



TREASURE ISLAND MOBILITY MANAGEMENT AGENCY

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Memorandum

AGENDA ITEM 4

DATE: July 16, 2020

TO: Treasure Island Mobility Management Agency Committee

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 7/21/20 Committee Meeting: Yerba Buena Island Bicycle/Pedestrian Path Feasibility Study

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The Yerba Buena Island (YBI) Bicycle/Pedestrian Path Feasibility Study explores the feasibility of constructing a multi-use pathway network on YBI to improve safety and connectivity for bicyclists and pedestrians and provide convenient access for residents and visitors between Treasure Island and YBI. The project team developed the study in coordination with multiple stakeholders including Bay Area Toll Authority's (BATA), Treasure Island Development Authority (TIDA), Treasure Island Community Development (TICD), United States Coast Guard, San Francisco Municipal Transportation Agency, San Francisco Bicycle Coalition, and Bike East Bay.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

The Treasure Island/Yerba Buena Island Redevelopment Project Final Environmental Impact Report's (FEIR) Land Use Plan and Transportation Plan (April 2011) encouraged the use of walking and bicycling as primary on-island travel modes. Residents, workers, and visitors would have the ability to commute and meet daily needs without having to drive private vehicles. Street design would reflect a commitment to enhancing the public realm, the pedestrian and bicycle network, and the transit service. The FEIR included a network of bicycle, pedestrian, and shared-use paths that would connect all of the islands' major destinations. The proposed network consisted of a Class I mixed bicycle and pedestrian paths around the perimeter of Treasure Island. Another bicycle path would connect Treasure Island to the new 2.2-mile shared-use path on the eastern span of the San Francisco-Oakland Bay Bridge (SFOBB) on Yerba Buena Island.



The islands' walkways and bicycle route network would be connected as an extension of the San Francisco Bay Trail and the routes would be designed to allow for possible future connections to other pedestrian and bicycle paths, such as BATA's proposed multi-use path for the western span of the SFOBB. The Transportation Authority provided \$200,000 in Prop K funds for this study and in early 2019 selected Parisi Transportation Consulting to develop the Yerba Buena Island multi-use pathway feasibility study.

DISCUSSION

The Feasibility Study envisions a new bicycle and pedestrian network on YBI that will provide bicyclists and pedestrians with new Class I dedicated paths or Class II lanes where none exist. YBI is a natural island that is characterized by steep topography and dense vegetation. The current roads on YBI often lack sidewalks and bike paths. Pedestrians and bicyclists have to share the roads with vehicle traffic, which can be challenging since vehicles have limited sight distance due to the topography. Current roads on YBI also do not meet modern San Francisco Public Works standards and are not wide enough to accommodate multi-modal uses. We seek public input and feedback on the study's recommended projects and preliminary designs.

RECOMMENDATIONS

Pedestrians and bicyclists from Oakland can now traverse the multi-use path on the eastern span of SFOBB to YBI. The Transportation Authority constructed a Vista Point area, a scenic rest stop, on YBI, next to the SFOBB bike landing and adjacent to US Coast Guard Quarters 9 property. Vista Point provides restrooms, benches, a hydration station, and bike racks for visitors from the East Bay. The Feasibility Study recommendations build upon the Vista Point improvements by envisioning a safe multi-use path network that will enable bicyclists and pedestrians to reach multiple destinations on the island. This network includes:

- a primary segment to the future Ferry Terminal on Treasure Island;
- a connection point for the SFOBB West Span Bike Path that is currently under development by BATA;
- a path along Northgate Road to the Historic District;
- connection between the Historic District and the Stormwater Garden under development by TICD; and
- completing the multi-use path network by extending it to Caltrans' Pier E2.

SFOBB East Span to the Treasure Island Ferry Terminal. The primary and greatest near-term focus is extending the multi-use path from YBI Vista Point/SFOBB Landing to the future Ferry Terminal on Treasure Island via Hillcrest and Treasure Island roads located at the southwest corner of Treasure Island. The Ferry Terminal is currently under construction by the Treasure Island development team and targeting completion by the Fall 2021. The path along the southern and western rim of YBI will be compliant with Americans with Disabilities Act (ADA)



and offer users continuous access to Treasure Island with sweeping views of the bay. We anticipate this segment will draw the largest number of users since it provides connectivity for transbay crossing by walking, biking, and ferry service for the first time.

The Transportation Authority is leading two critical infrastructure projects along Hillcrest and Treasure Island Roads that comprise this connection:

- The Southgate Road Realignment project, which started construction in June 2020, will be completed by the summer of 2022. This project will improve the bike connection from the existing SFOBB Bike/Pedestrian Vista Point landing area on YBI to Hillcrest Road (YBI Bike/Ped Path) and Macalla Road.
- The West Side Bridges project is scheduled to start construction in the Spring of 2021 and will be completed by the Fall of 2024. This project will replace seismically deficient bridge structures along Treasure Island Road, which serves as the gateway to the island and ferry terminal. Our study recommendation includes seeking funding and regional partnerships to expedite project development efforts (preliminary engineering and design) for this portion of the YBI bike/ped multi-use path network in order to coordinate construction with implementation of the West Side Bridges project. This will provide considerable YBI bike/ped construction cost savings.

Connection to the Future Bay Bridge West Span Bike Path. The project team has worked closely with BATA which is leading development of the West Span Bay Bridge Bicycle - Pedestrian Path 'Bay Skyway', a new multi-use path across the West Span of the SFOBB into downtown San Francisco. We are also working with TIDA to coordinate the planning and implementation of planned Hillcrest Road widening improvements including the YBI Bike/Pedestrian Multi-use Path connection of the existing path on the Bay Bridge East Span to the planned West Span path. When completed, the two projects will enable bicyclists and pedestrians from San Francisco and Oakland to cross the bay via a safe multi-use path separated from vehicle traffic.

Northgate Road. A secondary goal is extending the multi-use path from Vista Point to the landmarks at the northeastern tip of YBI such as the Senior Officers' Quarters Historic District, the planned Stormwater Garden, and Caltrans' Pier E2. These landmarks are difficult to reach, with current access by a narrow Northgate Road from Southgate and Macalla roads. YBI Bike Path project's Northgate Road segment would widen the existing roadway in order to provide a continuous 5-foot sidewalk on one side of the street and a 5-foot uphill Class II bicycle lane.

Historic District/Stormwater Garden. The Senior Officers' Quarters Historic District is listed on the National Register of Historic Places. Roadway access to the Historic District is provided by Northgate Road and Whiting Way, two constrained streets with limited opportunities for separated pedestrian and bicyclist access. The Historic District segment of the YBI Bike project would make Whiting Way a two-way, low-speed, multimodal street, shared by drivers, pedestrians, and cyclists. Pedestrian access would also be provided via proposed sidewalk improvements behind the Quarters 1 Nimitz Building.



TICD plans to replace an existing surface parking lot at the base of the Senior Officers’ Quarters Historic District with a ‘Stormwater Garden’ that will act as a storm water infiltration feature. This garden will feature meandering pedestrian and bicycle pathways separated from adjacent Northgate Road. The YBI Bike Path project will provide pedestrian and bicyclist access from the Historic District to the Stormwater Garden via Whiting Way.

Caltrans’ Pier E2. Caltrans completed the first phase of the Pier E2 project in late 2019 (adjacent to the US Coast Guard Base). Pier E2 is a new destination site and public amenity at the base of YBI and includes a pedestrian bridge connection to an observation deck with views of the East Bay. Although the first phase was completed, Pier E2 is currently closed to the public due to limited access by a gravel road that does not meet standards. A second phase of the project will include a parking lot, bicycle parking, and enhanced pedestrian access. The feasibility study explores a potential path via Northgate Road and the planned Stormwater Garden.

Macalla Road. TICD is currently rebuilding Macalla Road on the north side of YBI. When completed, Macalla Road will also have a bike path. However, due to the steep topography, the Macalla Road Path will not be ADA compliant. The YBI Bike/Ped path as recommended in the Feasibility Study along Hillcrest and Treasure Roads will provide an alternative route that will meet ADA standards.

COSTS AND FUNDING

The table summarizes planning level costs (still under development) for the bicycle and pedestrian network project along the Hillcrest Road/Treasure Island Road from the East Span SFOBB Viewing Landing/Vista Point area down to the Treasure Island Ferry Terminal.

Segment	Estimated Cost	Potential Funding Sources
Hillcrest Road/Treasure Island Road (to above the YBI Tunnel)	\$40-\$50 million	\$30 million Infill Infrastructure Grant (secured); San Francisco Local Partnership Program and Regional Priority Conservation Area Grant funds (Environmental/Design); Regional Measure 3; Caltrans Active Transportation Program; new funding measures and grants
West Side Bridges: connection to Treasure Island Ferry Terminal	\$35-\$40 million	

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

None.