

IP - 20'	GENERAL METERED PARKING (2-HOUR LIMIT)	

- YELLOW METERED LOADING ZONE FOR COMMERCIAL VEHICLES (GENERALLY 30-MIN LIMIT 9A-3P, GENERAL PARKING OTHER TIMES)
- YTAXI-24 LOADING ZONE DURING DAY, TAXI ZONE DURING NIGHT
- G-20' GREEN ZONE SHORT TERM PARKING (30-MIN LIMIT)
- W[#]-22' WHITE ZONE DURING PERFORMANCES, GENERAL METERED PARKING AT OTHER TIMES

RED ZONE - NO PARKING

Commercial Loading Improvements

-Loading zones clustered with 2+ spaces to accomodate large trucks -Loading zones located adjacent to bus zones and driveways where feasible for easier truck manuevers -Loading zone hours generally 9A-3P M-F to maximize customer parking in afternoon and on Saturdays (many existing loading zones operate until 6P and on Saturdays) -Loading zone time limits set to 30-min to encourage turnover



TRAFFIC ANALYSIS

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Traffic modeling and anlaysis indicates that the new roadway configuration can accomodate traffic volumes with minor added delays.

EXISTING CASTRO STREET MID-BLOCK SECTION +/-**21.25'** +/-**21.25'** 12' 12' SIDEWALK SOUTHBOUND NORTHBOUND SIDEWALK PARKING/ PARKING/



PEDESTRIANS

PEDESTRIAN SAFETY IMPROVEMENTS

- Sidewalk widening will reduce crossing distances
- Corner bulbs on the northeast and southwest corners of 18th/ Castro will reduce pedestrian crossing distances across 18th Street and reduce speed of right-turning vehicles
- Narrowed Castro roadway and added landscaping will provide visual cues that help calm traffic.
- New lighting will improve visibility of pedestrians crossing at night.
- Enhanced crosswalk markings will alert drivers to pedestrians crossing the street.
- Realigned crosswalk between southeast and northeast corners of Castro/Market improves visibility between pedestrians and vehicles turning right from northbound Castro onto eastbound Market.
- Signal timing changes are being explored to reduce conflicts between pedestrians and vehicles turning left from westbound Market to southbound Castro.

PEDESTRIAN ACTIVITY

Compared to other neighborhood commercial streets in San Francisco, Castro Street has some of the highest volumes of pedestrians - higher volumes than Valencia Street, Columbus Avenue, & Irving Street.



4100 Block 18th Street, No Between Castro Street and Existing: Bus zone Proposed: Bus zone + 6 mor Net Change: +6 motorcycl -Bus zone shortened from 105' to	d Collingwood Lot corcycle e	
4122		
4116	500 Block Castro Street, Eas	
<	Existing: 18 spaces (10 GMP, 6 Proposed: 18 spaces (9 GMP, 7 Net Change: 0 -Loading zones shifted noth to avo -1 loading zone added to to accom	5 YML, 2 G) 7 YML, 2 G) Proposed: 2 GMP with new development
WALLGREENS 480-498	A.G. BLUSH WINE BAR 470 466 462 458	
R - 25' G - 20' G - 20' GMP - 20' GMP - 20' ←		GMP - 20 YML - 22' YML - 22' YML - 22' BUS ZONE - 115' CASTRO STREET
← → R - 35' GMP - 20' GMP - 20' GMP - 20' GMP	P - 20' GMP - 20' GMP - 20' YML - 22' YML - 22	2'
K POP POSH BAGEL CITIZEN	471-479 CLIFF'S VARIETY CAFE	455 445-451 441 CASTRO A29 CASTRO CHEESERY LISA HOT TWIN PEAKS HAIR COOKIE 401-419
48	Existing: 17 space Proposed: 15 spa Net Change: -2 s <i>-Extended red zone f</i>	Street, East Side es (10 GMP, 5 YML, 2 W*) + 12 motorcycle ces (8 GMP, 5 YML, 2W*) + 12 motorcycle paces or bus/truck turns on south end of block ed north to avoid sidewalk width transition
4000 Block 18th Stree Between Castro Stree Existing: 5 spaces (4 GM Proposed: 5 spaces (3 G Net Change: -2 motor	t and 1st driveway AP, 1 YML) + 2 motorcycle GMP, 2 YML)	
r loading zone daded to to		Parking Improvements





-Parking stalls shortened to maximize parking supply where feasible

-New parking meters will accept credit cards

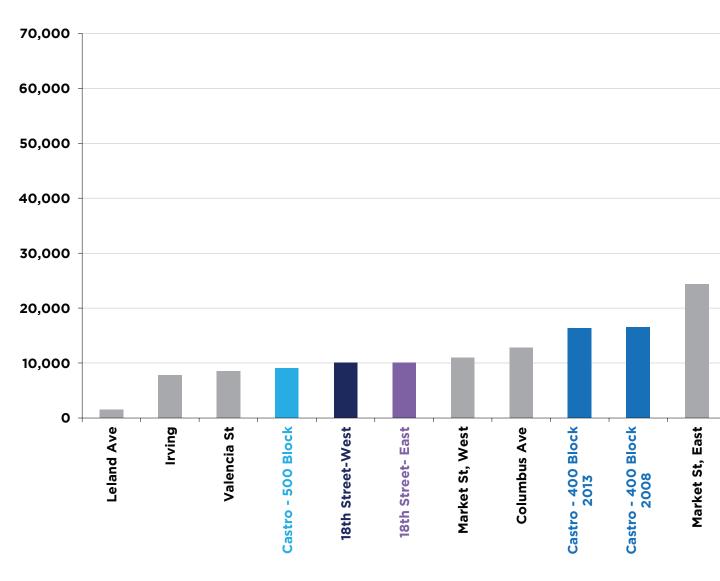


PEDESTRIAN SCRAMBLE AT 18TH & CASTRO

The project team closely reviewed the viability of adding pedestrians scrambles to Castro and 18th Street. A pedestrian scramble allows pedestrian to cross in all directions at the same time. Pedestrians. Traffic modeling and analysis showed that the addition of a pedestrian scramble would:

- Increase pedestrian wait times to cross, which may lead to more crowding at street corners.
- Add additional delay to motorists and Muni vehicles. During the p.m. peak, an average of 23 seconds combined north/ south delay for 24 Divisadero buses and 95 seconds combined east/west delay for 33 Stanyan buses would result.
- Increase vehicle queue lengths, with queues likely extending on 18th Street across the adjacent intersections of Collingwood and Hartford.

SATURDAY PEDESTRIAN VOLUMES 8AM-10PM



TRANSIT



EXISTING MUNI OPERATIONS

- 24-Divisadero: runs every 10 minutes during peak periods, carries ~12,100 daily riders
- 35-Eureka: runs every 30 minutes during peak periods, carries ~700 daily riders
- 33-Stanyan: runs every 15 minutes during peak periods, carries ~7,000 daily riders

ACCOMODATING TRANSIT

- by parking maneuvers and
- curbs.
- Sidewalk widening design

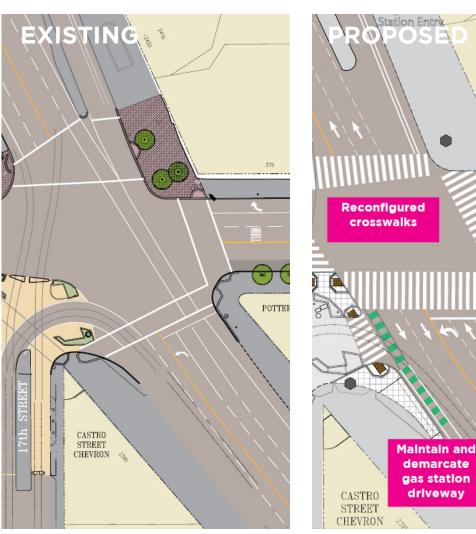
CYCLISTS



BICYCLE **IMPROVEMENTS**

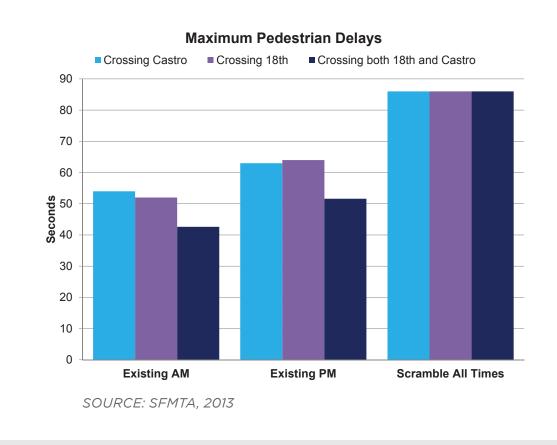
- Narrowed Castro roadway will calm traffic and reduce double parking, which will improve bicycle safety.
- Existing bicycle lanes on Market east of Castro will be extended to the intersection
- Bicycle parking will be added to the new widened sidewalks.

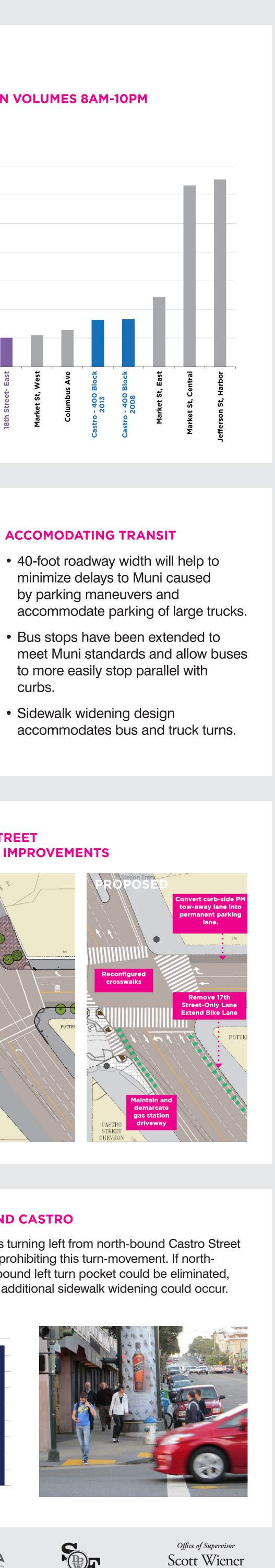
MARKET STREET BIKE LANE IMPROVEMENTS



ALTERNATE PROPOSAL FOR 18TH AND CASTRO

Traffic data indicates that the number of cars turning left from north-bound Castro Street on to 18th Street is low enough to consider prohibiting this turn-movement. If northbound left turns were prohibited, the north-bound left turn pocket could be eliminated, pedestrian conflicts would be reduced, and additional sidewalk widening could occur.









DISTRICT 8