

**DATE:** June 25, 2025

**TO:** Bicycle/Pedestrian Advisory Committee

**FROM:** Joseph Cervantes, Senior Civil Engineer  
Robert Gonzales, Principal Civil Engineer  
Edward Arango, Assistant Public Works Director/City Engineer

**VIA:** Jennifer Ng, Public Works Director

**SUBJECT:** Interim Pedestrian Mall Improvements (Castro Street Intersection Improvements), Project 23-49

---

**RECOMMENDATION**

Recommend that the Council Transportation Committee approve the concept intersection layouts for Interim Pedestrian Mall Improvements (Castro Street Intersection Improvements), Project 23-49.

**BACKGROUND**

Castro Street, between West Evelyn Avenue and California Street, was temporarily closed to vehicular traffic in June 2020 in response to the COVID-19 pandemic. The closure supported local businesses by facilitating outdoor dining, and it was met with tremendous support from businesses and the community.

On [October 11, 2022](#), the City Council adopted resolutions adopting a Negative Declaration in accordance with the California Environmental Quality Act (CEQA) for the pedestrian mall and establishing a pedestrian mall pursuant to the California Streets and Highways Code, introduced an ordinance for establishing a pedestrian mall on Castro Street (adopted on [October 25, 2022](#)), and approved a midyear Capital Improvement Program project, Interim Pedestrian Mall Improvements. The establishment of the Castro Street Pedestrian Mall required the traffic control operations at three cross-street intersections to be modified due to elimination of vehicle access on Castro Street. The intersections include California Street, Dana Street, and Villa Street (see Figure 1).



Figure 1: Castro Street Intersections

The Council Ad Hoc Subcommittee and City Council have taken several additional actions as shown in Table 1.

Table 1: Council Actions

Date	Action/Milestone
<a href="#">March 20, 2023</a>	The Council Ad Hoc Subcommittee for the Interim Castro Street Pedestrian Mall considered several mall items, including intersection operations at Dana Street and Villa Street. The Ad Hoc Subcommittee recommended that Council approve a modified signal control at the Dana Street and Villa Street intersections for permanent ongoing operations of these intersections.
<a href="#">May 9, 2023</a>	<p>Council took several actions related to the Downtown Outdoor Patio and Sidewalk Café Program and approved the Ad Hoc Committee’s recommendation for a modified signal control at the Dana Street and Villa Street Intersections, converting the intersections to a single central pedestrian crossing.</p> <p>The improvements at the Dana Street and Villa Street intersections included (see Figure 2):</p> <ul style="list-style-type: none"><li>• Removal of the two pedestrian crossings and conversion into single centralized crossings;</li></ul>

	<ul style="list-style-type: none"><li>• Installation of new vehicle and pedestrian signals, vehicle detection, traffic signal poles with mast arms, and other necessary traffic signal upgrades;</li><li>• Modification of street curbs; and</li><li>• Installation of a combination of bollards and fencing to funnel pedestrians to new center street crossings.</li></ul>
<a href="#">October 22, 2024</a>	Council authorized the City Manager or designee to execute a professional services agreement with Kimley-Horn and Associates, Inc., to provide professional design and construction support services in a not-to-exceed amount of \$870,000 and directed staff to redesign the concept layout for the Villa Street and Dana Street intersections and referred the concepts to the Bicycle/Pedestrian Advisory Committee and the Council Transportation Committee.

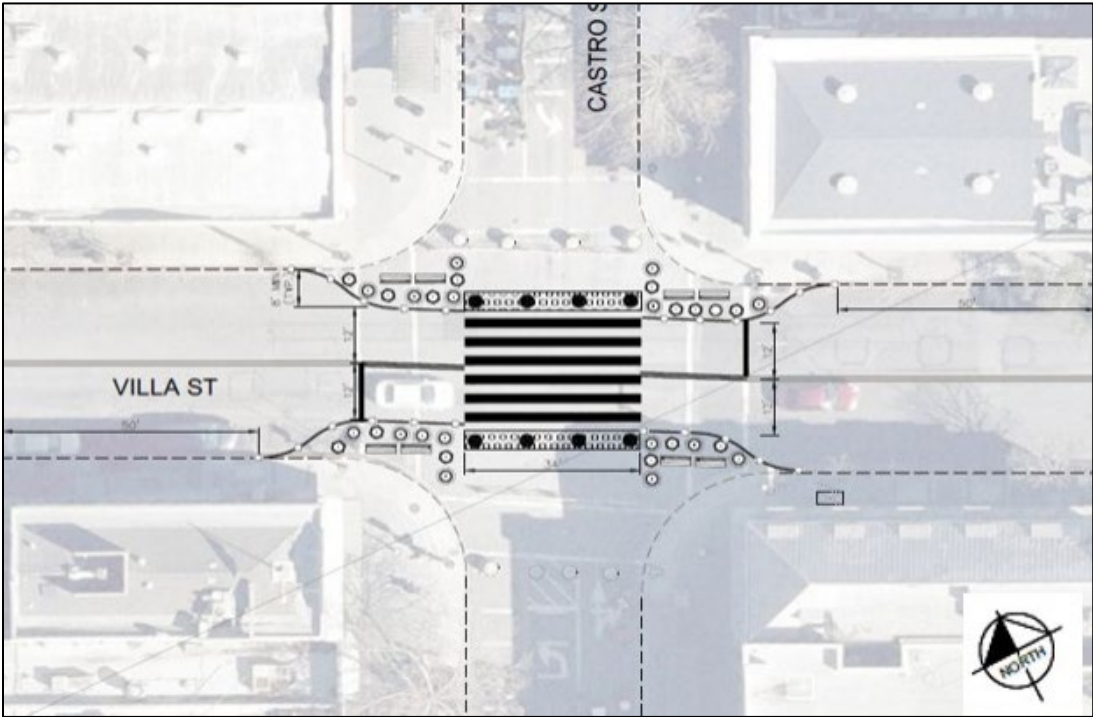


Figure 2: Past Concept Layout

As part of the October 22, 2024 Council meeting, feedback was provided to develop new concept layouts for the Villa Street and Dana Street intersections to allow pedestrians using Castro Street sidewalks to cross these streets at both the existing sidewalk crossing locations and at the center of the intersection. The past concept identified a pedestrian crossing only at the center of the intersection. No previous concepts layouts had been developed for the California Street intersection.

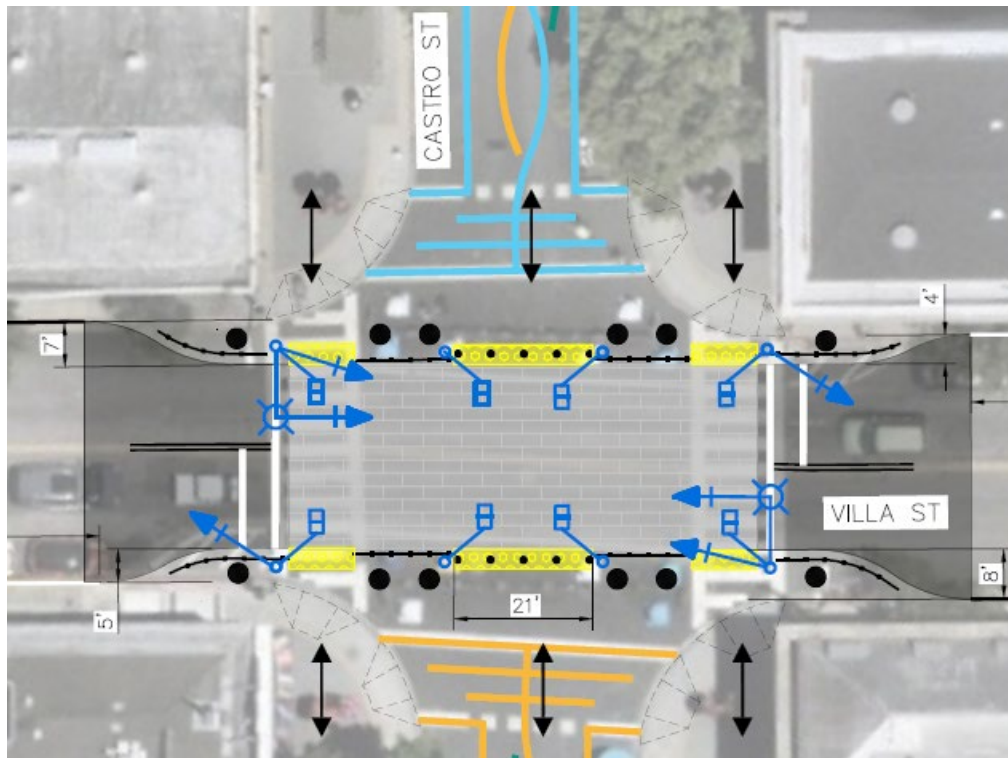
## **DISCUSSION**

The consultant and staff have reviewed feedback received from the October 22, 2024 Council meeting and developed concept layouts for the Villa Street and Dana Street intersections. Due to the limitations in available funding and costs associated with all three intersections, the project will be performed in two phases, with design being fully funded for Phase 1. Phase 1 will include the design and bid package of the Villa Street and Dana Street intersections, and Phase 2, which will follow Phase 1 and include the design and bid package of the California Street intersection. As a result, only the Phase 1 concept is being developed at this time.

The Villa Street and Dana Street intersection configurations are very similar and include the following elements (see Figures 3 and 4, and Attachment 1):

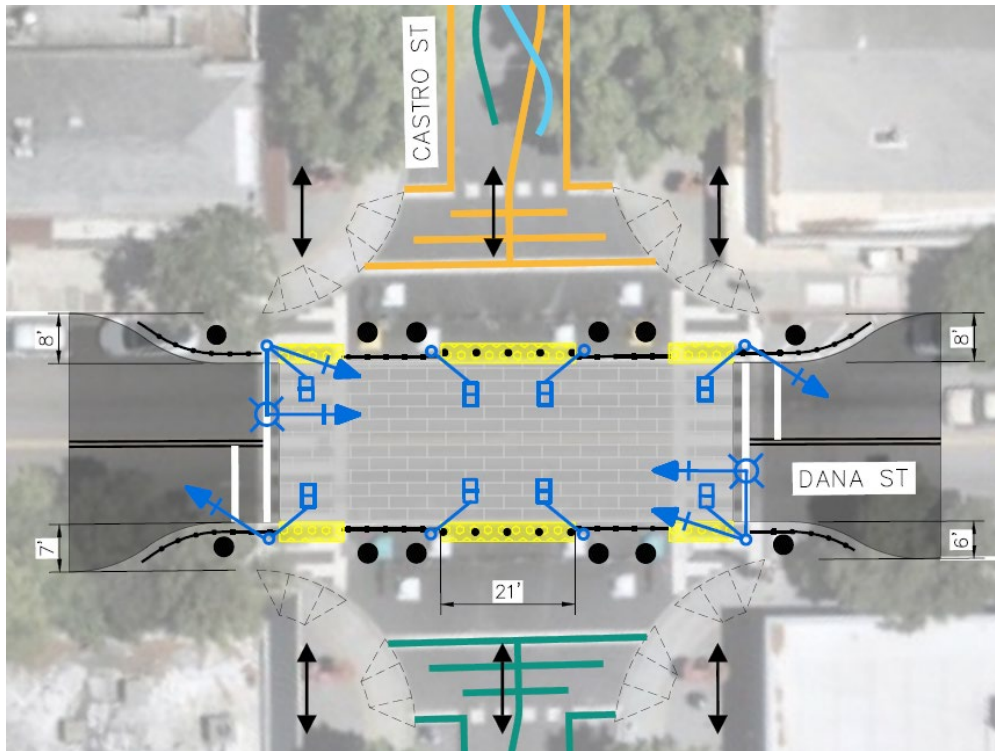
- Pedestrian crossings aligned with the existing sidewalks along Castro Street, consistent with the existing access configuration;
- A central street crossing that includes 21' wide opening (providing access to emergency vehicles) aligned with the painted pedestrian mall central walkway;
- Removable standard bollards at key locations;
- Reusing the existing round bollards;
- Bulb-outs to shorten pedestrian crossing distances;
- Directional curb ramps at each existing street corner to accommodate multiple pedestrian movements;
- Reusing the same existing decorative fencing to provide a consistent pedestrian mall treatment;
- New traffic signals and pedestrian push buttons;

- New uniform thermoplastic crosswalk treatment that extends the entire width of the street; and
- Refreshed striping.



**Figure 3: Villa Street/Castro Street Concept Layout**





**Figure 4: Dana Street/Castro Street Intersection Concept Layout**

The concept layouts for the two intersections provide for pedestrians using the Castro Street sidewalk to continue walking along the same alignment on Castro Street to cross either Villa Street or Dana Street without the need to use the central crossing. The central crossing accommodates pedestrians using the mall's central walkway. All pedestrian crossing locations will include pedestrian signals and push buttons. In the east-west direction, pavement markings with limit lines set back from the intersection identify where vehicles stop to wait for a green signal.

Attachment 1 includes details to the various intersection elements shown in Figures 3 and 4 above.

### **NEXT STEPS**

Staff will be bringing the concept layouts to the Council Transportation Commission (CTC) later this year and will be sharing BPAC's recommendation. Design for Phase 1 of the project is fully funded. Final design of Phase 1 (Villa Street and Dana Street) of the project is expected to be completed by summer 2026. Construction funding for Phase 1 has not yet been identified, but staff expects construction funding to be available by design completion. Phase 2 (California

Street) is expected to begin design in 2026, after construction funding for Phase 1 is secured, and will be presented to the BPAC at that time.

**PUBLIC NOTICING**

In addition to the standard agenda posting, notices were mailed to property owners and residents within 750' of the project area.

JC-RG-EA/4/PWK  
996-06-25-25M

Attachment: 1. Detailed Concept Layouts

cc: PWD, APWD—Arango, PCE—Gonzales, CTE—Lopez, SCE—Cervantes