Tonight’s Workshop

- Welcome & Introductions (15 minutes)
- Conceptual Design Overview (20 minutes)
- Break-out Groups (45 minutes)
- Report Back (15 minutes)
GOALS OF TONIGHT’S WORKSHOP

#1: Share preliminary proposal for street reconfiguration and get your feedback

#2: Begin discussion of “look and feel” of street and community priorities.
PROJECT OVERVIEW
Project Overview

Project Team

SAN FRANCISCO
PLANNING DEPARTMENT

SF

SFMTA

Office of Supervisor
Scott Wiener
DISTRICT 8

Community Partners

CASTR
CASTRO / UPPPER MARKET COMMUNITY BENEFIT DISTRICT

MUNC

MERCHANDS OF UPPPER MARKET & CASTRC
Streetscape Projects- Multi Agency Approach

Completed Projects:
- Valencia Street- 15th to 19th
- Leland Street – Bayshore to Rutland
- Divisadero Street- Geary to Waller
- Broadway Street- Columbus to Sansome

Current Projects:
- Cesar Chavez - Guerrero to 101
- Jefferson Street - Hyde to Jones
- Great Highway- Balboa to Lincoln

Planned Projects:
- Second Street- Market to King
- Masonic - Fell to Geary
- Broadway (Chinatown) – Powell to Columbus
- Castro Street - Market to 19th
Project Overview

Project Limits

Castro Street from Market to 19th Street

Including Castro Street’s intersections with 18th, 19th, and Market Streets
Project Overview

Budget

• Project budget: $4 Million

• Source: 2011 Road Repaving and Street Safety Bond
### 2011 Road Repaving and Street Safety Bond

<table>
<thead>
<tr>
<th>Program</th>
<th>Total Bond ($ in Millions)</th>
</tr>
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<tbody>
<tr>
<td>Street Repaving &amp; Reconstruction</td>
<td>$149</td>
</tr>
<tr>
<td>Sidewalk Accessibility Improvements</td>
<td>$22</td>
</tr>
<tr>
<td>Street Structures Rehabilitation</td>
<td>$7</td>
</tr>
<tr>
<td><strong>Streetscape, Pedestrian &amp; Bicycle Safety Improvements</strong></td>
<td><strong>$50</strong></td>
</tr>
<tr>
<td>Transit Signal Infrastructure</td>
<td>$20</td>
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</table>
2011 Road Repaving and Street Safety Bond

Streetscape, Pedestrian and Bicycle Safety Improvements
Project Overview

Schedule

Planning Phase

- November - December 2012: Develop draft conceptual design informed by community input and staff analysis
- January - February 2013: Public workshops
- March - April 2013: Finalize conceptual design / Environmental Review

Preliminary Design/Construction Phase

- May - October 2013: Detailed design / Project Advertisement
- January - October 2014: Construction
Community Outreach & Coordination


- CBD hosted three community meetings to generate a common vision for the public realm.

Initial meetings with neighborhood group representatives, Winter 2012:
- Castro/Upper Market Community Benefit District
- Merchants of Upper Market & Castro
- Eureka Valley Neighborhood Association

“Office Hours” in the Castro, December 2012

- Met individually with 25+ community members

Coordination with Planned Projects:
- Rainbow Honor Walk
- 376 Castro Street Project
- 17th & 18th Street Repaving Project
EXISTING CONDITIONS
## Castro Street Today

<table>
<thead>
<tr>
<th>PEDESTRIANS</th>
<th>CYCLISTS</th>
<th>AUTOS/TRUCKS</th>
<th>TRANSIT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High Ped. Volumes:</strong></td>
<td><strong>Castro St:</strong></td>
<td><strong>Castro St:</strong></td>
<td><strong>MUNI Lines:</strong></td>
</tr>
<tr>
<td>Weekday: 18,000+ Weekend: 23,000+ (8AM-10PM)</td>
<td>Not a bike route; Eureka St. Designated north-south route.</td>
<td>AM: more cars going north (700 vehicles during AM peak)</td>
<td>24-Divisadero 35-Eureka 33-Stanyan F-Line Castro Metro Station</td>
</tr>
<tr>
<td>Higher volumes than Valencia Street, Columbus Avenue, &amp; Irving Street</td>
<td>17th St: Bike Route #40</td>
<td>PM: more cars going south (600 vehicles during PM peak)</td>
<td>Daily Stop Activity:</td>
</tr>
<tr>
<td></td>
<td><strong>Market St:</strong> Bike Route #50</td>
<td>Commercial loading</td>
<td>Market &amp; Castro: 2400</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>18th &amp; Castro: 2500</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>19th &amp; Castro: 200</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>F line @ plaza: 1600</td>
</tr>
</tbody>
</table>
Castro Street Today

Narrow sidewalks

12 feet
Castro Street Today

Pedestrian crowding at corners: 18th Street
Castro Street Today

Parked cars adjacent to bus loading: 19th Street
Castro Street Today

Pinch-points and street furnishings

+/- 6 feet

+/- 4 feet
Castro Street Today

Wide traffic lanes
Castro Street Today

Double parking
Castro Street Today

Varying traffic speed/flow
Castro Street Today

Loading and deliveries
Castro Street Today

Varied paving quality/materials
Castro Street Today

Intermittent and varied street tree planting
Castro Street Today

Lighting
Castro Street Today

Castro & Market intersection: South-bound approach
Castro Street Today

Castro & Market intersection: 17th Street Access
Castro & Market intersection: Crosswalk design
CONCEPTUAL DESIGN
Proposal builds on the Castro/Upper Market Community Benefits District Neighborhood Beautification & Safety Plan

- Sidewalk widening
- Intersection improvements
- New street trees, landscaping, lighting, and other amenities
- “Flexible” parking lane
- Mid-block “Mini-plazas”
Castro Street *Today* - Typical Mid-Block Section

* +/- 12 ft. Sidewalk
* +/- 58.5 ft. Roadway
  * Two 8 ft. parking lanes
  * One +/- 21 ft. traffic lane in each direction
* +/- 12 ft. Sidewalk
Castro Street Typical Mid-Block Section - Comparison

EXISTING

DRAFT PROPOSAL

+/- 10 ft.  
+/- 10 ft.
How could the additional sidewalk space be used?

- **Frontage Zone**
  - Cafe seating
  - Outdoor displays

- **Throughway Zone**
  - Widened/Clear path of travel

- **Furnishing Zone**
  - New street trees
  - Lighting/utilities
  - Street furniture
  - Kiosks/Signage
  - Bike parking

- **Edge Zone**
  - Walkable curb/parking access

- **Extension Zone**
  - Parking/Loading
  - Sidewalk-extensions (mini-plazas, bulb-outs)

...details to be discussed at Workshop #2
What might a 22 ft. sidewalk look like?

Center Street, Berkeley - Linking BART to UC Berkeley

Photo by Sharon Hahn Darlin
Castro Street Draft Proposal - Typical Mid-Block* Section

+/- 22 ft. Sidewalk

+/- 38 ft. Roadway
Two 8 ft. parking lanes
One 11 ft. traffic lane in each direction

+/- 22 ft. Sidewalk

* Note: Roadway widens at intersections to accommodate turn movements and MUNI loading/unloading
DRAFT Conceptual Design
Overview

Potential Sidewalk Expansion Area
Existing Sidewalk
Optional Sidewalk Expansion
Parking Stalls
Crosswalks
Improved Bike Facilities
DRAFT Castro Street Design Proposal

Jane Warner Plaza

Potential Sidewalk Expansion Area
Existing Sidewalk
Optional Sidewalk Expansion
Improved Bike Facilities
Parking Stalls

Potential Sidewalk Expansion Area
Existing Sidewalk
Optional Sidewalk Expansion
Improved Bike Facilities
Parking Stalls
DRAFT Conceptual Design
17th Street to 18th Street

Proposed Design Pending Further Review/Project Coordination

Muni Stop: 24, 35

Jane Warner Plaza
Harvey Milk Plaza

Potential Sidewalk Expansion Area
Existing Sidewalk
Optional Sidewalk Expansion

Parking Stalls
Crosswalks
Improved Bike Facilities

CASTRO STREET

DRAFT Castro Street Design Proposal

CASTRO STREET
DRAFT Conceptual Design
18th Street to 19th Street

Proposed Design Pending Further Review/ Project Coordination

Muni Stop: 24, 35

Jane Warner Plaza
Harvey Milk Plaza

Muni Stop: 24, 35

Muni Stop: 33

Potential Sidewalk Expansion Area
Existing Sidewalk

Parking Stalls

Crosswalks

Optional Sidewalk Expansion

Improved Bike Facilities

DRAFT Castro Street Design Proposal
January 23, 2013

Conceptual design. Exact measurements to be verified in field.
Streetscape Enhancements

Examples: Sidewalk landscaping

- Existing Flower Baskets
- Decorative tree grates
- Uniform street tree panting
- Sidewalk planting areas
Streetscape Enhancements

Examples: Seating & Public Space

Leaning post, Powell Street

“Mini-Plaza” or Pocket Park - Rincon Hill

Flexible parking lane use/paving, Castro Street, Mtn. View
Streetscape Enhancements

Examples: Special Paving

- Pavers in crosswalk
- Scored concrete in crosswalk
- Sidewalks with “Mica Sparkles”
Streetscape Enhancements

Examples: Other Enhancements

- Bike racks & bike corrals
- Public art
- Way-finding signage
- Light-pole banners
- Pedestrian-scaled lighting
- Roadway lighting
Trade-offs: Relocation & Replacement or Retention?

Uniform Sidewalk Design

- New uniform street trees at curb
- New paving/regrading entire sidewalk
- Muni poles and street lights relocated to new curb

Varied Sidewalk Design

- Existing trees retained
- Sidewalk regrading/reconstruction minimized where possible
- Muni poles remain in current location
- Additional pedestrian-scale lighting may be placed at new curb.
DISCUSSION GROUP AGENDA

1. Introductions & plan overview (10 min)
2. Design priorities discussion (30 min)
3. Workshop survey (10 min)
4. Report Back by facilitators

CASTRO STREET DESIGN

Thank you for your interest in the Castro Street Design project. Please take a few minutes to complete this questionnaire. Your feedback will help the City determine how to prioritize funding for improvements along Castro Street. Thanks!

Name (optional): ________________________________________________
Home Address or Intersection (optional): ____________________________ Zip Code: ____________________________

1. What is your connection to Castro Street? (Check all that apply)
   - Resident
   - Merchant
   - Property Owner
   - Visitor Other, please specify ________________________________________________

2. If you are a merchant, please answer the following
   What business do you represent?
   Yes
   No
   Not sure
   Do you have a sub-sidewalk basement?
   Yes
   No
   Not sure
   Are you interested in having a bike rack in front of your business?
   Yes
   No
   Not sure
   Generally, what size truck makes your deliveries?
   Generally, what time of day do deliveries occur?

3. Castro Street Core Improvements: The basic design for Castro Street includes wider sidewalks with new paving materials, street lighting improvements, and new site furnishings and landscaping. What do you think of the conceptual design?
   - Strongly Like
   - Somewhat Like
   - Somewhat Dislike
   - Strongly Dislike
   Additional Comments: ___________________________________________________________________________ ___________________________________________________________________________

4. Corner bulb-outs: Corner bulb-outs can improve pedestrian safety by shortening the crossing distance, improving pedestrian visibility, and reducing the speed of turning traffic. Each corner bulb typically requires removal of 1-2 on-street parking spaces. Which intersection(s) would you like to see corner bulb-outs? (Check all that apply)
   - 19th & Castro
   - 18th & Castro
   - No corner bulb-outs

5. Bus bulb-outs on 18th Street: Bus bulbs have the same pedestrian benefits as corner bulb-outs, but can also improve transit reliability by eliminating the need for buses to exit and re-enter the flow of traffic at bus stops. Bus bulbs on 18th Street would require cars to wait behind stopped buses while Muni customers get on and off. Bus bulbs would replace bus loading zones resulting in no net loss of parking. What do you think about adding bus bulbs on 18th Street?
   - Strongly Like
   - Somewhat Like
   - Somewhat Dislike
   - Strongly Dislike

More on next page (opposite side)
NEXT STEPS

Feedback:

- Complete the survey by **February 8, 2013**
- Meeting #2 - Late February 2013
  - Refined conceptual design
  - Streetscape amenities
  - Discuss construction timeline

For more information:

- Visit the project website  
  http://castrostreetdesign.sfplanning.org
- Join the project mailing list  
  http://signup.sfplanning.org  
  ( Choose Sign me up for: Castro Street Design Project )
- Questions or Comments  
  Nicholas.Perry@sfgov.org | 415.575-9066

Thank you for attending!