

### 3.2 THE NEED FOR CHANGE

The Transbay neighborhood will change dramatically due to the approved land uses in the area. The Redevelopment Plan and the Rincon Hill Plan will result in the development of thousands of new residential units. Several high-density residential development projects are either under construction or have been approved and will begin construction in the near future. These new development projects will change the needs, functions, and characteristics of street design and circulation patterns. These changes will also include significant increases in pedestrians, bicyclists, and transit patrons.

This plan recognizes the need to accommodate access to the Bay Bridge during the peak commute hours. On the other hand, the plan seeks to accommodate the probable increases in pedestrians, bicyclists, and transit patrons in the area, and to make the area more livable. The recommendations described strive to balance these conflicting needs.

### 3.3 BUILDING ON THE DESIGN FOR DEVELOPMENT

This plan builds upon the recommendations made by the Design for Development. It includes additional recommendations and design guidelines that serve as guiding principles for concept plan.

This plan seeks to improve the pedestrian environment as outlined in Section 1.6 of this document. The Design for Development includes several major design concepts for the Transbay neighborhood, including Folsom Street with bus lanes and a median, sidewalk widening for First, Main, and Beale Streets, corner bulb outs, and several new alleyways. This project evaluated the recommendations in the Design for Development, specifically on the Folsom Street two-way operation, Fremont Street off-ramp configuration, alleyways, corner bulb outs, transit services, and bicycle lane treatments. In some cases, recommendations varied from the previous work based on new information and input from the Transbay CAC.

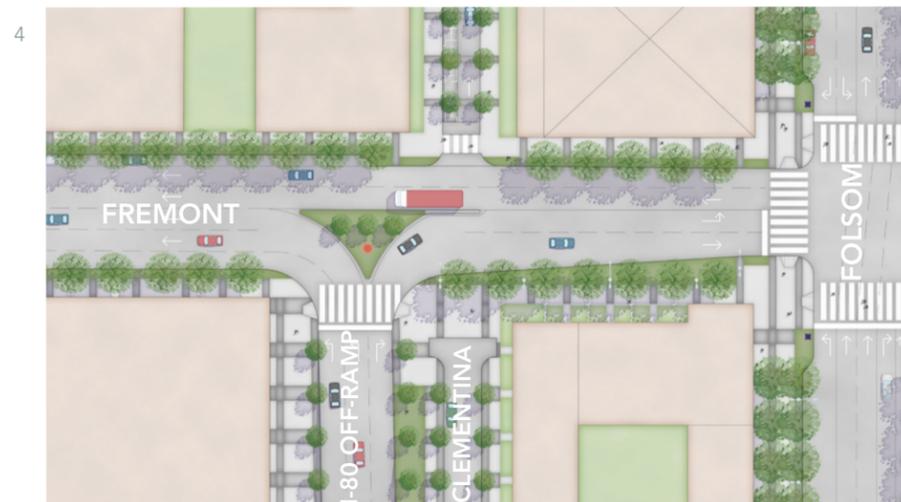
### 3.4 FREMONT AND FOLSOM STREET OFF-RAMPS

The existing Fremont and Folsom Street off-ramps include one that descends to Fremont Street mid-block between Howard and Folsom Streets at an approximately 90-degree angle and another that descends in a diagonal direction to the intersection of Fremont and Folsom Streets. The former has been in existence for many years, and its design facilitates free left turns to Fremont Street northbound and prohibits pedestrian movement on the west side of Fremont Street. The current layout is not acceptable for the following reasons:

1. Pedestrians are not allowed on the west side of Fremont.
2. Inability to walk on both sides of the street compromises future street level retail
3. The southbound ramp reduces the developable parcel on Folsom
4. Current ramp geometry isn't conducive to entering a pedestrian-oriented neighborhood.



1. The existing Bay Bridge off-ramp looking north from First Street as it descends toward Fremont and Folsom
2. The existing Bay Bridge off-ramp looking west from Fremont as it descends toward Folsom
3. Aerial photo of existing Folsom off-ramp with shortcomings noted
4. Proposed new configuration for the off-ramp at Fremont shown in relation to the existing off ramp, which enlarges the adjacent developable parcel and rationalizes the intersection at Fremont allowing pedestrian access across the off-ramp at a new signalized intersection



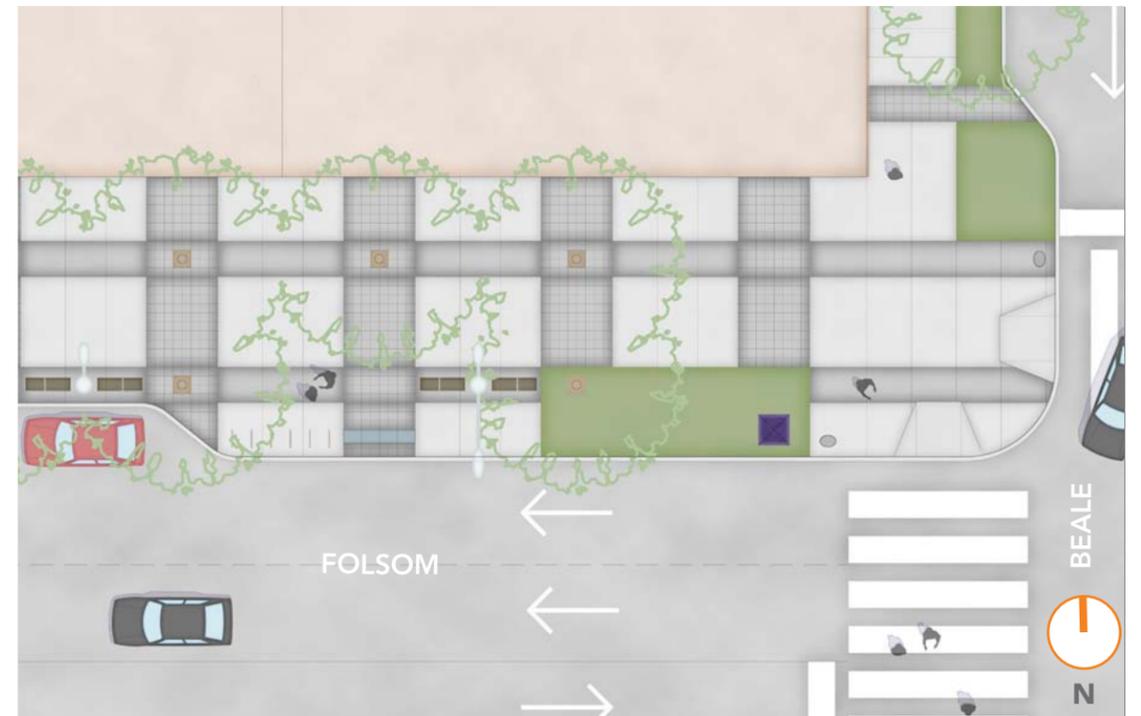
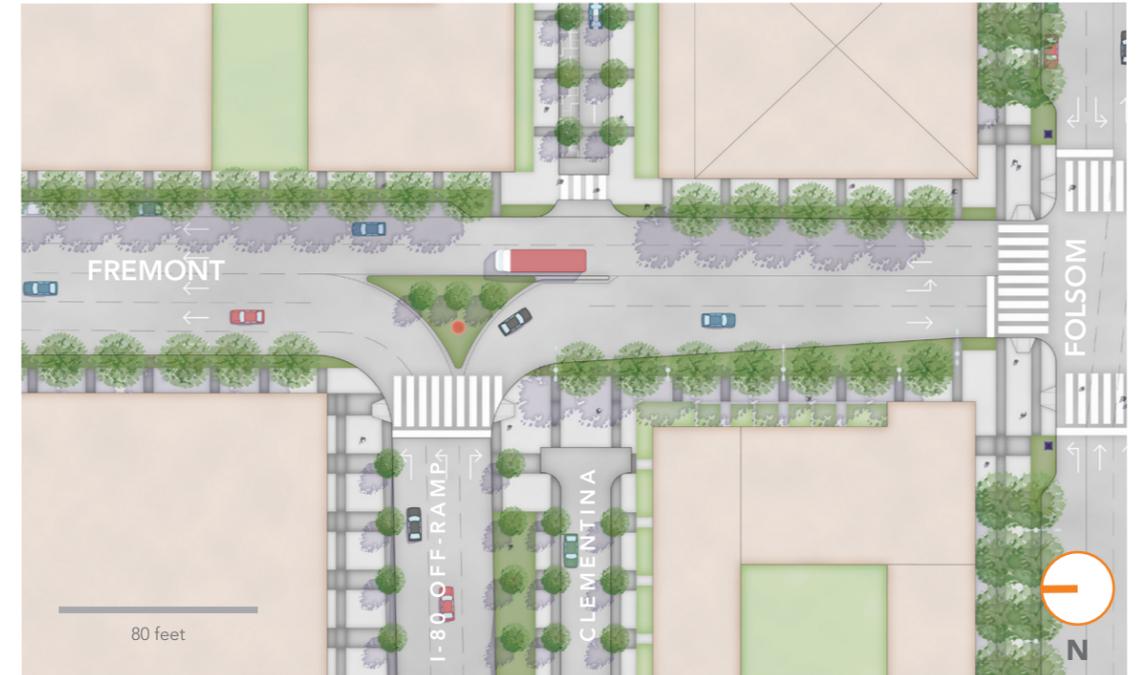
### 3.4 OFF-RAMPS

This plan proposes to modify both of these ramps in order to facilitate better pedestrian movement and to improve the pedestrian environment. The proposed changes involve the following elements:

1. Remove the diagonal section of the Folsom Street off-ramp (two lanes) and replace it with a one-lane off-ramp immediately contiguous to the existing Fremont Street off-ramp that stub ends at Fremont Street at a 90-degree angle.
2. Change Fremont Street configuration south of the replacement off-ramp to a two-way street.
3. Ensure that the intersection of the replacement off-ramp and Fremont Street has sufficient turning radius to allow trucks with a wheel base of 42' (WB-42) to make right turns to Fremont Street southbound.
4. Modify the existing 90-degree section of the Fremont Street off-ramp to allow a pedestrian sidewalk on the west side of Fremont Street, and provide a proper turning radius to allow large-size trucks (STAA Standard).
5. Add a traffic signal at the modified Fremont Street off-ramps, approximately mid-block between Howard and Folsom Streets for the purpose of controlling traffic and pedestrian movement at this location. The pedestrian signal will be actuated.
6. The design of the transition from five to three lanes on the viaduct section of the ramp must be carefully studied because they are different supporting structures underneath the viaduct on both sides of First Street and there is a Caltrans overhead sign structure on the viaduct.

The existing diagonal section of the Fremont Street off-ramp carries approximately 500-750 vehicles during the morning peak hour and approximately 300-390 vehicles during the evening peak hour (based on 2006 counts provided by Caltrans). Previous City intersection turning movement counts at Harrison and Fremont show 539 vehicles along the Harrison Street off-ramp during the evening peak (no morning data is available) before the closure of the Harrison Street off-ramp for seismic retrofit. These data suggest that most of the vehicles that currently use the Folsom Street diagonal off-ramp will be diverted back to the Harrison Street off-ramp when the Harrison Street off-ramp seismic retrofit is completed. Reducing this off-ramp to one-lane should leave sufficient capacity to handle the expected traffic.

Modifying the existing 90-degree section of the Fremont Street off-ramp should not cause significant impacts. The current bottleneck for this ramp during the peak hours is caused by the downstream signal at the intersection of Fremont and Howard. Adding a signal at the Fremont Street replacement off-ramps with a coordinated signal timing (offset) with the signal at the Howard and Fremont intersection would essentially provide a similar vehicle throughput capacity and thus, should not cause traffic impacts on the Fremont Street off-ramp during the peak hours.



Illustrative plan showing proposed corner bulb out.