

3.9 MID-BLOCK PEDESTRIAN CROSSINGS

Mid-block pedestrian crosswalks are generally discouraged unless they are protected by traffic control devices. Two mid-block pedestrian crossings are proposed, one each on Beale and Main Street, at Clementina. These two mid-block crosswalks are proposed to facilitate pedestrian crossings to the proposed Transbay Park. Pedestrian crossings at both of these two crosswalks would be controlled by a pedestrian actuated signal.

3.10 CASUAL CARPOOL PICK-UPS

The east side of Beale Street between Howard and Folsom Streets is currently used as a casual carpool pick-up zone during the PM peak period. During the interim when the temporary Transbay Terminal will be located on the southern half of this block, the casual carpool zone will be relocated to the west side of Beale Street in order to facilitate the proposed change of Beale Street to two-way operation for bus circulation into the temporary Transbay Terminal. Relocating the casual carpool pick-up zone to the west side is preferred because it would provide a safer loading of passengers from the sidewalk. In the future, relocating the casual carpool pick-up zone to the block between Mission and Howard Streets has been suggested. This suggestion may not be viable because locating casual carpool pick-ups to this location would force more traffic to Market and Mission Streets.

3.11 PARKING

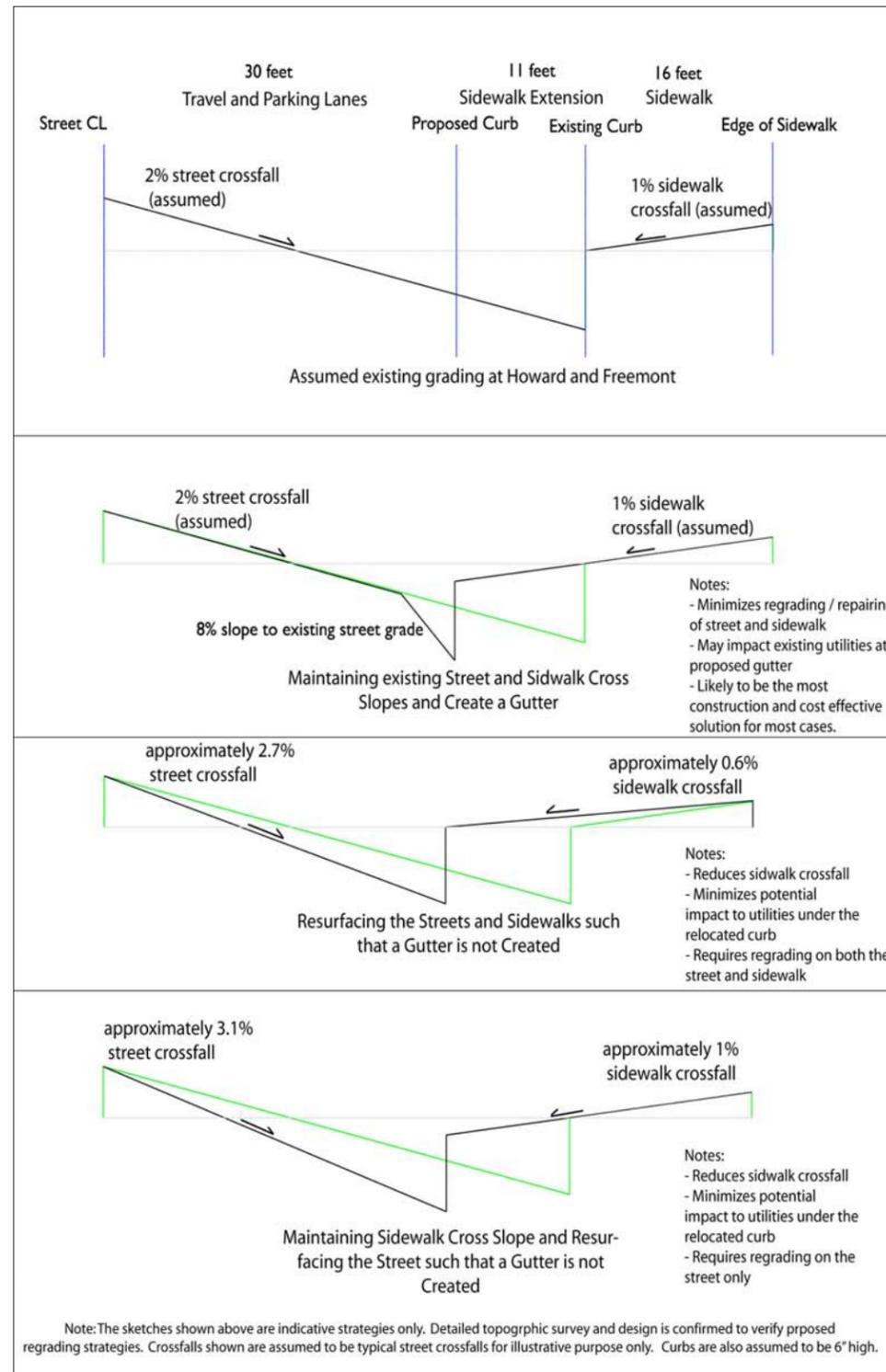
On street parking is maintained everywhere it is feasible -- understanding it will be a key component of meeting the parking demands of residents and visitors. The street level retail uses required by the Development Controls and Design Guidelines will require these short term spaces to be plentiful and convenient. Generally speaking, the proposed bulb outs will reduce on-street parking by one or two stalls on each street's corner frontage (specific stall counts cannot be verified until more detailed street design is done).

New technologies for meters are recommended to minimize the clutter of individual parking meters for every parking space. For example, multi-space meters can serve 10 to 15 spaces (after parking, drivers type in space number and pay with a credit card or cash). These methods should be employed now that the technology is proven and has been tested in other major cities.

3.12 CORNER BULB OUTS

Corner bulb outs are extensions of the existing sidewalks at street corners. They have the benefits of reducing pedestrian crossing distances and increasing the pedestrian reservoir area at street corners. The width of the bulb outs is usually 6' to 8', but should be no more than the width of the on-street parking lane.

A key concern in the corner bulb out design is establishing a proper turning radius. Intersection designs should have adequate turning radii at street corners to allow safe truck turning without encroaching upon the adjacent lane causing traffic accident problems. The



Transbay Streetscape Utility Study - Typical alternative grading strategies at proposed bulb outs

City of San Francisco requires a 10' to 15' corner radius. Due to the existence of on-street parking, the effective turning radius can be increased to 45'. Typically this turning radius would allow a 30' long single unit panel truck (SU-30) to make left or right turns in a single movement without encroaching upon the adjacent lane. The other concern may include the loss of on-street parking spaces in the area. Each corner bulb out could cause the loss of one to two spaces on each side of the corner (potentially two to four parking spaces for both sides of a corner).

The design concept developed by the Design for Development envisions all streets in the Transbay neighborhood to have 7' or 8' on-street parking lanes on both sides. Consequently, it is possible to have 6' to 8' wide corner bulb outs for the left turn movements. However, the width of the bulb outs may need to be compromised to accommodate right turn truck movement in order for SU-30 size trucks to turn in a single movement.

To maintain adequate drainage paths at each proposed bulb out location, the grading of the streetscape will have to be adjusted. Each proposed bulb out will have to be studied during detailed design to determine the impacts to: existing utilities; existing roadway grades and cross falls; existing sidewalk grades and cross falls; and existing drainage systems. Refer to the figure on page 85 for suggested alternative grading strategies that could be used at the proposed bulb out locations.

Auxiliary Water Supply System cisterns are located underground at intersections within the redevelopment area. They are believed to exist at Beale and Howard, First and Howard, First and Folsom, and Second and Folsom. Bulb out configurations and regrading strategies must consider the impacts to these storage systems as well. Each bulb out will require a unique design solution strategy to be developed during detailed design utilizing detailed topographical survey information.

3.13 TRANSIT SERVICES AND AMENITIES

Transit plays an important role in the Transbay neighborhood. Currently, most MUNI services are provided along the perimeter of this neighborhood, such as The Embarcadero, and Market, Mission, and Second Streets. Regional transit carriers provide services to the Transbay Terminal only.

MUNI is in the process of assessing its system-wide needs for service improvement [Transit Effectiveness Project (TEP)], which should include an assessment of service needs in the Transbay neighborhood, such as additional routes, services, and amenities, especially in light



Illustrative plan showing proposed corner bulb out with transit services and amenities

of the significant increases in residential development projects in the area in the near future. The mobility plan does not suggest additional transit improvements, but suggests that any change recommended by the TEP be examined to determine whether any recommendations made in this study would require potential adjustments.

The proposed reconstruction of the Transbay Terminal would not change access by AC Transit and SamTrans, but may change some of the existing Golden Gate Transit bus routes in the study area. Golden Gate Transit has suggested that bus stop amenities, such as bus shelters, be added at its bus stops. This concept plan recommends any new bus shelters or major transit amenities be considered for design by a public artist, as part of a neighborhood-wide public art program.

3.14 BICYCLE LANES

The Mobility Plan supports the concept for bicycle lanes included in the Design for Development document. In the Transbay neighborhood, the City should continue to implement bicycle lanes: one each on Howard and Folsom Streets east of Fremont Street, with the Howard Street bicycle lane operating westbound and the Folsom Street bicycle lane operating eastbound. This configuration could remain as the streets are converted to two-way flow and should be confirmed as the larger South of Market traffic study progresses.

3.15 NEXT STEPS FOR ENVIRONMENTAL APPROVAL

Some of the recommended projects would require CEQA (California Environmental Quality Act) clearance. The required CEQA clearance document could be in the form of an Environmental Impact Report (EIR), Negative Declaration, or simply an Initial Studies (IS). The levels of analyses required for each of these vary substantially, depending on the levels of environmental impacts resulting from the proposed project.

The recommended modifications to the Fremont and Folsom Street off-ramps, changes to make Folsom Street two-way operation, and sidewalk widening would potentially require a Mitigated Negative Declaration, but the recommended corner bulb outs could be categorically exempt projects under CEQA, thus, not requiring any environmental approvals.

The proposed modifications to the Fremont and Folsom Street off-ramps would also require Caltrans approval.



San Francisco Bicycle Map showing routes in the Transbay neighborhood. Blue depicts a wide curb lane bike route; orange depicts a dedicated bike lane.