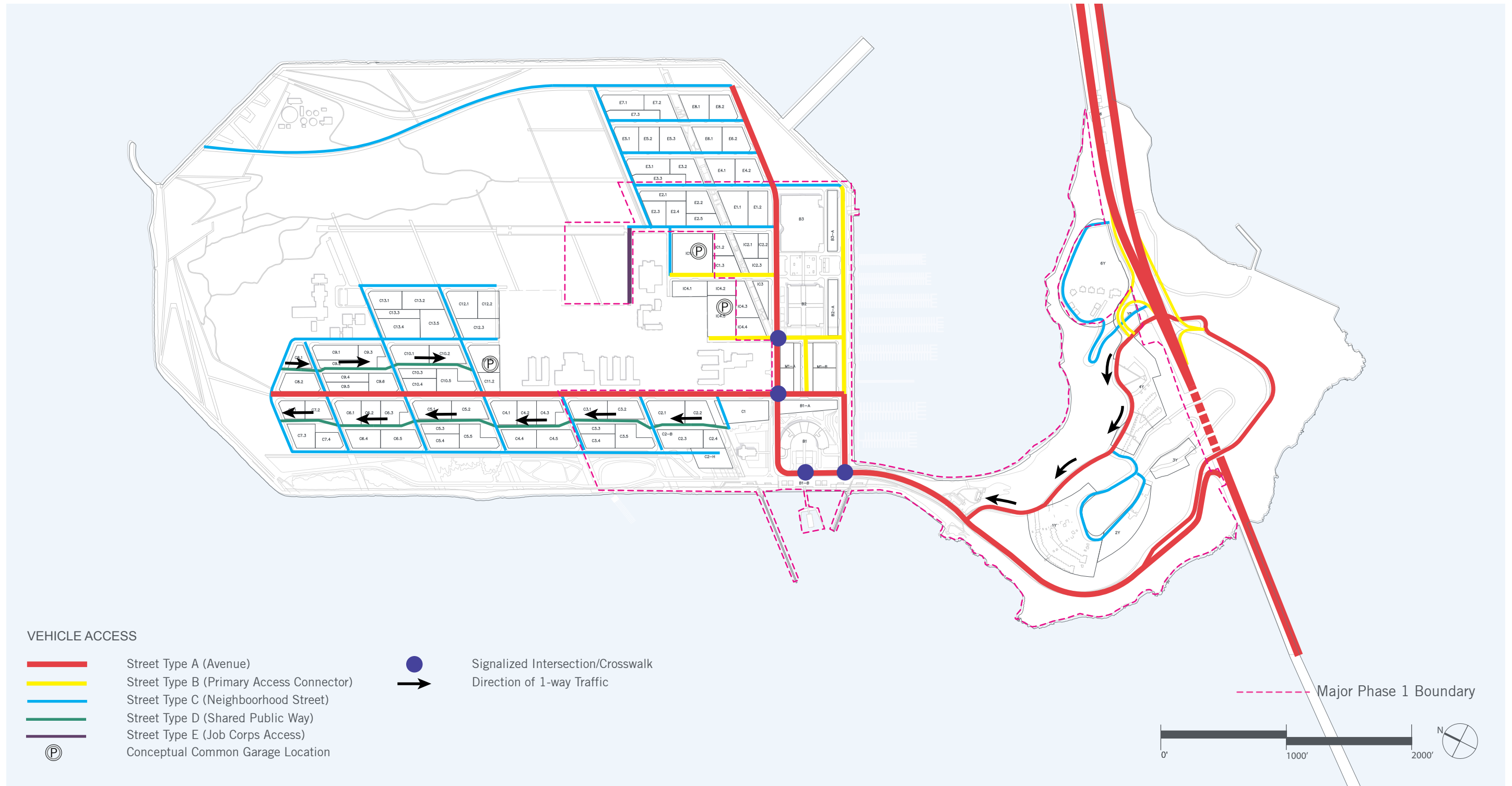


FIGURE 3.3 VEHICULAR NETWORK SITE PLAN

# 3.2.4 TRANSIT NETWORK

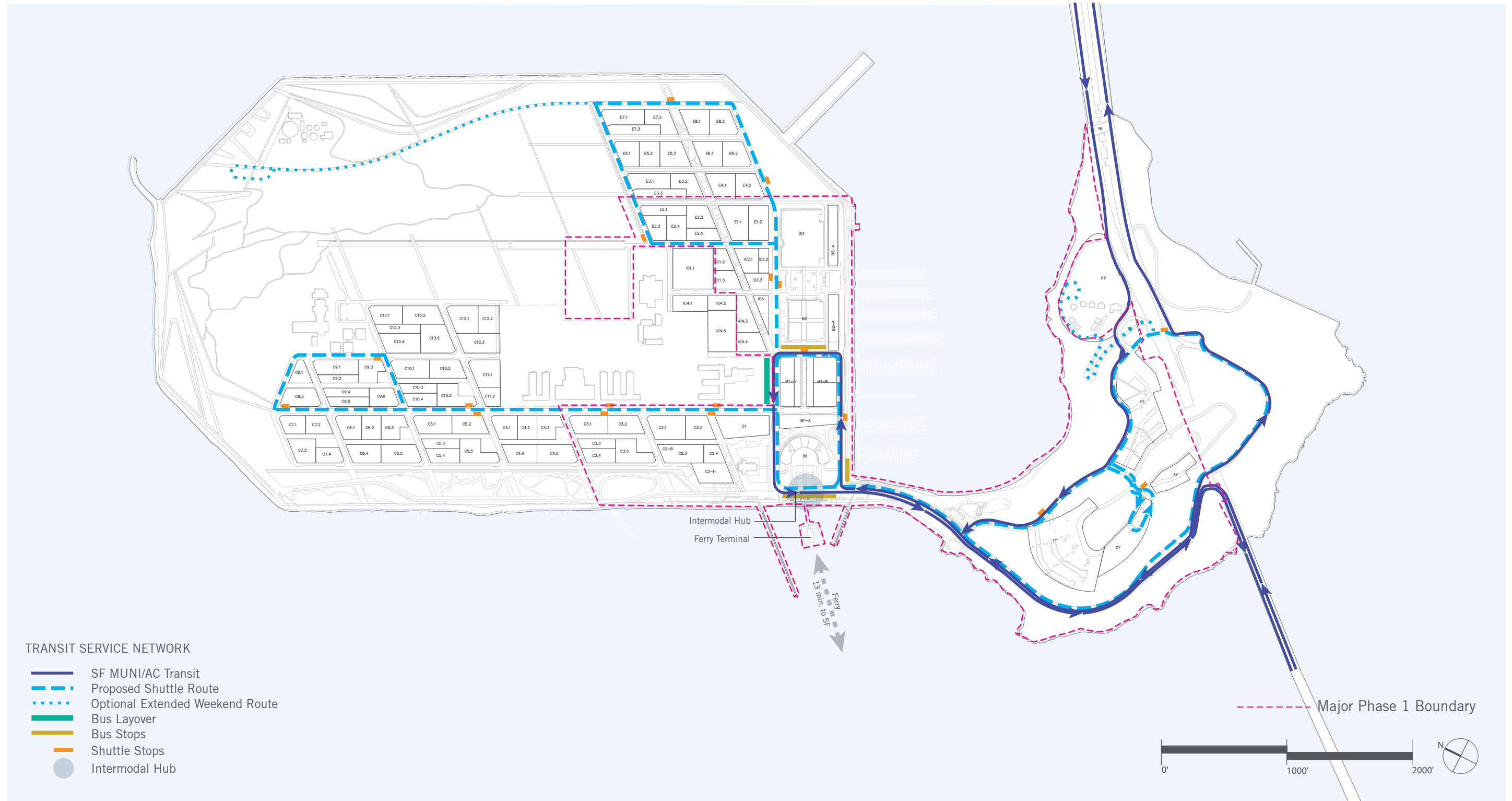


FIGURE 3.4 TRANSIT NETWORK SITE PLAN