2.4 FIRST & FREMONT: BAY BRIDGE CONNECTORS

OVERALL CONCEPT
First and Fremont Streets are important north-south connectors to the Transbay neighborhood and the Transbay Terminal. Both streets fulfill an important role in the network, carrying vehicular traffic to and from the Bay Bridge during peak commute hours. In addition, they have heavy bus movement with several regional carriers providing routes that terminate at the Transbay Terminal. A key challenge to reconceiving these streets is addressing the need for these streets to carry lots of cars, and their need to become pedestrian-friendly as the neighborhood matures. Their location in the heart of the Transbay neighborhood requires improvements that balance vehicles and pedestrians, while making the streets more beautiful. This is critical as both streets function as gateways in and out of the city if using the Bay Bridge access ramps at Folsom or Harrison.

The two streets work as a couplet; First provides one-way southbound access, and Fremont provides one-way northbound access across the neighborhood. They each have curbside parking along some block faces, and some curbside lanes that allow off-peak parking.

STREETSCAPE
First Street is fairly developed from Howard Street north. From Howard south to Folsom, new mixed-use development will begin to redefine its character. First Street follows the streetscape design of Fremont north of the I-80 off-ramp shown in the Illustrative block plan. A challenging area to improve is the area around and under the Folsom Street off-ramp.

Fremont Street’s role in the neighborhood network will improve greatly with the proposed changes to the Folsom Street off-ramp (See Mobility Element Section 3.4). The recommended modifications will make it possible to walk on the west side of the street, safely across the off-ramp lanes at a signalized crosswalk. There will be a planted triangular island that will control the traffic turning radii onto Fremont and allow for pedestrian crossing at this intersection. Fremont will have new parkway planting, street trees and paving.

Due to the heavy traffic flow and to encourage pedestrians, a landscaped parkway is proposed on both streets. The parkway will provide a visual buffer while adding permeable green space to the neighborhood. It will also set these gateway streets apart from other downtown streets and make the entry and exit into the city a more beautiful visual experience.
Fremont - Illustrative block plan

FREMONT DESIGN FEATURES

1. 2 lanes each direction south of off-ramp
2. 3 lanes northbound north of off-ramp
3. Signalized intersection & modified island with landscape
4. New pedestrian crossing
5. Sidewalk on both sides
6. Trees 22’ apart in landscaped parkway
7. New roadway & pedestrian lighting
8. Linear green space at ramp edge
9. New columnar trees at ramp edge
10. Public art opportunity
11. Private Open Space
1. Currently, Fremont is not navigable for pedestrians due to the existing off ramp configuration.
2. Landscaped parkways will buffer pedestrians on the sidewalk from vehicular traffic traveling to and from the Bay Bridge.

Fremont - Cross Section looking north from Folsom
FREMONT DESIGN FEATURES

1. Landscaped parkway
2. 4' bands of black granite sets
3. Light gray concrete with saw-cut joints
4. New roadway & pedestrian light
5. New pedestrian light
6. Required private residential setback

Fremont - Enlarged layout plan