



Callander Associates
Landscape Architecture, Inc.



Via email only

August 20, 2008

Workshop Summary
23rd Streetscape Improvement Project

RE: Community Workshop #3

August 14, 2008, 6:00p.m.-8:00p.m.

(6 pages)

Attendees: See sign-in sheets

City:

Michael Williams, Richmond Community and Redevelopment Agency

Alan Wolken, Richmond Community and Redevelopment Agency

Daniel Ponce, Richmond Community and Redevelopment Agency

Kieron Slaughter, Richmond Planning Department

Consultants:

Peter Callander, Callander Associates, (650)375-1313, pcallander@callanderassociates.com

Tracey Adams, Callander Associates, (650)375-1313, tadams@callanderassociates.com

Mary Stewart, Callander Associates, (650)375-1313, mstewart@callanderassociates.com

Marsha Pendergrass, Pendergrass Smith Consulting, (415)468-9168, marsha@pendergrasssmith.com

Manti Henriquez, Pendergrass Smith Consulting

The following information was discussed and/or decided upon in our meeting.

Item

1. Welcome and project background

- Update on current standing of project – process, outreach, design efforts
- The process is intended to be taken from planning through to construction

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Landscape Architecture
Urban Design
Land Planning
Park and Recreation Planning
Environmental Planning

Peter E. Callander, ASLA, Principal
A. Mark Slichter, ASLA, Principal
Brian G. Fletcher, ASLA, Principal
Erik Smith, ASLA, Principal
Benjamin W. Woodside, ASLA, Principal

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2. Introductions and Roles

- City staff introduction – key staff Alan, Michael, Daniel
- Callander team introduction – project team Peter, Tracey, Mary, Marsha, Manti

3. Project overview

What is the project?

- Continuation of previous planning efforts
- Opportunity to focus attention on 23rd Street
- Working with community to develop a plan for street improvements
- Intended to go as quickly as possible from plan to construction of improvements

What is the goal?

- Make 23rd Street a vibrant shopping district
- Improve pedestrian and bicycle safety
- Calm traffic
- Celebrate community character

4. Community Outreach process overview

Community Workshops

Workshop 1 (May 8, 2008) Completed

Workshop 2 (May 10, 2008) Completed

- Feedback summary
- Survey Results

Workshop 3 (August 14, 2008) Completed

Workshop 4 (September 25, 2008)

Workshop 5 (December 11, 2008)

Planning Commission Review

Redevelopment Agency/City Council Review

Outreach Meetings (Summaries)

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Technical Advisory Committee, Steering Committee, Merchants Association, BPAC

Website

my23rdStreet.com

5. Description of Alternatives 1-6

#1 Reverse Angled with Two Lanes

PROS

- Reverse angle could allow for bike lanes
- Allows for wider sidewalks

CONS

- Reverse angle could be confusing to motorists
- Lack of center lane limits circulation and could create back-ups

#2 Reverse Angled with Median

PROS

- Reverse Angle could allow for bike lanes
- Median would limit some confusion over reverse angle

CONS

- Reverse angle could be confusing to motorists
- Heavy use of median would limit emergency vehicle access and delivery options

#3 Angled with Median

PROS

- Angled parking easier for cars to navigate

CONS

- No bicycle circulation improvements

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- Angled parking would slightly reduce the number of existing parking stalls

#4 Parallel

PROS

- Limited use of medians to control traffic movements and improve pedestrian safety
- Use of free left turn lanes for traffic circulation and delivery
- Allow for bike lanes in both directions
- Wider sidewalks
- Retains maximum number of parking stalls

CONS

- Parallel parking is not as easily navigated as angled parking

#5 Angled with Bike Access

PROS

- Limited use of medians to control traffic movements and improve pedestrian safety
- Use of free left turn lanes for traffic circulation and delivery
- Allows for bicycle circulation improvements (bike lane and sharrow)
- Angled parking easier for cars to navigate

CONS

- Angled parking would slightly reduce the number of existing parking stalls

#6 Aesthetic Only

PROS

Would provide aesthetic enhancements to street

- **CONS**
- Would not provide traffic calming measures

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- Would not allow for wider sidewalks
- Would not allow for bicycle circulation improvements
- Would limit the opportunity to create a vibrant pedestrian oriented business district

6. General Discussion (Comments and Concerns)

- Where will delivery trucks stop? Need to evaluate locations for loading zones
- Need to provide aids to visually impaired for crossing intersections, clear curb cues for street crossings and sidewalks with straight paths clear of street furniture
- The project limits stop at Costa Avenue because it is the northern border of the City.
- Pedestrian crossing times at intersections need to be increased
- There is not enough traffic enforcement on 23rd Street
- Evaluate how medians will be maintained
- Investigate European model of bulbouts or pedestrian islands that bikes can cross to provide a bike lane adjacent to the sidewalk
- Provide a north arrow on all maps including powerpoint presentation
- North on drawings or in the powerpoint presentation should be facing actual north when placed on walls during the community workshop
- Turn lanes may help alleviate traffic more than providing two lanes in each direction
- Angled parking makes it harder to see bicycles when reversing out of a parking spot
- Evaluate use of turn lanes for the whole length. No medians.
- Improve crosswalks at Garvin Ave. for children crossing to go to school
- Evaluate the use of bike loops in the pavement for triggering traffic signals
- There are a greater number of people using bicycles due to the increase in gas prices
- There is a need for bicycle education programs
- Need more pedestrian crossings
- 23rd Street has the most pedestrian injuries in Richmond
- Model 23rd Street similar to Solano Avenue and provide bicycle access on other roads
- Bicyclist need safe access to businesses on 23rd Street
- Bicyclists are involved in 5% of collisions and 20% of fatalities
- Consider the use of sharrow with parallel parking areas as well as angled parking areas

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- Provide very limited use of medians

7. Preference Board –

Prioritization exercise where each attendee chooses preferred Alternative to explore further

Results in order of Preference

1. Parallel
2. Angled with Median
3. Aesthetic Only
4. Angled with Bike Access
5. Reverse Angled with Median
6. Reverse Angled with Two Lanes

7. Wrap up

- Future Community Workshops will be held
 - Workshop 4 (September 25, 2008)
 - Workshop 5 (December 11, 2008)
 - Veteran's Hall, 968 23rd Street, 6:00p.m. - 8:00p.m.

Please contact Tracey Adams (650)375-1313 tadams@callanderassociates.com with any additional information that you feel is missing from this discussion or any additional comments and concerns you would like to contribute.

-END-

The information above is Callander Associates' understanding of items discussed and decisions reached at the meeting. Callander Associates is proceeding with the project based on this understanding. If you have any questions, additions, or corrections to this memo, please contact this office in writing within three days.

Submitted by:



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Tracey Adams

Callander Associates

cc: All attendees