



VISION:

SLOW TRIANGLE

FIRST DRAFT – WORK IN PROGRESS & SUBJECT TO NEIGHBORHOOD INPUT

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 - Today / 07.28.22

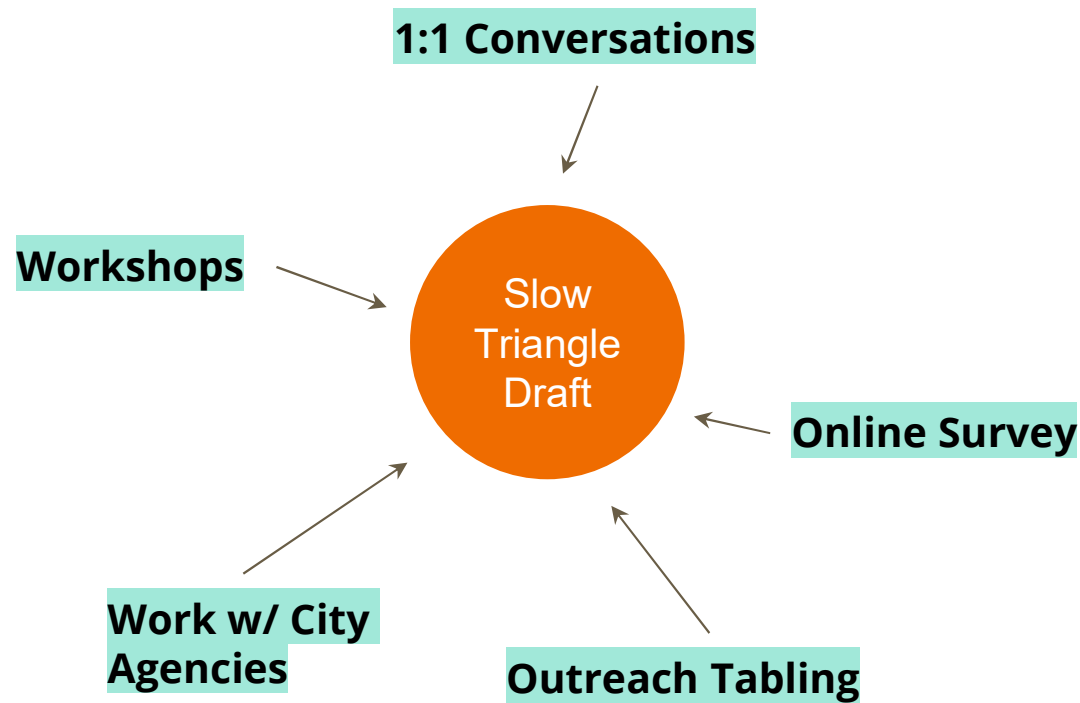
Draft Presentation + Feedback

Workshop #4

Final Presentation + Feedback

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Methodology



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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

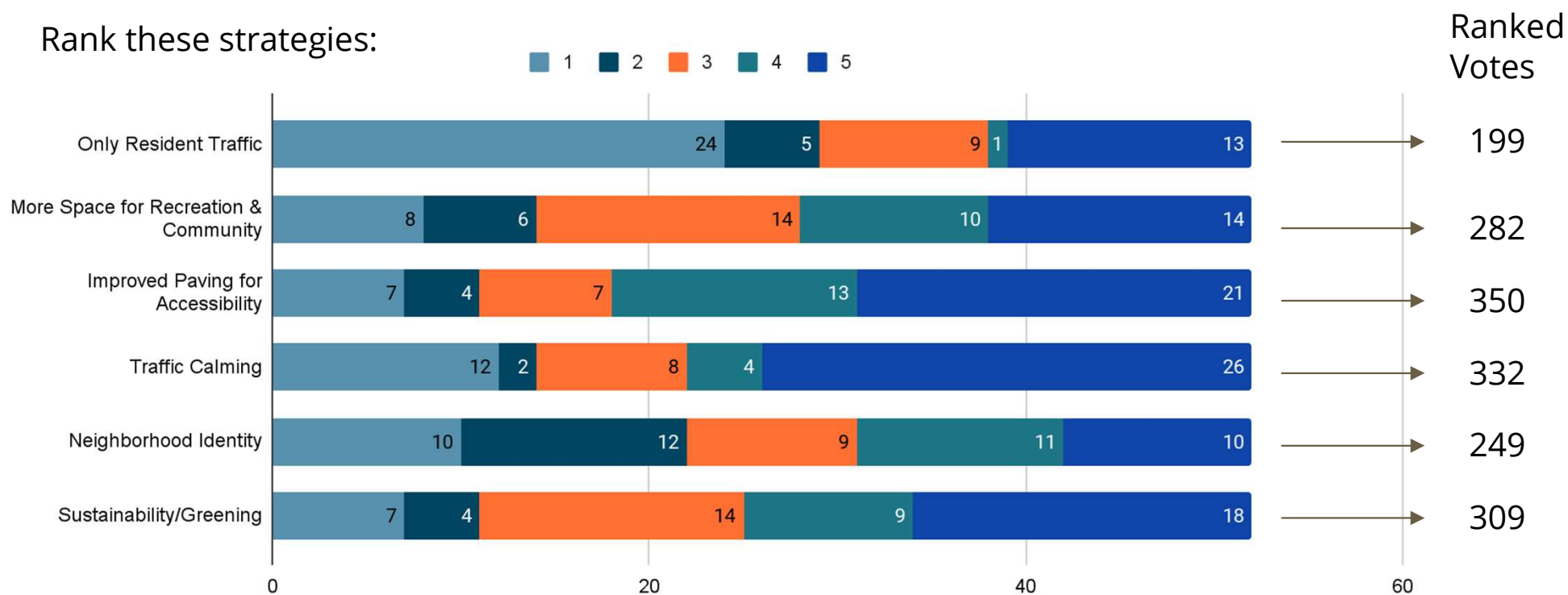
That's why we rely on your perspectives and voice throughout the process and why this is an ongoing developing vision.

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Initial Findings & Survey Data

Rank these strategies:

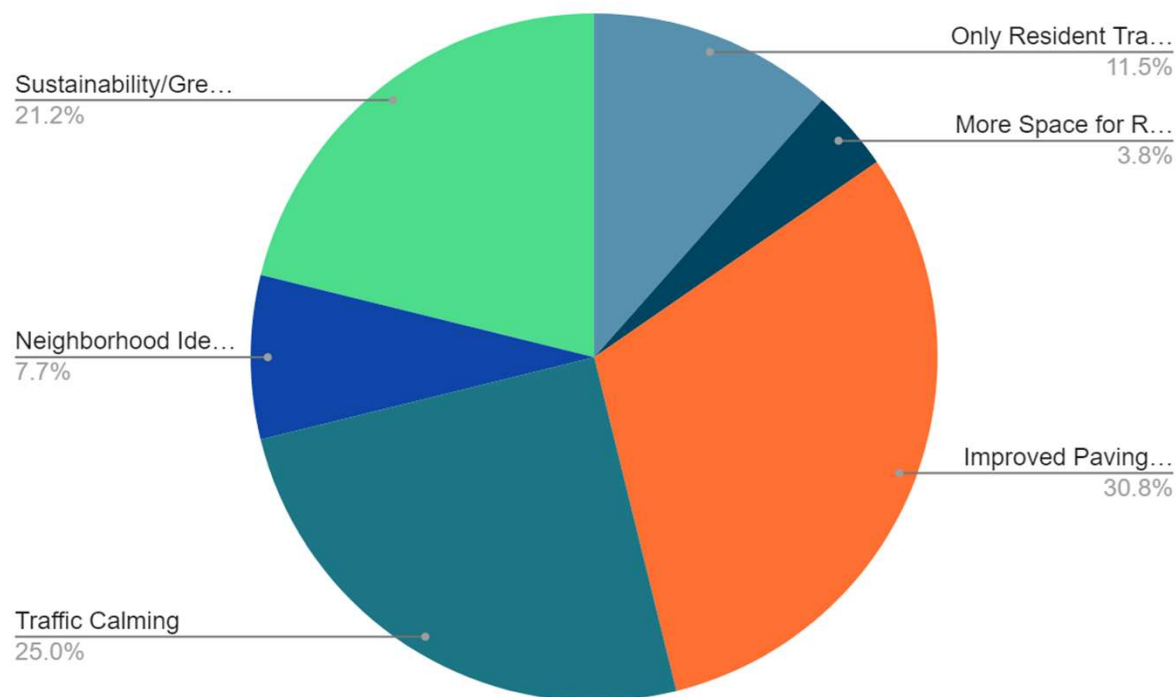
1 2 3 4 5



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Initial Findings & Survey Data

Which should we prioritize in 5 years?



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

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

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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

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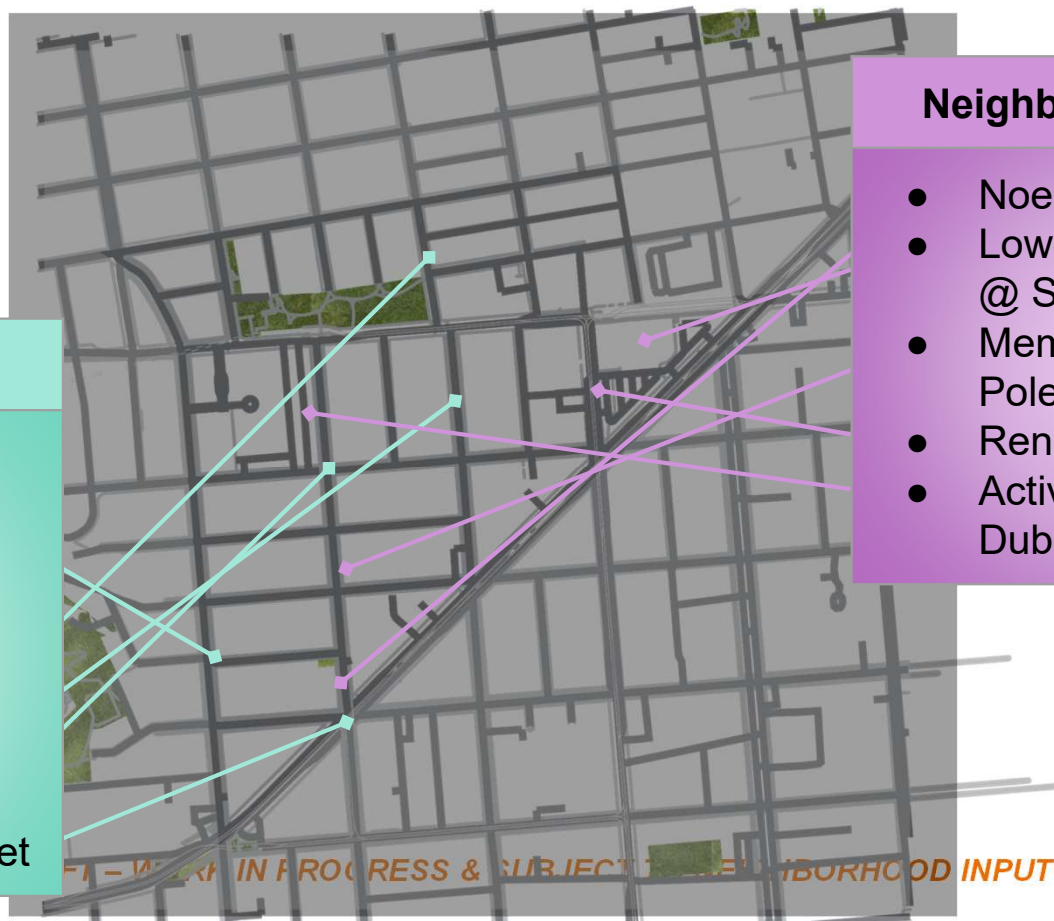
Initial Findings & Survey Data

Accessibility

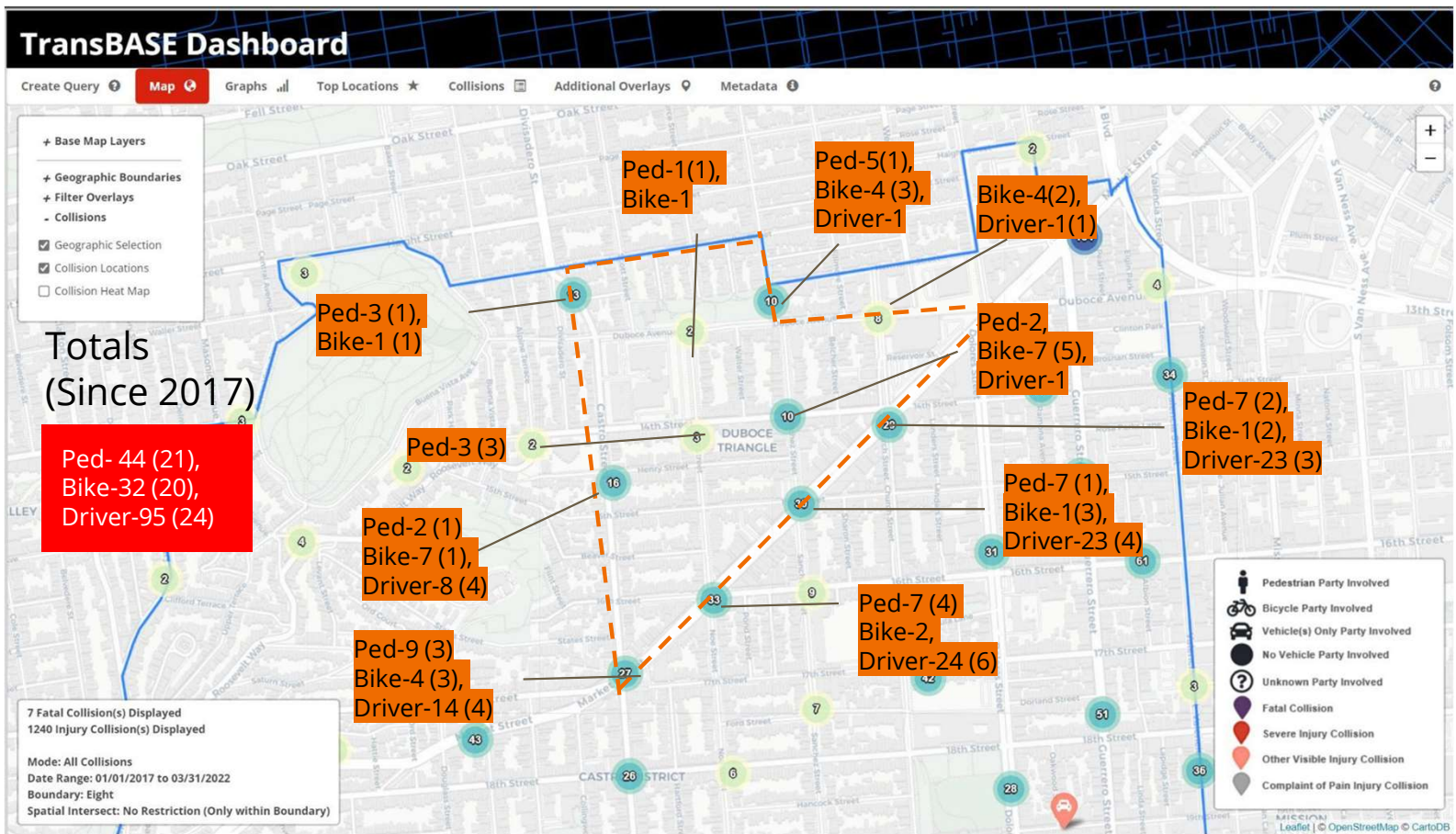
- Safer crossings - signal, lighting, curb cuts, blind
- Bulk trash collection clear sidewalks
- Raised Crossings
- Seating at Bulbouts
- Narrow sidewalk
- Restore Left on Market

Neighborhood Identity

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



TransBASE Dashboard - Collisions



SFMTA Slow Street Evaluation Report 2021

NOE STREET

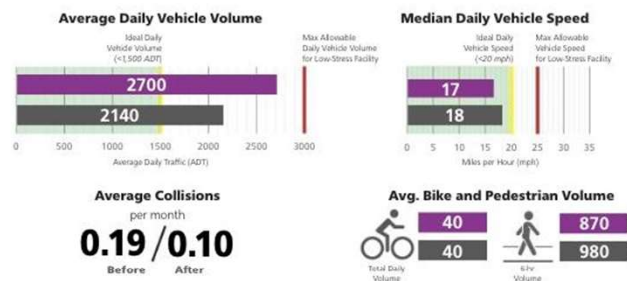
between 17th and 18th streets
Duboce Avenue and Beaver Street

Quick Facts

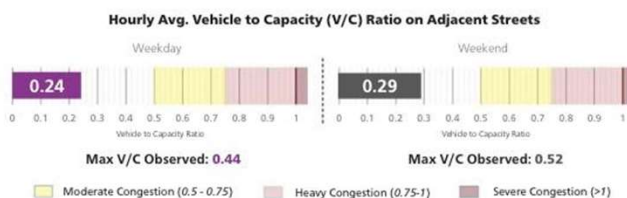
District(s): 8
Length (mi): 0.8
Implemented: September 2020
Status: Active

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

Traffic Safety and Mobility



Traffic Operation Impacts



Maintenance

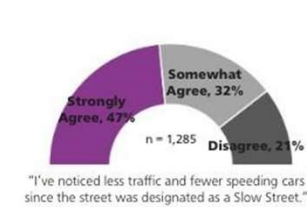
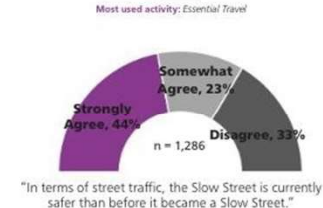
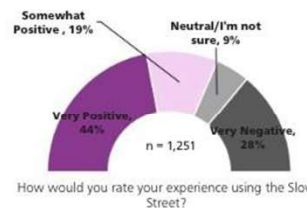
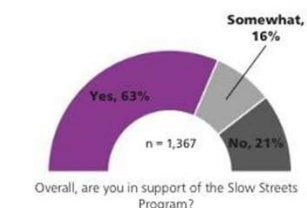
15 TOTAL MAINTENANCE JOB(S) were completed on the Slow Street since its installation.

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

Perception Survey Findings

Number of Responses: 1,588

% Respondents Living in Neighborhood: 75%



COMMUNITY DESIGN VALUES

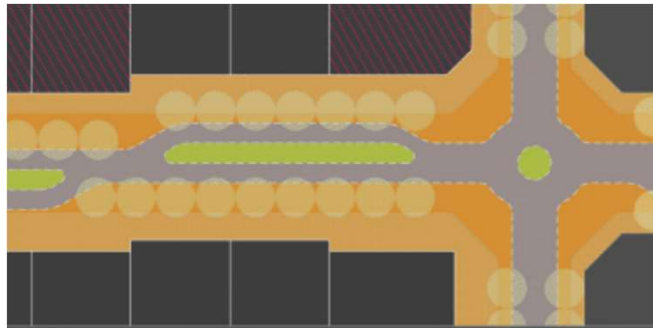
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TRAFFIC CALMING

Rumbles, Speed Tables, and Raised Crosswalks



Medians & Traffic Circles



Zig Zag striping and Chicanes



Extended pedestrian realm
using street painting /
paving & movable furniture

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SUSTAINABILITY/GREENING



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NEIGHBORHOOD IDENTITY



LED lighting on furniture at bulbouts



Community programming & Wayfinding



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ACCESSIBILITY



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



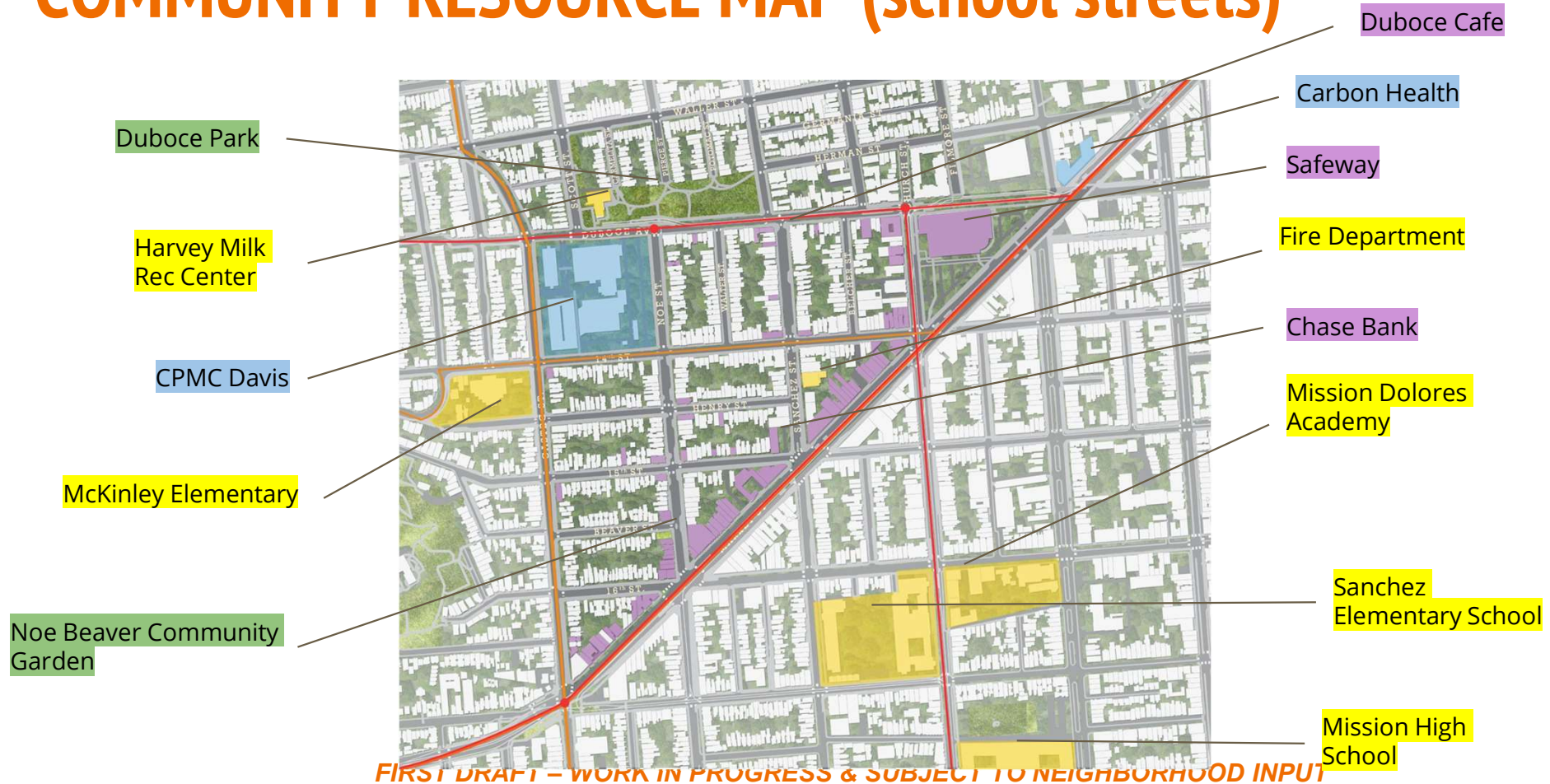
Convenient Handicap Parking for seniors/ residents with limited mobility

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



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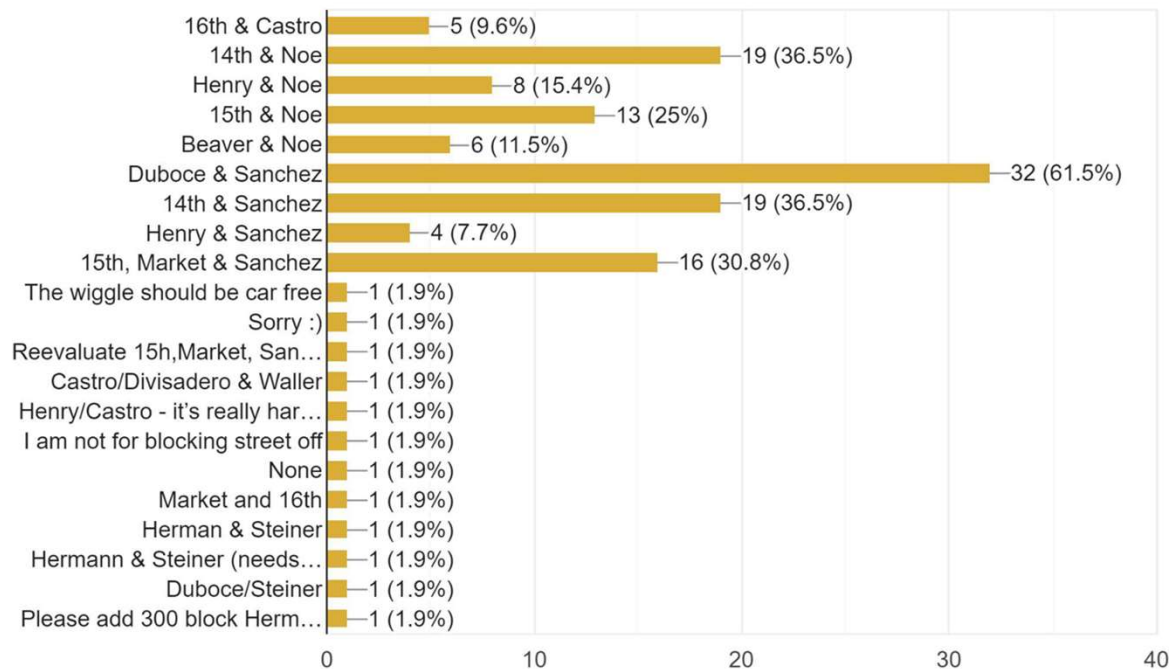
COMMUNITY RESOURCE MAP (school streets)



SURVEY RESULTS

Which of the following intersections should Slow Triangle prioritize?

52 responses



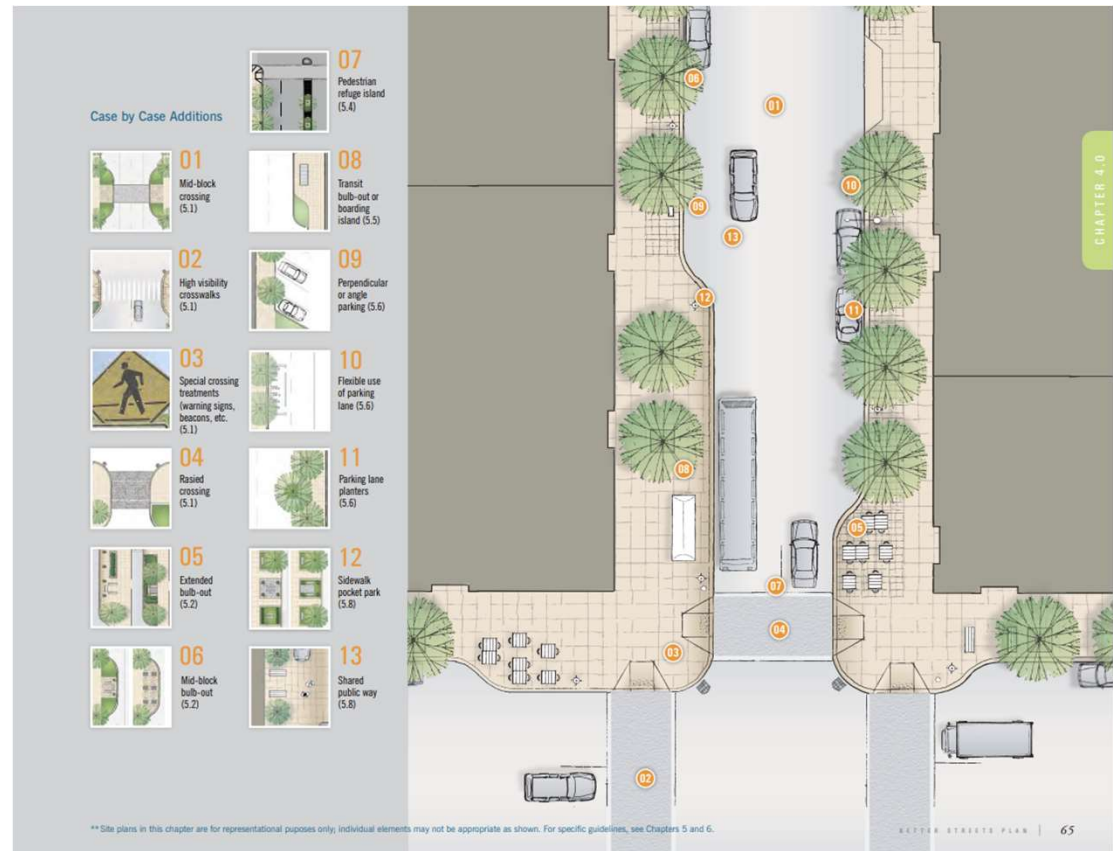
1. Duboce & Sanchez
2. 14th & Noe, 14th & Sanchez
3. 15th, Market & Sanchez
4. 15th & Noe

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TOOLKITS - NACTO & BETTER STREETS SF



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KEY INTERSECTIONS



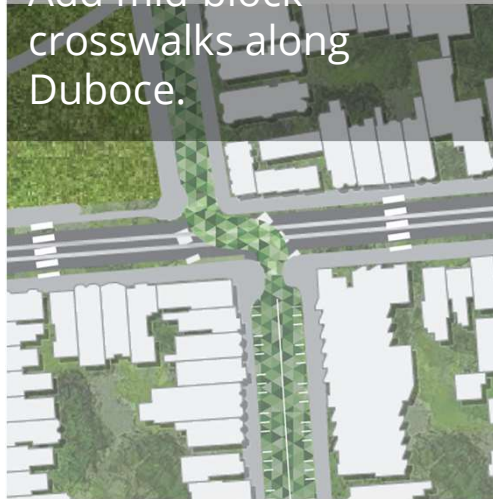
DUBOCE & SANCHEZ

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. Add mid-block crosswalks along Duboce.



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



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DUBOCE & SANCHEZ - Trade Offs

Positives

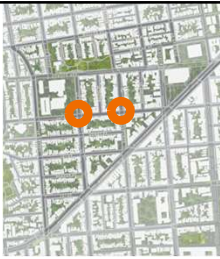
- Anticipated safety improvements for all users from Increased signage visibility
- Midblock crosswalks reduce pressure at intersection
- Design for 15 mph speed to increase safety
- Community & Identity building
- Proposed Bike Street would limit traffic on Sanchez

Negatives

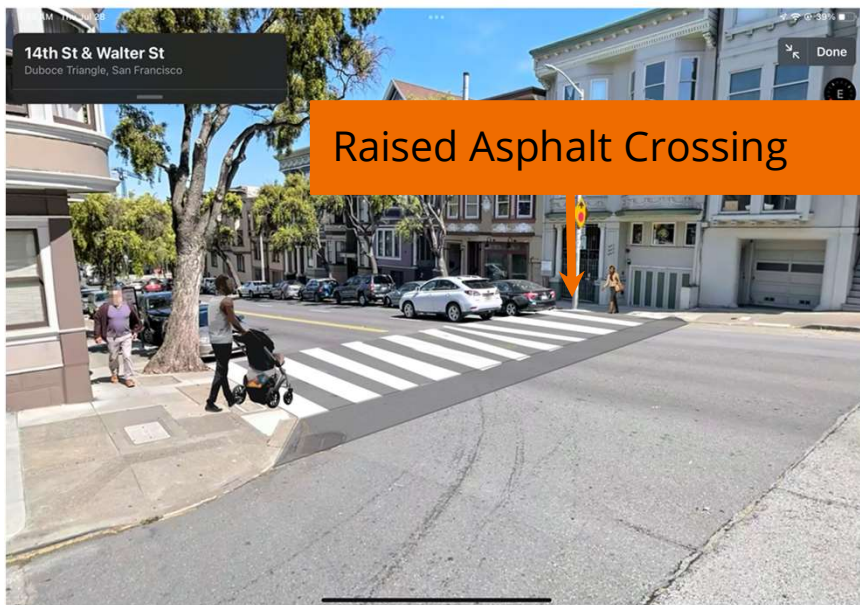
- Mid-block crosswalks may cause conflict with MUNI and require cars to stop more often
- Phase 2 bike median would reduce parking on Sanchez
- Slower vehicle speeds may increase commute time and impact traffic flow
- Higher maintenance costs

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14th Street Traffic Calming (14th & Walter Shown)



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



Phase 2 - Raised Intersections as Rumbles



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14th 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

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Noe between Duboce and 14th



Phase 1 - Sidewalk Activities & Programming & Community Sidewalk Painting

Phase 2 - Street Furniture, Ped Lighting, Greening



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Noe between Duboce and 14th - Trade offs

Positives

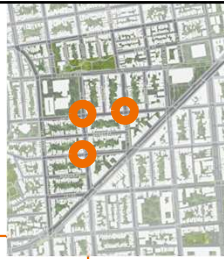
- Opens up previously underutilized space
- Opportunity to partner with hospital for health related programming
- Improves Lighting
- Build social cohesion

Negatives

- Potential unwanted noise from increased programming on site
- Parking Spots may have to be removed to accommodate new infrastructure in the future

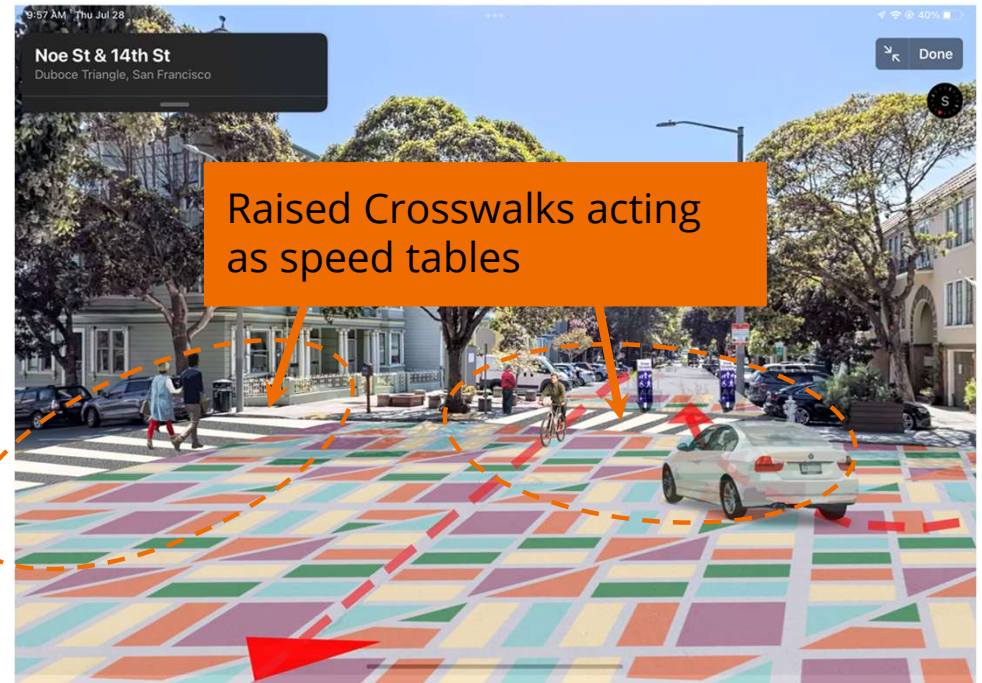
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14th & NOE (Shown) , 15th & NOE, 14th & SANCHEZ



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

Phase 2 - Raised Intersection & Integrate Bulbouts



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14th & 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
- Increases maintenance costs

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MARKET, 16th & NOE

Commercial Corridor
using lighting, paving,
signage, and greening



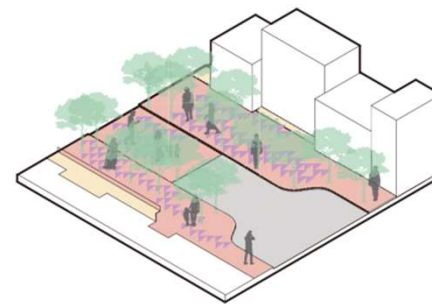
Increasing pedestrian/ non-vehicular traffic,
while still allowing local vehicle and delivery
truck access



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



Phase 2 - Repave
street with brick



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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

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Programming: Noe Fitness Path



Scott st Labyrinth



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Other Interventions

Super Sharrow on Sanchez - Striping Asserts Bike's Right on Street to Drivers



Speed Cushion + Speed Humps Placement

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Updating Striping for Parking Articulation + Daylighting

