3. TRANSPORTATION AND STREETSCAPES

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CONSISTENCY WITH ENTITLEMENT DOCUMENTS

The transportation systems and streetscapes included as part of this Sub-Phase Application 1 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 designs in preceding documents have been reviewed with City Departments and are included within the Sub-Phase Application. Those improvements include the following:

1. Macalla Road Pedestrian Pathway and Bicycle Facility: As part of the Yerba Buena Island Habitat Management Plan, significant tree species are to be preserved to provide habitat benefits to the island. Along Macalla Road, noteworthy California buckeye trees near the road edge are to be protected. To prevent damage to their root systems from road construction, an alternate meandering path for pedestrians and cyclists is proposed through the open space. This pathway not only preserves the habitat and character of Yerba Buena Island, but it also provides a more accessible route with less steep grades heading south-bound.

2. Treasure Island Road Causeway Stormwater: To provide enough stormwater treatment area for the TI Road Causeway watershed, biofiltration planters are incorporated into the Causeway median.

3. Treasure Island Road Causeway Access: On the Treasure Island Road Causeway, the curbed median separating the south-bound drive lane from the bike lane on the west side of the street has been modified to be a mountable curb to accommodate fire access requirements.

4. Macalla Road and Treasure Island Road Intersection: To facilitate fluid traffic movements and ensure safe pedestrian and bike crossings, a traffic signal is proposed at this intersection. For bicyclists traveling from Treasure Island to Yerba Buena Island via Macalla Road, a separate bike crossing indicated by painted chevrons is shown in the current design.

5. Macalla Road and Yerba Buena Drive Intersection: For bicyclists traveling from the East Bay across the Bay Bridge, an improved intersection condition allows for safe transition to the YBI Hilltop Park. As cyclists ride north on Macalla Road, they will have an opportunity to peel away from the traffic lane through the addition of medians to stop and check for traffic before turning on Yerba Buena Drive.
3.1 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 the Island Core, 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

On Yerba Buena Island, the only new streets include the Treasure Island Road Causeway, Macalla Road, and Yerba Buena Road. The design of the streets will comply with DPW and PUC standards, including curb and gutter, street grade, and utility placement.

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 Core, 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.
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 heart consists of primary routes leading from Treasure Island Core 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. Bicycle pathways connect 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, the Streetscape Master Plan illustrates that 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, 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 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 Core District, located at the point of arrival from the Bay Bridge and at the junction of the two islands. An “Intermodal 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 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

PEDESTRIAN NETWORK
- Primary Pedestrian Route
- Secondary Pedestrian Route
- Bay Trail
- Pedestrian Paths
- Potential Pedestrian Paths

FERRY TO SAN FRANCISCO

Sub-Phase Boundary
3.2.2 BICYCLE NETWORK

BICYCLE NETWORK

CLASS 1
- TWO-WAY CYCLE TRACK
- ONE-WAY CYCLE TRACK
- MIXED (BIKE / PED)
- BIKE DISMOUNT / WALK ZONE

CLASS 2
- TWO-WAY
- ONE-WAY
- SHARED PUBLIC WAY (PED / BIKE / AUTO)
- SHARED STREET (BIKE / AUTO)
- PROPOSED BIKE SHARE LOCATIONS
- SIGNALIZED INTERSECTION

FIGURE 3.2 BICYCLE NETWORK SITE PLAN

SUB-PHASE APPLICATION 1: SUB-PHASES 1YA & 1YB

3 - TRANSPORTATION AND STREETSCAPES
3.2.3 VEHICULAR NETWORK

FIGURE 3.3 VEHICULAR NETWORK SITE PLAN

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

Signalized Intersection/Crosswalk
Direction of 1-way Traffic

Sub-Phase Boundary
3.2.4 TRANSIT NETWORK

TRANSIT SERVICE NETWORK
- SF MUNI/AC Transit
- Proposed Shuttle Route
- Optional Extended Weekend Route
- Bus Layover
- Bus Stops
- Shuttle Stops
- Intermodal Hub

FIGURE 3.4 TRANSIT NETWORK SITE PLAN

SUB-PHASE APPLICATION 1: SUB-PHASES 1YA & 1YB

INTERMODAL HUB
13 min. to SF Ferry Terminal

Sub-Phase Boundary
3.2.5 TRUST STREETS

FIGURE 3.5 TIDELANDS TRUST SITE PLAN

TIDELANDS TRUST LANDS
- lands subject to the public trust
- lands free of tidelands trust upon completion of the exchange
- property owned by others
- tidelands trust streets

FIGURE 3.5 TIDELANDS TRUST SITE PLAN

SUB-PHASE APPLICATION 1: SUB-PHASES 1YA & 1YB

3 - TRANSPORTATION AND STREETSCAPES

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3.4 STREET DESIGN

As all of Yerba Buena Island is included within the first Sub-Phase of the project, all streetscapes within the Right of Way are included in the application. While further detail is provided on the materiality, planting, and furnishings of these streetscapes in the technical infrastructure plan appendix, several key goals remain paramount to the creation of these public spaces:

1. Generous pedestrian focused through-ways
2. Comfortable, accessible routes of travel that encourage walking for all users
3. Quality materials and plant selections that endure the test of time
4. Safely designed intersections between different user groups such as pedestrian and bicyclists
5. Code compliant designs within the Rights of Way to meet the requirements of various City Departments

To highlight the additional detail provided in the Sub-Phase Application at the critical project intersections, the following plans and narratives are included to further explain the circulation and design intent.
Signalization of this intersection is proposed with a protected westbound right-turn. This provides for fully protected pedestrian crosswalks, which is important given the potential for downhill speeds resulting from steep grades. The westbound right-turn slip lane is retained, however, as this is an important bus route and has a heavy vehicle volume. Southbound through traffic and the westbound right would operate at the same time, allowing the heaviest auto volumes to proceed through the intersection unless an eastbound left auto or a bicycle or pedestrian call is made at the intersection.

The Class I cycle track on southbound Treasure Island Rd. allows bikes to continue straight, but the heaviest bicycle volume is anticipated to be the southbound left. This would be a protected movement across the intersection that would operate with the crosswalk across Treasure Island Rd., bringing bicyclists and pedestrians to destinations to the east, including the Bay Bridge Path. To provide a space for turning bicyclists and pedestrian to queue, the cycle track and sidewalk are pulled back eight feet to create refuges. This is similar in concept to the treatment at Market Street/Valencia Street.

Directional curb ramps are provided at all corners.
Similar to the Treasure Island Road/Macalla Road intersection, the buffered bicycle lane is pulled out eight feet to allow spaces for bicycle acceleration/deceleration coming onto and off of the Yerba Buena Drive. These eight feet refuges are primarily striped to provide additional space for bicyclists to negotiate turns and to accommodate shuttle vehicles making a northbound left onto Macalla Road. This is similar in concept to the treatment at Market Street/Valencia Street. A portion of the refuge area may be raised to provide protection from autos and to create true refuges for waiting bicyclists.

In the eastbound direction, the cycle track is extended through the intersection with bike lane extension lines and chevrons. The directionality of the chevrons emphasizes the fact that the eastbound bikes are traveling contra flow through the intersection and drivers may not otherwise expect to look for them.

Directional curb ramps are provided at all corners. If the old Macalla Road roadway alignment is redeveloped as natural area or trail, a pedestrian crosswalk across Macalla Road / Yerba Buena Drive intersection should be considered with a signal in the future.
3.4 PARKING AND LOADING

ON-STREET PARKING

Parking is an important element for island residents with vehicles, for their visitors, for tourists visiting the island that choose to drive, and for those people with disabilities who are not able to use the other transportation means. Parallel parking is the only type of on-street parking provided. Per the development agreements, all street parking on the island is metered, per City standards. A typical parking space is eight feet wide by twenty feet long, per City standards. On-street parking is provided on one side only for the streets around the island perimeter and for many of the neighborhood streets such as those in the Eastside Neighborhood. On-street parking is provided on both sides of specific primary streets.

<table>
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<tr>
<th>STREET</th>
<th>PUBLIC PARKING SPACES</th>
<th>ADA</th>
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<tbody>
<tr>
<td>YERBA BUENA DRIVE</td>
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<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>14</td>
<td>1</td>
</tr>
</tbody>
</table>

TABLE 3.1 SUB-PHASE ANTICIPATED ON-STREET PARKING ALLOCATION

FIGURE 3.9 SUB-PHASE ON-STREET PARKING
OFF-STREET PARKING

Table 3.2 shows the number of parking spaces to be allocated to Sub-Phases 1YA and 1YB, as required by DDA Sec. 4.2.1. Off-street parking shall not be required for any use, and the quantities of off-street parking specified in Table 3.2 shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified, calculated based on the proposed program for Sub-Phases 1YA and 1YB. Any off-street parking space dedicated for use as a car-share parking space shall not be counted toward the total parking permitted as accessory.

Accessory off-street parking spaces for residential and nonresidential uses may be located either on the same development block as the building served, or off-site within the Development Plan Area. All off-street parking spaces accessory to residential uses with common access in new structures of ten (10) dwelling units or more, shall be leased or sold separately from the rental or purchase fees for dwelling units for the life of the dwelling units, such that parking spaces are marketed and sold or rented as separate and optional additions to the base advertised or listed purchase or lease price for residential units alone, and the price for residential units with parking shall be marketed and sold or rented at a higher price than residential units without parking. Off-street non-residential parking will be provided in centralized parking facilities. All non-residential parking will incur a charge.
ACCESSIBLE LOADING AND PARKING

UNIVERSAL PASSENGER LOADING ZONES

On-street universal passenger loading zones and accessible parking zones shall be located throughout Treasure Island, providing convenient access to the island’s buildings and open spaces.

Passenger loading zones are curbside stalls for pick-up and drop-off, limited to five minute stops (per SFMTA). Drivers must remain with the vehicle. Most of the site’s loading zones will be universally accessible and ADA compliant, providing a wheelchair access aisle along the passenger side of the car and access to the sidewalk via a DPW standard curb ramp. To meet the Mayor’s Office of Disability and DPW Accessibility Department request of providing a loading zone at building block faces, “Modified Loading Zones” are provided which meet the same criteria as the Universal Zones, but without the access aisle. Generally passenger loading zones shall be located in the middle of a block face, to provide convenient access to building entrances on the block. In some cases, such as at parks and open spaces, the loading zone may be located at an intersection, to utilize the associated bulb-out and crosswalk, for easy access across the street.

ACCESSIBLE PARKING ZONES

Accessible parking stalls ensure convenient, equal parking access for drivers and passengers with a valid disabled parking permit. There are two types of accessible parking stalls: standard and “enhanced.” “Enhanced” accessible parking stalls are at sidewalks greater than 14’. Generally accessible parking stalls are located at the beginning of the block, utilizing the street corner bulb-out for curb-ramp access to the sidewalk.
BICYCLE PARKING

Bicycles are a key transportation element on the Island. Well-located, secure bicycle racks and corrals are an important link to the success of the overall bicycle network. For convenience, potential bicycle rack locations have been placed at the entrance of both parks in Sub-Phases 1YA and 1YB, Yerba Buena Hilltop Park and Yerba Buena Beach Park.