

A stylized, light green graphic of a suspension bridge, likely the Golden Gate Bridge, is positioned on the left side of the page. The bridge's towers and cables are rendered in a simplified, geometric style. The background is a solid, muted green color. On the right side, there are two large, overlapping rectangular shapes with a white, stylized 'X' or lattice pattern inside them, creating a sense of depth and architectural structure.

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MOBILITY ELEMENT

3.1 CONDITIONS TODAY

The Transbay neighborhood street system serves a wide range of transportation needs, including vehicular access and circulation, transit, parking, pedestrians and bicyclists. Most of the streets in this area have rights-of-way with typical sidewalk widths of 10'. The street pavement is usually 62.5' wide except on Main and Beale Streets where sidewalks are 15' wide and the streets are 52.5' wide. Several streets in this area designated as major arterial roads in the General Plan are mostly one-way with four travel lanes in each direction and parking on both sides, including First, Fremont, Howard, and Folsom Streets. Parts of these streets typically carry higher volumes of traffic, especially during the morning and evening peak commute hours. Other streets, such as Spear and Main Streets, have the same right-of-way widths, but traffic volumes are substantially lower in comparison. Several major arterial roadways in the Transbay neighborhood provide direct access to and from the I-80/San Francisco-Oakland Bay Bridge.

These access points include off-ramps to Harrison and Fremont Streets and on-ramps from First, Essex and Harrison Streets. The substantial volume of traffic going to the Bay Bridge results in extensive queuing along portions of First, Folsom, and Harrison Streets, and occasionally on Second Street during the evening commute. There are also several east-west alleyways, most of them located west of First Street. These alleys provide service functions to the buildings fronting the major arterial roads for parking and loading access. Due to the very wide streets, pedestrian crossing distances are longer, and pedestrian crossings at certain freeway on- and off-ramp intersections are prohibited.