

## Vision 2030 - Sanchez-Steiner Corridor Meeting April 2023

### **Meeting Minutes**

Date: April 6, 2023, @ 7 pm

Location: Harvey Milk Recreation Center

Attendees: Hans, Corbin, Frank, Ali, Matt, Thomas, Maude, Rose, Kimyn, Kevin, Alex, Adam, Carolyn,  
Maya, Simon, Donna

#### **Background:**

The meeting began with a discussion about the Noe Slow Street and the public realm of shared spaces. The attendees discussed the 2021 UC Berkeley study, the 2022 Berkeley workshops, greening, neighborhood identity, accessibility, and inclusivity.

The attendees discussed the Steiner Sanchez corridor and the top survey results, which showed that Duboce and Sanchez, 14th and Sanchez were the most critical intersections. The traffic study indicated that there was a lot of pedestrian and vehicular traffic in these areas. Pedestrian hesitancy (pedestrians hesitating in fear of collisions when crossing the intersection) was a significant concern, particularly at Duboce and Sanchez and 14th and Sanchez. It was mentioned that the Bike Coalition had also highlighted Duboce and Sanchez as a pinch point.

It was mentioned that MUNI passing through both intersections complicates interventions, in addition to the SF Fire Department requirements. Overall it was concluded that, while the pinchpoints were these intersections, traffic calming interventions along the Sanchez-Steiner Corridor and 14th and Duboce can effectively reduce the pressure on these intersections.

The aim of this meeting was to take input and understand where the community wants to go, before going to Supervisor Mandelmann's office and MTA with a list of neighborhood demands.

#### **Ideas and Solutions:**

The attendees wrote ideas on post-it notes and put them on a map provided by Hans. Starting at Market, the attendees discussed the need for a bike box at Sanchez and Market. They also highlighted the challenge of cars driving/backing out garages or perpendicular parking spots on Sanchez, given the high volume of bike traffic and the risk of collisions..

The attendees also discussed the need for better lighting at 14th and Sanchez, where it was very dark at night. Additionally, they noted that there were too many cars backed up at rush hour coming down 14th, making it hard for pedestrians to cross. They suggested that stop signs were not enough at that hour, and parking on Sanchez was too close to the intersection impacting visibility of pedestrians. The attendees suggested daylighting on both sides of the road and a bulbout at 14th and Sanchez, similar to Guy's Flowers at 15th and Noe. They believed that adding trees, a taco truck, and a bigger bulbout would slow down traffic and make drivers more cautious.

The attendees also discussed adding a flashing pedestrian sign and crosswalks mid-blocks. Books and Bookshelves were concerned about parking and loading. The attendees suggested angled parking and raised crosswalks, especially at mid-block bulbouts. The attendees also questioned why people chose Sanchez as a thoroughfare, and whether the straight shot through the city in other blocks could be changed.

The attendees also discussed the intersection at Duboce and Sanchez, where bikes, cars, and trains were competing. They suggested adding signals for each and improving signage. They suggested raised crosswalk to slow down bicycles and oncoming traffic to prevent them from running stop signs which was observed with high-frequency by the Berkeley studies. Pedestrians should be the priority, and the attendees suggested connecting the park to the neighborhood better. They also discussed the issue of bikes coming fast down Duboce.

The attendees discussed their application for Noe speed bumps in 2021. They were successful in getting them between 14th and Duboce but not between 14th and 15th. Cars frequently run the stop sign by the CPMC at Scott.

The attendees discussed the intersection at Hermann and Steiner, where it was scary to cross. They suggested adding a stop sign, daylighting, or raising the whole intersection. They suggested making it into a rumble with cobblestones and at least a 3-way stop sign.

The attendees also discussed Germania and Steiner, where parked cars blocked the view and exiting Germania was risky, since there were no stop signs or traffic slowing measures along Steiner.

**Upcoming Meeting:**

Hans informed the attendees that they had a been attempting scheduling a meeting with MTA and have had the support of Supervisor Mandelmann's office to discuss and implement interventions.