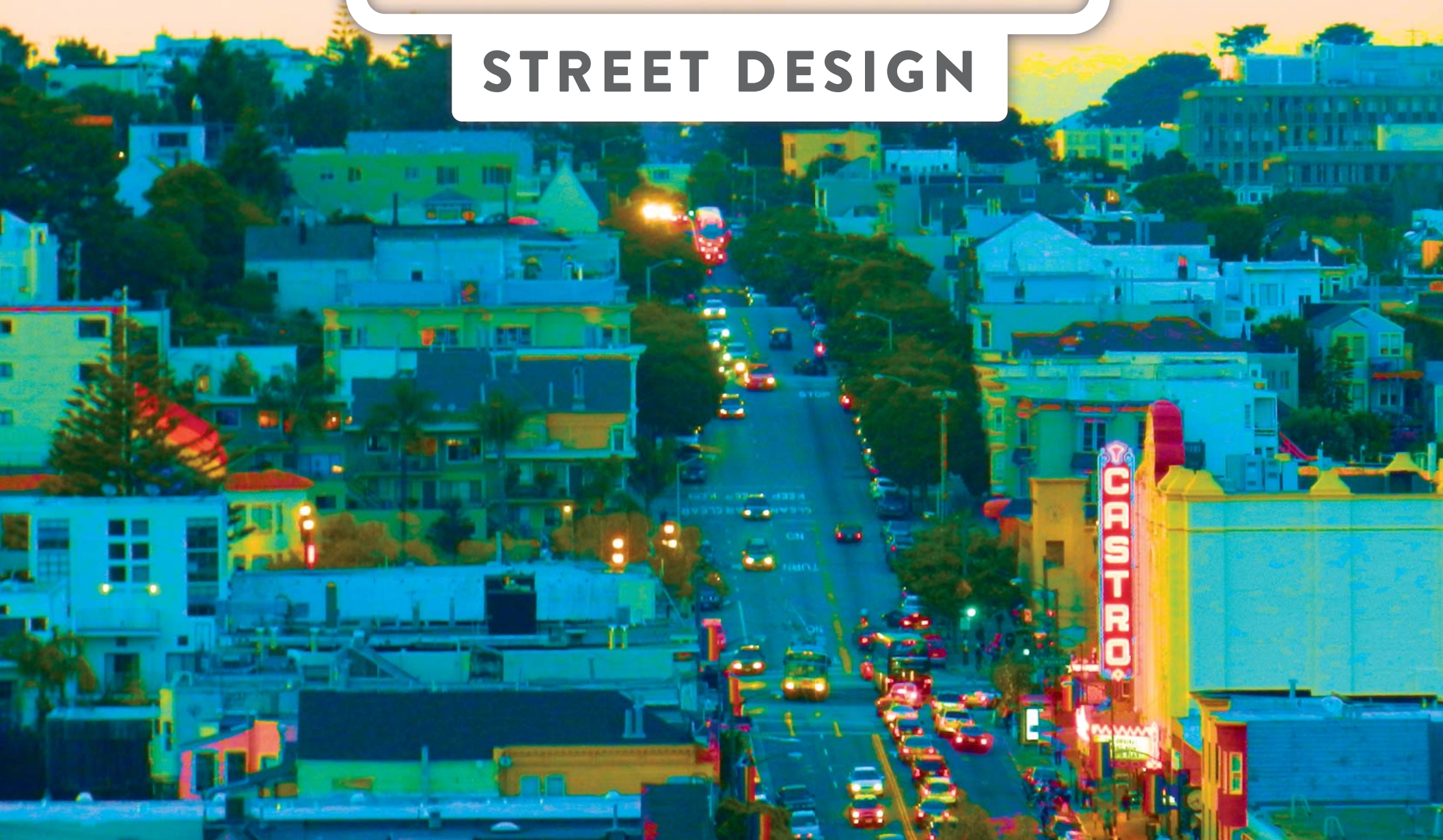


CASTRO

STREET DESIGN



Workshop #1 - January 23, 2013

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 Team

SAN FRANCISCO
PLANNING DEPARTMENT



Office of Supervisor
Scott Wiener
DISTRICT 8

Community Partners



MERCHANTS OF UPPER MARKET & CASTRO



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

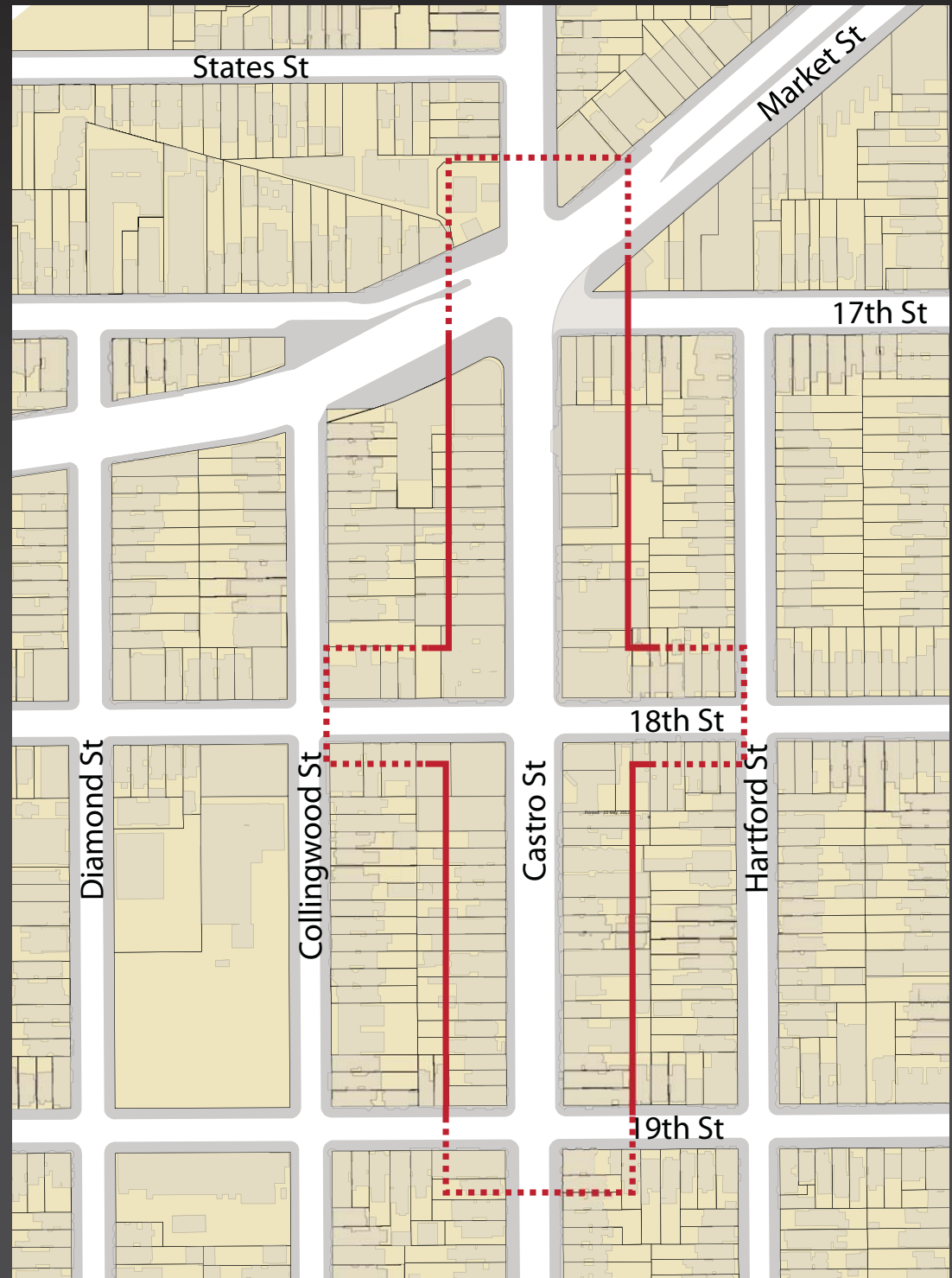


Project Overview

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



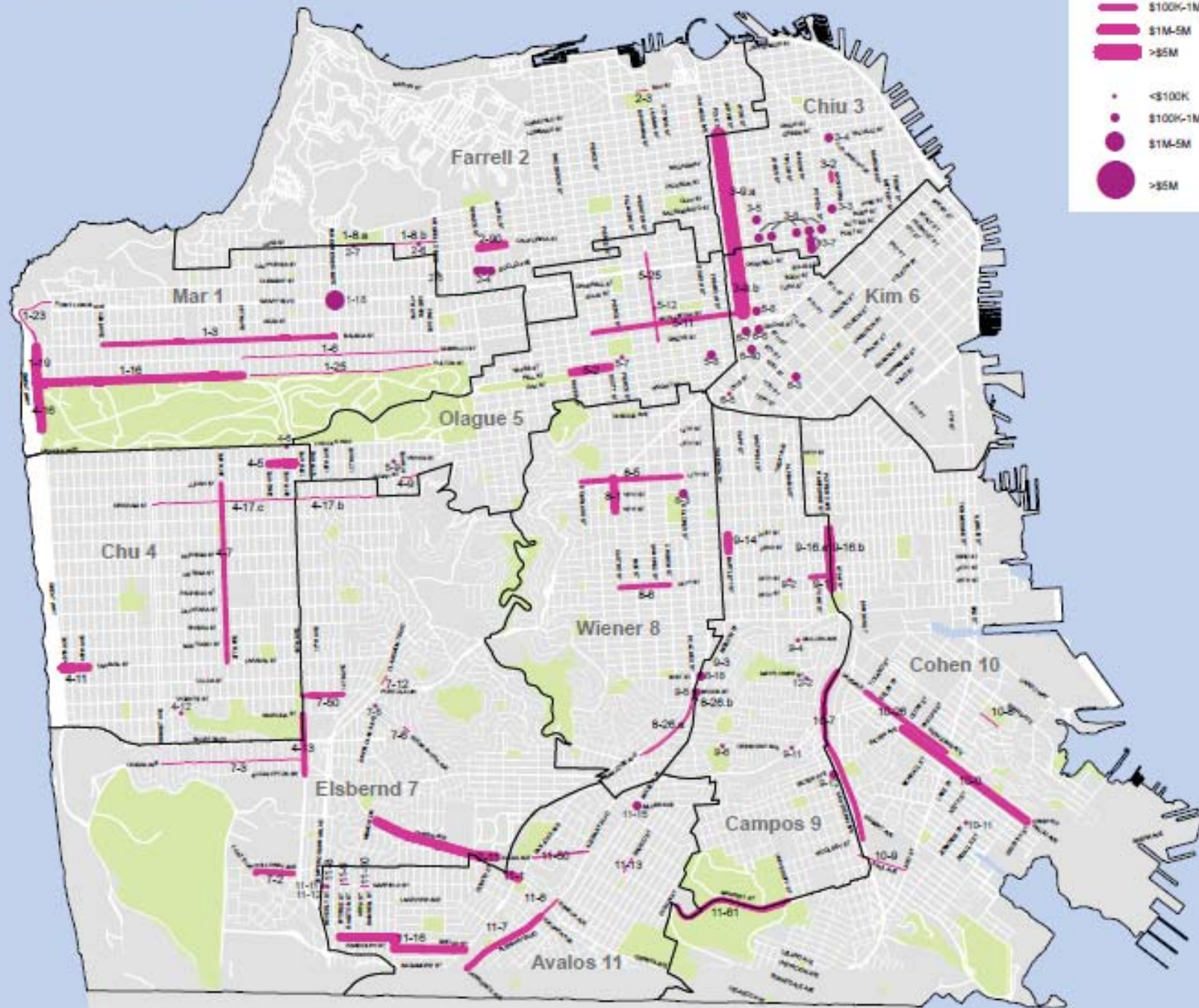
2011 Road Repaving and Street Safety Bond

Program	Total Bond (\$ in Millions)
Street Repaving & Reconstruction	\$149
Sidewalk Accessibility Improvements	\$22
Street Structures Rehabilitation	\$7
Streetscape, Pedestrian & Bicycle Safety Improvements	\$50
Transit Signal Infrastructure	\$20



2011 Road Repaving and Street Safety Bond

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

Castro/Upper Market Community Benefit District's Neighborhood Beautification and Safety Plan, 2008

- 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

Castro Street Today

PEDESTRIANS



High Ped. Volumes:

Weekday: 18,000+
Weekend: 23,000+
(8AM-10PM)

*Higher volumes
than Valencia Street,
Columbus Avenue, &
Irving Street*

CYCLISTS



Castro St:

Not a bike
route; Eureka St.
Designated north-
south route.

17th St:

Bike Route #40

Market St:

Bike Route #50

AUTOS/TRUCKS



Castro St:

AM: more cars
going north (700
vehicles during AM
peak)

PM: more cars
going south (600
vehicles during PM
peak)

Commercial
loading

TRANSIT



MUNI Lines:

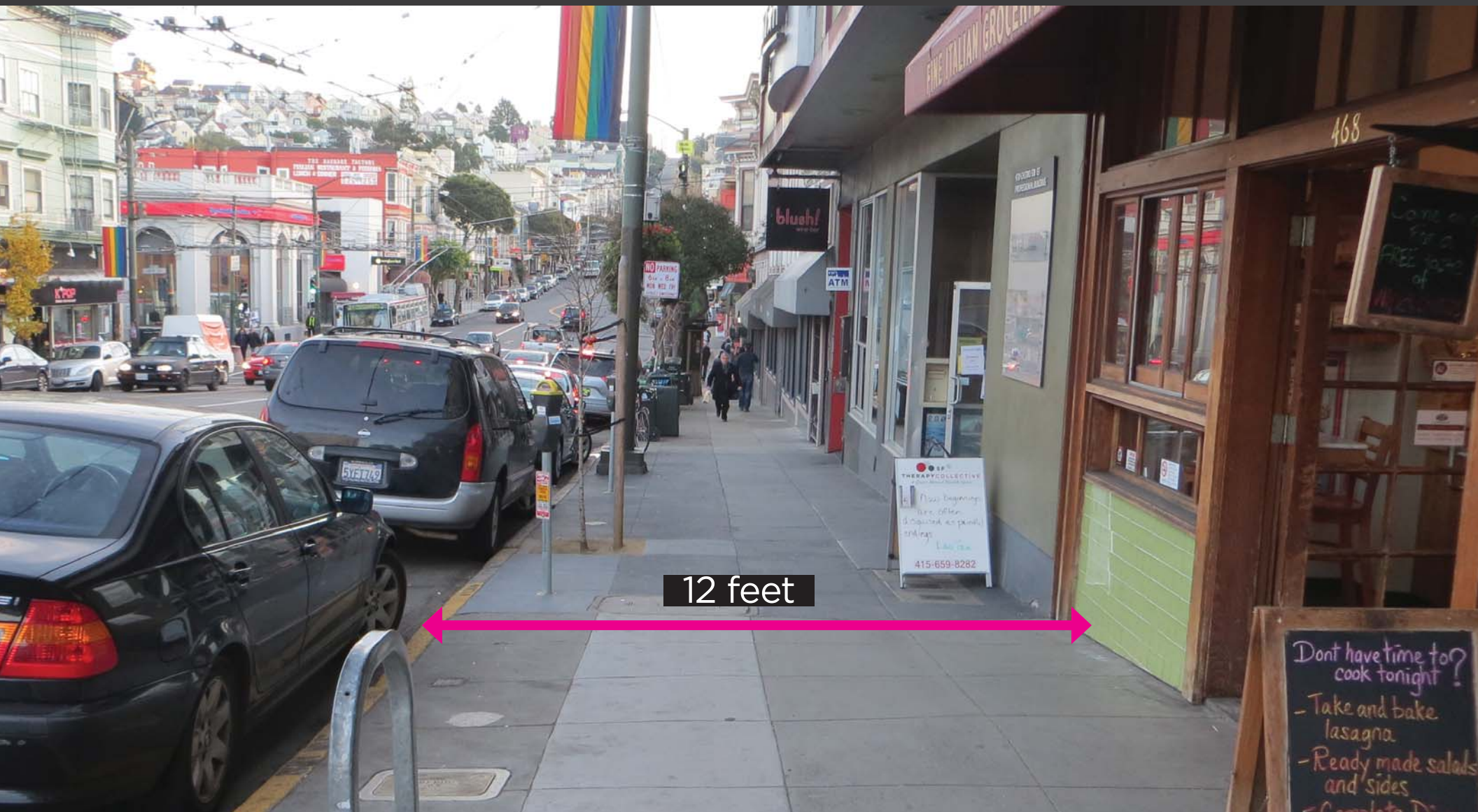
24-Divisadero
35-Eureka
33-Stanyan
F-Line
Castro Metro Station

Daily Stop Activity:

Market & Castro: 2400
18th & Castro: 2500
19th & Castro: 200
F line @ plaza: 1600

Castro Street Today

Narrow sidewalks



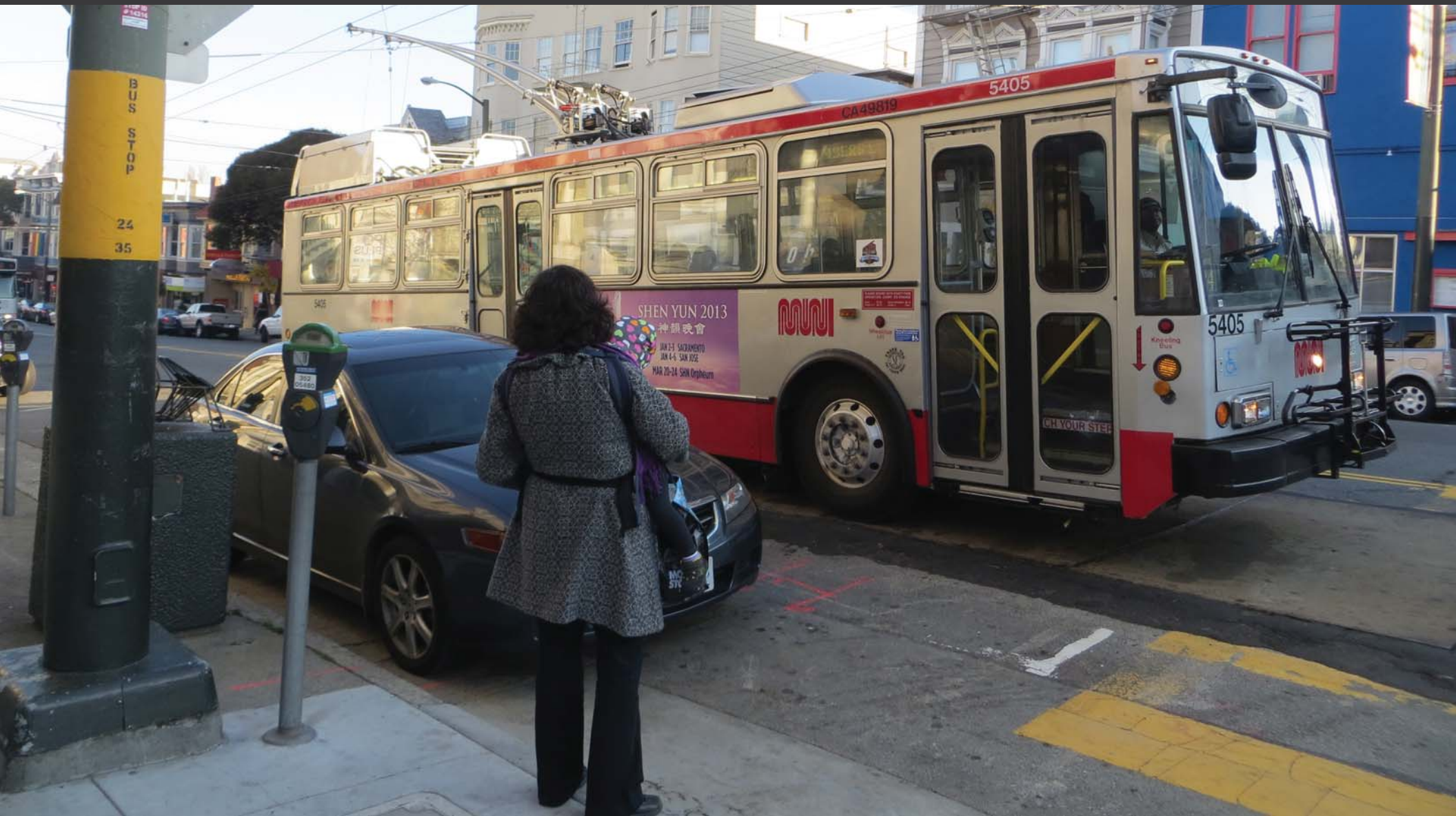
Castro Street Today

Pedestrian crowding at corners: 18th Street



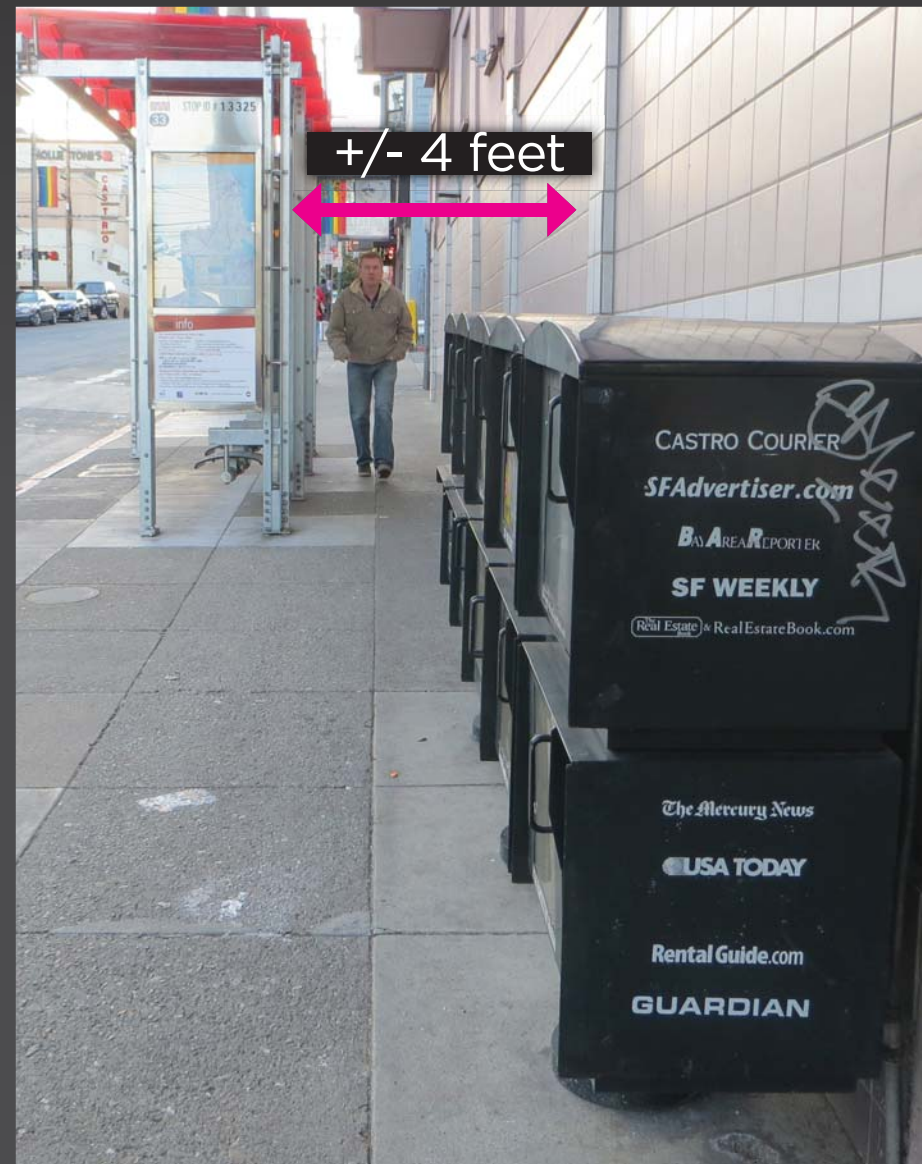
Castro Street Today

Parked cars adjacent to bus loading: 19th Street



Castro Street Today

Pinch-points and street furnishings



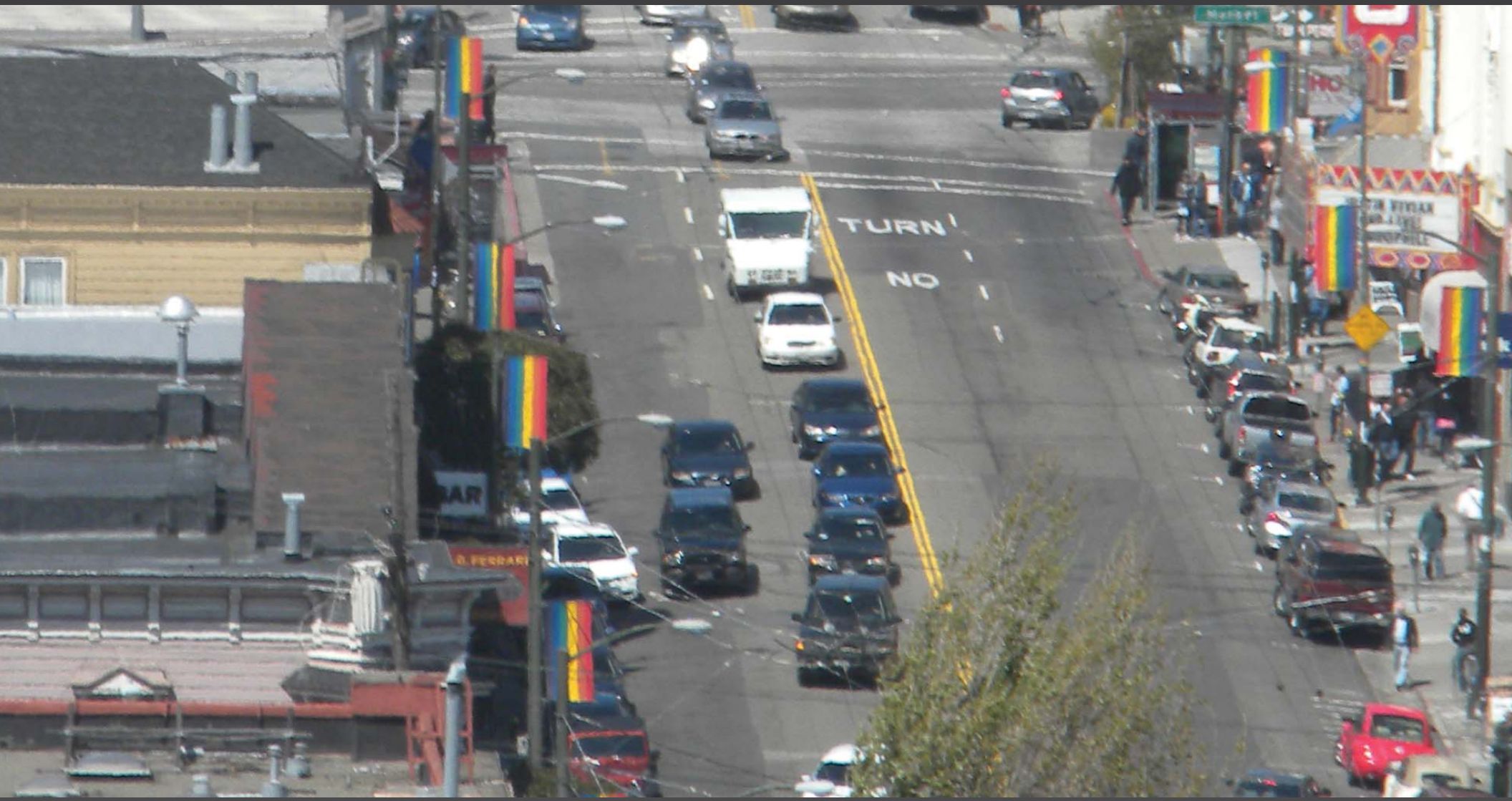
Castro Street Today

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

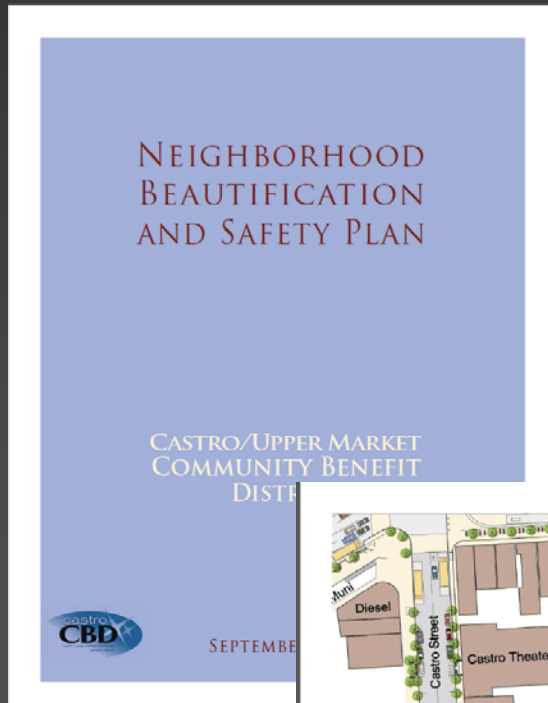


Castro Street Today

Castro & Market intersection: Crosswalk design

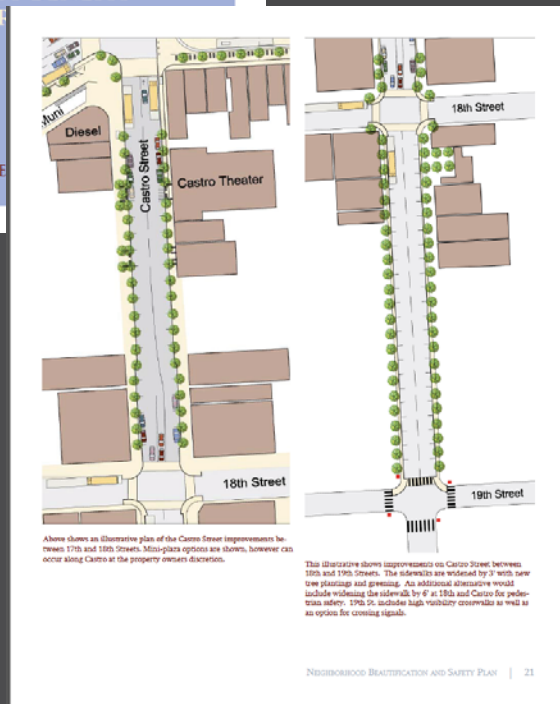


Previous Castro Street Planning Work

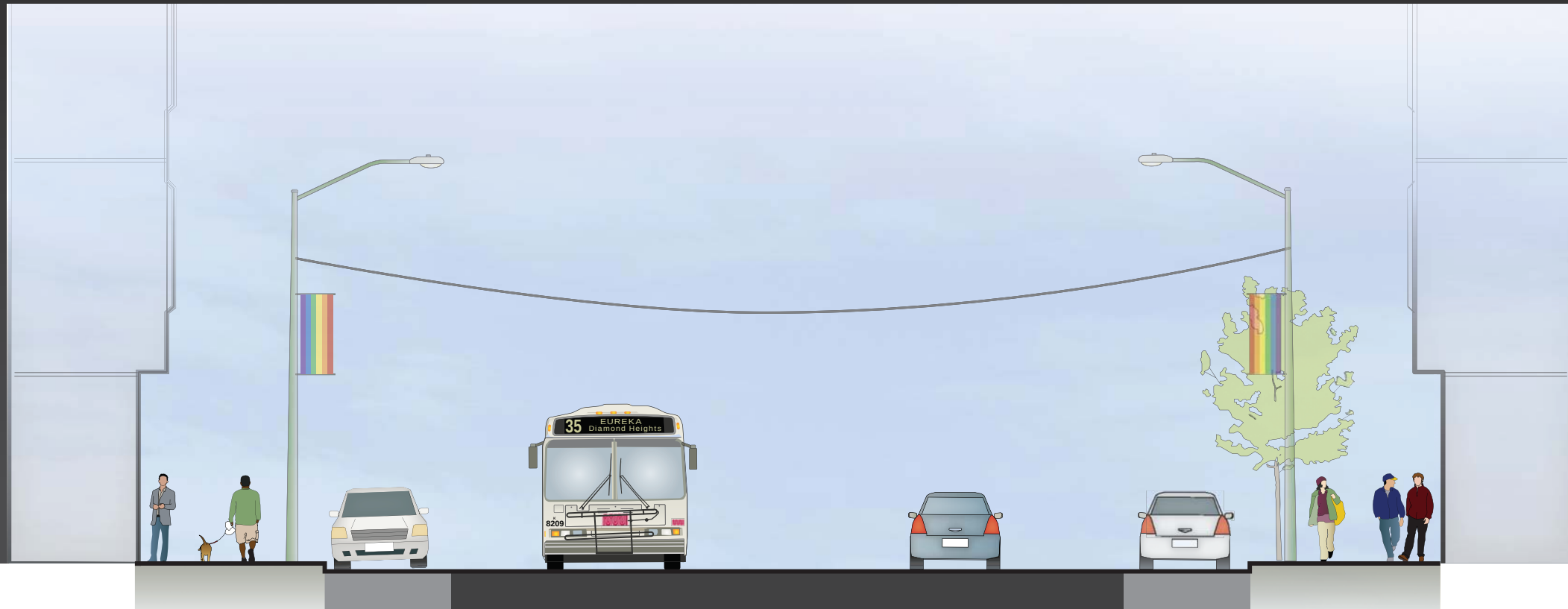


Proposal builds on the Castro/Upper Market Community Benefits District *Neighborhood Beautification & Safety Plan*

- 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



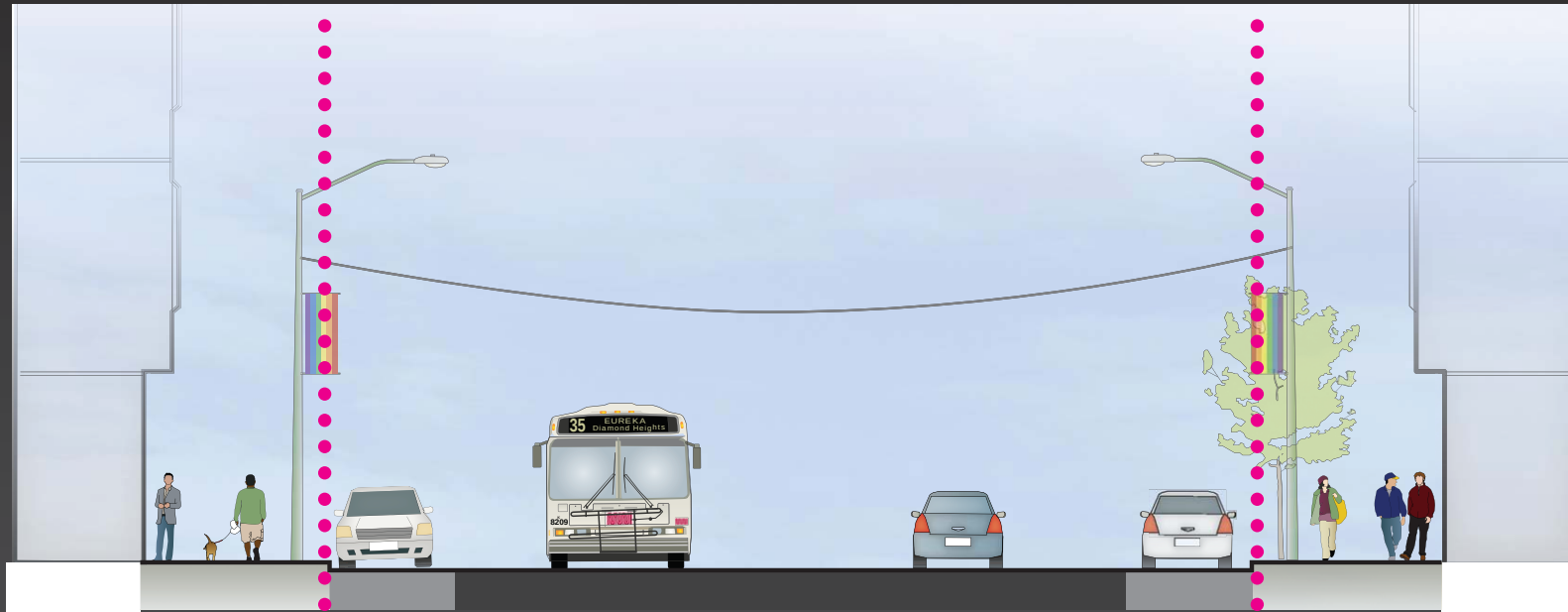
+/- 12 ft.
Sidewalk

+/- 58.5 ft. Roadway
Two 8 ft. parking lanes
One +/- 21 ft. traffic lane in each direction

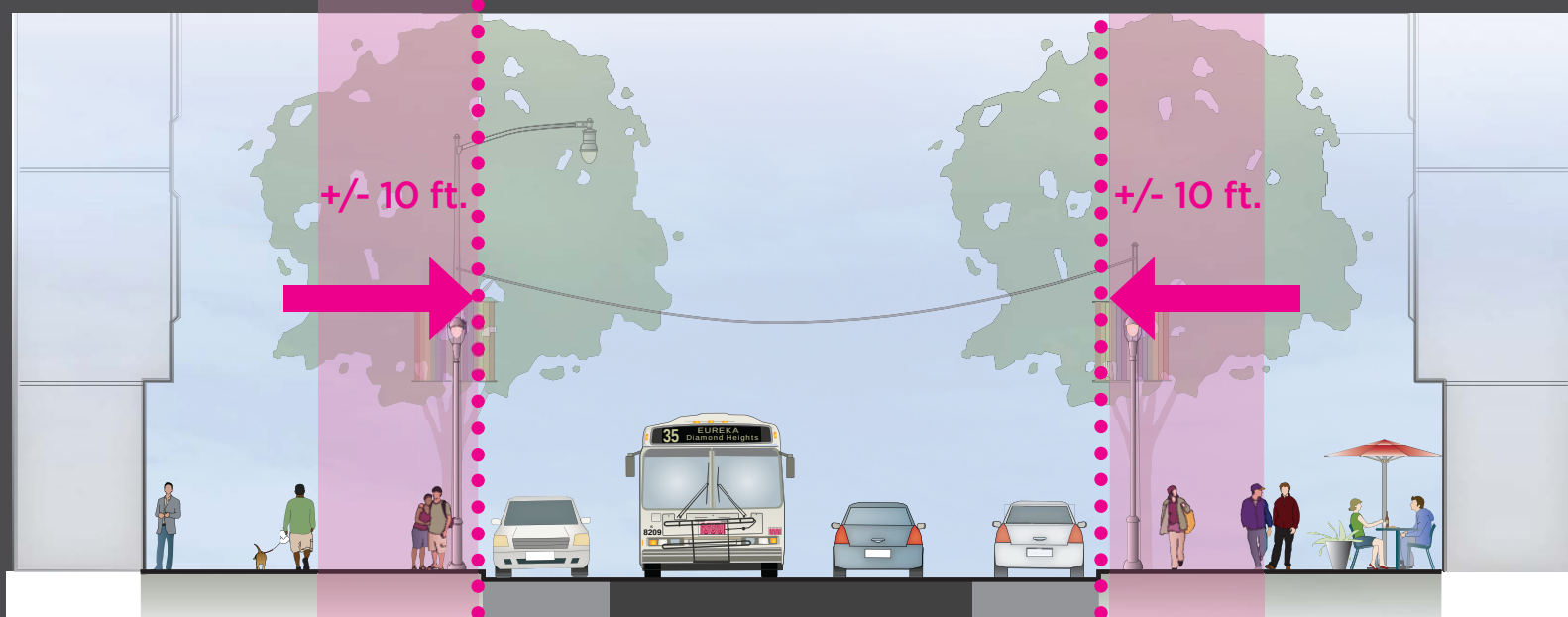
+/- 12 ft.
Sidewalk

Castro Street Typical Mid-Block Section - Comparison

EXISTING



DRAFT PROPOSAL



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

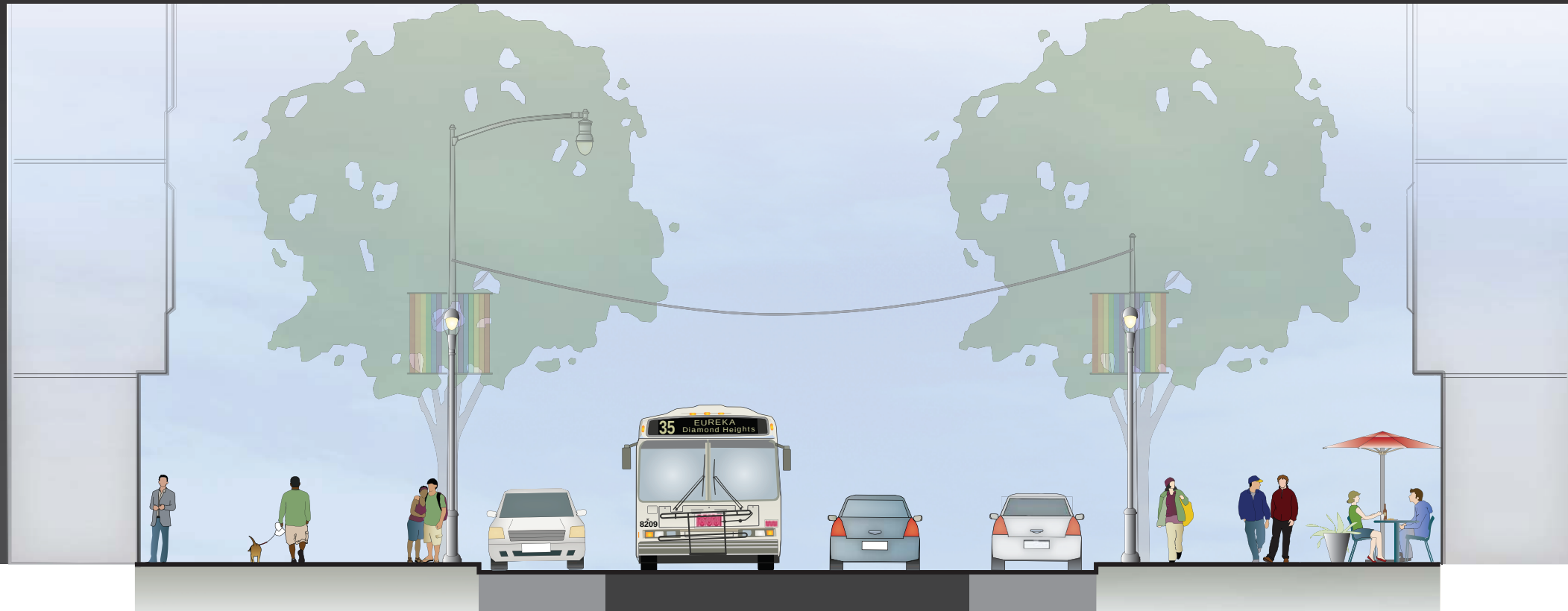
What might a 22 ft. sidewalk look like?



Center Street, Berkeley - Linking BART to UC Berkeley

Photo by Sharon Hahn Darlin

Castro Street **Draft Proposal** - Typical Mid-Block* Section



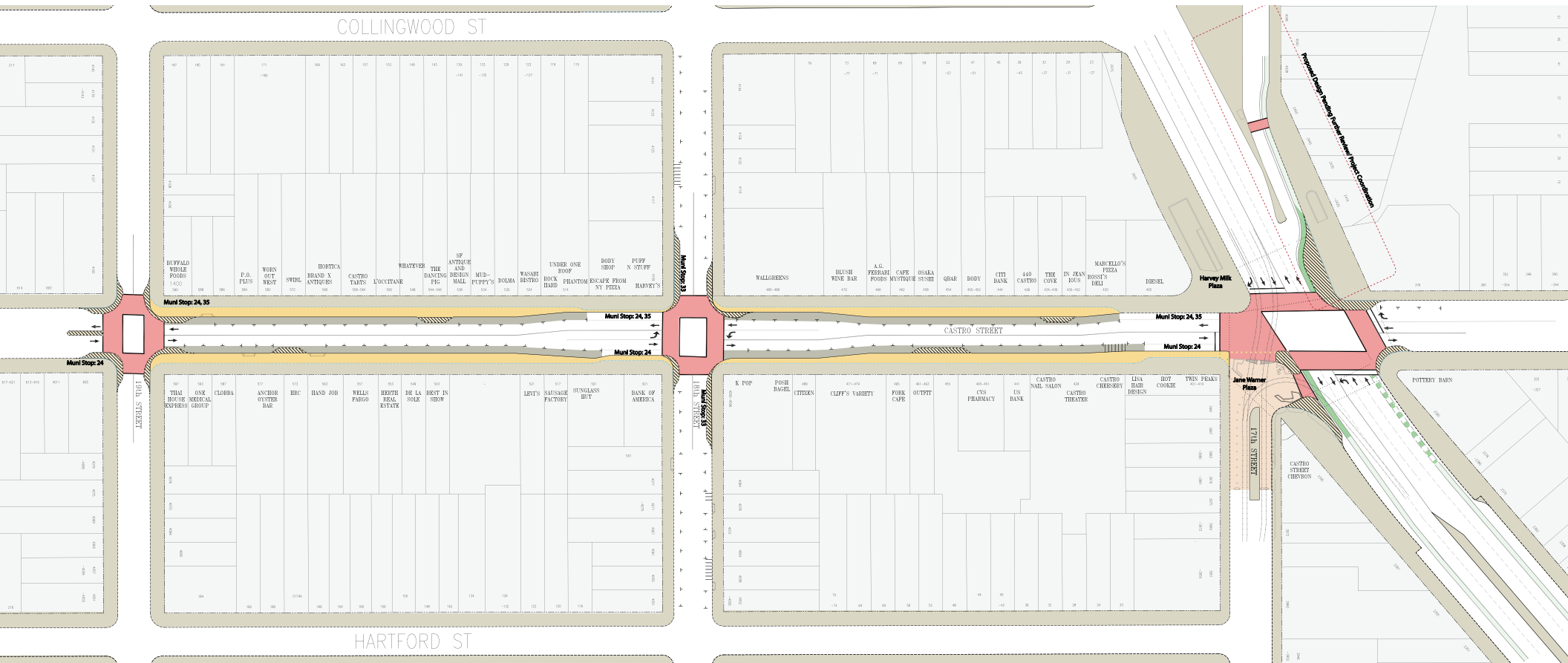
+/- 22 ft.
Sidewalk

+/- 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



DRAFT Castro Street Design Proposal

1"=40'

January 23, 2013

Conceptual diagram; Exact measurements to be verified in field

N

Potential Sidewalk Expansion Area

Existing Sidewalk
(a) curb shown with dashed blue line

Optional Sidewalk Expansion
Bulb-outs, Medians, etc.

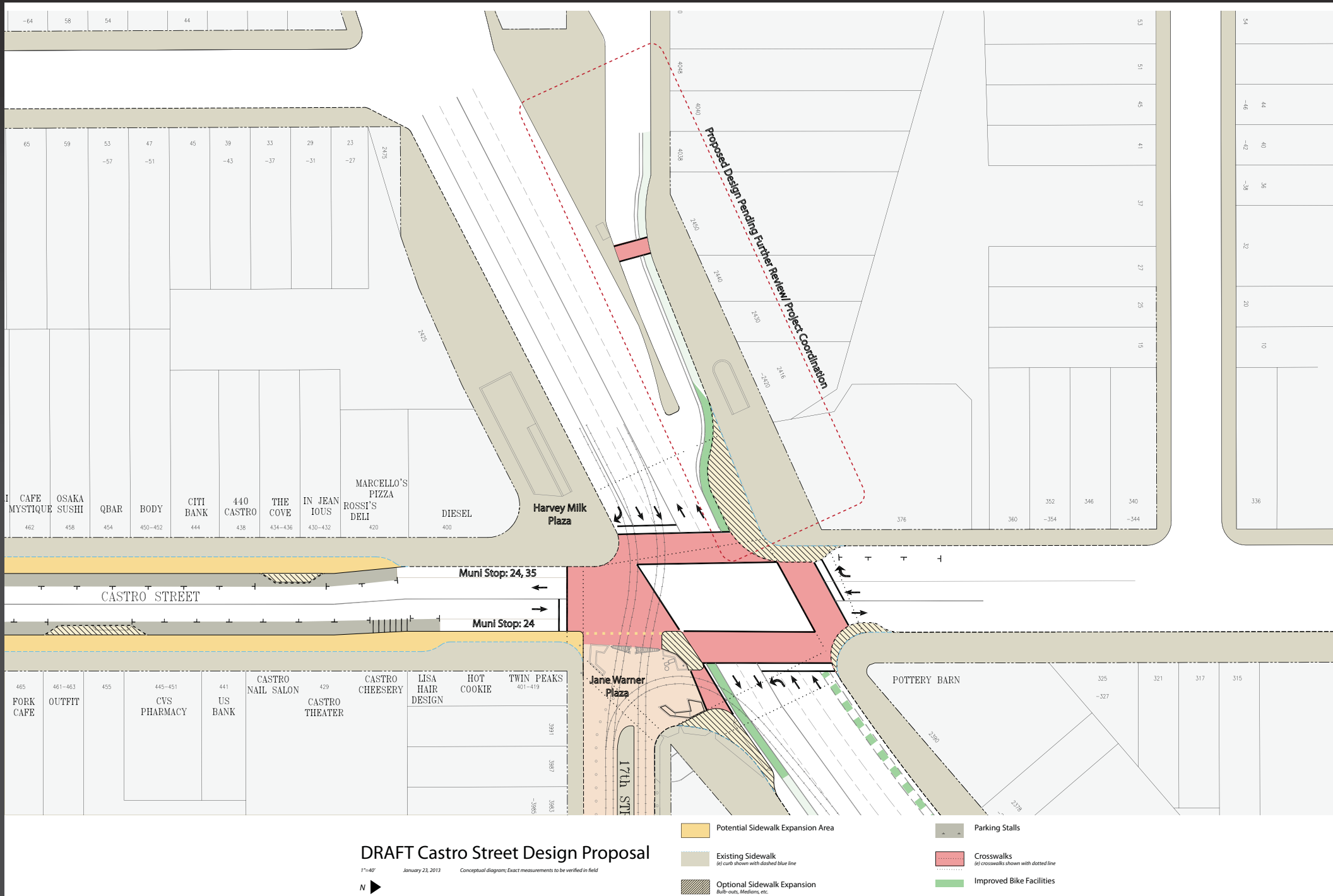
Parking Stalls

Crosswalks
(a) crosswalks shown with dotted line

Improved Bike Facilities

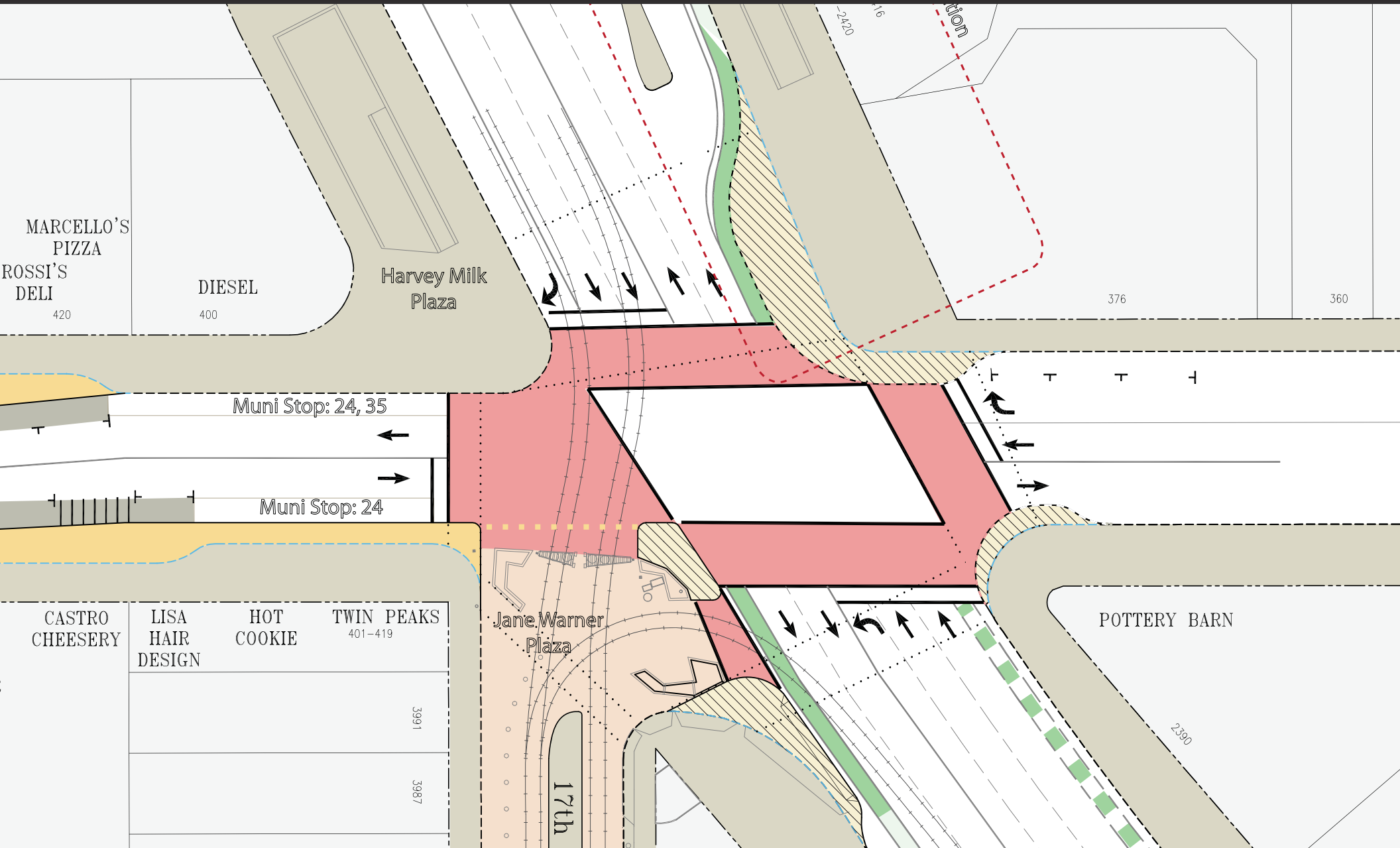
DRAFT Conceptual Design

Castro /Market/ 17th Street



DRAFT Conceptual Design

Castro /Market/ 17th Street



DRAFT Castro Street Design Proposal

1"=40'

January 23, 2013

Conceptual diagram; Exact measurements to be verified in field



Potential Sidewalk Expansion Area

Existing Sidewalk
(a) curb shown with dashed blue line

Optional Sidewalk Expansion
Bulb-outs, Medians, etc.

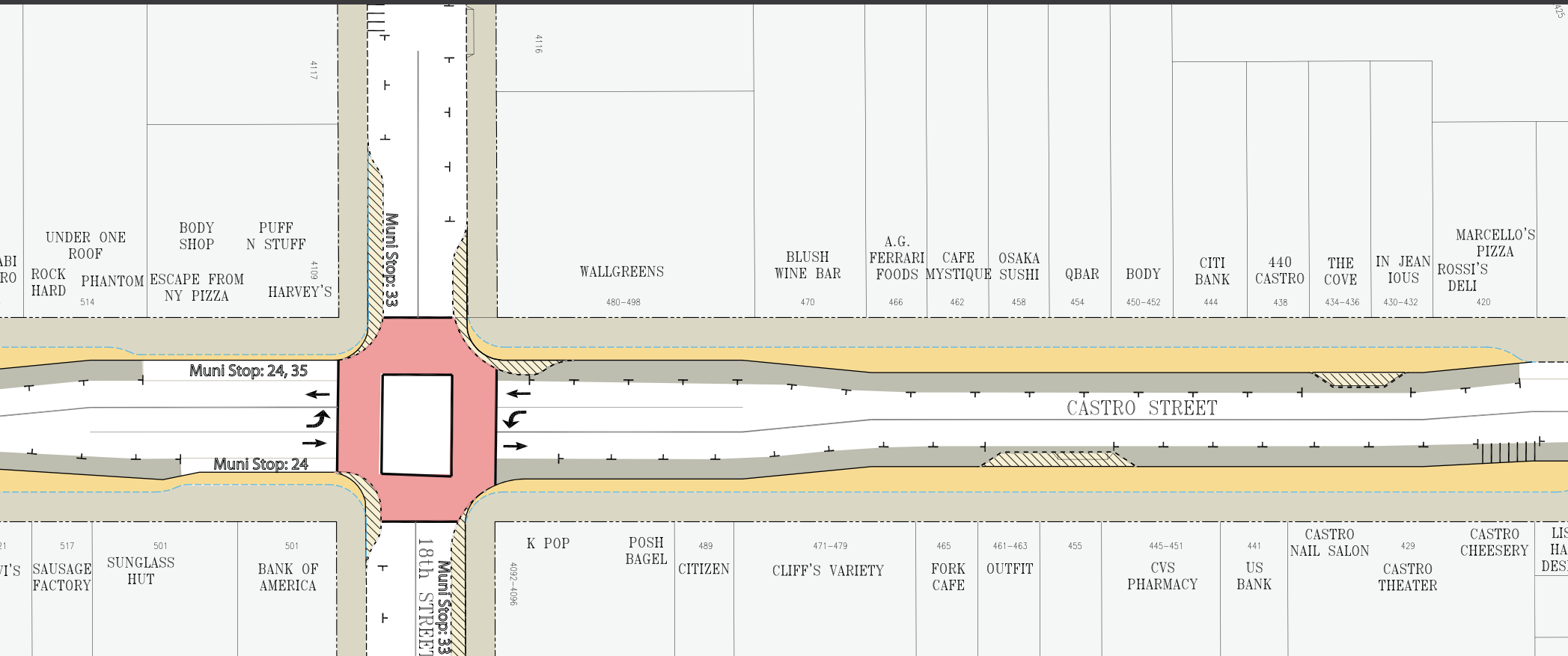
Parking Stalls

Crosswalks
(a) crosswalks shown with dotted line

Improved Bike Facilities

DRAFT Conceptual Design

17th Street to 18th Street



DRAFT Castro Street Design Proposal

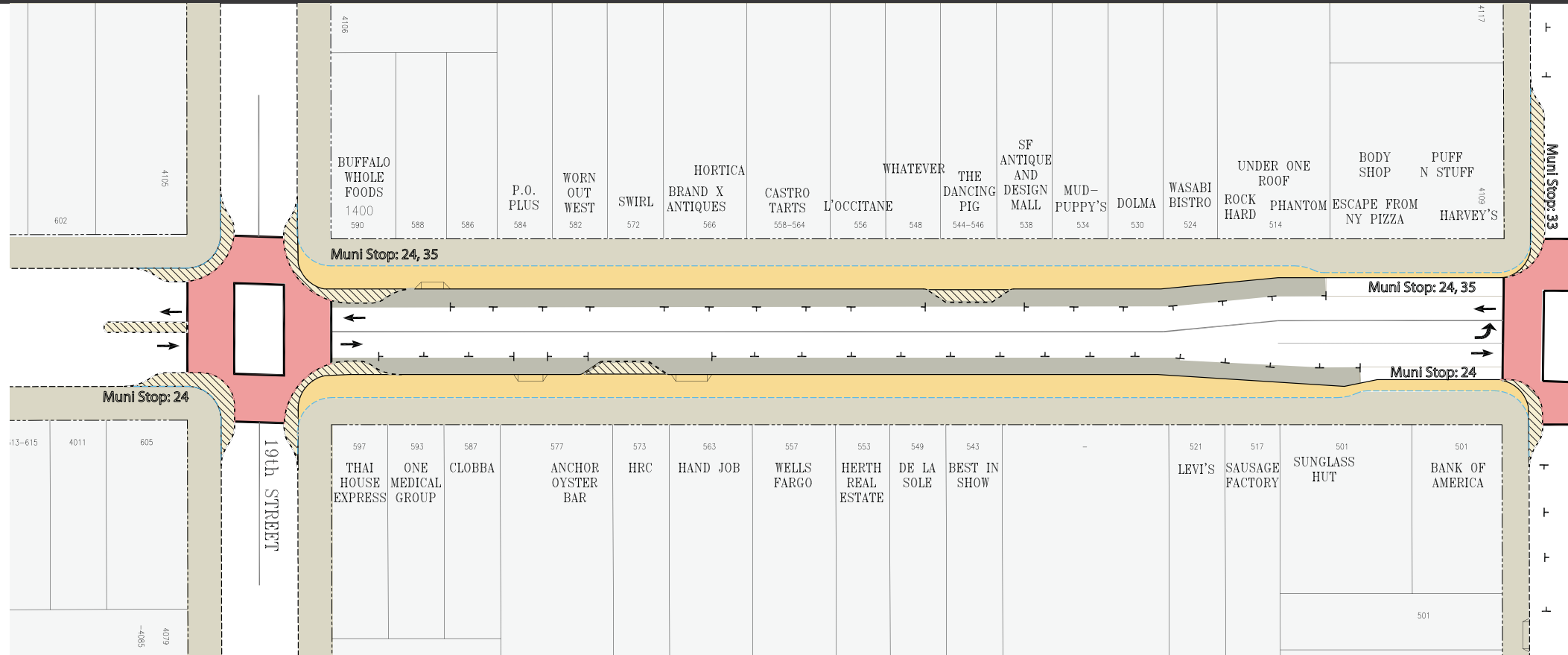
1"=40' January 23, 2013 Conceptual diagram; Exact measurements to be verified in field



- Potential Sidewalk Expansion Area
 - Existing Sidewalk
 - Optional Sidewalk Expansion
 - Parking Stalls
 - Crosswalks
 - Improved Bike Facilities
- (d) curb shown with dashed blue line
(e) crosswalks shown with dotted line
Bull-outs, Medians, etc.

DRAFT Conceptual Design

18th Street to 19th Street



DRAFT Castro Street Design Proposal

1"=40' January 23, 2013 Conceptual diagram; Exact measurements to be verified in field



Potential Sidewalk Expansion Area

Existing Sidewalk
(a) curb shown with dashed blue line

Optional Sidewalk Expansion
Bulb-outs, Medians, etc.

Parking Stalls

Crosswalks
(a) crosswalks shown with dotted line

Improved Bike Facilities

Streetscape Enhancements

Examples: Sidewalk landscaping



Existing Flower Baskets



Decorative tree grates



Uniform street tree painting



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



Public art



Light-pole banners



Pedestrian-scaled lighting



Bike racks & bike corrals

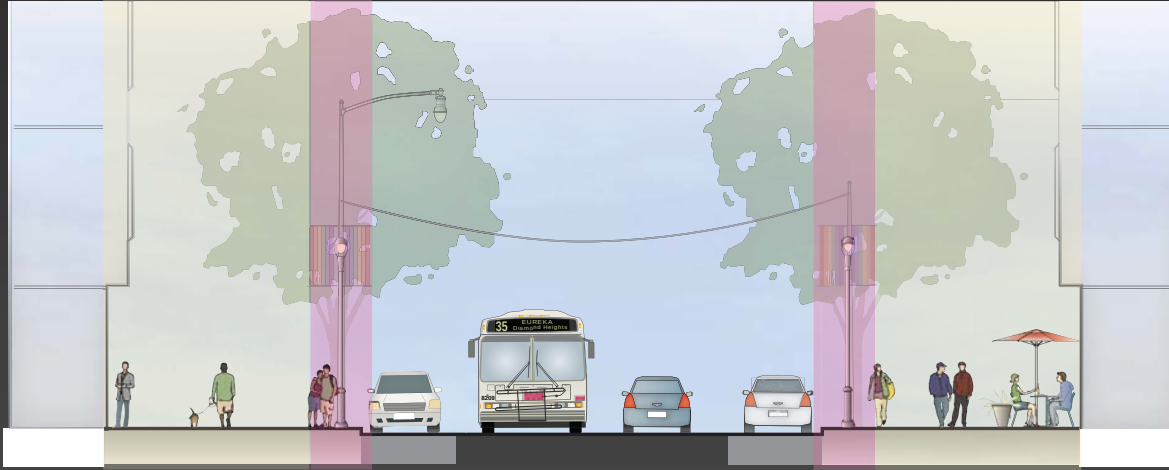


Way-finding signage



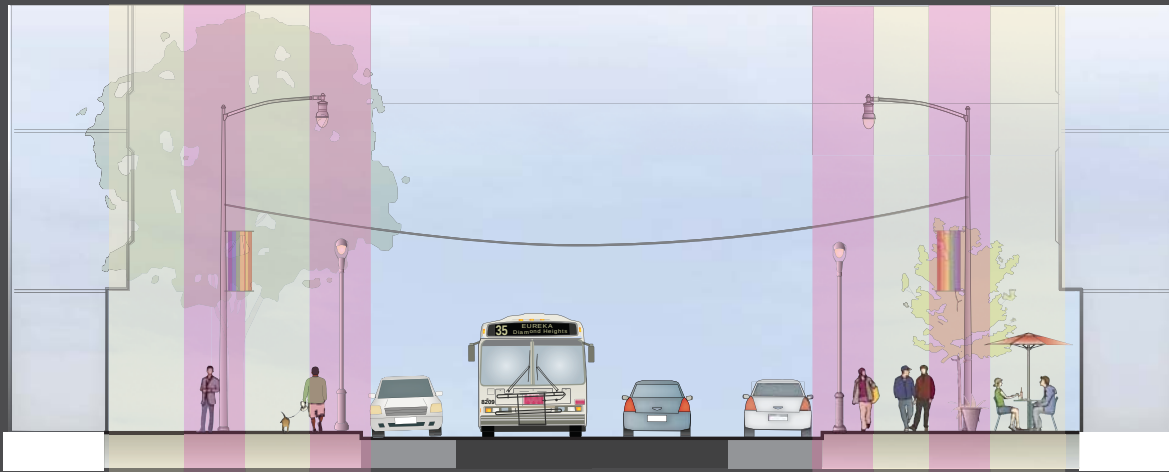
Roadway lighting

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

WORKSHOP 1
SURVEY

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? _____

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

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!