

SFMTA - TASC SUMMARY SHEET

<p>Pre-Staff Date: 8/15/2023</p> <p>Requested By: SFPW</p> <p>Handled: Westley Myles <i>WM</i></p> <p>Section Head: BW <i>NW</i> for</p>	<p><input type="checkbox"/> Public Hearing Consent</p> <p><input checked="" type="checkbox"/> Public Hearing Regular</p> <p><input type="checkbox"/> Informational/Other</p>	<p>Approved: _____</p> <p>Disapproved: _____</p> <p>Item Held: _____</p>
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Location: Treasure Island

Subject: Street Improvements

PROPOSAL/REQUEST:
 ESTABLISH – TRAFFIC SIGNAL

Clipper Cove Avenue and Treasure Island Road
 Treasure Island Road, midblock, between Clipper Cove Avenue and Trade Winds Avenue
 Trade Winds Avenue and Treasure Island Road
 Seven Seas Avenue and Trade Winds Avenue

ESTABLISH – STOP SIGNS

Clipper Cove Avenue and Seven Seas Avenue, making this intersection an all-way stop
 Bruton Street, eastbound, at Seven Seas Avenue
 Cravath Street, eastbound, at Seven Seas Avenue
 Johnson Street, eastbound, at Seven Seas Avenue
 Johnson Street and Avenue of the Palms, making this intersection an all-way stop
 Cravath Street and Avenue of the Palms, northbound and southbound, making this intersection an all-way stop

ESTABLISH - TOW-AWAY, NO STOPPING ANYTIME

Seven Seas Avenue, east side, from Johnson Street to Trade Winds Avenue
 Avenue of the Palms, west side, from Johnson Street to Bruton Street
 Trade Winds Avenue, north side, from Seven Seas to 200 feet westerly
 Trade Winds Avenue, south side, from Seven Seas Avenue to Treasure Island Road
 Clipper Cove Avenue, north side, from Seven Seas Avenue to Treasure Island Road
 Clipper Cove Avenue, south side, from Treasure Island Road to 300 feet easterly
 Treasure Island Road, east side, from Trade Winds Avenue to Clipper Cove Avenue
 Treasure Island Road, east and west sides, from Clipper Cove Avenue to Macalla Road

ESTABLISH - BUS ONLY LANE

Clipper Cove Avenue, eastbound, from Treasure Island Road to 300 feet easterly
 Treasure Island Road, southbound, from Trade Winds Avenue to 185 feet south of Clipper Cove Avenue

ESTABLISH - RED ZONES

Johnson Street, north side and south sides, between the marked crosswalks at Garden Walk (18-foot red zone on north side, 18-foot red zone on south side)
 Avenue of the Palms, west side, opposite stem of T-intersection at Johnson Street (39 -foot red zone)
 Cravath Street, north and south sides, between the marked crosswalks at Garden Walk (17-foot red zone on north side, 15-foot red zone on south side)
 Avenue of the Palms, west side, opposite stem of T-intersection at Cravath Street (60-foot red zone)
 Bruton Street, south side, between the marked crosswalks at Garden Walk (34-foot red zone)

Bruton Street north and south sides, between the marked crosswalks at Avenue of the Palms (35-foot red zone)

ESTABLISH – CLASS IV Bikeways (Protected Bike Lane)

Trade Winds, north side (two-way), from Seven Seas Avenue to Treasure Island Road
Clipper Cove Avenue, south side (two-way), from Seven Seas Avenue to Treasure Island Road
Avenue of the Palms, west side (two-way), from Johnson Street to Trade Winds Avenue
Treasure Island Road, east side (northbound one-way), from Macalla Road to Clipper Cove Avenue
Treasure Island Road, west side (southbound one-way), from Clipper Cove Avenue to Macalla Road

ESTABLISH – CLASS II Bikeways (Bike Lane)

Seven Seas Avenue, west side (southbound one-way), from Johnson Street to Clipper Cove Avenue
Seven Seas Avenue, east side (northbound one-way), from Clipper Cove Avenue to Johnson Street
Clipper Cove Avenue, north side (westbound one-way), from Seven Seas Avenue to Treasure Island Road
Treasure Island Road, east side (northbound one-way), from Clipper Cove Avenue to Trade Winds Avenue
Trade Winds Avenue, south side (eastbound one-way), from Treasure Island Road to Seven Seas Avenue

ESTABLISH – DO NOT ENTER, EXCEPT BIKES, EMERGENCY VEHICLES

Garden Walk, between Cravath Street and Johnson Street
Garden Walk, between Cravath Street and Bruton Street

ESTABLISH – Raised Intersection

Seven Seas Avenue at Bruton Street
Seven Seas Avenue at Cravath Street
Seven Seas Avenue at Johnson Street
Johnson Street at Garden Walk
Cravath Street at Garden Walk
Bruton Street at Garden Walk

ESTABLISH – TRANSIT BOARDING ISLAND

Seven seas Avenue, east side, from 21 feet to 113 feet north of Bruton Street
Seven Seas Avenue, west side, from Johnson Street to 105 feet southerly
Seven Seas Avenue, west side, from Bruton Street to 88 feet southerly

ESTABLISH - TRANSIT STOP

Clipper Cove Avenue, from Treasure Island Road to 272' easterly

(Supervisor District 6) Westley Myles, westley.myles@sfmta.com

BACKGROUND INFORMATION:

Street improvements associated with the Treasure Island Sub-Phase 1B, 1C and 1E Improvement Project.

HEARING NOTIFICATION AND PROCESSING NOTES:

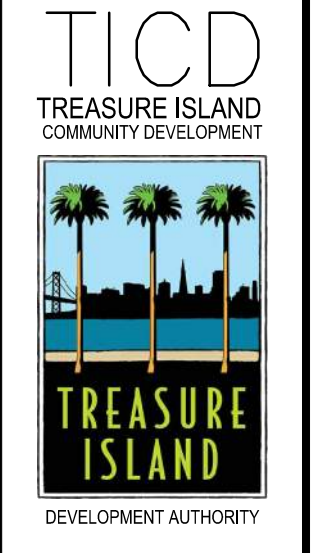
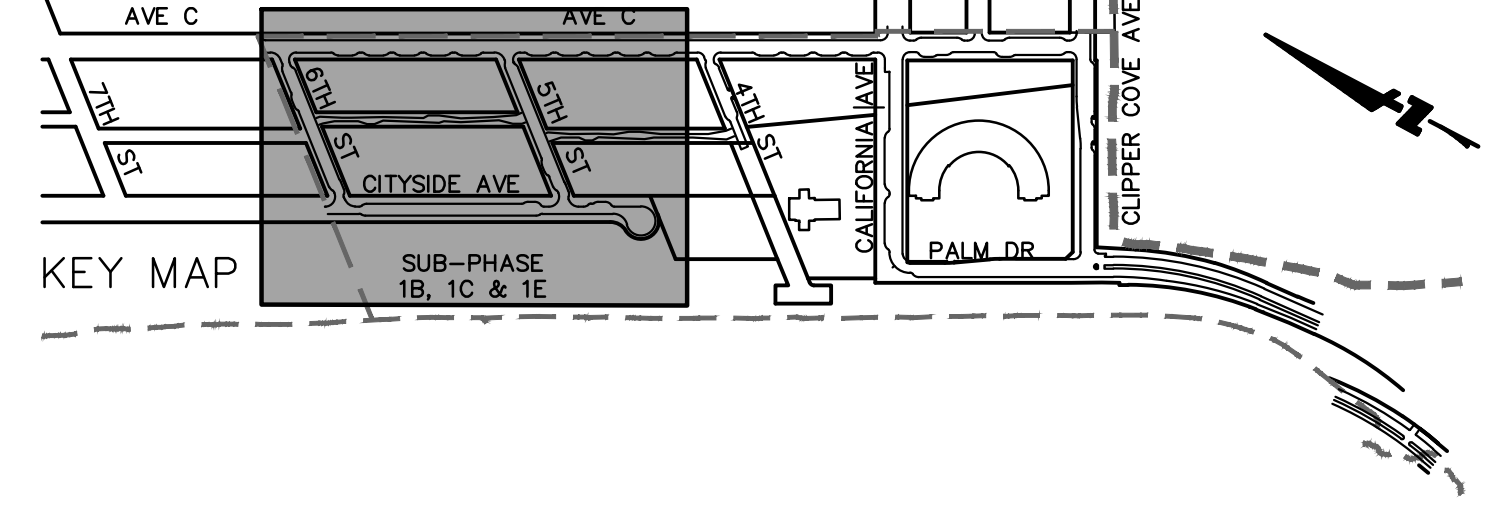
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1. SFMTA MAY INCORPORATE FINAL REVISIONS TO THE SIGNING & STRIPING PLANS AT A LATER DATE & IN THE FIELD DURING INSTALLATION. NEW ROADSIDE SIGNS SHALL CONFORM TO THE LATEST PROVISIONS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD), CCSF STANDARD PLANS & THE PROJECT SPECIAL PROVISIONS.
 2. PARKING METER LOCATIONS, SEE LANDSCAPING PLANS. CONTRACTOR TO CONTACT SFMTA METER SHOP AND COORDINATE INSTALLATION OF METER POLES WHEN SIDEWALKS ARE UNDER CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE TO MAKE ADJUSTMENTS TO LANDSCAPING OR PAVERS SUCH THAT METER POLES CAN BE ANCHORED IN A CONCRETE SIDEWALK/PAD/FOUNDATION
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 5. ALL CONFLICTING STRIPING, PAVEMENT MARKERS, AND PAVEMENT MARKINGS SHALL BE REMOVED AS REQUIRED BY SFMTA IN ACCORDANCE WITH SFMTA APPROVED PROCEDURES.

LEGEND:

- INSTALL SIGN AND POST
- INSTALL BARRICADE PER CALTRANS STD PLAN A73C, TYPE III
- INSTALL PEDESTRIAN BARRICADE PER CALTRANS STD PLAN ES-7Q, TYPE
- HELMETED BICYCLIST SYMBOL AND ARROW PER CA MUTCD, FIGURE 9C-3(B)
- INSTALL GREENBACK SHARROW
- SNS, STREET NAME SIGN PER CCSF
- DIRECTION OF TRAFFIC FLOW (FOR INFORMATIONAL PURPOSES ONLY, NO PROPOSED MARKINGS)
- INSTALL ATM PERMANENT RUMBLE STRIP WITH PRE-APPLIED ADHESIVE BACKING. WHITE COLOR. USE A TAMP DEVICE WITH A TAMPING SURFACE 2" WIDER THAN STRIP. (APPLY AFTER 30 DAYS)

NOTES (CONT):

6. STREETS SHALL NOT BE OPENED FOR PUBLIC USE UNTIL ALL TEMPORARY OR PERMANENT STRIPING AND TRAFFIC SIGNAL EQUIPMENT IS INSPECTED AND ACCEPTED BY SFMTA.
7. A SPECIAL TRAFFIC PERMIT (STP) IS REQUIRED IF THE CONTRACTOR CANNOT COMPLY WITH THE BLUE BOOK REGULATIONS



TREASURE ISLAND DEVELOPMENT AUTHORITY
TREASURE ISLAND
 SUB-PHASE 1B, 1C & 1E IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

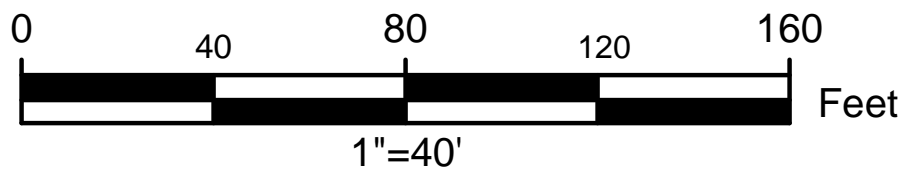
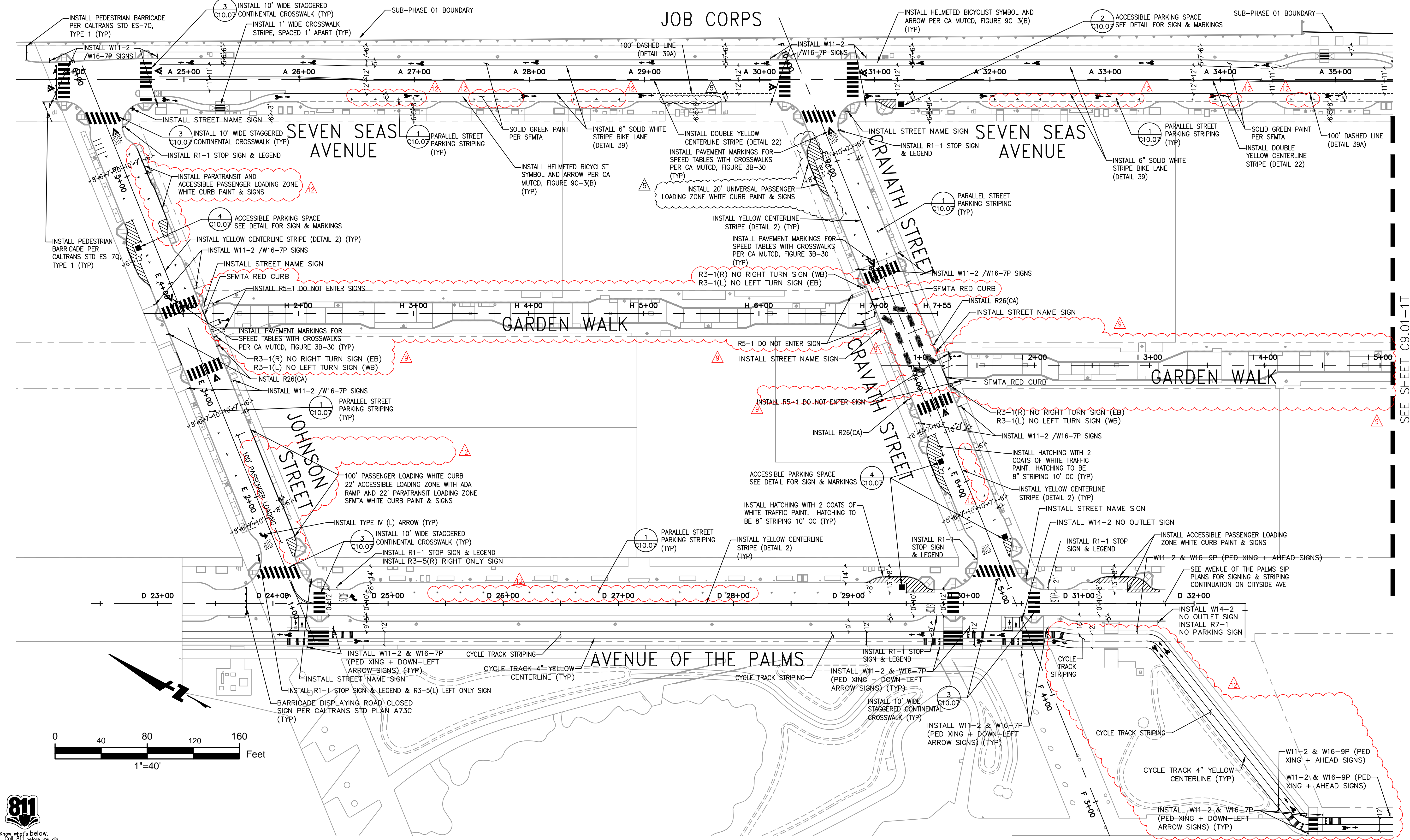
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STREETS
 PERMIT SUBMITTAL

NO.	REVISIONS	DATE	BY
1	INSTRUCTIONAL BULLETIN	07/17/20	SH
2	INSTRUCTIONAL BULLETIN	08/04/20	SH
3	INSTRUCTIONAL BULLETIN	12/04/20	SH

SIGNING & STRIPING PLAN
 SHEET TITLE
 SCALE AS SHOWN
C9.00-1T
 182 OF 603
 DRAWING NO.

DRAWING NAME: Z:\AGS\project\2014\AGS-14-003 Treasure Island-BKF-AGS JV\5_Production\1_Drawings\2_Signage & Striping Plans.dwg
 PLOT DATE: 05-13-22 PLOTTED BY: stevan.hoffmeister



SEE SHEET C9.01-1T

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PLOT DATE: 05-13-22 PLOTTED BY: stefan.hofmeister

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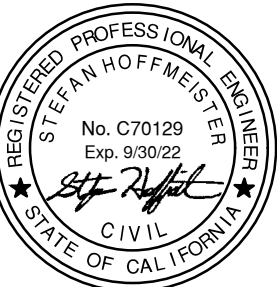
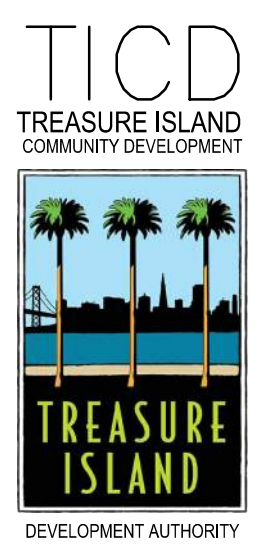
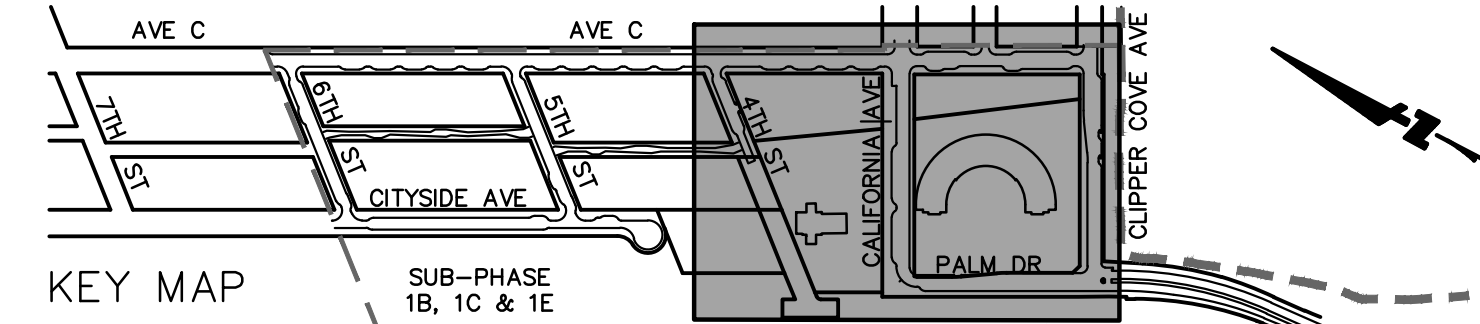
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LICENSE STAMP

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TREASURE ISLAND
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CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

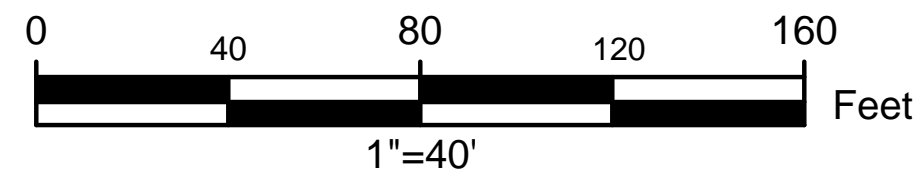
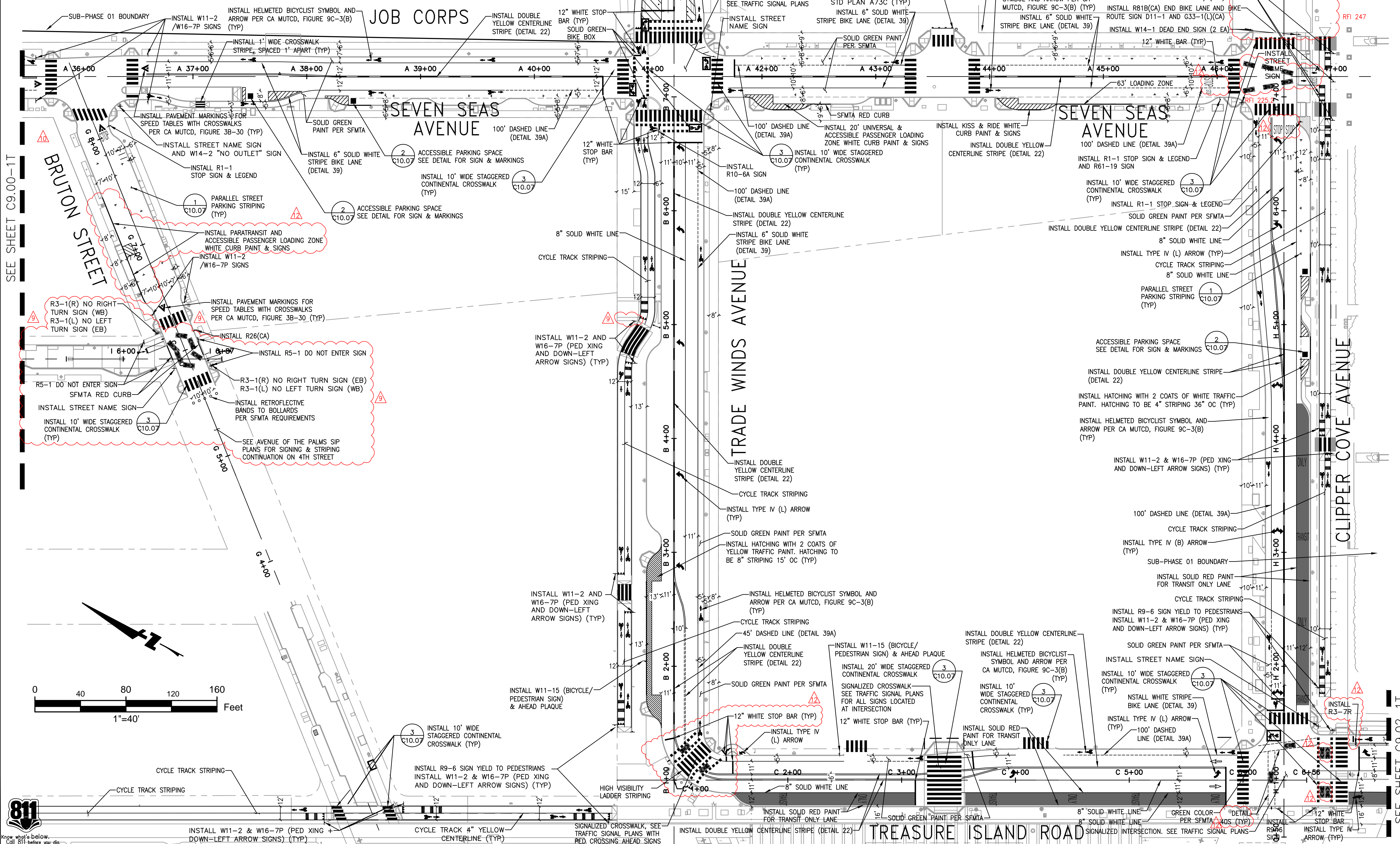
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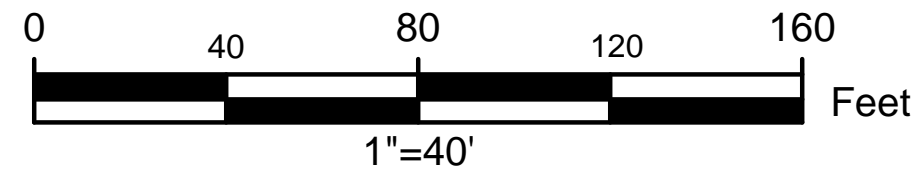
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DRAWING NAME: Z:\AGS\project\2014\AGS-14-003\Treasure Island-BKF-AGS JV\5_Production\1_Drawings\2_Sheets\1-C9.0_Signage & Striping Plans.dwg
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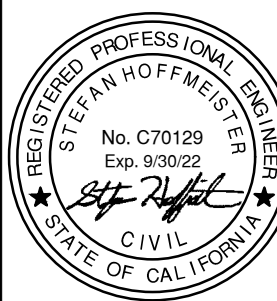
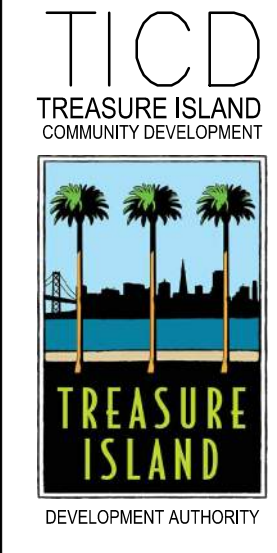
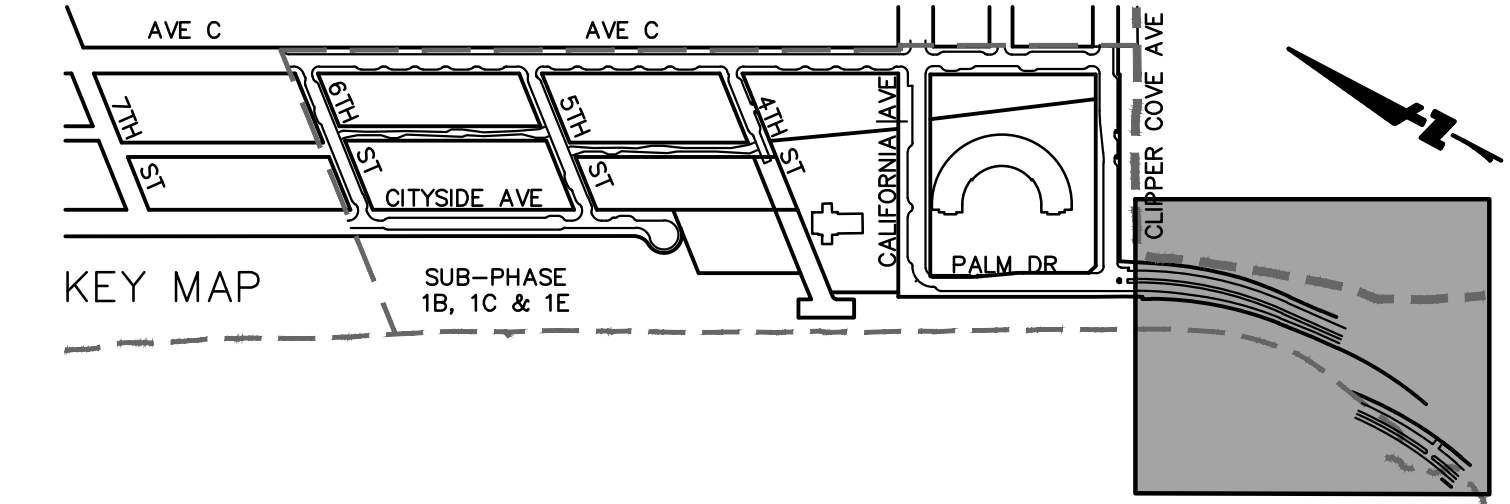


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LICENSE STAMP

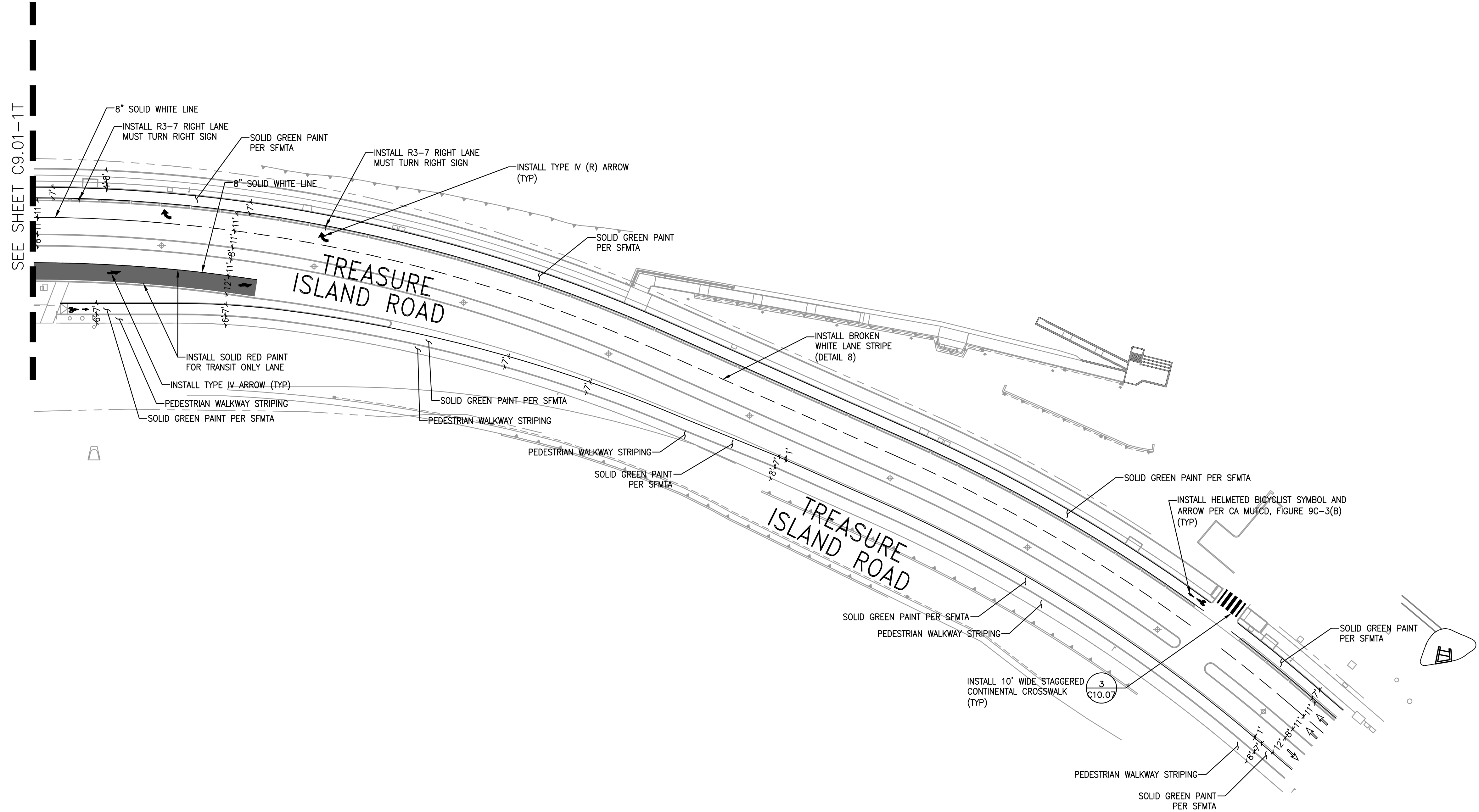
TREASURE ISLAND DEVELOPMENT AUTHORITY
TREASURE ISLAND
 SUB-PHASE 1B, 1C & 1E IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS
 PERMIT SUBMITTAL

PROJECT NO. 20140015-12	DATE: 05/13/2022
REVISIONS	DATE
INSTRUCTIONAL BULLETIN	SH 10/04/20

SIGNING & STRIPING PLAN

SHEET TITLE
 SCALE AS SHOWN
C9.02-1T
 184 OF 603
 DRAWING NO.

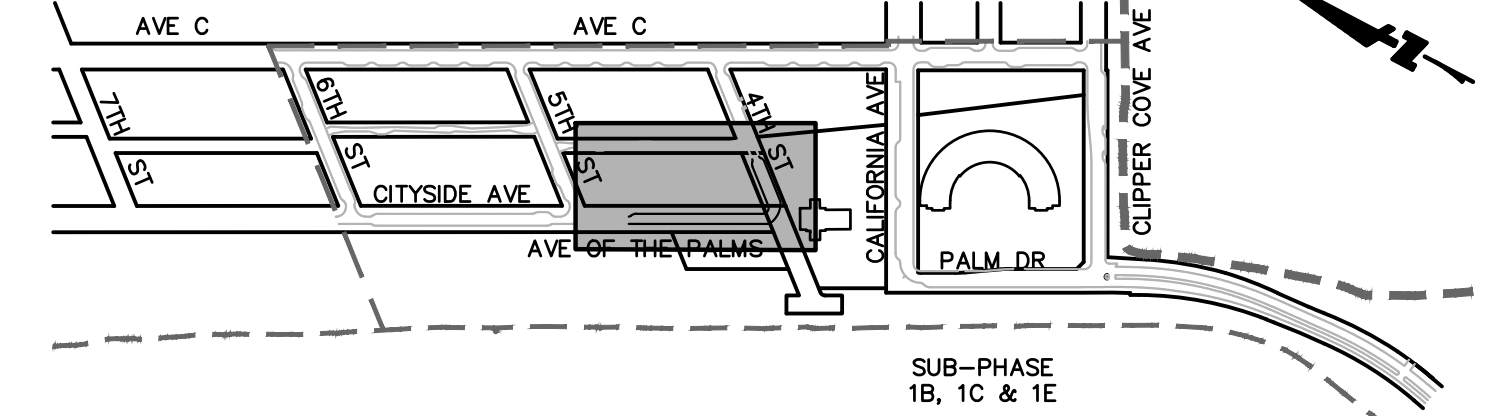


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KEY MAP



TIDG
TREASURE ISLAND DEVELOPMENT GROUP
4 EMBARCADERO CENTER, STE 3330
SAN FRANCISCO, CA 94111
(415) 274-0660

AGS
Civil Engineers
5 FIDELITY STREET
SAN FRANCISCO, CA 94107
415-777-2584

REGISTERED PROFESSIONAL ENGINEER
STATE OF CALIFORNIA
No. C70129
Exp. 9/30/22
AGS
CIVIL
STATE OF CALIFORNIA

LICENSE STAMP

TREASURE ISLAND DEVELOPMENT GROUP
TREASURE ISLAND AVENUE OF THE PALMS
CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS

PERMIT SUBMITTAL

NO.	DATE	BY	DATE
1	01/14/2022		

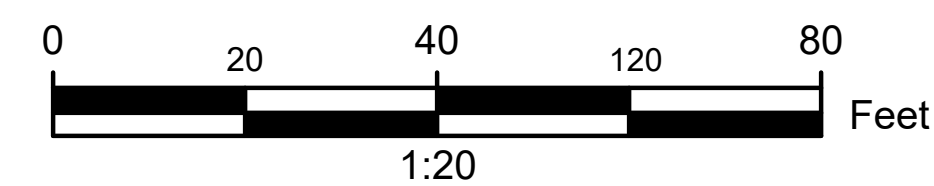
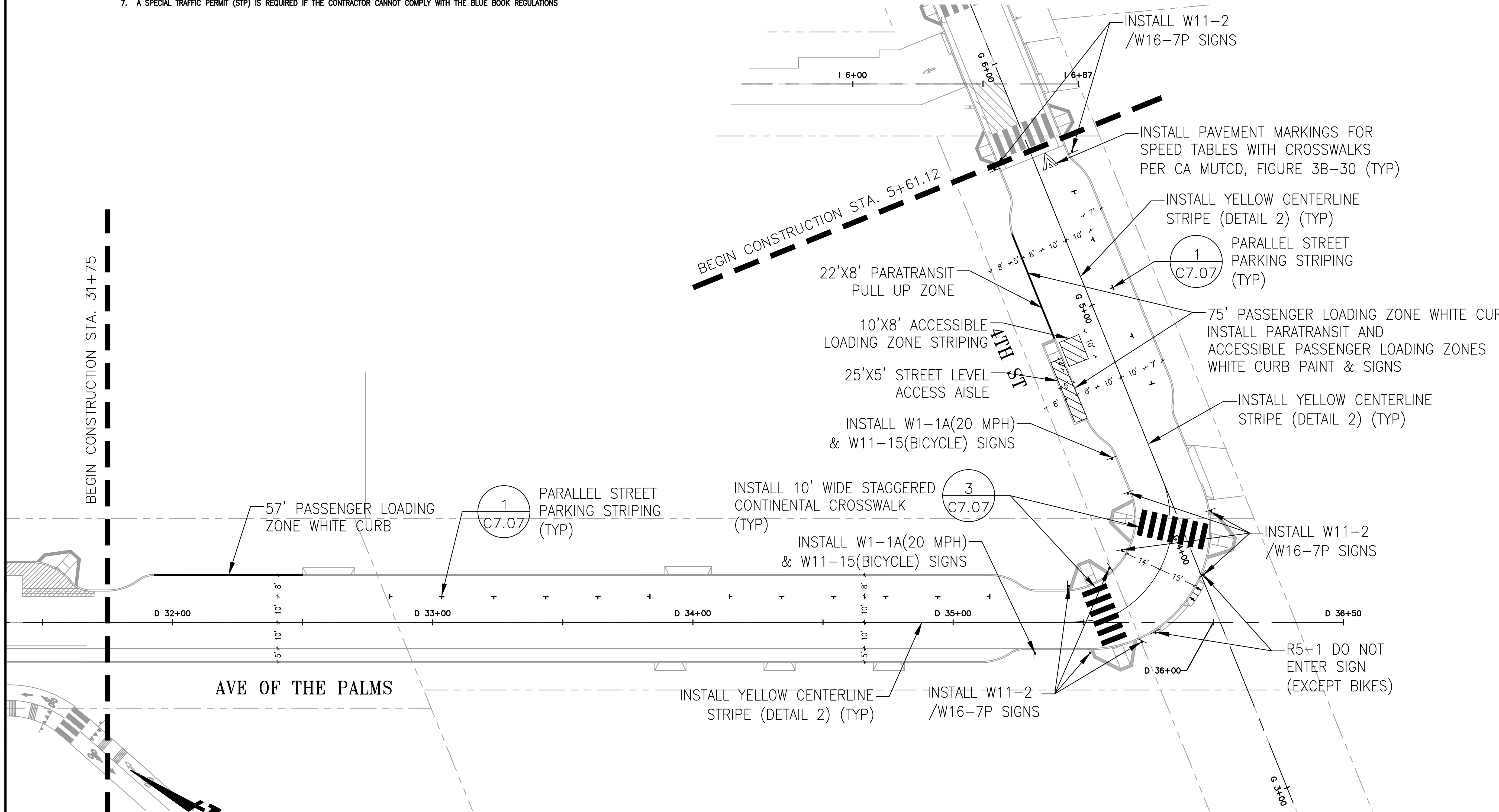
SIGNING & STRIPING PLAN

SHEET TITLE
SCALE AS SHOWN

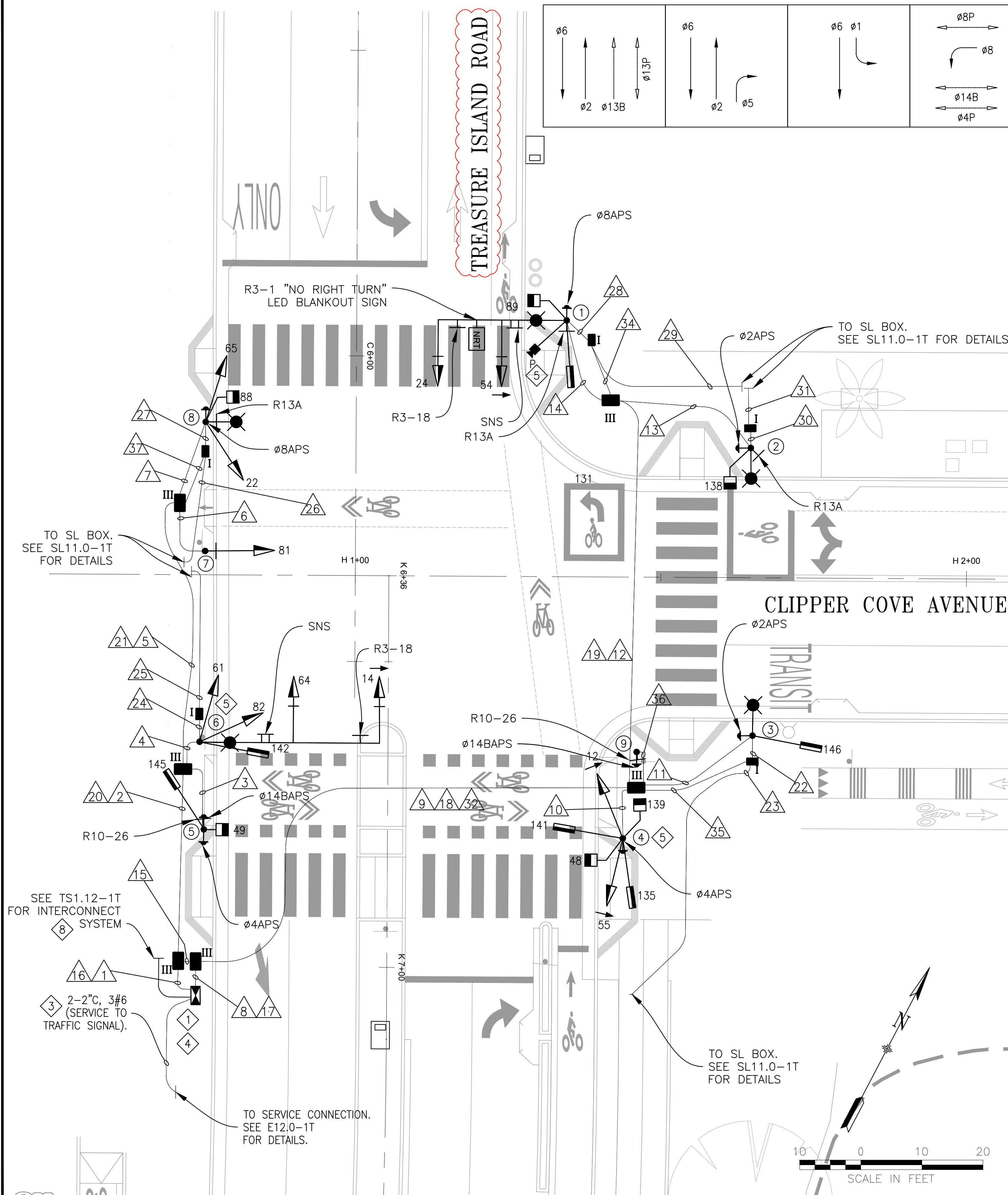
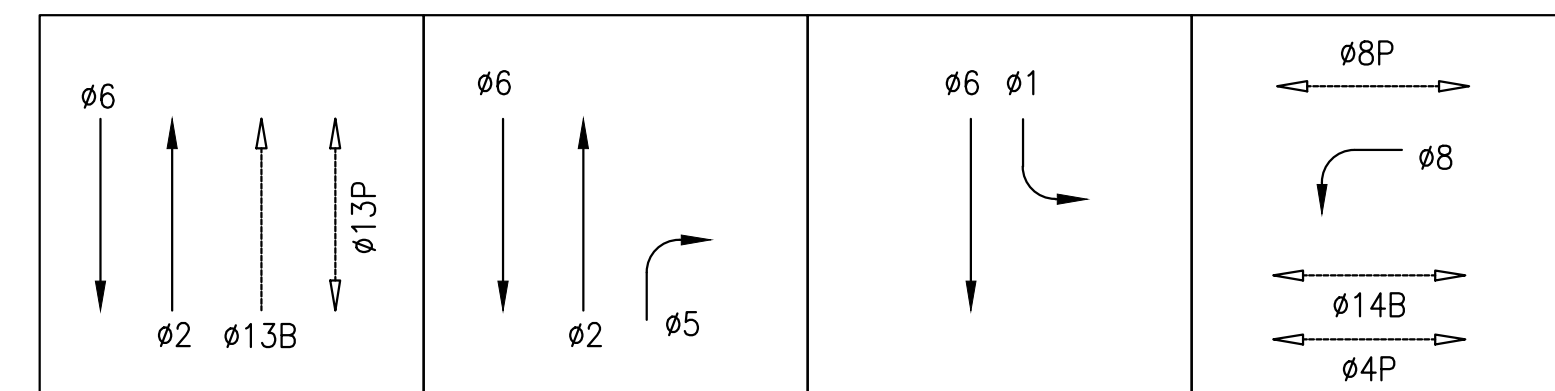
C6.00-1P

23 OF 89
DRAWING NO.

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PLOT DATE: 01-11-22 PLOTTED BY: microelings



PHASE DIAGRAM

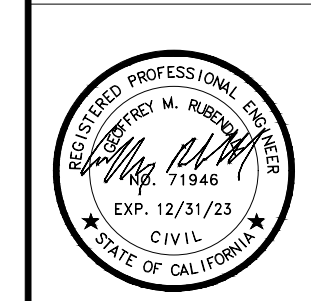
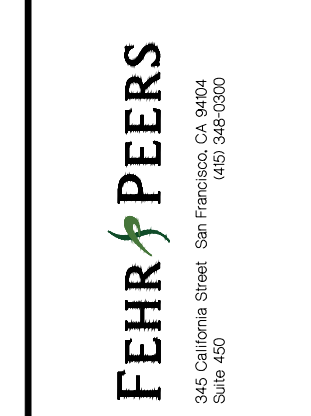
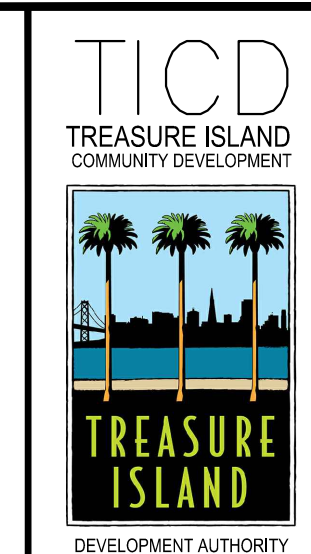


POLE AND EQUIPMENT SCHEDULE

POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE	MOUNTING		
1	29-5-100 20' MAST ARM 6' LUMINAIRE ARM		131 24 54 NRT	3S12"BIKE 3S12" 3S12"RA 1S24"x24"	SV-1-T MAC MAC MAT	T T T			89	1S-COUNT	SP-1	BACKPLATE BACKPLATE APS-2W 2 5 7 11
2	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM								138	1S-COUNT	SP-1	APS-2W 2 11
3	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		146	3S8"BIKE	SV-1-T	T						MOUNT @ 8' APS-2W 2 APS-2W 10
4	1-A (15')		12 141 55 135	3S12"LA 3S12"BIKE 3S12"RA 3S8"BIKE	SV-3-TA SV-3-TA SV-3-TA SV-1	T T T T			139 48	1S-COUNT 1S-COUNT	SP-2-T	POLE CAP Mount #13P @ 7' ON EAST SIDE OF POLE Mount #48 @ 7' ON NORTH SIDE OF POLE Mount #135 @ 8' ON SOUTH SIDE OF POLE Mount #12, 141, 55 @ 11' APS-2W 2 5
5	1-A (10')		145	3S8"BIKE	SV-1-T	T			49	1S-COUNT	SP-1	APS-2W 2 APS-2W 9 Mount #145 @ 8' 9 10
6	24-4-100 35' MAST ARM 6' LUMINAIRE ARM		14 64 82 61 142	3S12"LA 3S12" 3S12" 3S12" 3S12"BIKE	MAC MAC SV-3-TA	T T T T T						BACKPLATE BACKPLATE APS-2W 2 5 9
7	1-A (13')		81	3S12"FY	TV-1-T	T						R3-18 9
8	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		65 22	3S12" 3S12"	SV-2-T	T T			88	1S-COUNT	SP-1	APS-2W 2 9 11
9	PBA POST											APS-2W 2

SHEET NOTES:

- 1 CONTRACTOR TO INSTALL TYPE ATC 2070 CONTROLLER AND 352i-ATC CABINET. CITY TO FURNISH CABINET AND CONTROLLER AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL FURNISH THE ANCHOR BOLTS AND CONSTRUCT THE CONTROLLER CABINET FOUNDATION - SEE SPECIFICATIONS FOR TYPE 332 CABINET FOUNDATION REQUIREMENTS. FINAL CABINET LOCATION TO BE DETERMINED IN FIELD MEETING WITH SFMTA.
- 2 CITY FORCES TO INSTALL CITY FURNISHED APS BUTTONS (AT CONTRACTOR'S EXPENSE) ON POLES AS SHOWN ON INTERSECTION DRAWING AND AS INDICATED IN POLE AND EQUIPMENT SCHEDULE. CONTRACTOR TO INSTALL WIRING AS INDICATED IN CONDUIT AND WIRING SCHEDULE.
- 3 CONTRACTOR TO PROVIDE 40A INLINE FUSE AND FUSE HOLDER FOR TRAFFIC SIGNAL SERVICE DISCONNECT IN THE FIRST PULL BOX NEXT TO THE NEW SFPUC SERVICE.
- 4 CITY FORCES TO INSTALL EMERGENCY PRE-EMPT/TSP.
- 5 GRIDSMART VIDEO DETECTION CAMERA(S) TO BE PURCHASED & INSTALLED BY CITY FORCES AT CONTRACTOR'S EXPENSE.
- 6 POLE LAYOUT MEETING WITH TRAFFIC SIGNAL SHOP & TRAFFIC ENGINEERING REQUIRED PRIOR TO POLE FOUNDATION CONSTRUCTION. POLE AND SIGNAL CABINET LAYOUT MEETING TO BE CONDUCTED PRIOR TO INSTALLATION OF SIGNAL PULL BOXES.
- 7 CCTV CAMERA TO BE PURCHASED & INSTALLED BY CITY FORCES AT CONTRACTOR'S EXPENSE.
- 8 CONTRACTOR TO INSTALL INNERDUCT (CORRUGATED, SMOOTH WALLED, AND WITH FOUR (4) 1" DIAMETER) WITHIN THE ONE 4" DT CONDUIT CONNECTING THE SIGNALIZED INTERSECTIONS. REFER TO SHEETS TS1.12-1T AND TS1.13-1T SHOWING CONDUIT PATH FOR INSTALLATION OF INNERDUCT. DT (AT CONTRACTOR'S EXPENSE) WILL INSTALL SFMTA FIBER AND PULL TAPE IN ONE OF THE INNERDUCT 1" CHAMBERS. IN THE SECOND 1" INNERDUCT CHAMBER, DT (AT CONTRACTOR'S EXPENSE) WILL INSTALL THREE (3) #8 AWG STRANDED COPPER WIRES AND PULL TAPE FOR BACKFEEDING PURPOSES. ONE #8 UF WIRE SHALL HAVE RED INSULATION, ONE #8 SHALL HAVE WHITE INSULATION, AND ONE #8 SHALL HAVE GREEN INSULATION (FOR GROUND). THE BACKFEEDING WIRES SHALL BE CONTINUOUS BETWEEN PULL BOXES AND LEFT NEATLY COILED AND UNBOUNDED IN CONTROLLER CABINET.
- 9 TO THE EXTENT FEASIBLE, ALL TRAFFIC SIGNAL POLES ON THE WATER-SIDE OF TREASURE ISLAND ROAD DRIVE SHOULD BE INSTALLED IN A LINEAR MANNER WITH RESPECT TO ONE ANOTHER AND THE PROPOSED FACE OF CURB. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, POLES ON THE WATER-SIDE OF TREASURE ISLAND ROAD DRIVE WITH MAST ARMS SHALL BE 34 INCHES FROM FACE OF CURB MEASURED FROM THE TOP OF CURB TO THE CENTERLINE OF THE POLE, AND ALL OTHER POLES WITH SIGNAL AND/OR LIGHTING SHALL BE 24 INCHES FROM FACE OF CURB MEASURED FROM THE TOP OF CURB TO THE CENTERLINE OF THE POLE.
- 10 INSTALL R10-26 "BICYCLE PUSH BUTTON FOR GREEN LIGHT" ABOVE BIKE PUSH BUTTON.
- 11 INSTALL R13A "NO RIGHT TURN ON RED" FACING THE STREET.



LICENSE STAMP

TREASURE ISLAND DEVELOPMENT AUTHORITY
TREASURE ISLAND
SUB-PHASE 1B, 1C & 1E IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS

PERMIT SUBMITTAL

PROJECT NO. 20140015-12	DHC	DATE: 5/17/2022
DRAWN BY: REVISIONS	DESCRIPTION	BY DATE
	INSTRUCTIONAL BULLETIN #B1	DMR 10/27/20

TRAFFIC SIGNAL PLAN

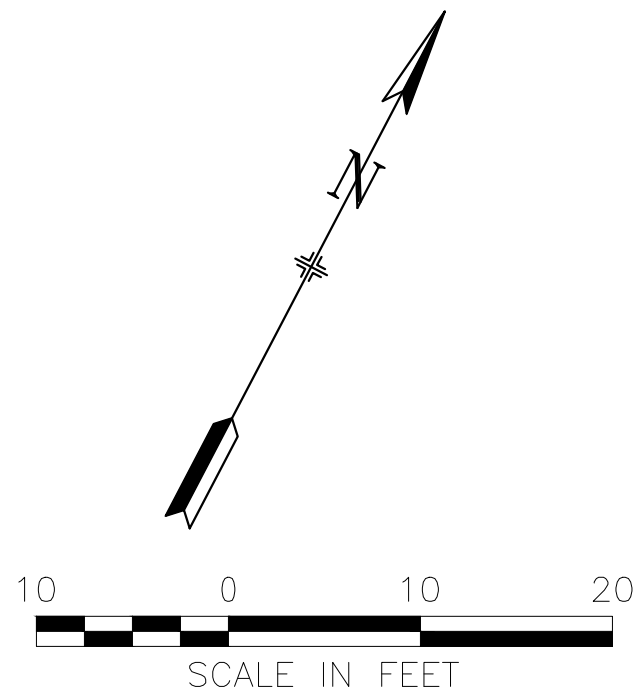
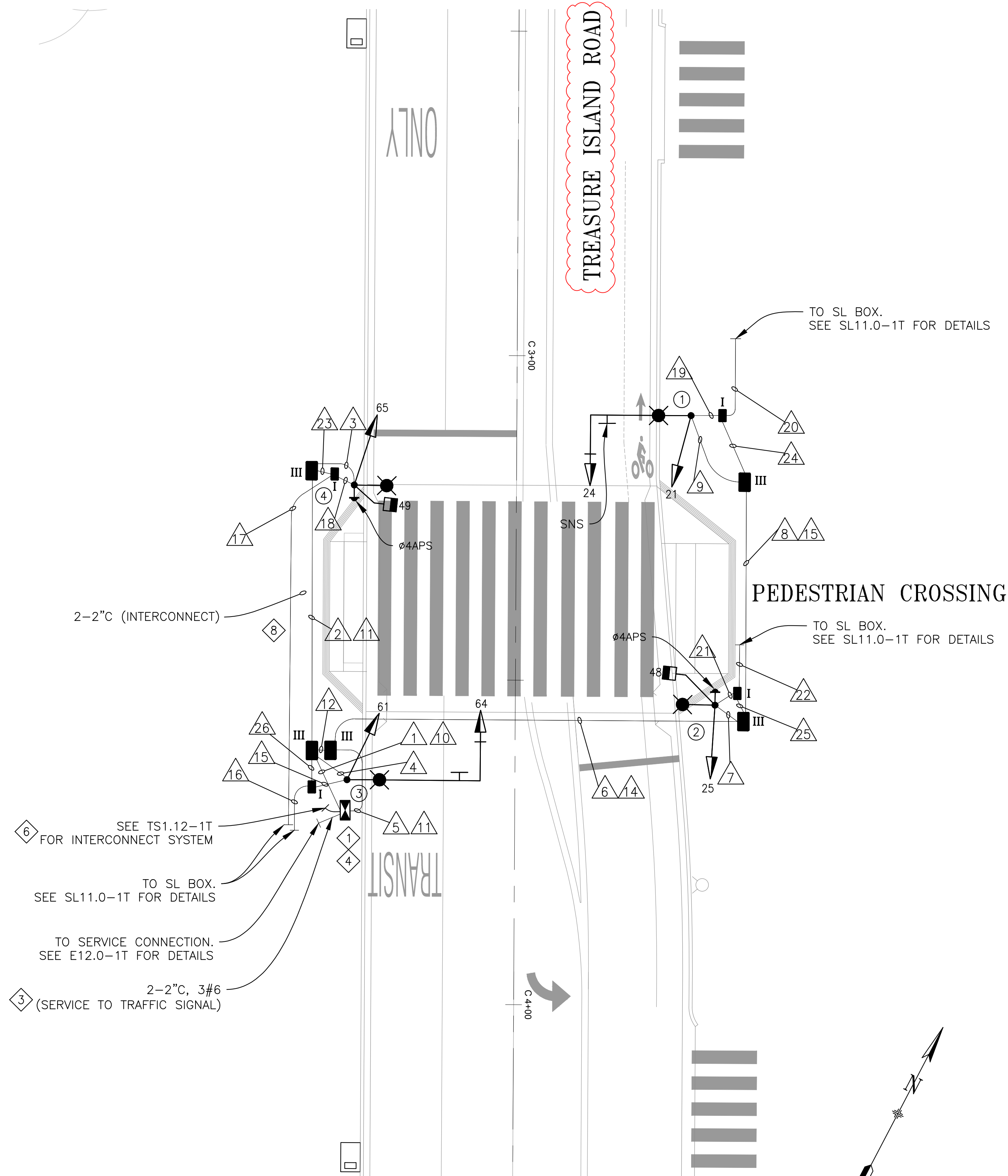
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 SCALE AS SHOWN
TS1.03-1T
 217 OF 604
 DRAWING NO.

DRAWING NAME: \\FSF03\Dot\Projects\Non_SF_Projects\WC15-3243-01_Treasure Island\Signal\3243_T1-Signal_current.dwg
 PLOT DATE: 05-17-22 PLOTTED BY: egeyer



NOT FOR CONSTRUCTION

DRAWING NAME: \\FSF03\Dot\Projects\Non_SF_Projects\WC\Projects_2015\WC15-3243_01_Treasure Island\Signal\100percent\3243_T1-Signal_current.dwg
 PLOT DATE: 05-17-22 PLOTTED BY: egeyer

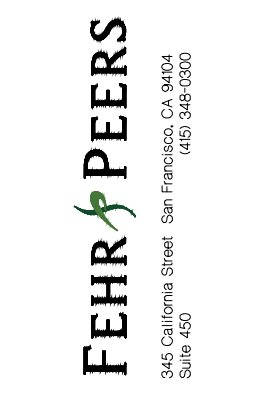
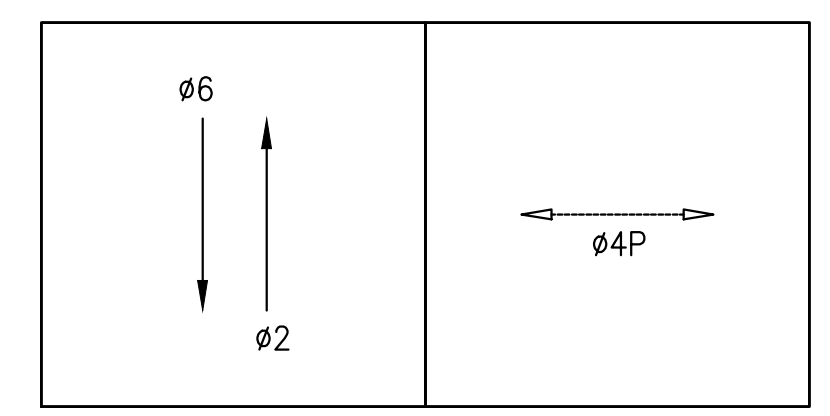


POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL				PEDESTRIAN SIGNAL			REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE		MOUNTING
①	17-3-100 15' MAST ARM 6' LUMINAIRE ARM		21	3S12"	SV-1-T	T				BACKPLATE	
			24	3S12"	MAC	T				BACKPLATE	
②	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		25	3S12"	SV-1-T	T		48	1S-COUNT	SP-1	APS-2W ②
③	17-3-100 20' MAST ARM 6' LUMINAIRE ARM		61	3S12"	SV-1-T	T					BACKPLATE
			64	3S12"	MAC	T					BACKPLATE
④	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		65	3S12"	SV-1-T	T		49	1S-COUNT	SP-1	⑦

SHEET NOTES:

- ① CONTRACTOR TO INSTALL TYPE ATC 2070 CONTROLLER AND 352i-ATC CABINET. CITY TO FURNISH CABINET AND CONTROLLER AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL FURNISH THE ANCHOR BOLTS AND CONSTRUCT THE CONTROLLER CABINET FOUNDATION - SEE SPECIFICATIONS FOR TYPE 332 CABINET FOUNDATION REQUIREMENTS. FINAL CABINET LOCATION TO BE DETERMINED IN FIELD MEETING WITH SFMTA.
- ② CITY FORCES TO INSTALL CITY FURNISHED APS BUTTONS (AT CONTRACTOR'S EXPENSE) ON POLES AS SHOWN ON INTERSECTION DRAWING AND AS INDICATED IN POLE AND EQUIPMENT SCHEDULE. CONTRACTOR TO INSTALL WIRING AS INDICATED IN CONDUIT AND WIRING SCHEDULE.
- ③ CONTRACTOR TO PROVIDE 40A INLINE FUSE AND FUSE HOLDER FOR TRAFFIC SIGNAL SERVICE DISCONNECT IN THE FIRST PULL BOX NEXT TO THE NEW SFPUC SERVICE.
- ④ CITY FORCES TO INSTALL EMERGENCY PRE-EMPT/TSP.
- ⑤ POLE LAYOUT MEETING WITH TRAFFIC SIGNAL SHOP & TRAFFIC ENGINEERING REQUIRED PRIOR TO POLE FOUNDATION CONSTRUCTION. POLE AND SIGNAL CABINET LAYOUT MEETING TO BE CONDUCTED PRIOR TO INSTALLATION OF SIGNAL PULL BOXES.
- ⑥ CONTRACTOR TO INSTALL INNERDUCT (CORRUGATED, SMOOTH WALLED, AND WITH FOUR (4) 1" DIAMETER) WITHIN THE ONE 4" DT CONDUIT CONNECTING THE SIGNALIZED INTERSECTIONS. REFER TO SHEETS TS1.12-1T AND TS1.13-1T SHOWING CONDUIT PATH FOR INSTALLATION OF INNERDUCT.
 DT (AT CONTRACTOR'S EXPENSE) WILL INSTALL SFMTA FIBER AND PULL TAPE IN ONE OF THE INNERDUCT 1" CHAMBERS. IN THE SECOND 1" INNERDUCT CHAMBER, DT (AT CONTRACTOR'S EXPENSE) WILL INSTALL THREE (3) #8 AWG STRANDED COPPER WIRES AND PULL TAPE FOR BACKFEEDING PURPOSES. ONE #8 UF WIRE SHALL HAVE RED INSULATION, ONE #8 SHALL HAVE WHITE INSULATION, AND ONE #8 SHALL HAVE GREEN INSULATION (FOR GROUND). THE BACKFEEDING WIRES SHALL BE CONTINUOUS BETWEEN PULL BOXES AND LEFT NEATLY COILED AND UNBOUNDED IN CONTROLLER CABINET.
- ⑦ TO THE EXTENT FEASIBLE, ALL TRAFFIC SIGNAL POLES ON THE WATER-SIDE OF TREASURE ISLAND ROAD SHOULD BE INSTALLED IN A LINEAR MANNER WITH RESPECT TO ONE ANOTHER AND THE PROPOSED FACE OF CURB. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, POLES ON THE WATER-SIDE OF TREASURE ISLAND ROAD WITH MAST ARMS SHALL BE 34 INCHES FROM FACE OF CURB MEASURED FROM THE TOP OF CURB TO THE CENTERLINE OF THE POLE, AND ALL OTHER POLES WITH SIGNAL AND/OR LIGHTING SHALL BE 24 INCHES FROM FACE OF CURB MEASURED FROM THE TOP OF CURB TO THE CENTERLINE OF THE POLE.
- ⑧ EXACT LOCATION OF ALL PULL BOXES SHOWN ON THIS SHEET SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. TO THE EXTENT FEASIBLE, PULL BOXES SHALL BE PLACED OUTSIDE OF DECORATIVE PAVING BANDS AND OTHER ARCHITECTURAL FINISHES.

PHASE DIAGRAM



LICENSE STAMP

TREASURE ISLAND DEVELOPMENT AUTHORITY
TREASURE ISLAND
SUB-PHASE 1B, 1C & 1E IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS

PERMIT SUBMITTAL

PROJECT NO. 20140015-12	DATE: 5/17/2022
DRAWN BY: REVISIONS	BY: DATE
NO. DESCRIPTION	DMR 10/27/20
INSTRUCTIONAL BULLETIN #/PT	

TRAFFIC SIGNAL PLAN

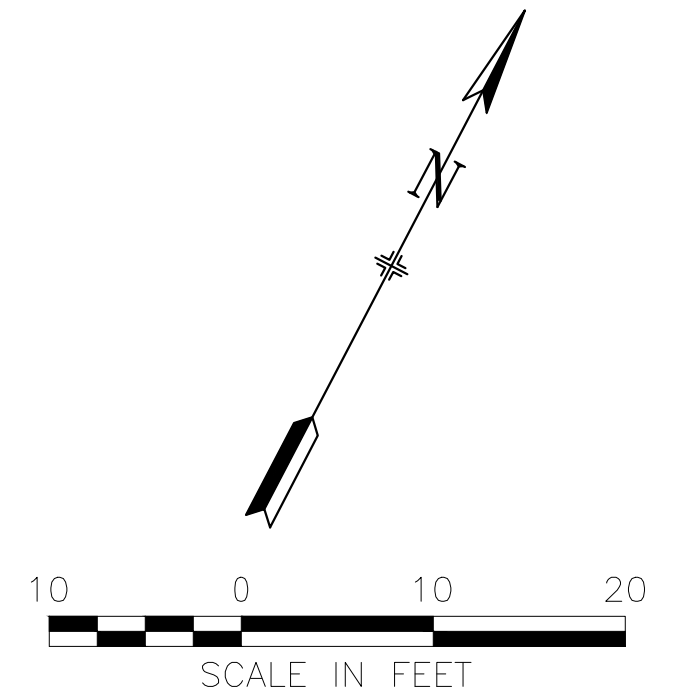
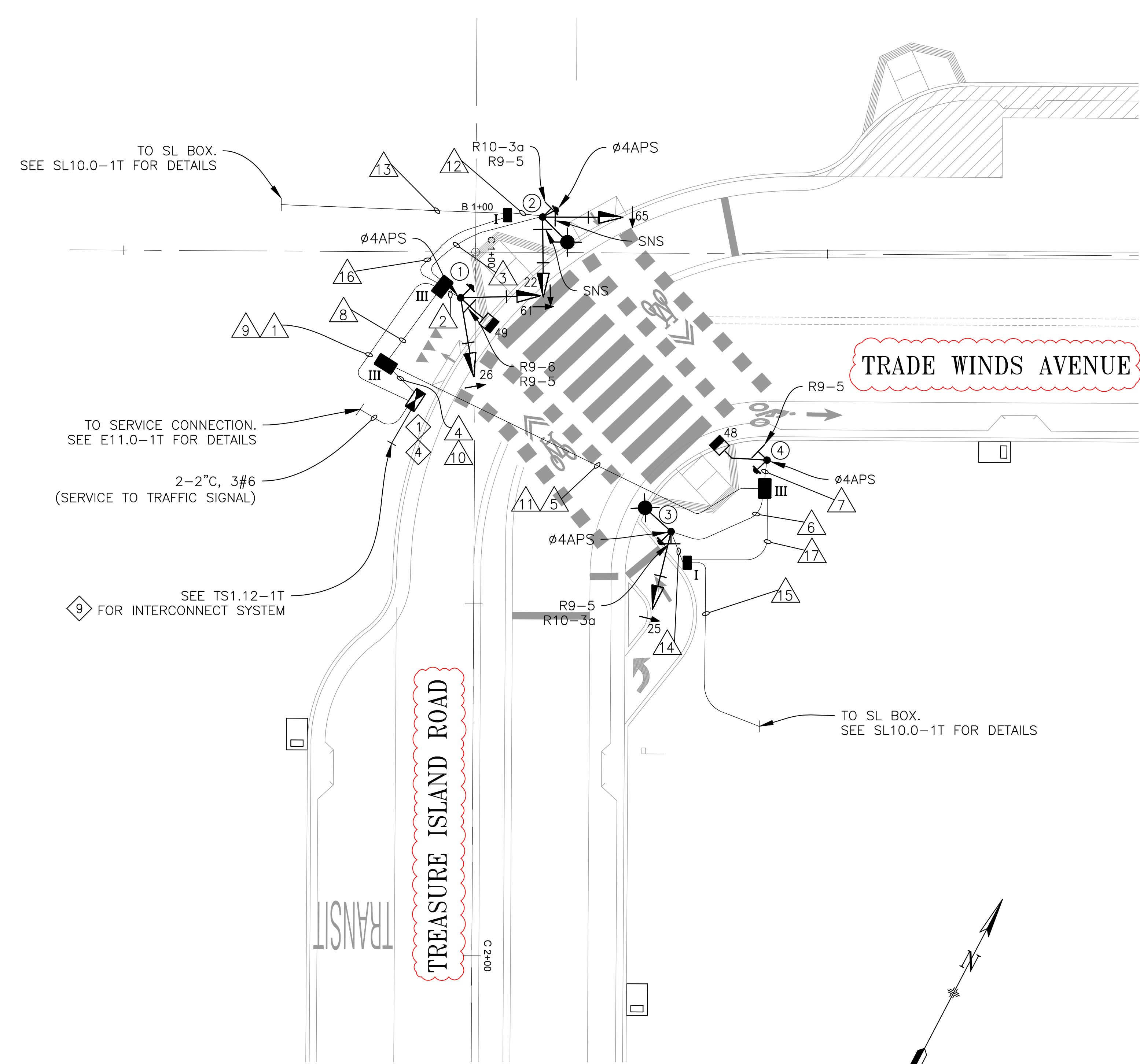
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TS1.05-1T

219 OF 604
 DRAWING NO.

NOT FOR CONSTRUCTION

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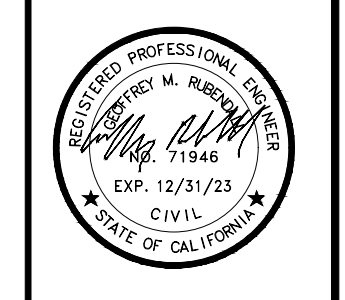
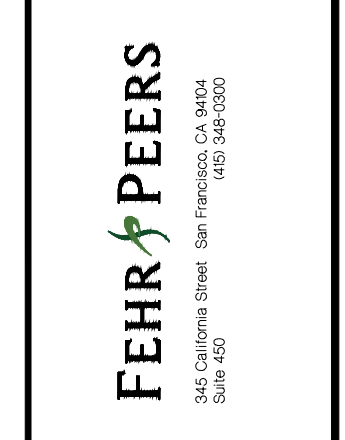
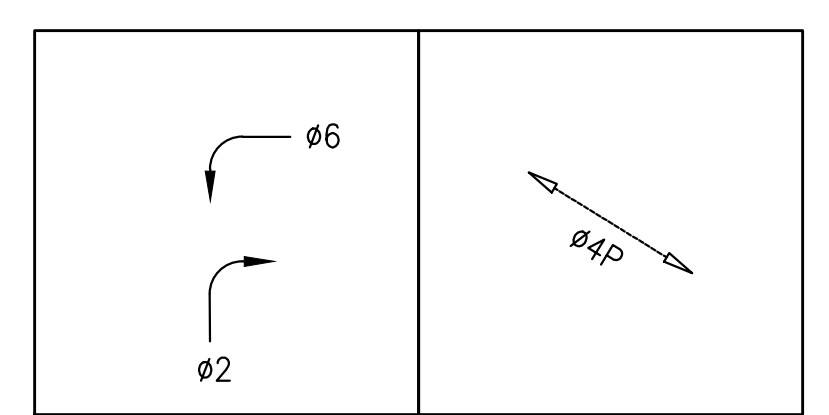


POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL							REMARKS	
			No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE		MOUNTING
①	TYPE 1-A(13')		62	3S12"LA	TV-2-T	T		49	1S-COUNT	SP-1	APS-2W ② ⑥
			22	3S12"RA		T					
②	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		65	3S12"LA	SV-2-TA	T					APS-2W ② ⑦
			21	3S12"RA		T					
③	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		25	3S12"RA	SV-1-T	T					APS-2W ② ⑦
④	TYPE 1-A(10')							48	1S-COUNT	SP-1	APS-2W ② ⑧

SHEET NOTES:

- ① CONTRACTOR TO INSTALL TYPE ATC 2070 CONTROLLER AND 352i-ATC CABINET. CITY TO FURNISH CABINET AND CONTROLLER AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL FURNISH THE ANCHOR BOLTS AND CONSTRUCT THE CONTROLLER CABINET FOUNDATION - SEE SPECIFICATIONS FOR TYPE 332 CABINET FOUNDATION REQUIREMENTS. FINAL CABINET LOCATION TO BE DETERMINED IN FIELD MEETING WITH SFMTA.
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- ④ CITY FORCES TO INSTALL EMERGENCY PRE-EMPT/TSP.
- ⑤ POLE LAYOUT MEETING WITH TRAFFIC SIGNAL SHOP & TRAFFIC ENGINEERING REQUIRED PRIOR TO POLE FOUNDATION CONSTRUCTION. POLE AND SIGNAL CABINET LAYOUT MEETING TO BE CONDUCTED PRIOR TO INSTALLATION OF SIGNAL PULL BOXES.
- ⑥ INSTALL R9-6 "YIELD TO PEDESTRIANS" AND R9-5 "BIKE USE PED SIGNAL" FACING THE STREET.
- ⑦ INSTALL R10-3a "PUSH BUTTON TO CROSS STREET WAIT FOR WALK SIGNAL" AND R9-5 "BIKE USE PED SIGNAL" FACING THE STREET.
- ⑧ INSTALL R9-5 "BIKE USE PED SIGNAL" FACING THE STREET.
- ⑨ CONTRACTOR TO INSTALL INNERDUCT (CORRUGATED, SMOOTH WALLED, AND WITH FOUR (4) 1" DIAMETER) WITHIN THE ONE 4" DT CONDUIT CONNECTING THE SIGNALIZED INTERSECTIONS. REFER TO SHEETS TS1.12-1T AND TS1.13-1T SHOWING CONDUIT PATH FOR INSTALLATION OF INNERDUCT. DT (AT CONTRACTOR'S EXPENSE) WILL INSTALL SFMTA FIBER AND PULL TAPE IN ONE OF THE INNERDUCT 1" CHAMBERS. IN THE SECOND 1" INNERDUCT CHAMBER, DT (AT CONTRACTOR'S EXPENSE) WILL INSTALL THREE (3) #8 AWG STRANDED COPPER WIRES AND PULL TAPE FOR BACKFEEDING PURPOSES. ONE #8 UF WIRE SHALL HAVE RED INSULATION, ONE #8 SHALL HAVE WHITE INSULATION, AND ONE #8 SHALL HAVE GREEN INSULATION (FOR GROUND). THE BACKFEEDING WIRES SHALL BE CONTINUOUS BETWEEN PULL BOXES AND LEFT NEATLY COILED AND UNBOUNDED IN CONTROLLER CABINET.

PHASE DIAGRAM



LICENSE STAMP
 TREASURE ISLAND DEVELOPMENT AUTHORITY
TREASURE ISLAND
SUB-PHASE 1B, 1C & 1E IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS
PERMIT SUBMITTAL

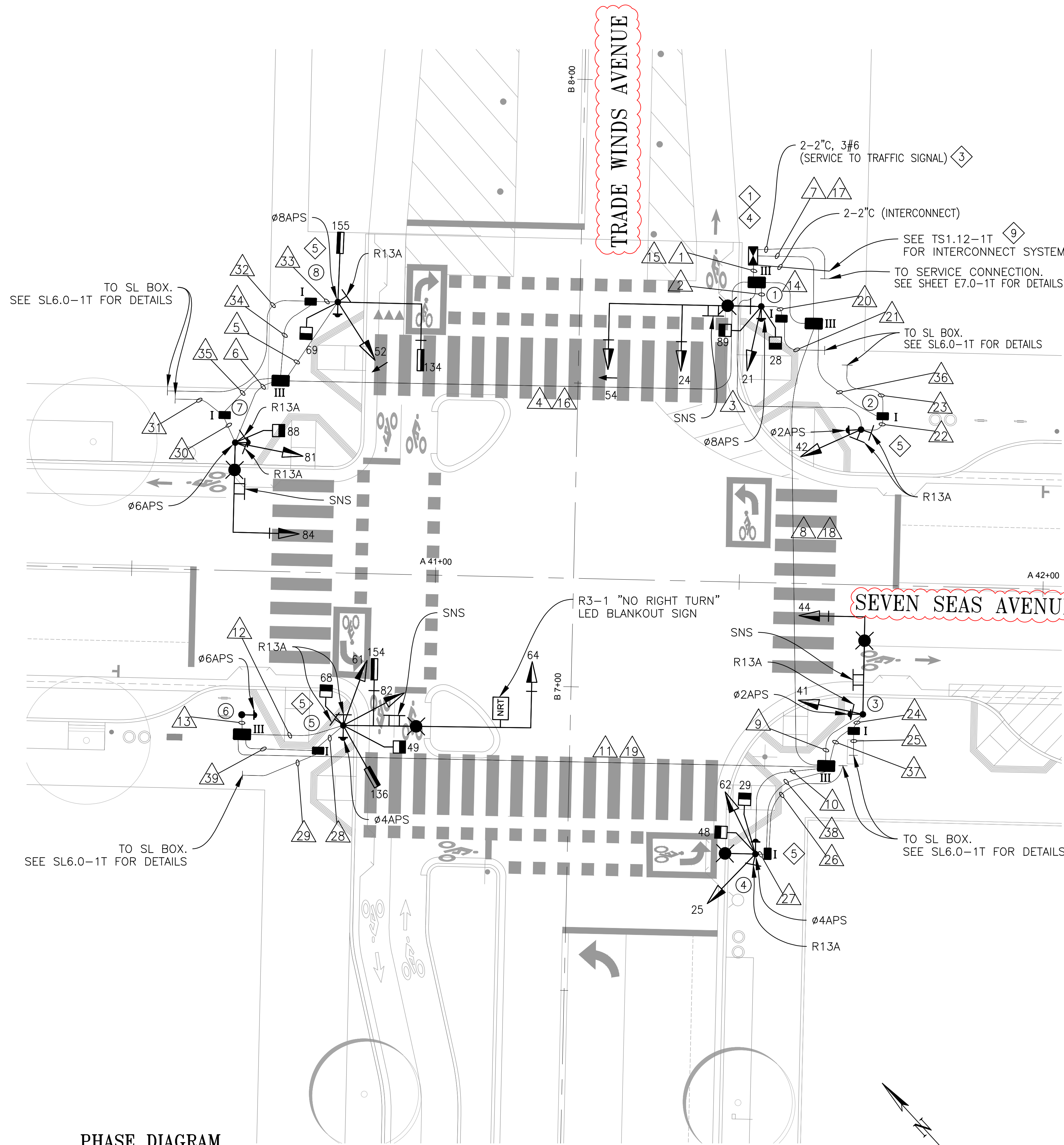
PROJECT NO. 20140015-12	DHC	DATE: 5/17/2022
DRAWN BY:	REVISIONS	BY DATE
	DESCRIPTION	DMR 10/21/20
	INSTRUCTIONAL BULLETIN #/PT	

TRAFFIC SIGNAL PLAN

SHEET TITLE
 SCALE AS SHOWN
TS1.07-1T
 221 OF 604
 DRAWING NO.

NOT FOR CONSTRUCTION

DRAWING NAME: \\FSF03\Dot\Projects\Non_SF_Projects\WC15-3243.01_Treasure Island\Signal\CAD\11\100percent\3243_11-Signal_current.dwg
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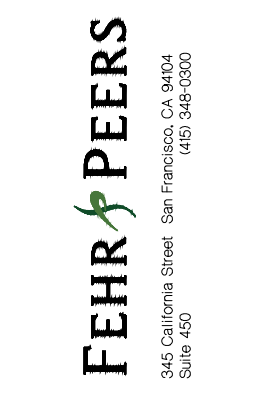
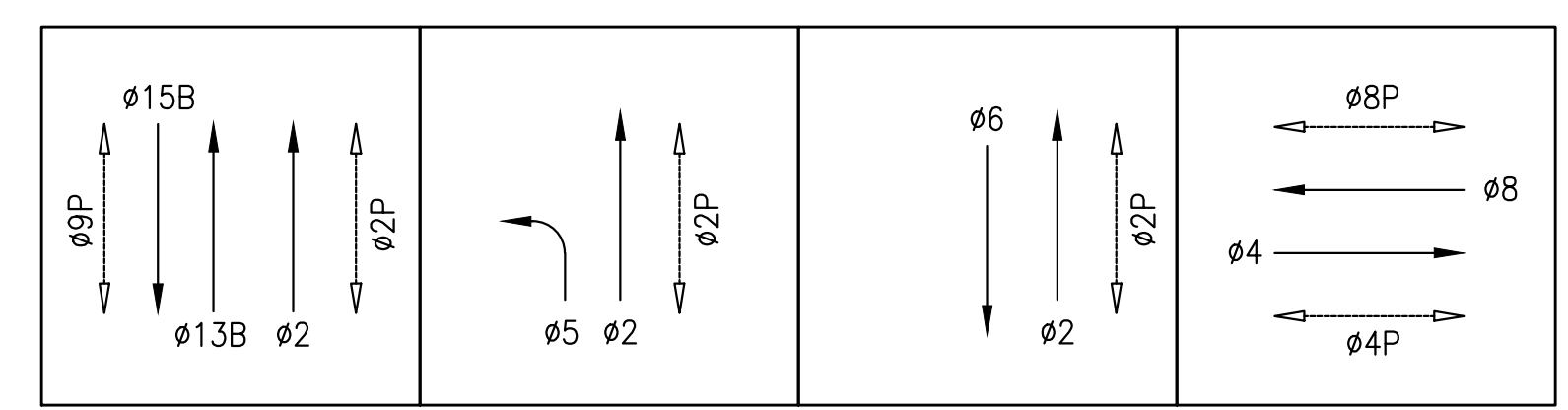
POLE No.	TYPE OF POLE	LUMINAIRE VOLTAGE/WATTAGE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS	No.	TYPE	MOUNTING	
①	19-4-100 25' MAST ARM 6' LUMINAIRE ARM		21	3S12"	SV-1-T	T		89	1S-COUNT 1S-COUNT	SP-2-T	BACKPLATE BACKPLATE
			24 54	3S12" 3S12"LA	MAC MAC	T T	APS-2W				
②	TYPE 1-A(13')		42	3S12"	TV-1-T	T					5 8
③	19-3-100 25' MAST ARM 6' LUMINAIRE ARM		41	3S12"	SV-1-T	T		48	1S-COUNT 1S-COUNT	SP-2-T	BACKPLATE
			44	3S12"	MAC	T	APS-2W				
④	CITY STANDARD STREETLIGHT 6' LUMINAIRE ARM		62	3S12"	SV-2-T	T		48	1S-COUNT 1S-COUNT	SP-2-T	BACKPLATE BACKPLATE
			25	3S12"	MAC	T	APS-2W				
⑤	26-4-100 40' MAST ARM 6' LUMINAIRE ARM		64	3S12"	MAC	T		68	1S-COUNT 1S-COUNT	SP-2-T	BACKPLATE BACKPLATE
			154	3S12"BIKE	MAC	T	MOUNT 136				
			61	3S12"	SV-2-T-TA	T	APS-2W				
			82	3S12"	SV-1-T	T					
			136	3S8"BIKE	SV-1-T	T					
			NRT	1S24"X24"	MAT						
⑥	PBA POST										APS-2W
⑦	17-3-100 20' MAST ARM 6' LUMINAIRE ARM		84	3S12"	MAC	T		88	1S-COUNT	SP-1	BACKPLATE
			81	3S12"	SV-1-T	T	APS-2W				
⑧	16-3-100 15' MAST ARM		52	3S12"LA	SV-1-T	RT ANGLED*		99	1S-COUNT	SP-1	MOUNT 155 @ 8'
			134	3S12"BIKE	MAC	LT ANGLED*	BACKPLATE				
			155	3S8"BIKE	SV-1	T	APS-2W				

*LEFT ANGLED AND RIGHT ANGLED VISORS PER CALTRANS STD PLAN ES-4C

SHEET NOTES:

- ① CONTRACTOR TO INSTALL TYPE ATC 2070 CONTROLLER AND 352i-ATC CABINET. CITY TO FURNISH CABINET AND CONTROLLER AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL FURNISH THE ANCHOR BOLTS AND CONSTRUCT THE CONTROLLER CABINET FOUNDATION - SEE SPECIFICATIONS FOR TYPE 332 CABINET FOUNDATION REQUIREMENTS. FINAL CABINET LOCATION TO BE DETERMINED IN FIELD MEETING WITH SFMTA.
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- ⑤ GRIDSMART VIDEO DETECTION CAMERA(S) TO BE PURCHASED & INSTALLED BY CITY FORCES AT CONTRACTOR'S EXPENSE.
- ⑥ POLE LAYOUT MEETING WITH TRAFFIC SIGNAL SHOP & TRAFFIC ENGINEERING REQUIRED PRIOR TO POLE FOUNDATION CONSTRUCTION. POLE AND SIGNAL CABINET LAYOUT MEETING TO BE CONDUCTED PRIOR TO INSTALLATION OF SIGNAL PULL BOXES.
- ⑦ INSTALL R9-5 "BIKE USE PED SIGNAL".
- ⑧ INSTALL R13A "NO RIGHT TURN ON RED".
- ⑨ SFMTA FIBER TO BE INSTALLED BY CITY FORCES (AT CONTRACTOR'S EXPENSE) CONNECTING THE SIGNALIZED INTERSECTIONS VIA ONE OF THE 4" DT CONDUITS IN JOINT TRENCH. CONTRACTOR TO INSTALL INNERDUCT (CORRUGATED, SMOOTH WALLED, AND WITH FOUR (4) 1" DIAMETER) WITHIN THE ONE 4" DT CONDUIT. REFER TO SHEETS TS1.12-1T AND TS1.13-1T SHOWING CONDUIT PATH FOR INSTALLATION OF INNERDUCT. CITY FORCES TO ALSO INSTALL, AT CONTRACTOR'S EXPENSE, THREE (3) #8 AWG STRANDED COPPER WIRES IN CONJUNCTION WITH SFMTA FIBER FOR BACKFEEDING PURPOSES. ONE #8 UF WIRE SHALL HAVE RED INSULATION, ONE #8 SHALL HAVE WHITE INSULATION, AND ONE #8 SHALL HAVE GREEN INSULATION (FOR GROUND). THE BACKFEEDING WIRES SHALL BE CONTINUOUS BETWEEN PULL BOXES AND LEFT UNBOUNDED IN CONTROLLER CABINET.
- ⑩ MOUNT 61 AND 82 AT 13 FT. MOUNT 68 AND 49 AT 7 FT ON NORTH SIDE OF POLE. MOUNT 136 AT 8 FT ON SOUTH SIDE OF POLE.

PHASE DIAGRAM



LICENSE STAMP

TREASURE ISLAND DEVELOPMENT AUTHORITY
TREASURE ISLAND
SUB-PHASE 1B, 1C & 1E IMPROVEMENT PLANS
 CITY OF SAN FRANCISCO COUNTY OF SAN FRANCISCO CALIFORNIA 94130

STREETS PERMIT SUBMITTAL

PROJECT NO. 20140015-12	DATE: 5/17/2022
REVISIONS	BY DATE
DESCRIPTION	DMR 10/27/20
INSTRUCTIONAL BULLETIN #81T	

TRAFFIC SIGNAL PLAN

SHEET TITLE
 SCALE AS SHOWN
TS1.09-1T

223 OF 604
 DRAWING NO.

NOT FOR CONSTRUCTION

EXHIBIT 1



Chun, Amy

From: Wong, Norman
Sent: Wednesday, August 23, 2023 9:19 AM
To: Stanis, Paul; Chun, Amy
Subject: FW: Treasure Island Yerba Buena Island Legislation: Fire Approval

Hi Paul – similar to the other email I just sent for Potrero, here is the email below confirming that a SFPW permit was issued for the new roadway construction on both TI and YBI. And that Fire would have reviewed/approved the plans before issuance of SFPW permit.

Norman

From: Phan, Denny (DPW) <denny.phan@sfdpw.org>
Sent: Tuesday, August 22, 2023 4:08 PM
To: Myles, Westley <Westley.Myles@sfmta.com>
Cc: Wong, Norman <Norman.Wong@sfmta.com>
Subject: Re: Treasure Island Yerba Buena Island Legislation: Fire Approval

EXT

Hi Westley – is the fact that the City issued a permit enough? We do not issue a permit unless all reviewing agencies consent/approve. I can look for some documentation though, but it may only be related to variance approvals.

Denny Phan, PE
Project Manager
San Francisco Public Works

From: Myles, Westley <Westley.Myles@sfmta.com>
Date: Tuesday, August 22, 2023 at 1:40 PM
To: Phan, Denny (DPW) <denny.phan@sfdpw.org>
Cc: Wong, Norman (MTA) <Norman.Wong@sfmta.com>
Subject: Treasure Island Yerba Buena Island Legislation: Fire Approval

Hi Denny,

Do you have any correspondence/documentation that shows SFFD signing off on both projects. We need that information prior to TASC, which occurs this Thursday, 8/24/23.

Westley Myles
Associate Engineer, PE
Streets Division



Office 415.646.2438

San Francisco Municipal Transportation Agency
1 South Van Ness Avenue, 7th floor
San Francisco, CA 94103



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SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion No 18325 ENVIRONMENTAL IMPACT REPORT CERTIFICATION

Hearing Date: April 21, 2011
Case No.: 2007.0903E
Project Address: Treasure Island and Yerba Buena Island
Zoning: P (Public)
40-X Height and Bulk District
Block/Lot: 1939/001 and 002
Project Sponsors: Treasure Island Development Authority
Rich Hillis, Director of Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94111
and
Treasure Island Community Development, LLC
Alexandra Galovich
Wilson Meany Sullivan
Four Embarcadero Center, Suite 3300
San Francisco, CA 94102
Staff Contact: Rick Cooper – (415) 575-9027
Rick.cooper@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED TREASURE ISLAND/YERBA BUENA ISLAND PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case No. 2007.0903E (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on January 26, 2008.
 - B. On July 12, 2010, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of

the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on July 12, 2010.
 - D. On July 12, 2010, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on July 12, 2010.
2. The Commission held a duly advertised public hearing on said DEIR on August 12, 2010, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on September 10, 2010.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 59-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on March 10, 2011, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
 4. A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.
 5. Following publication of the Environmental Impact Report, the Project's structure and financing were changed from a Redevelopment Plan and financing mechanism to an Area Plan to be included within the San Francisco General Plan and partial financing through an Infrastructure Financing District. These changes in turn result in the amount of affordable housing units to be reduced from approximately 2,400 units to 2,000 units. A memorandum describing these changes and other minor Project changes since publication of the EIR has been prepared and distributed by the Department which describes and evaluates these changes and presents minor amendments to the text of the EIR to reflect the changes. The memorandum demonstrates and concludes that the revisions to the Project would not substantially change the analysis and conclusions of the EIR. No new significant impacts or substantial increase in the severity of already identified significant impacts, no new mitigation measures, and no new alternatives result from these changes. Thus recirculation of the EIR for public review and comment is not required.

6. Project Environmental Impact Report files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, and are part of the record before the Commission.
7. On April 21, 2011, the Commission reviewed and considered the Final Environmental Impact Report and hereby does find that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
8. The Planning Commission hereby does find that the Final Environmental Impact Report concerning File No. 2007.0903E reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines.
9. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the project described in the Environmental Impact Report:
 - A. Will result in the following significant and unavoidable project-specific environmental impacts:
 - 1) Alteration of scenic vistas of San Francisco and San Francisco Bay from public vantage points along the eastern shoreline of San Francisco, Telegraph Hill, the East Bay shoreline, and from the Bay Bridge east span.
 - 2) Impairment of the significance of an historical resource by demolition of the Damage Control Trainer.
 - 3) Construction impacts on the transportation and circulation network, including increased delay and congestion on the Bay Bridge near the ramps during the peak periods, and disruption to transit, pedestrian, bicycle, and vehicular traffic on the Islands due to roadway closures.
 - 4) Significant contribution to existing LOS E operating conditions during the weekday PM peak hour and during the Saturday peak hour at the eastbound off-ramp on the west side of Yerba Buena Island.
 - 5) Under conditions without the TI/YBI Ramps Project, traffic impacts at the two westbound on-ramps.
 - 6) Under conditions with the Ramps Project, traffic impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp on the east side of Yerba Buena Island.

- 7) Queuing at the Bay Bridge toll plaza during the weekday AM peak hour, with and without the TI/YBI Ramps Project.
- 8) Queuing on San Francisco streets approaching Bay Bridge during the weekday PM peak hour with and without the TI/YBI Ramps Project.
- 9) Traffic impact at the following nine intersections:
 - Intersection of First/Market;
 - Intersection of First/Mission;
 - Intersection of First/Folsom;
 - Intersection of First/Harrison/I-80 Eastbound On-Ramp;
 - Intersection of Bryant/Fifth/I-80 Eastbound On-Ramp; and
 - Intersection of Fifth/Harrison/I-80 Westbound Off-Ramp
 - Intersection of Folsom/Essex;
 - Intersection of Bryant/Sterling; and
 - Intersection of Second/Folsom.
- 10) Exceedance of the available transit capacity of Muni's 108-Treasure Island bus line serving the Islands during the AM, PM and Saturday peak hours.
- 11) AC Transit operations on Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge without the Ramps Project.
- 12) AC Transit operations on Treasure Island Road and Hillcrest Road between Treasure Island and the eastbound on-ramp to the Bay Bridge with the Ramps Project.
- 13) Traffic congestion in downtown San Francisco, which would increase travel time and would impact operations of the following three bus lines:
 - Muni 27-Bryant;
 - Muni 30X-Marina Express; and
 - Muni 47-Van Ness bus line.
- 14) Exceedance of the capacity utilization standard on Muni's 108-Treasure Island bus line serving the Islands from a shift from auto to transit modes, resulting from parking

shortfall on the Islands and leading to an increase in transit travel demand during the peak hours.

- 15) Construction noise levels above existing ambient conditions.
- 16) Exposure of persons and structures to excessive ground-borne vibration or ground-borne noise levels during construction from on-shore pile "impact activities," such as pile driving and deep dynamic compaction, and vibro-compaction.
- 17) Increase in ambient noise levels in the project vicinity above existing ambient noise levels from project-related traffic and ferry noise.
- 18) Violation of air quality standards.
- 19) Exposure of sensitive receptors to substantial levels of toxic air contaminants.
- 20) Exposure of sensitive receptors to substantial levels of PM2.5.
- 21) Violation of air quality standards during project operations.
- 22) Exposure of sensitive receptors to substantial pollutant concentrations.
- 23) Potential conflict with adopted plans related to air quality.
- 24) Temporary wind hazard impacts during phased construction.
- 25) Potential exposure of publicly accessible locations within the Project Site to wind hazards
- 26) Potential adverse impacts on movement of rafting waterfowl from ferry operations.

B. Will contribute considerably to the following cumulative environmental impacts:

- 1) Potential cumulative construction-related traffic impacts in the project vicinity.
- 2) Cumulative traffic impacts at the eastbound off-ramp on the west side of Yerba Buena Island.
- 3) Under conditions without the Ramps Project, cumulative traffic impacts at the two westbound on-ramps.
- 4) Under conditions with the Ramps Project, cumulative traffic impacts during the AM and PM peak hours at the ramp meter at the westbound on-ramp on the east side of Yerba Buena Island.
- 5) Cumulative queuing impacts at the Bay Bridge toll plaza during the AM and PM peak hours.

6) Cumulative queuing impacts on San Francisco streets approaching the Bay Bridge during the weekday AM and PM and Saturday peak hours.

7) Traffic impact at the following nine intersections:

- Intersection of First/Market;
- Intersection of First/Mission;
- Intersection of First/Folsom;
- Intersection of First/Harrison/I-80 Eastbound On-Ramp;
- Intersection of Bryant/Fifth/I-80 Eastbound On-Ramp;
- Intersection of Fifth/Harrison/I-80 Westbound Off-Ramp
- Intersection of Folsom/Essex;
- Intersection of Bryant/Sterling; and
- Intersection of Second/Folsom.

8) Cumulative traffic congestion in downtown San Francisco, which would increase travel time and would impact operations of the following four bus lines:

- Muni 27-Bryant bus line;
- Muni 30X-Marina Express bus line;
- Muni 47-Van Ness bus line; and
- Muni 10-Townsend bus line.

9) Cumulative construction noise impacts from other cumulative development in the area, including the Clipper Cove Marina and the Yerba Buena Island Ramps Improvement Project, which could have construction activities that occur simultaneously with those of the Project.

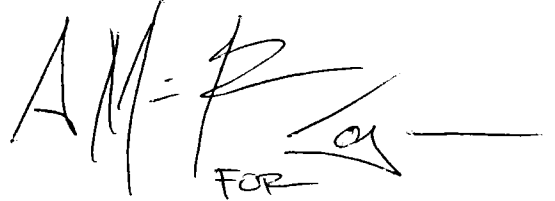
10) Increases in traffic from the project in combination with other development would result in cumulative traffic noise impacts.

11) Cumulative air quality impacts.

11) The Project, when combined with other cumulative projects, could result in exposure of publicly accessible locations within the Project Site to wind hazards.

12) Potential cumulative impacts on rafting waterfowl.

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of April 21, 2011.

A handwritten signature in black ink, appearing to read 'Linda Avery', with the word 'FOR' written below it. The signature is stylized and includes a horizontal line extending to the right.

Linda Avery
Commission Secretary

AYES: Commissioners Antonini, Borden, Fong, Miguel
NOES: Commissioners Olague, Moore, Sugaya
ABSENT: None
ADOPTED: April 21, 2011

Muni would establish the new route in coordination with TIDA and TITMA based on future demand. Operation of the Transbay Terminal route at existing service levels is assumed as part of the Proposed Project; expansion of that service and addition of a second line are not.

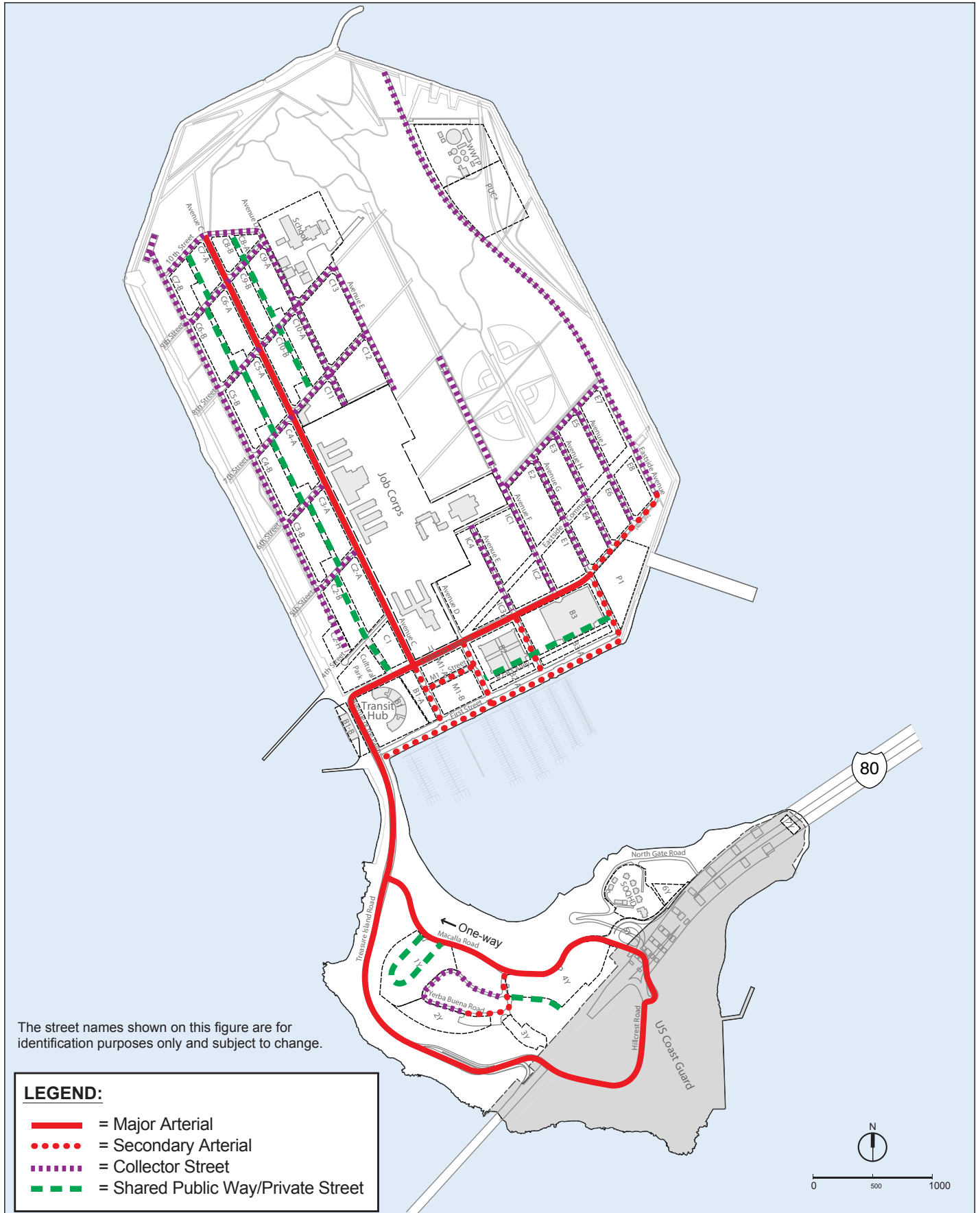
To initiate bus service to the East Bay, the project sponsors would fund the purchase of about 8 to 10 buses as necessary for service to the Islands. Service would be provided by AC Transit or another operator. The initial East Bay route would end on Broadway in downtown Oakland; additional service to the East Bay could be provided to the MacArthur BART Station or a similar location. The downtown Oakland service is assumed as part of the Proposed Project; additional service is not. Additional Muni service is included in the Expanded Transit Service Mitigation Measure analyzed in Section IV.E, Transportation, in Mitigation Measure M-TR-2, p. IV.E.74.

ON-ISLAND SHUTTLE SERVICE

The Development Program would include a fleet of up to four electric or alternative fuel shuttles for circulation around the Islands. The shuttles would be free to all users and would serve residential, commercial, and open space areas on Treasure Island and Yerba Buena Island. The shuttles would operate primarily on three routes: one would serve the west side of Treasure Island, another would serve the east side of Treasure Island, and the third would serve Yerba Buena Island. (The proposed routes are shown on Figure II.9: Proposed Shuttle Routes; however, the routes are intended to be flexible and can be modified to meet demand.) The two routes on Treasure Island could be extended to serve the open spaces and school during peak use periods. The shuttles would provide continuous service on each route from early morning to late evening. The free shuttles would be expected to operate on a “pulse” schedule, with departures and arrivals coordinated with the ferry and bus service at the Transit Hub. The shuttles would circulate around their respective neighborhoods and provide timed transfer connections for ferry and bus service. All three shuttle routes would provide stops at the Ferry Terminal/out-bound off-island bus stop in front of Building 1, and at the retail area near Building 2. Shuttle routes would be coordinated with the bicycle parking and route network and the proposed amounts and locations of parking (discussed in “Walking and Biking,” and “Parking,” on pp. II.45 and II.50).

PROPOSED STREET SYSTEM

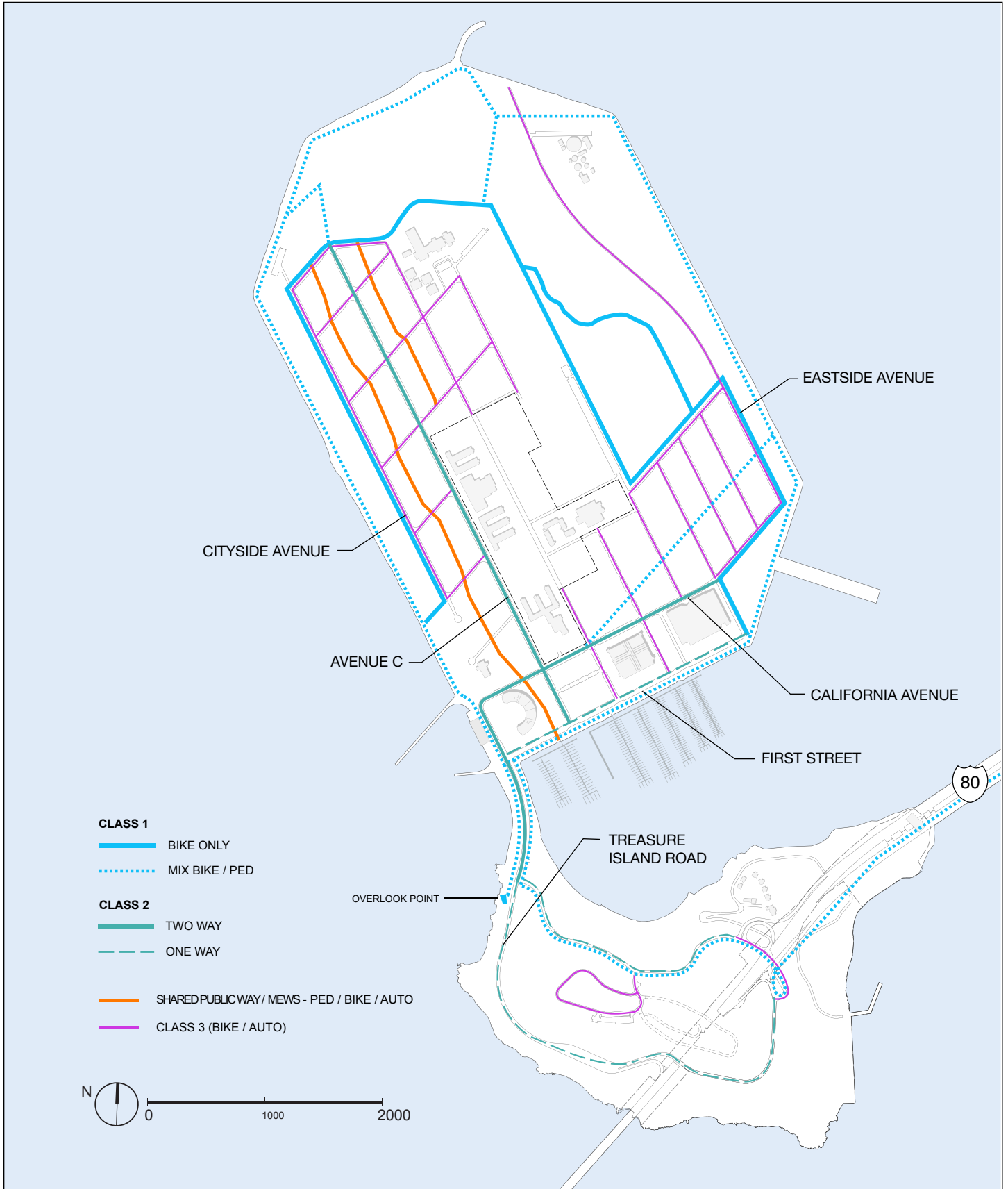
The proposed street network is shown in Figure II.10: Proposed Street System. The roadway system would consist of three levels of public roadways: major and secondary arterial streets, collector streets, and Shared Public Ways. Yerba Buena Island would also have privately owned streets that provide access to the main residential districts. Standard typical cross sections for these streets are included in Figure II.11: Representative Street Cross Sections, and the sections are described below. All of the streets on Treasure Island would be new construction, and would meet the requirements of the San Francisco Fire Department (“SFFD”), SFPUC, San Francisco Department of Public Works (“SFDPW”), San Francisco Mayor’s Office of Disability, and the



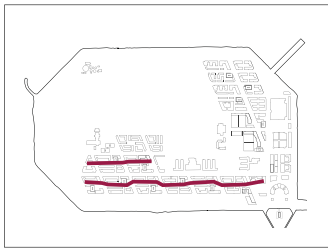
SOURCE: Fehr & Peers, 2009

TREASURE ISLAND AND YERBA BUENA ISLAND REDEVELOPMENT PROJECT EIR

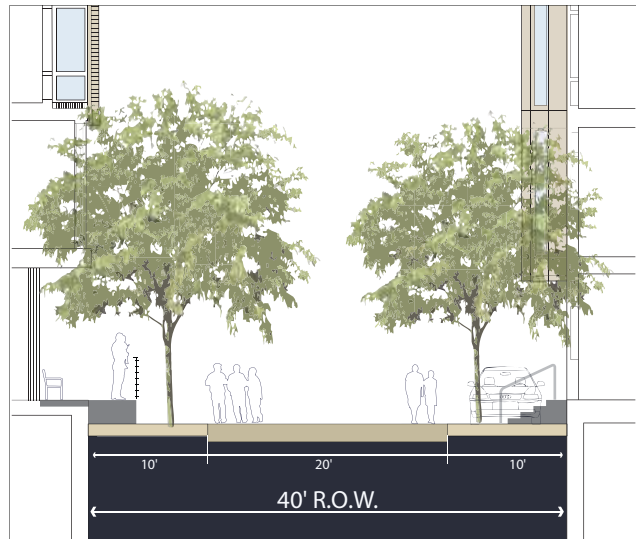
● **FIGURE II.10: PROPOSED STREET SYSTEM**



SOURCE: Perkins+Will



The Shared Public Way is located in the Cityside Neighborhood.



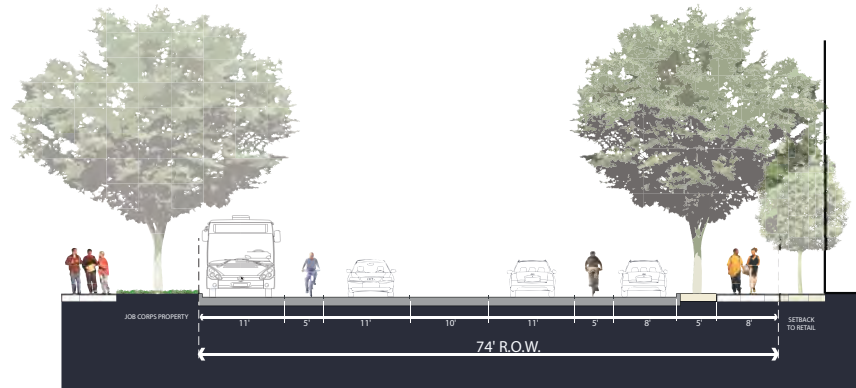
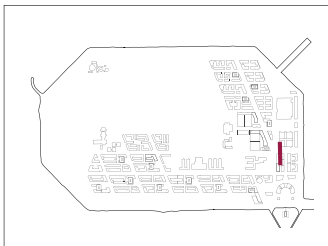
Shared Public Way Street Section



Windrows Streets are orientated at 68 degrees to the streets that north south on Treasure Island



Typical Windrow Streetscape



Typical California Avenue-M1 Block Street Section

SOURCE: Perkins+Will

San Francisco Municipal Transportation Agency (“SFMTA”). Each type of street is briefly described below.

Arterial Streets

Major arterial streets would make up the main east/west and north/south streets on Treasure Island, including the access to the causeway in the Transit Hub area. The typical sections for these streets would include, in each direction, an 11- to 12-foot-wide traffic lane, an 8-foot-wide parking bay, and a 5-foot-wide Class II striped bike lane. Additional 10-foot-wide lanes may be added for exclusive turn lanes in high traffic areas. Landscaping and a 6- to 8-foot-wide sidewalk would be provided on each side of the road.

Two secondary arterial streets on Treasure Island – First Street (called Clipper Cove Avenue in the draft *Design for Development*) and the portion of Avenue D between First Street and California Avenue – would serve the retail area along the south edge of the island beside Buildings 1 and 2 and in front of Building 2. These streets would not provide direct access to the causeway and the Bay Bridge; therefore, they are not classified as a major arterial. Typical cross sections of secondary arterials would include 11-foot-wide traffic lanes and a 7-foot-wide parking bay in the eastbound direction and a 5-foot-wide Class II bicycle lane and an 8-foot-wide parking bay in the westbound direction. Where parking is adjacent to the bus route, there would be a 6-foot flex lane between the parking bay and the travel lane. As with major arterials, there would be landscaping and sidewalks on both sides of the street. Building setbacks would typically be about 6 feet from the right-of-way.²⁶ This space could be used for stoops, porches, or gardens for residential building entries.

Collector Streets

Collector streets would provide circulation loops for movement through and around the Island Center and residential neighborhoods, and for the historic hangars and Sailing Center along the southern edge of Treasure Island. Collector streets would also connect to the Job Corps campus and the Urban Agricultural Park and Sports Park. The typical section for these streets would include, in each direction, a 10-foot-wide traffic lane and a 7-foot-wide parking bay. Where a 5-foot-wide Class II bike lane is provided, parking bays would be 8 feet wide. Both sides of the street would have landscaping and sidewalks. Building setbacks would be similar to those for arterial streets.

Shared Public Ways

Shared Public Ways, sometimes called “Mews,” are proposed on Treasure Island in the Cityside District to provide access within large blocks, bisecting them in a north-south direction, and on

²⁶ Treasure Island Development Authority, *Design for Development for Treasure and Yerba Buena Islands*, Public Review Draft, March 5, 2010, Section T4.2, p. 160 and Figure T4.d, p. 161.

the south sides of the historic hangars (Buildings 2 and 3) adjacent to proposed new low-rise buildings. These Mews streets would have a single surface with no vertical separations, unlike typical traditional curb-and-gutter street design, with narrower rights-of-way than other streets at about 40 feet wide, and would be designed to emphasize pedestrian and bicycle travel, with slow-moving vehicles allowed.²⁷ The travel lanes would be a total of 20 feet wide, and surface or architectural treatments would be used to provide delineation between pedestrian-only and shared pedestrian-vehicular areas. Building setbacks from the right-of-way along the Mews would vary from 0 to 6 feet.

The cross sections for these streets have been developed in collaboration with various City departments. In November 2008, TIDA and TICD initiated an interagency planning process to define design criteria and establish policy guidance to create a new street typology called Shared Public Ways, the formal designation for the Mews streets. This new street typology is intended to serve as a pedestrian-priority space, allowing occasional, low-speed vehicles to access local residential development. This collaborative effort culminated in the signing of a Letter of Agreement between senior staff at TIDA, TICD, SFMTA, SFDPW, and the Mayor's Office of Economic and Workforce Development.²⁸ The Letter of Agreement expresses the intent of its signatories to work together to complete the design, public outreach, approvals, construction, and acceptance by the City of the Shared Public Ways for the Proposed Project as public rights-of-way, assuming that issues of public safety, accessibility, liability, and maintenance can be adequately addressed during the final design and approvals process. Any approvals necessary to select the design and implement the Shared Public Ways would not occur until after certification of this EIR.

Streets on Yerba Buena Island

The street improvements on Yerba Buena Island would generally follow the locations and layout of the existing streets, with improvements for fire access and connections for pedestrian and bicycle paths to the new east span of the Bay Bridge. Due to the topography, new streets would be constructed by cutting into hillsides or filling on downslopes, and adding retaining walls.

The major arterial streets would provide access to Treasure Island and to/from the Bay Bridge, including the causeway, Treasure Island Road, Macalla Road, and Hillcrest Road. The primary road on the west side of Yerba Buena Island (Treasure Island Road, converting to Hillcrest Road past the westbound Bay Bridge entrance) would include 12-foot-wide traffic lanes and a 5-foot-

²⁷ *Design for Development*, Section T2.22, pp. 138-141.

²⁸ Jack Sylvan, Treasure Island Redevelopment Project Director, Letter to Nathaniel P. Ford, Sr., Susan Mizner, Ed Reiskin, and Kheay Loke, June 9, 2009. A copy of this document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, in Case File No. 2007.0903E.