



VISION:

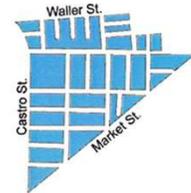
SLOW TRIANGLE

Thank You!



**San Francisco  
County Transportation  
Authority**

**DTNA**  
Members  
& Local Residents



Office of  
Supervisor  
Mandelman,  
District 8



This report was support for the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax funds.



**San Francisco  
County Transportation  
Authority**

# Recap Meetings

## Slow Triangle Summer Workshop Series Flow



### Workshop #1 - 06.23.22

Gathered thoughts on Design Values

### Workshop #2 - 07.07.22

Shared collaborative brainstorming

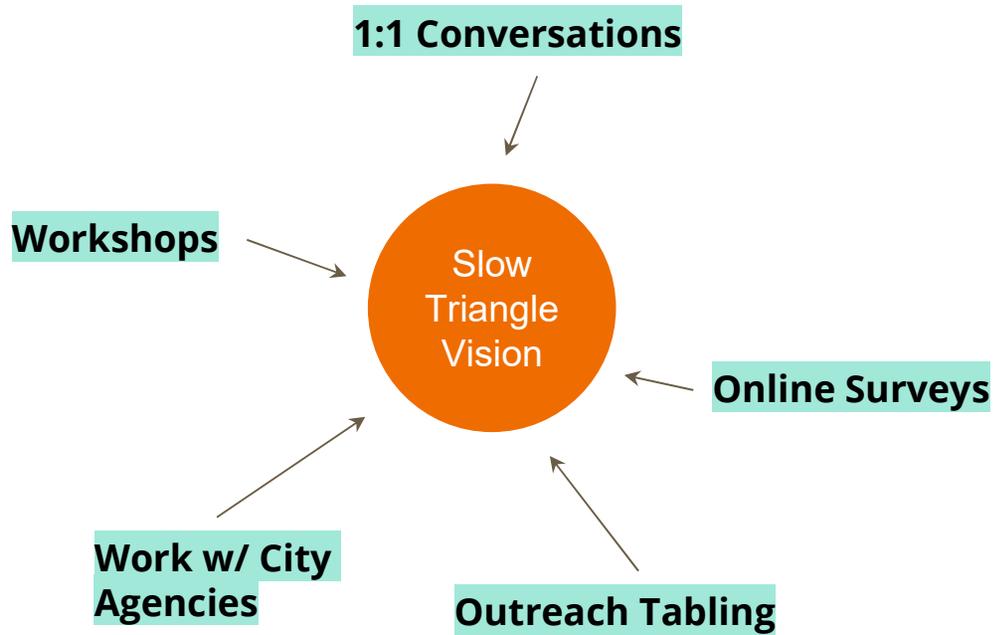
### Workshop #3 - 07.28.22

Draft Presentation + Feedback

### Workshop #4 - 08.09.22

Final Presentation + Feedback

# Methodology



# Limitations

## Data Gathering - Combination of 3 Projects/Studies

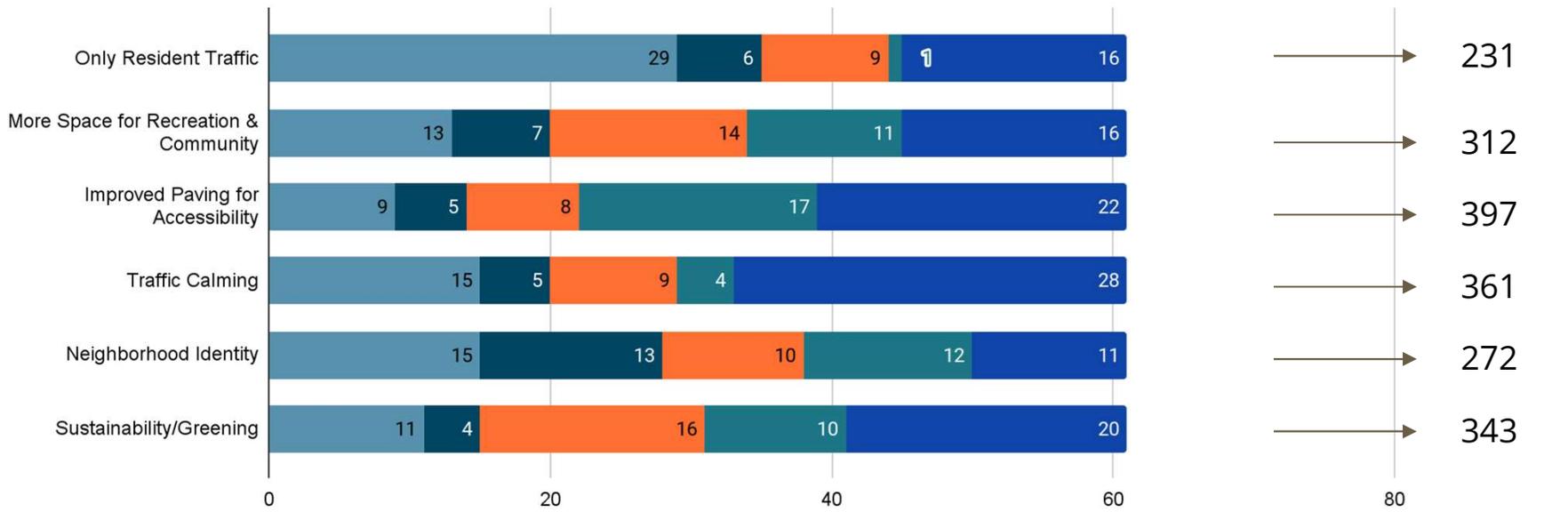
Data is not perfect - Qualitative or Quantitative

- Data Collection Sample Size → Margin of Error
- Biases affect data gathering and analysis and presentation
- Limited time and resources - not feasible to poll and interview every resident and visitor

**That's why we rely on your perspectives and voice throughout the process and why this is an ongoing developing vision.**

# Initial Findings & Survey Data

Rank these strategies:

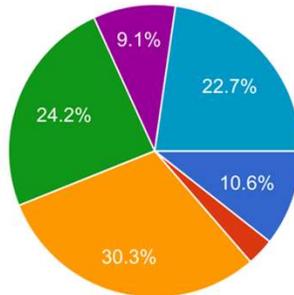


Survey results as of 08.09.22 - 62 Respondents

# Initial Findings & Survey Data

Which one above design consideration would you prioritize in the next 5 years?

66 responses



- Only resident through traffic within the neighborhood boundaries
- Increased spaces (ex. bulbouts) for community and leisure activities
- Improved paving & raised crossings (ex. crosswalks, curbcuts) to ease mobility...
- Traffic Calming Measures such as Improved Bike Infrastructure
- Installation of Neighborhood Identity S...
- Adding Sustainability Measures includ...

62 Respondents said that our vision should prioritize (in order)

- Improved Paving for Accessibility
- Traffic Calming
- Sustainability & Greening
- Neighborhood Identity

Survey results as of 08.09.22 - 62 Respondents

# Initial Findings & Survey Data

## Traffic Calming

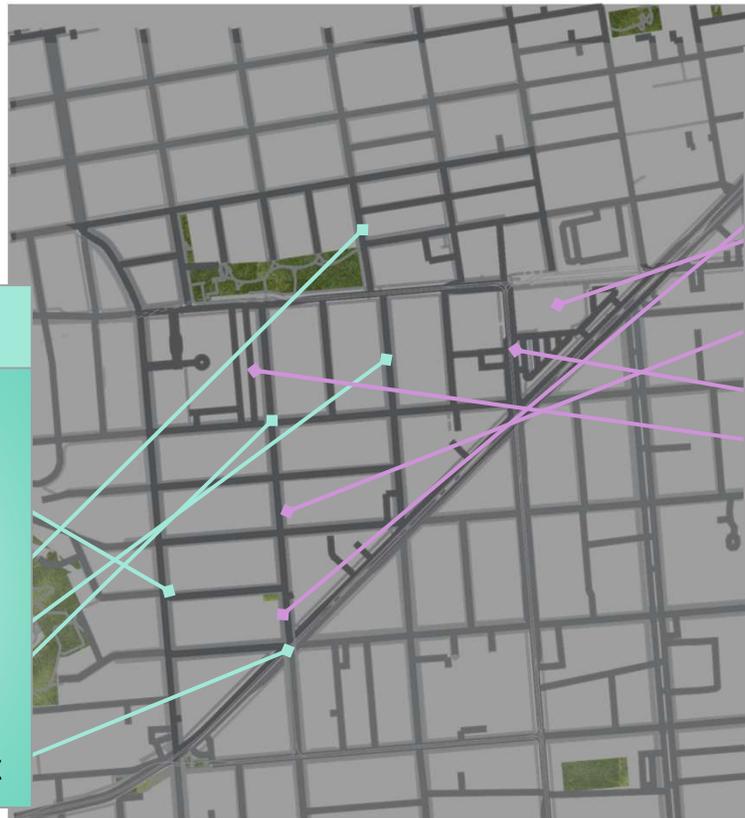
- Mid-block crossing
- Raised crossings
- Protected Bike Lane
- Slower Speed Limit
- 45 and 90 Degree Parking & Stall Lines
- More Street Lights
- Flashing Ped Lights



## Greening

- Increase street trees
- Rewards for Guerilla Gardening
- Learning & Pollinator Gardens
- Balance between Lightning & Canopy
- Community Care

# Initial Findings & Survey Data



## Accessibility

- Safer crossings - signal, lighting, curb cuts, blind
- Bulk trash collection clear sidewalks
- Raised Crossings
- Seating at Bulbouts
- Narrow sidewalk
- Restore Left on Market

## Neighborhood Identity

- Noe Commons
- Low Income Housing @ Safeway Site
- Memorialize Telephone Poles
- Renovate Church St
- Activate Noe between Duboce & 14th

# TransBASE Dashboard - Reported Collisions

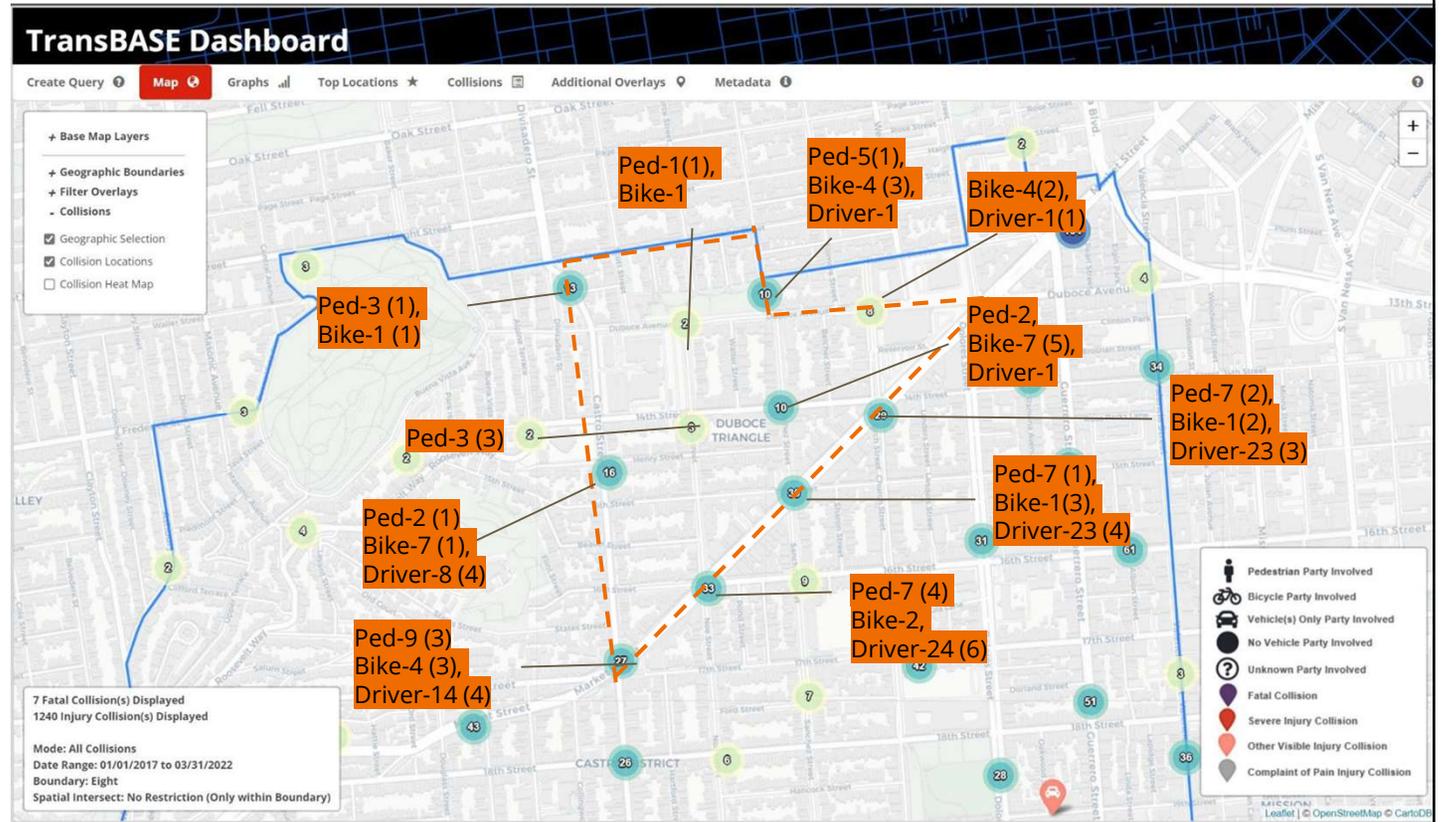
## Totals (Since 01.01.17 - 03.31.22)

Pedestrian - 44 (21 - Other Visible Injury or more severe)

Bike - 32 (20 - Other Visible Injury or more severe)

Driver-95 (24 - Other Visible Injury or more severe)

Other Visible Injury or more severe indicates at least a cut/bruising caused by collision.



# SFMTA Slow Street Evaluation Report 2021

## NOE STREET

between 17th and 18th streets  
Duboce Avenue and Beaver Street

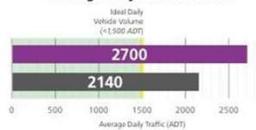
### Quick Facts

District(s): 8  
Length (mi): 0.8  
Implemented: September 2020  
Status: Active

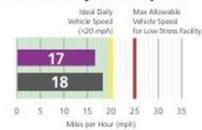
For all graphs below: **Weekday** **Weekend**

### Traffic Safety and Mobility

#### Average Daily Vehicle Volume



#### Median Daily Vehicle Speed



#### Average Collisions per month

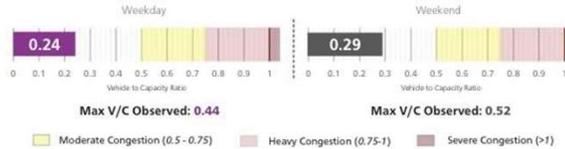
**0.19 / 0.10**  
Before After

#### Avg. Bike and Pedestrian Volume



### Traffic Operation Impacts

#### Hourly Avg. Vehicle to Capacity (V/C) Ratio on Adjacent Streets



### Maintenance

**15** TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

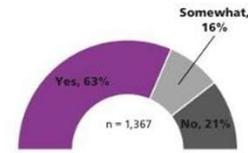
**1.5** JOB(S) PER MONTH is the average maintenance required on this Slow Street

### Perception Survey Findings

Noe Street cont.

Number of Responses: 1,588

% Respondents Living in Neighborhood: 75%

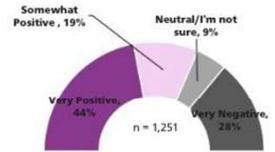


Overall, are you in support of the Slow Streets Program?

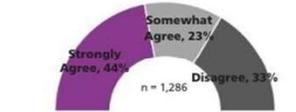


How often do you typically use the Slow Street for the following: essential travel by walk/bike, exercise, or recreation

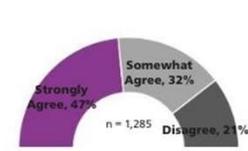
Most used activity: Essential Travel



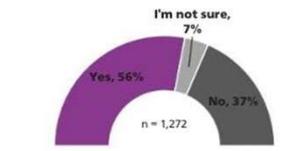
How would you rate your experience using the Slow Street?



"In terms of street traffic, the Slow Street is currently safer than before it became a Slow Street."



"I've noticed less traffic and fewer speeding cars since the street was designated as a Slow Street."



Would you be interested in the Slow Street becoming permanent?



# Example Existing Projects & Current Status of Slow Sts

## Better Market St.



## Page St



## Slow Street Vote 9/20

“In September, the board of the San Francisco Municipal Transportation Agency will vote on a permanent program that includes these streets, and could add or remove others.”

- “S.F.’s Slow Streets face crucial vote about their future. Does Mayor London Breed support them?”  
by Mallory Moench, SF Chronicle - 8/7/22

# Fiscal Considerations

## SF Park Alliance Funding



**Place Your Order**

total amount paid (pts) \_\_\_\_\_ pts  
 remaining points (pts) \_\_\_\_\_ pts  
 how many \_\_\_\_\_ pts

**Art and Decorative Crosswalks**

total sqft x 2pts = \_\_\_\_\_ pts  
 Location \_\_\_\_\_

**Signage**

Level 1

100 sqft x 1pt = \_\_\_\_\_ pts  
 100 sqft x 1pt = \_\_\_\_\_ pts  
 100 sqft x 1pt = \_\_\_\_\_ pts  
 100 sqft x 1pt = \_\_\_\_\_ pts

TOTAL: \_\_\_\_\_ pts

**Level 2**

total sqft x 4pts = \_\_\_\_\_ pts  
 Location \_\_\_\_\_

count x 300pts ea = \_\_\_\_\_ pts

## 2023/2024 Budget Cycle

### How it works



## Budget Addback Process

“Every year, after the mayor submits a budget proposal, the Board of Supervisors’ budget committee makes cuts to the mayor’s proposal and gathers community input to add or restore programs seen as important.”

- How the Sausage Gets Made in SF’s Budget: Nonprofits Jockey for ‘Add-Backs’ by Mike Ege, San Francisco Standard

Addbacks to SF’s 2022-23 and 2023-24 Budget (General Fund Only)

	FY23 Number	FY23 Spending	FY24 Number	FY24 Spending	Total Number	Total Spending
Arts & Culture	6	\$725K	4	\$875K	10	\$2M
Basic Operations	1	\$400K	1	\$400K	2	\$800K
Climate Protection	1	\$3M	0	\$0	1	\$3M
Holistic Health & Wellness	9	\$2M	3	\$725K	12	\$2M
Homelessness	5	\$2M	5	\$2M	10	\$3M
Housing	2	\$2M	1	\$300K	3	\$2M
Immigrants	4	\$1M	4	\$1M	8	\$2M
LGBTQA+	7	\$1M	4	\$300K	11	\$1M
Neighborhood, Small Business & Streets	27	\$9M	16	\$7M	43	\$15M
Seniors and People w/Disabilities	12	\$2M	7	\$1M	19	\$3M
Women	6	\$4M	3	\$2M	9	\$6M
Workforce Support	7	\$1M	6	\$875K	13	\$2M
Youth and Education	9	\$4M	5	\$610K	14	\$4M
Subtotal	94	\$31M	59	\$18M	155	\$47M
District Addbacks	132	\$9M	38	\$2M	264	\$11M
<b>Total</b>	<b>226</b>	<b>\$40M</b>	<b>97</b>	<b>\$18M</b>	<b>419</b>	<b>\$58M</b>

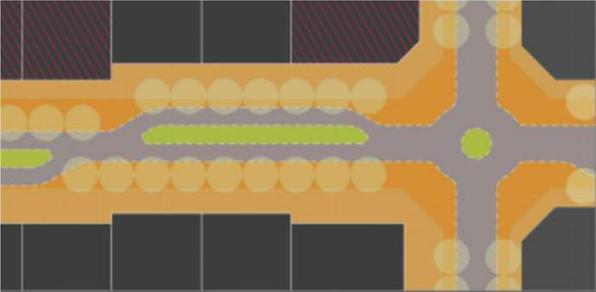
# COMMUNITY DESIGN VALUES

# TRAFFIC CALMING

## Rumbles, Speed Tables, and Raised Crosswalks



## Medians & Traffic Circles



## Zig Zag striping and Chicanes

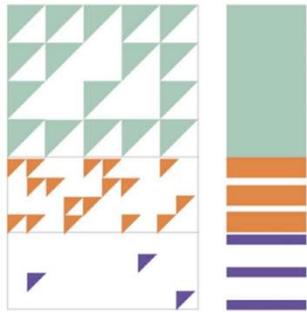


Extended pedestrian realm using street painting / paving & movable furniture

# SUSTAINABILITY/GREENING



# NEIGHBORHOOD IDENTITY



Paving  
Patterns &  
Activated  
Pedestrian  
Realm

LED lighting on  
furniture at bulbouts



Community  
programming &  
Wayfinding



AFTER



# ACCESSIBILITY



Improved Signage for Slow Streets - resilient + clarified access that doesn't limit visibility or delivery truck access



Convenient Handicap Parking for seniors/ residents with limited mobility



Follow Universal Design principles including wide unobstructed sidewalks, curb ramps, accessible & pedestrian signals.

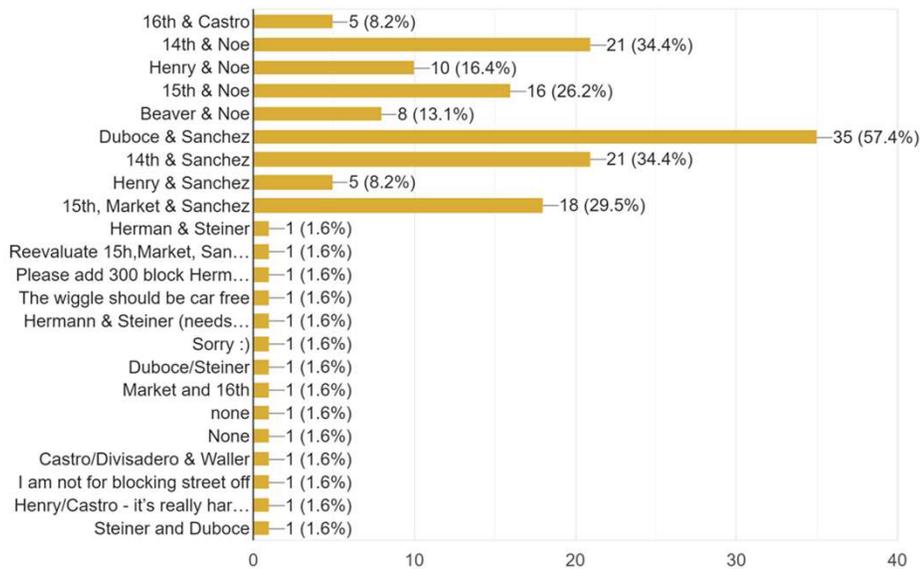
# COMMUNITY RESOURCE MAP



# SURVEY RESULTS

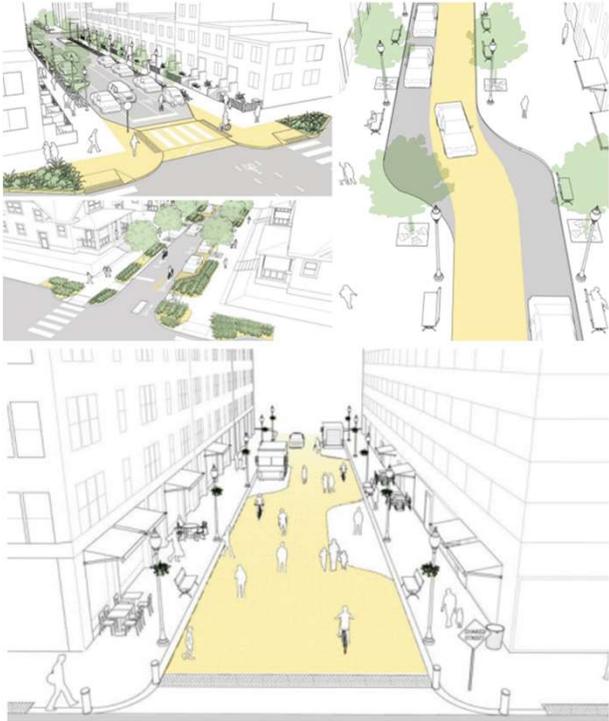
Which of the following intersections should Slow Triangle prioritize?

61 responses



1. Duboce & Sanchez
2. 14th & Noe, 14th & Sanchez
3. 15th, Market & Sanchez
4. 15th & Noe

# TOOLKITS - NACTO & BETTER STREETS SF



Case by Case Additions

- 01 Mid-block crossing (5.1)
- 02 High visibility crosswalks (5.1)
- 03 Special crossing treatments (warning signs, beacons, etc.) (5.1)
- 04 Raised crossing (5.1)
- 05 Extended bulb-out (5.2)
- 06 Mid-block bulb-out (5.2)
- 07 Pedestrian refuge island (5.4)
- 08 Transit bulb-out or boarding island (5.5)
- 09 Perpendicular or angle parking (5.6)
- 10 Flexible use of parking lane (5.6)
- 11 Parking lane planters (5.6)
- 12 Sidewalk pocket park (5.8)
- 13 Shared public way (5.8)



\*\* Site plans in this chapter are for representational purposes only, individual elements may not be appropriate as shown. For specific guidelines, see Chapters 5 and 6.



# Duboce & Sanchez

## Sanchez Bikeway

Design for slow speeds and increase safety for all users



**Phase 1** - Add street painting on Sanchez & Steiner and paint path across intersection. Improve visibility of stop sign on Steiner.



**Phase 2** - Add raised crosswalk or speed table on Steiner. Switch to parallel parking to accommodate a bike median along Sanchez.



# DUBOCE & SANCHEZ - Trade Offs

## Positives

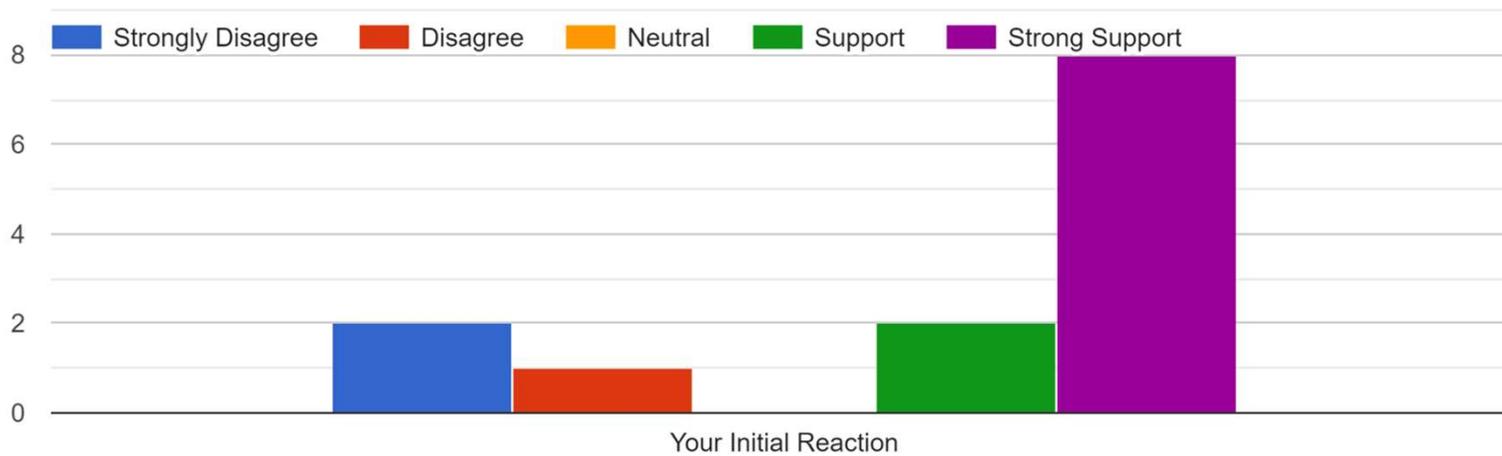
- Anticipated safety improvements for all users from Increased signage visibility
- Midblock crosswalks reduce pressure at intersection
- Design for 15 mph speed to increase safety
- Community & Identity building
- Proposed Bike Street would limit traffic on Sanchez

## Negatives

- Mid-block crosswalks may cause conflict with MUNI and require cars to stop more often
- Phase 2 bike median would reduce parking on Sanchez
- Slower vehicle speeds may increase commute time and impact traffic flow
- Higher maintenance costs

# DUBOCE & SANCHEZ - Survey

Duboce & Sanchez



Survey results as of 08.09.22 - 13 Respondents

# MARKET, 16th & NOE

**Commercial Corridor**  
using lighting, paving,  
signage, and greening



Increasing pedestrian/ non-vehicular traffic,  
while still allowing local vehicle and delivery  
truck access



**Phase 1** - Add  
Lighting, planters,  
signage & paint street



**Phase 2** - Repave  
street with brick

# MARKET, 16th & NOE - Trade Offs

## Positives

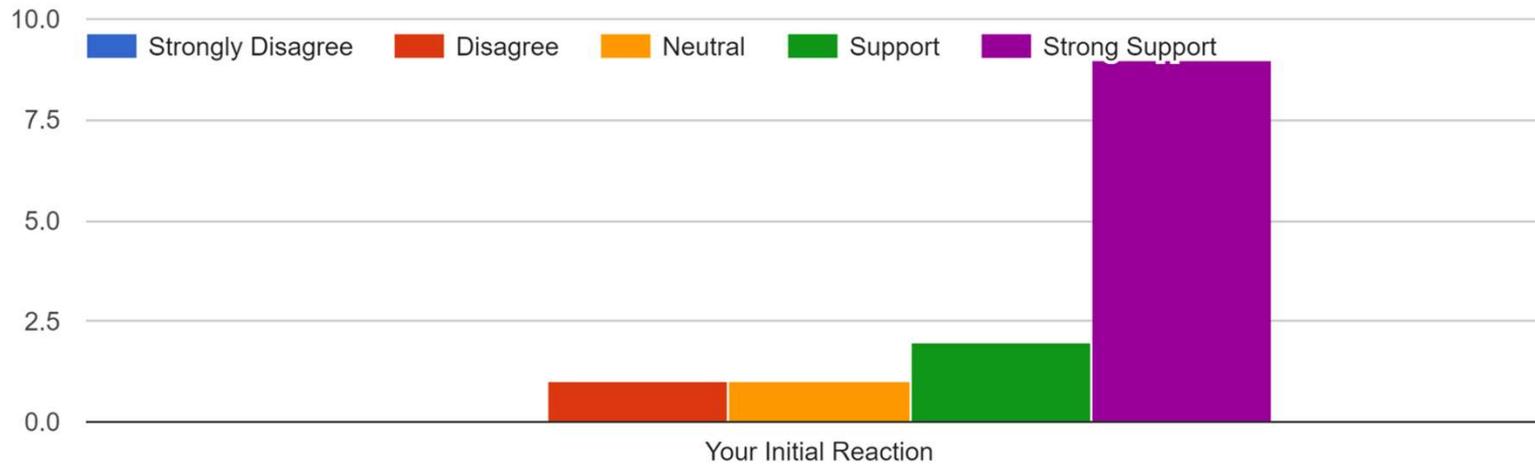
- Increased pedestrian/bike traffic to businesses
- Anticipated safety by reducing vehicular traffic
- Slows speeds
- Builds Community & Neighborhood Identity
- Increased greening and lighting

## Negatives

- Reduced vehicle access may impact traffic elsewhere
- Potentially less vehicular traffic to businesses
- May increase commute time for locals who typically drive down Noe
- Higher maintenance costs

# MARKET, 16th & NOE - Survey

Market, 16th and Noe



Survey results as of 08.09.22 - 13 Respondents

## Market, 15th & Sanchez



Bike painting along 16th continues down to Sanchez & Market Intersection, integrating with expanded bulb-outs currently under construction. Wayfinding supports identity and clarifies access

# Market, 15th & Sanchez - Trade Offs

## Positives

- Anticipated safety improvements for all users from Increased signage visibility
- Design for 15 mph speed to increase safety
- Community & Identity building
- Proposed Bike Street would limit traffic on Sanchez

## Negatives

- Slower vehicle speeds may increase commute time and impact traffic flow
- Higher maintenance costs

## Steiner st



The proposed painted bike street will continue past Sanchez along Steiner until Waller. Stop sign to be added at Herman and Steiner and raised crosswalk to be exaggerated

## Webster & Waller



Bike painting along 16th continues down to Market Intersection, integrating with expanded bulb-outs currently under construction. Wayfinding supports identity.

# Webster & Waller - Trade Offs

## Positives

- Anticipated safety improvements for all users
- Design for 15 mph speed to increase safety
- Community & Identity building
- Proposed Slow Street would limit traffic

## Negatives

- Interventions may reduce parking on
- Slower vehicle speeds may increase commute time and impact traffic flow
- Higher maintenance costs



# Noe between Duboce and 14th

Phase 1 - Sidewalk Activities & Programming & Community Sidewalk Painting

9:55 AM Thu Jul 28  
2-98 Noe St  
Duboce Triangle, San Francisco

Gallery Walk Along Street



Phase 2 - Street Furniture, Ped Lighting, Greening

9:56 AM Thu Jul 28  
2-98 Noe St  
Duboce Triangle, San Francisco

Street Amenities included



# Noe between Duboce and 14th - Trade offs

## Positives

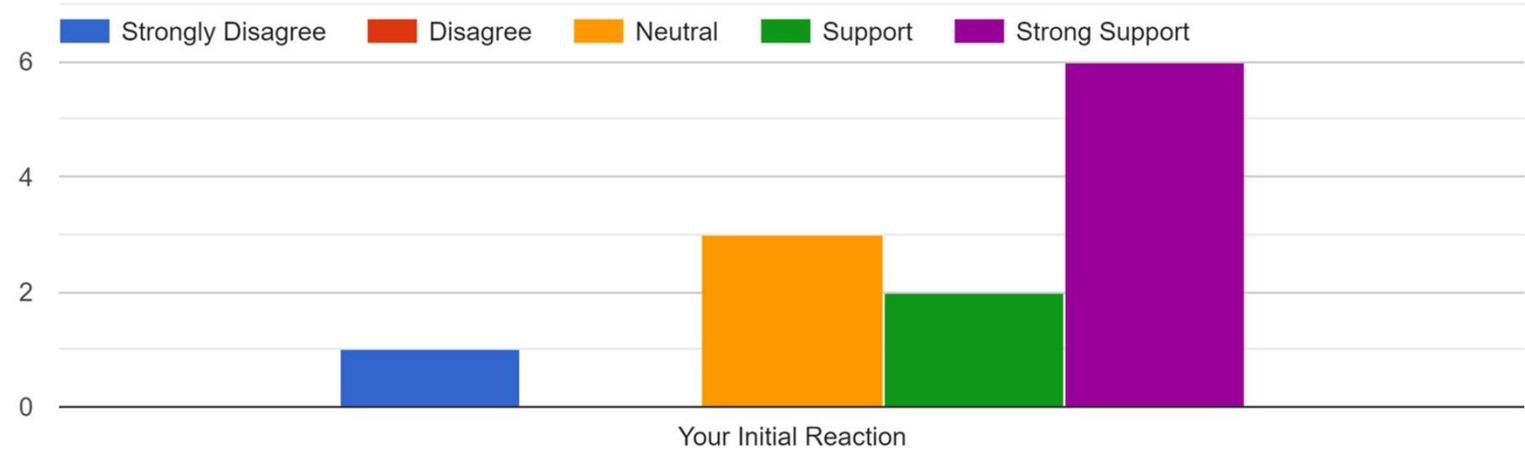
- Opens up previously underutilized space
- Opportunity to partner with hospital for health related programming
- Improves Lighting
- Build social cohesion

## Negatives

- Potential unwanted noise from increased programming on site
- Cost and Maintenance needs to be defined and evaluated

# Noe between Duboce and 14th - Survey

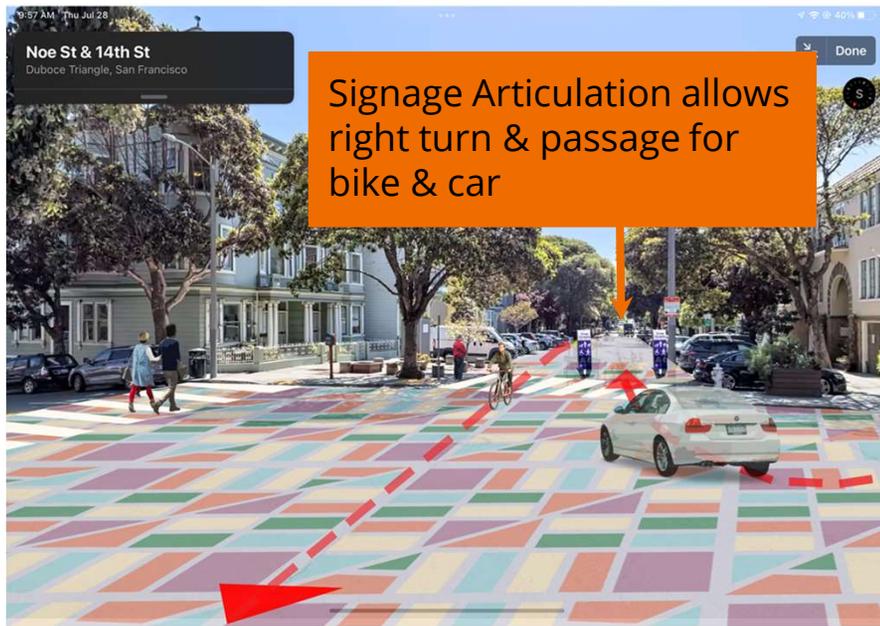
Noe Between Duboce and 14th



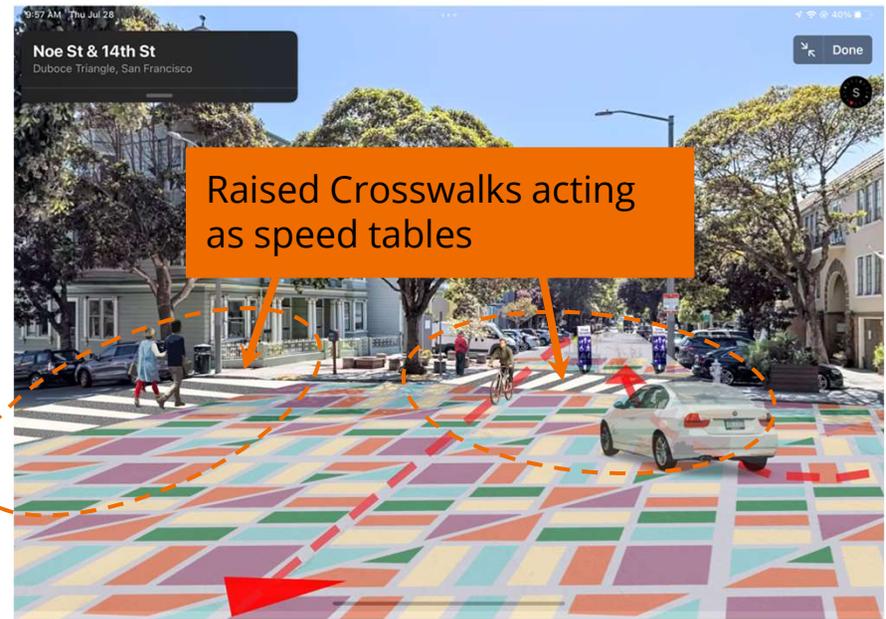
Survey results as of 08.09.22 - 13 Respondents

# 14<sup>th</sup> & NOE (Shown) , 15th & NOE, 14th & SANCHEZ

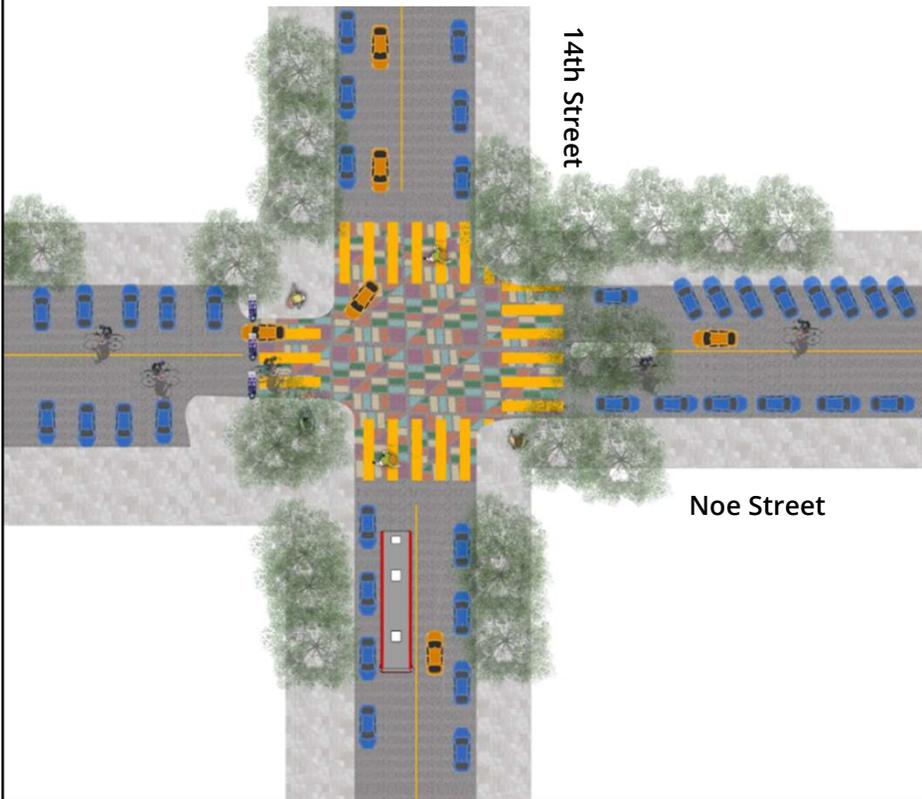
Phase 1 - Update Signage + Painted Intersection  
(Would apply similar treatment to other intersections)



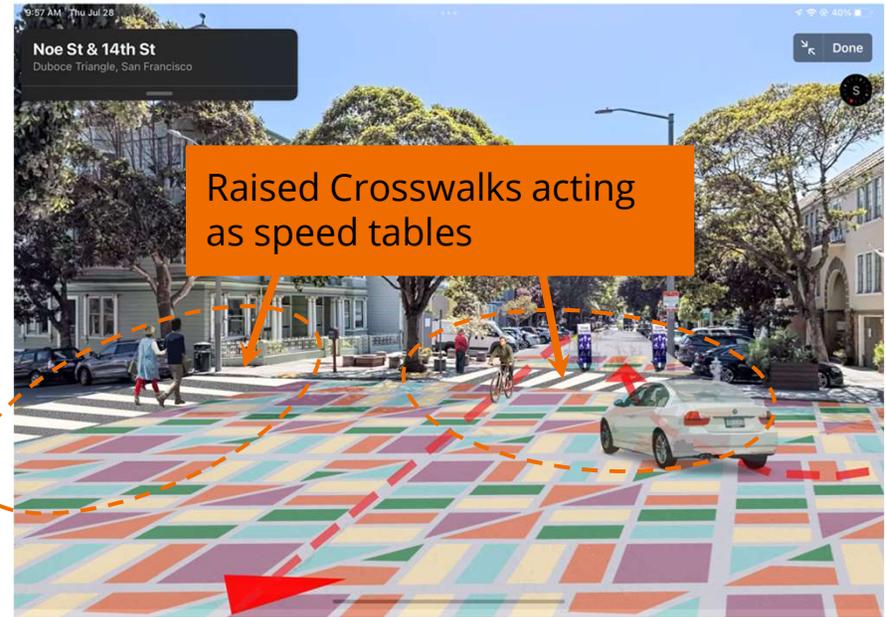
Phase 2 - Raised Intersection & Integrate Bulbouts



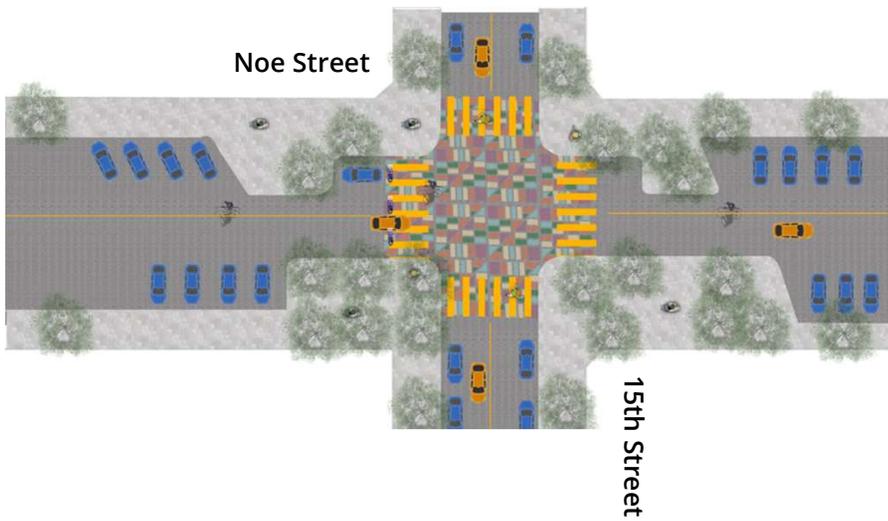
# 14<sup>th</sup> & NOE (Shown) , 15th & NOE, 14th & SANCHEZ



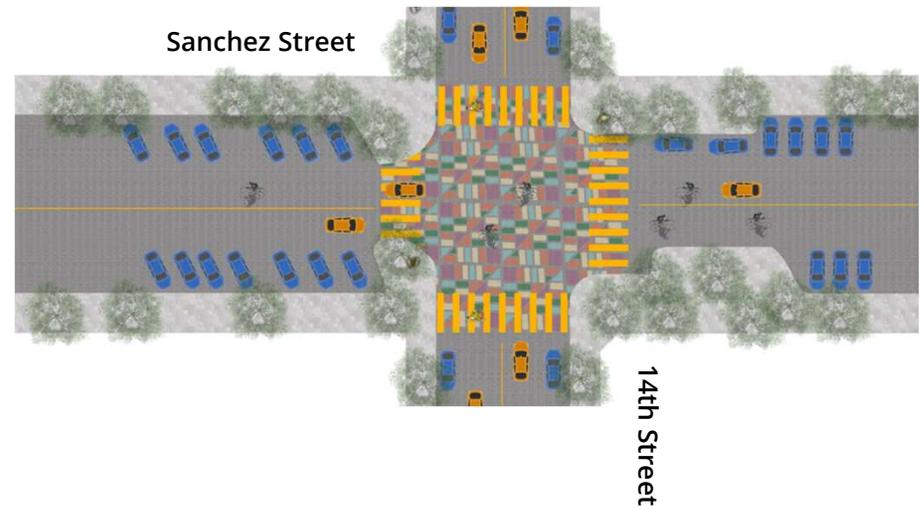
Phase 2 - Raised Intersection & Integrate Bulbouts



# 15th & NOE (Shown) , 14th & SANCHEZ (Shown)



15th and Noe with the same Intervention



14th and Sanchez with the same Intervention

# 14<sup>th</sup> & NOE (Shown) , 15th & NOE, 14th & SANCHEZ - Trade Offs

## Positives

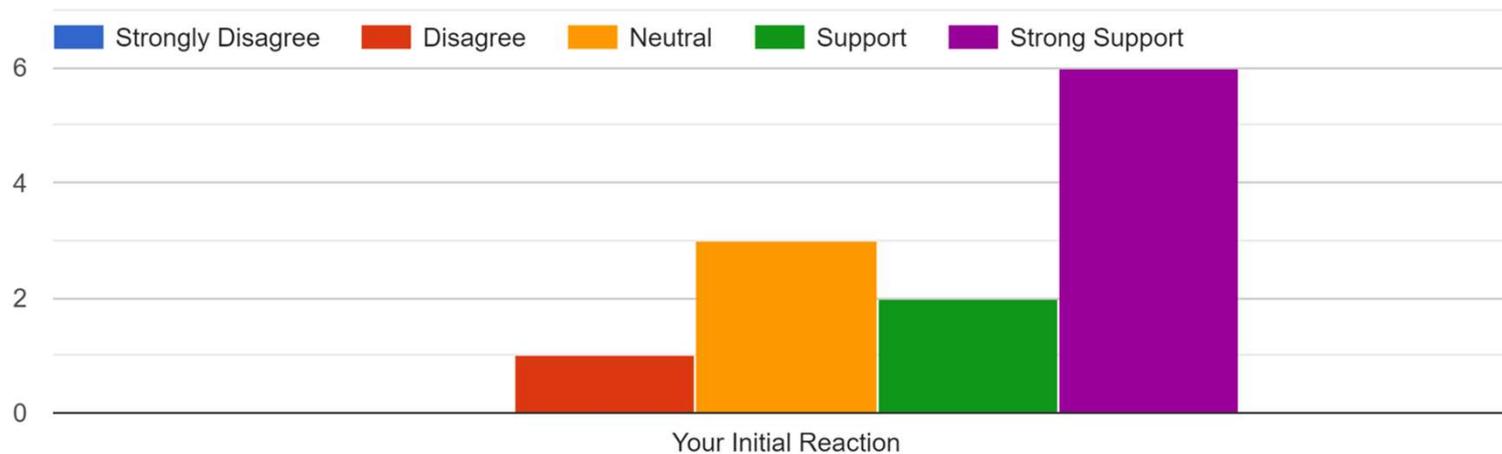
- Anticipated safety by reducing vehicle speeds
- Slows speeds by raising awareness
- Supports neighborhood identity

## Negatives

- Muni will be slowed with additional crossings on 14th (logistical concerns)
- Parking Spots will have to be removed to accommodate new infrastructure (minimal)
- Increases maintenance costs

# 14<sup>th</sup> & NOE , 15th & NOE, 14th & SANCHEZ - Survey

14th and Noe

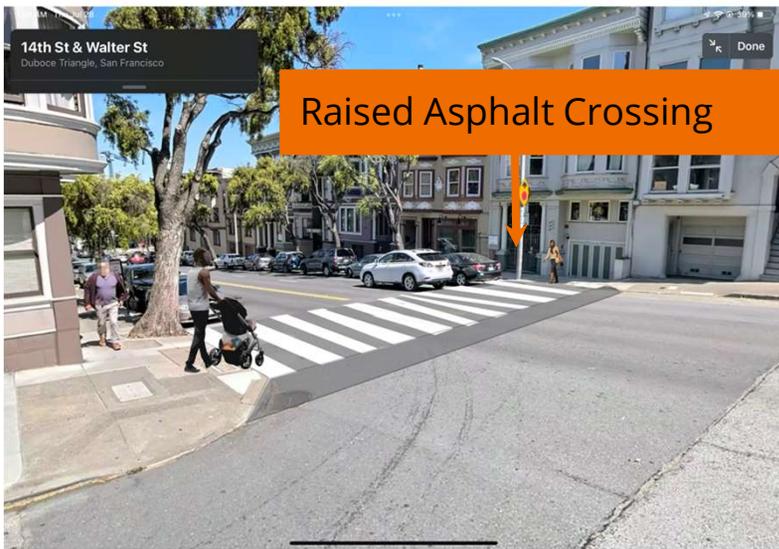


Survey results as of 08.09.22 - 13 Respondents

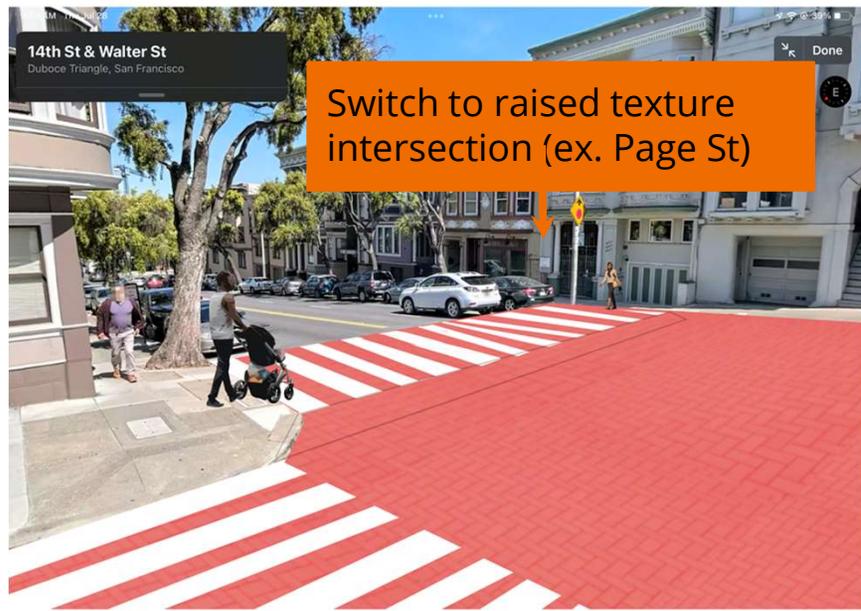


# 14<sup>th</sup> Street Traffic Calming On Walter and/or Belcher

Phase 1 - Raised Crossing w/ Painted Intersections with Daylighting & Yield Signage



Phase 2 - Raised Intersections as Rumbles





# 14<sup>th</sup> Street Traffic Calming On Walter and/or Belcher



Phase 2 - Raised Intersections as Rumbles



# 14<sup>th</sup> Street Traffic Calming - Trade offs

## Positives

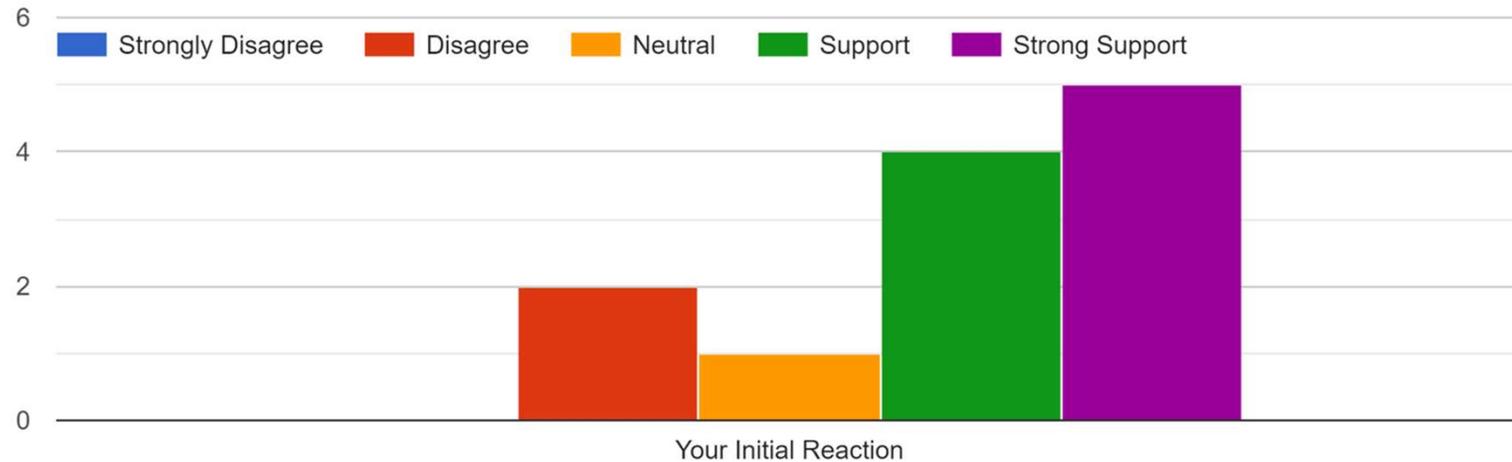
- Cars on 14th will slow down at rumbles/raised crossings reducing potential collisions
- Will accommodate crosses at T-Intersections on 14th

## Negatives

- Muni will be slowed with additional crossings (logistical concerns)
- Parking Spots will have to be removed to accommodate new infrastructure

# 14<sup>th</sup> Street Traffic Calming - Survey Result

14th Street Traffic Calming (including Waller, Castro, Noe, Sanchez, etc)

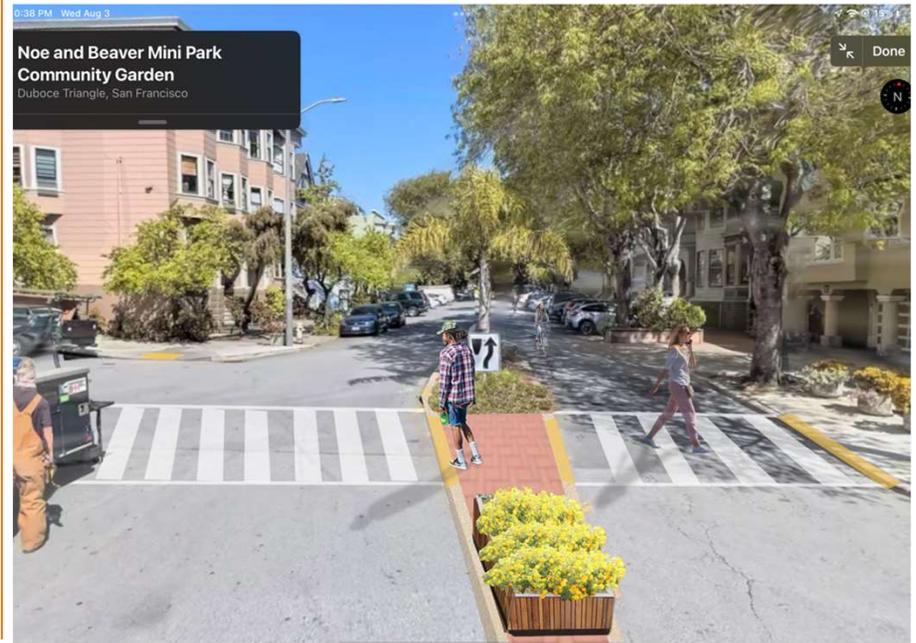


Survey results as of 08.09.22 - 13 Respondents

# Noe & Beaver

Phase 1 - Extend existing median with flex hit posts and planter. Add striping for a cross walk from Beaver to Noe

Phase 2 - Replace flex hit posts and striping with a permanent extended median.



# Noe & Beaver

## Positives

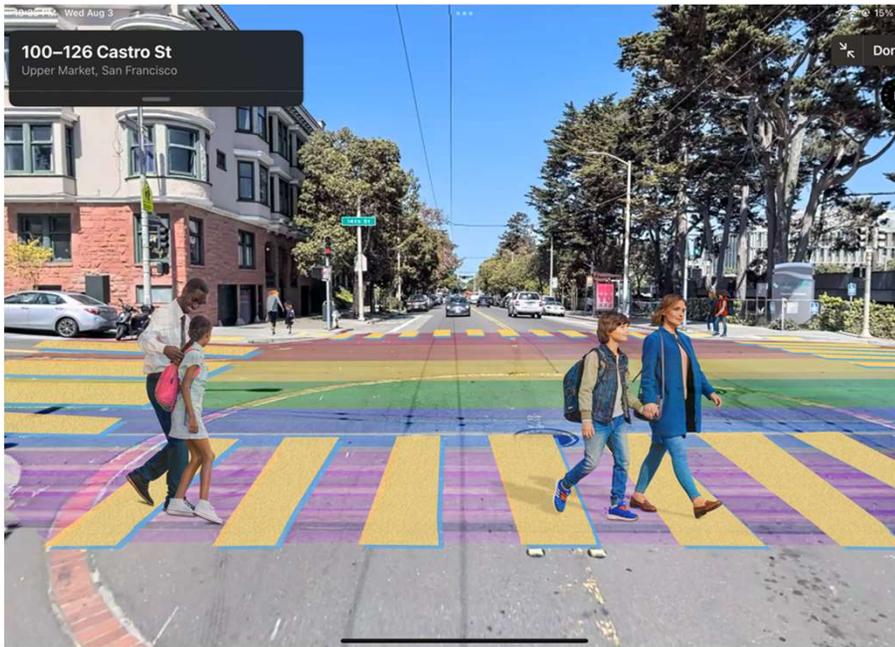
- Adds an additional crossing for pedestrians to cross from Beaver to other side of Noe
- Provides additional greening in existing median

## Negatives

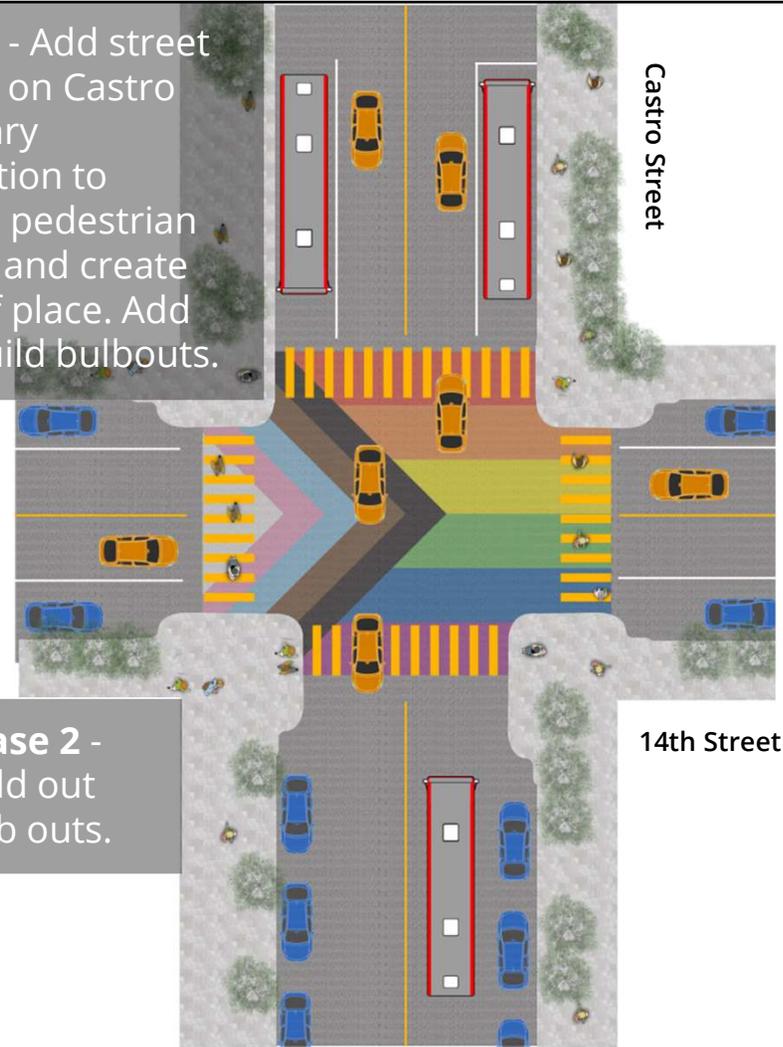
- Implementation Costs
- Requires additional study to access crossing safety

# 14th & Castro

Improve pedestrian safety and visibility crossing to and from McKinley Elementary.



**Phase 1** - Add street painting on Castro and Henry intersection to improve pedestrian visibility and create sense of place. Add quick build bulbouts.



**Phase 2** - Build out bulb outs.

# 14th & Castro

## Positives

- Raises visibility of pedestrian crossings especially for youth pedestrians
- Supports sense of place with addition of crosswalk painting

## Negatives

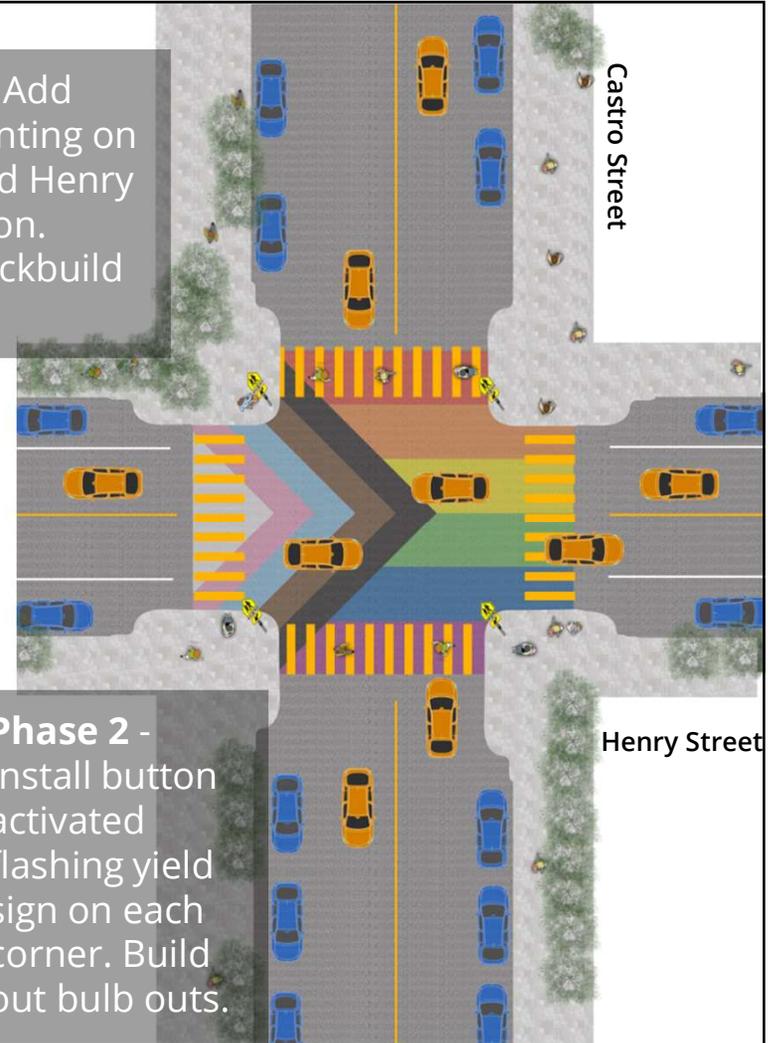
- Parking Spots will have to be removed to accommodate new infrastructure - give bulbout installation and daylighting for pedestrian visibility
- Implementation cost, permanence, and potential impact to utilities + drainage

# Castro & Henry

Improve pedestrian safety and visibility crossing to and from McKinley Elementary.



**Phase 1** - Add street painting on Castro and Henry intersection. Install quickbuild bulbouts.



**Phase 2** - Install button activated flashing yield sign on each corner. Build out bulb outs.



# 14<sup>th</sup> Street Traffic Calming - Trade offs

## Positives

- Raises visibility of pedestrian crossings especially for youth pedestrians
- Flashing yield sign will reassure crossings especially at night.
- Supports sense of place with addition of crosswalk painting

## Negatives

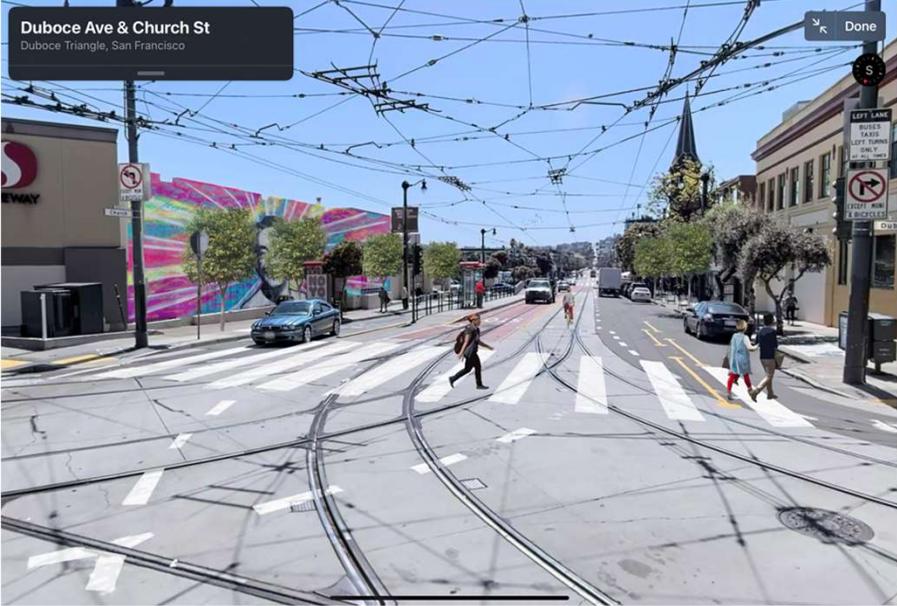
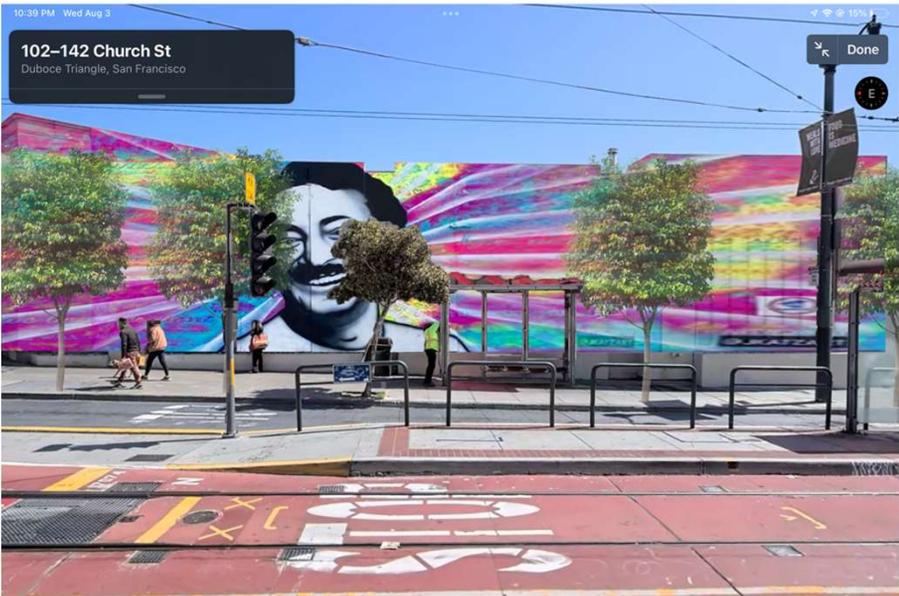
- Parking Spots will have to be removed to accommodate new infrastructure - given bulbout installation and daylighting for pedestrian visibility
- Implementation cost, permanence, and potential impact to utilities + drainage



# Church Street Greening & Placemaking

Phase 1 - Plant Street Trees on Both Sides of Church. Beautify building facade with a community mural.

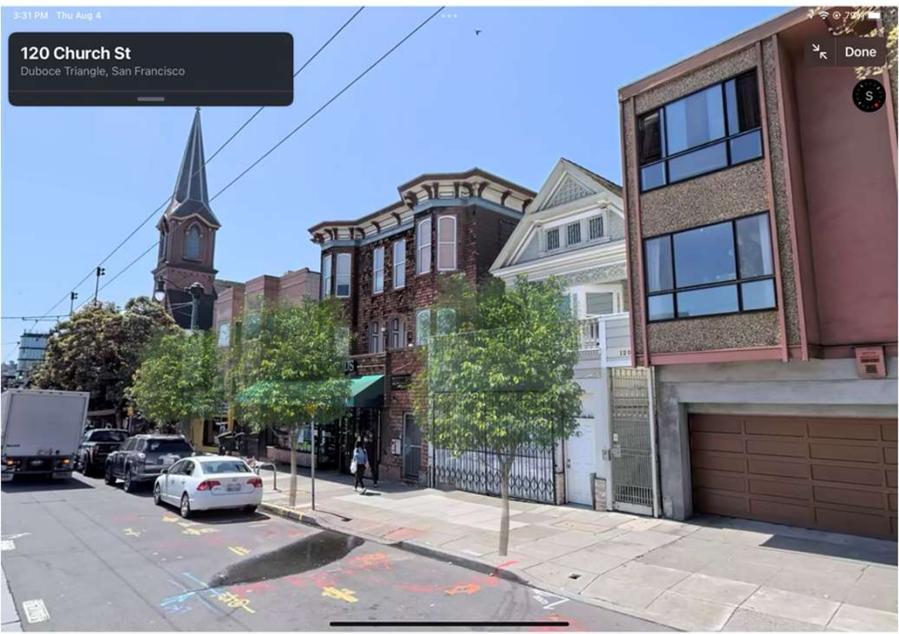
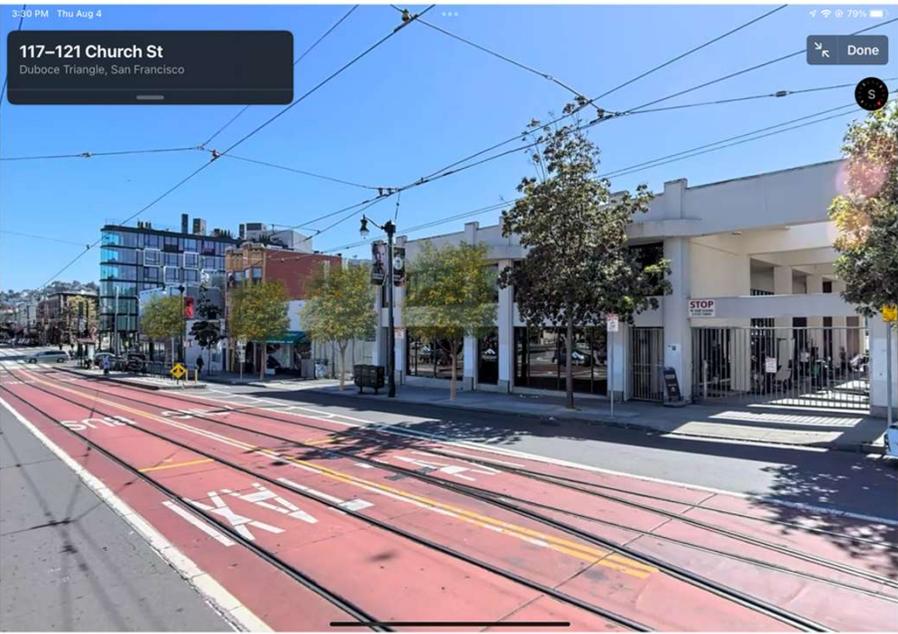
Phase 1- Update striping on Church & Duboce to improve visibility.





# Church Street Greening & Placemaking (cont)

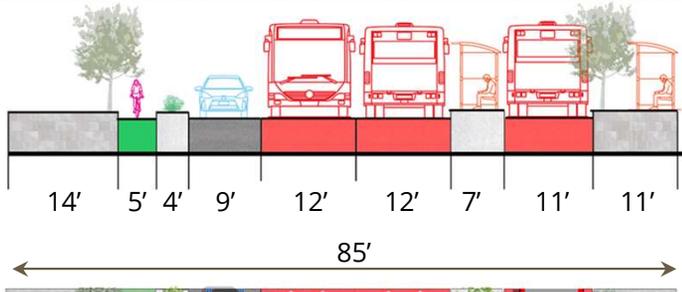
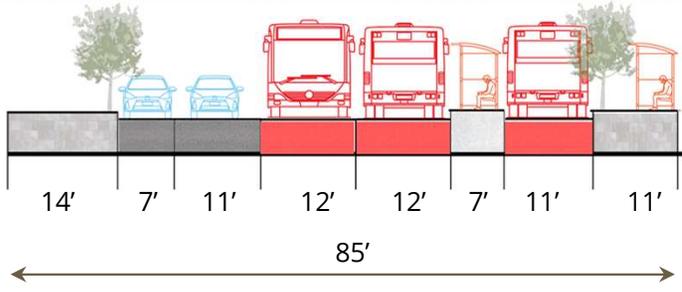
Phase 1 - Plant Street Trees on Both Sides of Church.



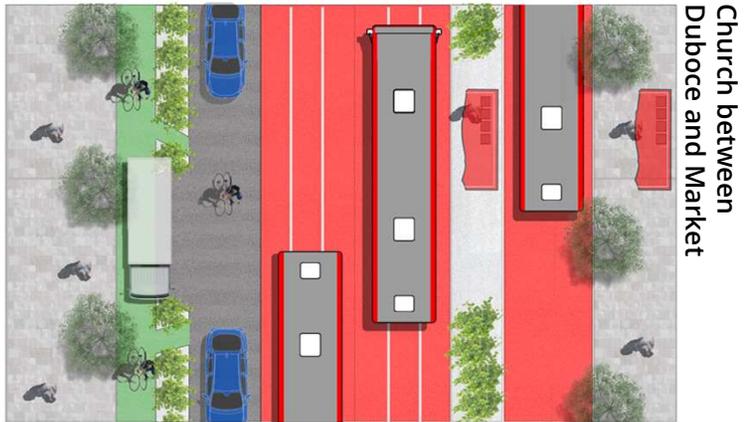


# Church Street Greening & Placemaking (cont)

Phase 2 - Narrow Street Corridor and Create Park Edge Conditions as protected bike lane



**Phase 2** - Reconfigure lanes - remove parking and install bike lane protected by an edge sidewalk garden. Allow for flex zones in this area for deliveries/drop off/pick up. Parking is preserved at Safeway lot and on right edge sidewalk.



# 14<sup>th</sup> Street Traffic Calming - Trade offs

## Positives

- Protected bikeway improves cyclist safety
- Flex Zones allow for pick up/drop off/deliveries for businesses as well as existing parklets
- Street Trees and Planters enhance greening
- Supports sense of place with addition of mural

## Negatives

- Parking Spots removal
- Requires parking study + must negotiate parking allowance with Safeway
- Implementation cost of street trees and lane reconfiguration, permanence, and potential impact to utilities + drainage

# Wayfinding & Programming: Signage



# Programming: Noe Fitness Trail & Duboce Pollinator Path



Bulb outs with wayfinding and mini fitness parks



Finish with meditation at Scott Street Labyrinth



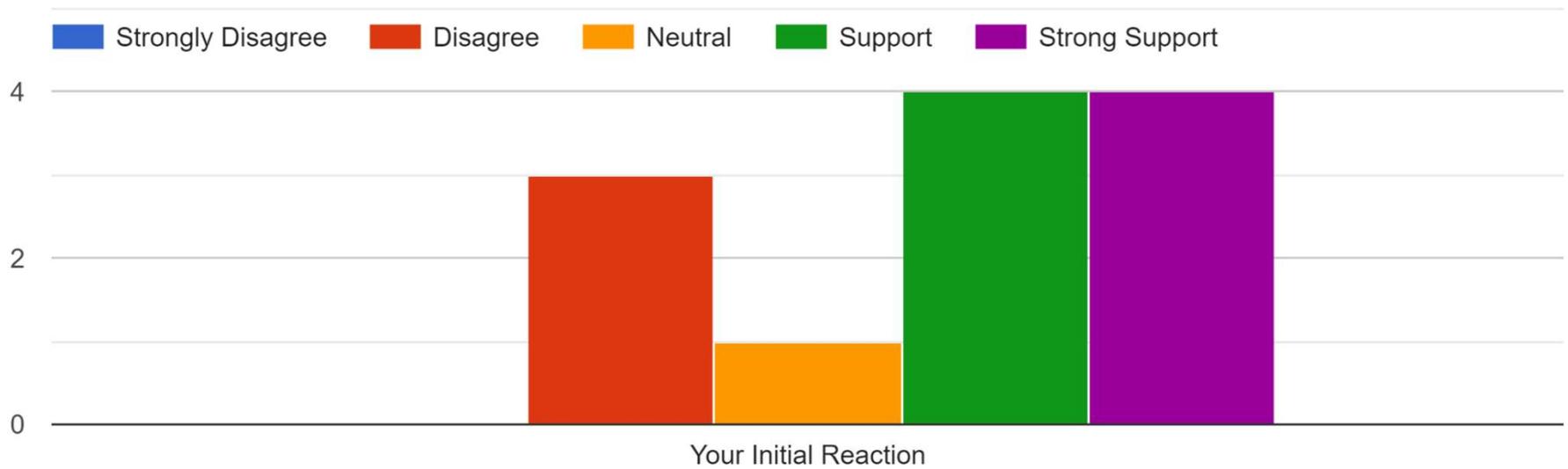
Programming, e.g. free outdoor yoga or zumba classes



Educational signage next to vegetation throughout neighborhood

# Programming: Noe Fitness Path - Survey

Bulbouts & Fitness Path



Survey results as of 08.09.22 - 13 Respondents

**Thank You!**

**Questions/Feedback?**