



## PEDESTRIANS

### PEDESTRIAN SAFETY IMPROVEMENTS

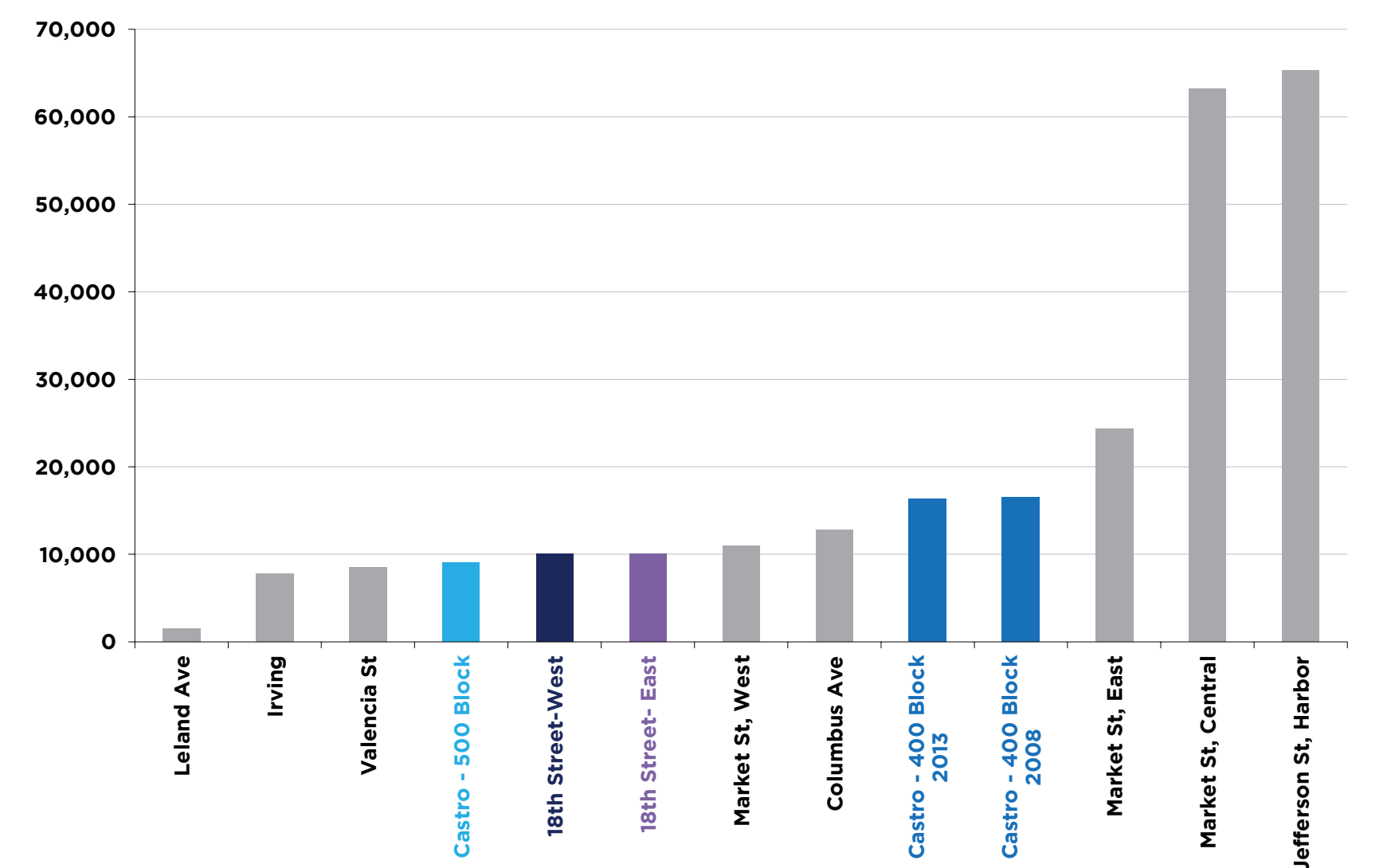
- Sidewalk widening will reduce crossing distances
- Corner bulbs on the northeast and southwest corners of 18th/ Castro will reduce pedestrian crossing distances across 18th Street and reduce speed of right-turning vehicles
- Narrowed Castro roadway and added landscaping will provide visual cues that 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

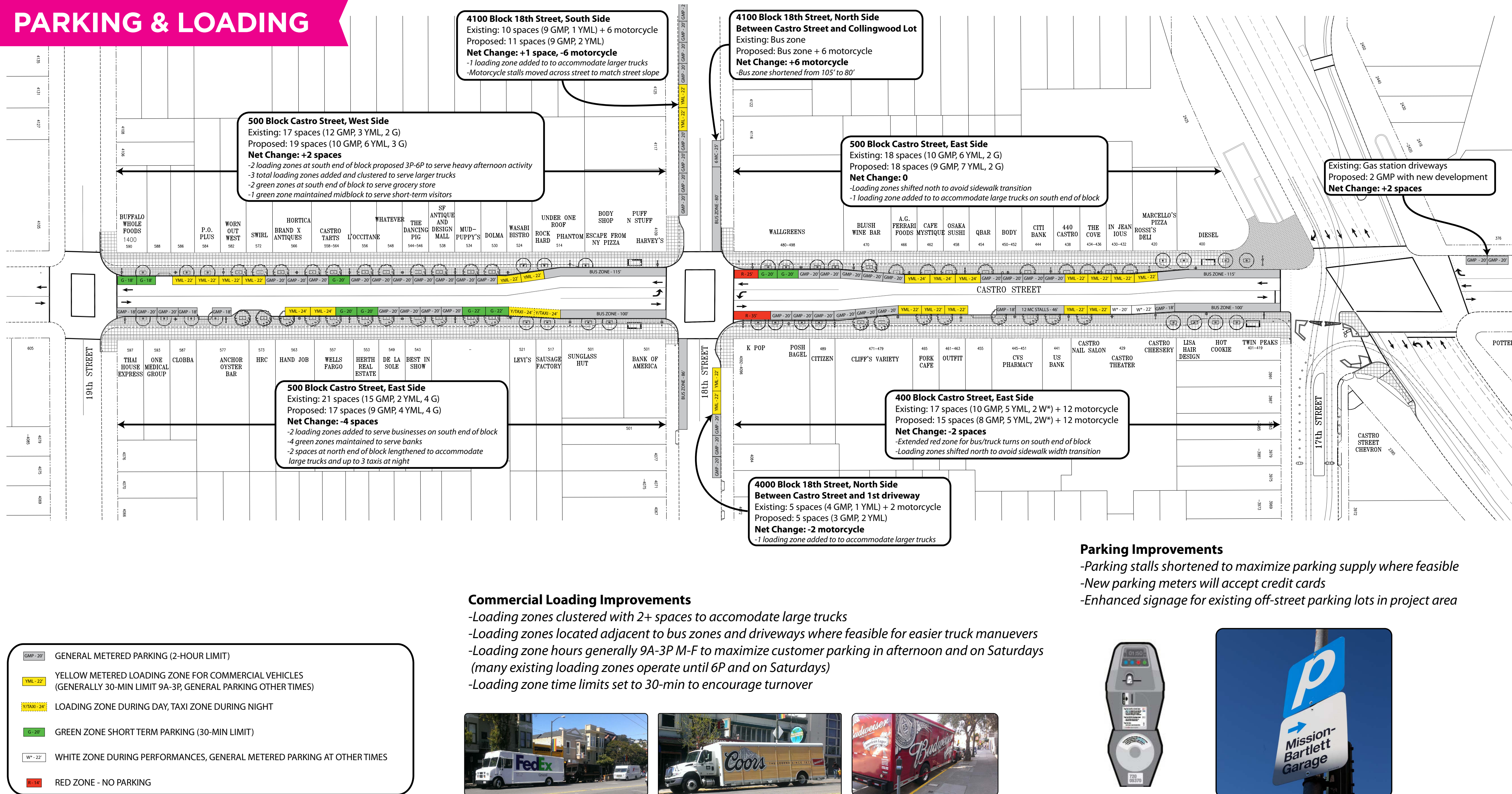
Compared to other neighborhood commercial streets in San Francisco, Castro Street has some of the highest volumes of pedestrians - higher volumes than Valencia Street, Columbus Avenue, & Irving Street.



### SATURDAY PEDESTRIAN VOLUMES 8AM-10PM



## PARKING & LOADING



## 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

- 40-foot roadway width will help to minimize delays to Muni caused by parking maneuvers and accommodate parking of large trucks.
- Bus stops have been extended to meet Muni standards and allow buses to more easily stop parallel with curbs.
- Sidewalk widening design accommodates bus and truck turns.

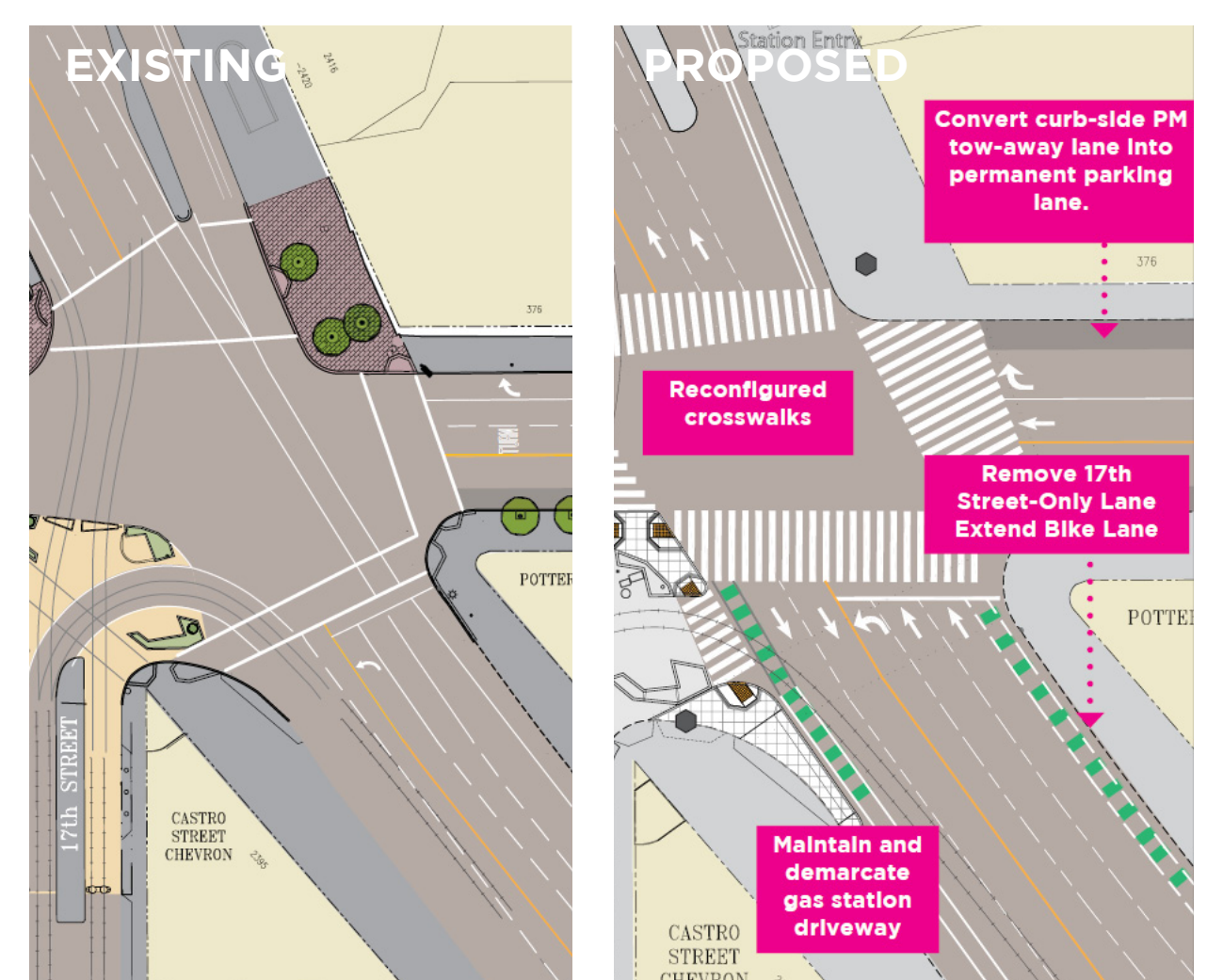
## CYCLISTS



### 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.

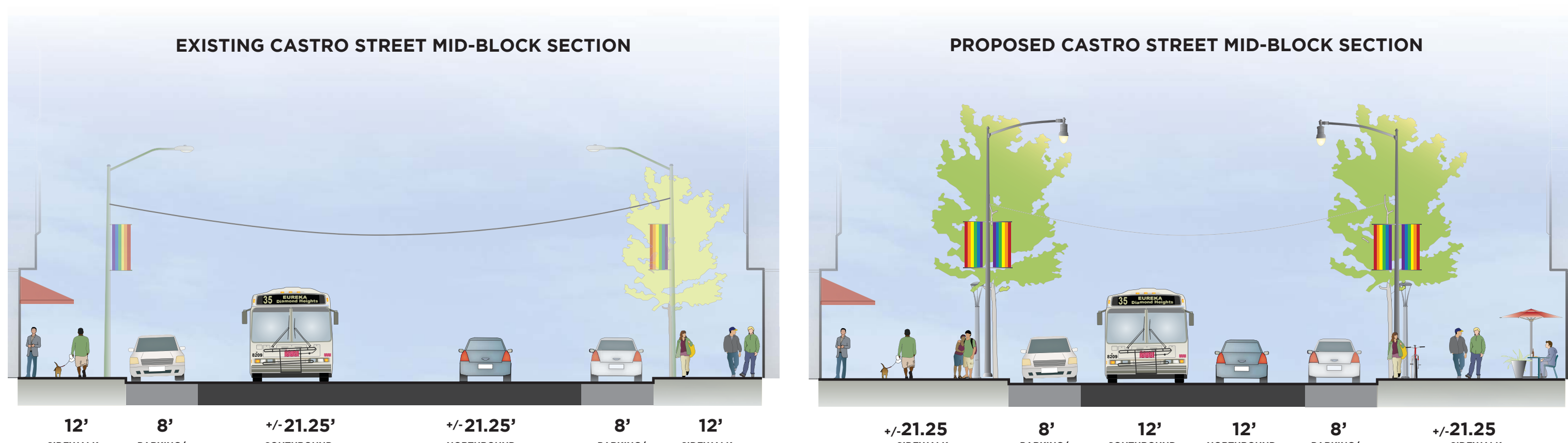
### MARKET STREET BIKE LANE IMPROVEMENTS



## TRAFFIC ANALYSIS

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



### PEDESTRIAN SCRAMBLE AT 18TH & CASTRO

The project team closely reviewed the viability of adding pedestrian 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.

### 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 north-bound left turns were prohibited, the north-bound left turn pocket could be eliminated, pedestrian conflicts would be reduced, and additional sidewalk widening could occur.

