

What do you know about the Slow Triangle idea? What are your initial thoughts on how it should be implemented? (1/3)

- not much, yet.
- Very little, though I think if weâ€™re going to block streets to through traffic, they should be less functional streets than Noe, such as Walter.
- I don't know a lot about the slow triangle, other than people wanting to keep the slow streets that were created during the pandemic. Not sure how I feel about this. While I don't drive a lot, it is tricky getting from one place to the next around the slow / semi closed streets.
- making the slow street permanent
- Should only be implemented with a traffic study of overflow to near by streets
- To prioritize walking and biking over auto traffic. It's a great objective.
- From what I know, I do not support further reducing vehicular access to residents. I support pedestrian realm improvements but strongly oppose continuation of existing vehicle restrictions, let alone new ones.
- I've read through the research findings, but was somewhat disappointed to discover that (to my knowledge) the scope appears limited to slowing 14th street. I'd love to see grander ambitions covering a larger area than just 14th.
- I think we need to act fast to slow down traffic speeds and increase pedestrian access in our neighborhood.
- I read the proposal but am not an expert
- I am not in support of the Slow Triangle. I feel that we have given the "ok" to include some and exclude so many more to the full use and access to a city street, as well as safe and equal access to the adjacent streets who now bear the burden of congestion, increased traffic and has caused major concern for the SFFD response times to emergencies.
- Just overall project goal to make noe a slow street!
- I went through the report. It looks like a noble effort but fairly focused on creating more street plazas / bulbouts which is only one type of intervention.
- Slow streets OK, but no "private" streets
- ive read about it in the newsletter and i've experienced some of the impact of changing street travel
- Very excited about it!
- Yes. I think itâ€™s great. Itâ€™s such a special neighborhood and an SF treasure! But - itâ€™s also a bicycle route, a muni route, home to a hospital and a school. Itâ€™s a bustling place.
- I am a big fan of slow triangle and want to see it completely implemented
- We are trying to make our neighborhood safer for pedestrians and privilege cars less. It should be as broad as possible (not just certain streets) and incorporate reparative elements to help heal our history of inequities.
- Lots of ideas, some I like, some less.
- Reducing lanes on 14th Street does seem to make it safer for pedestrians.

What do you know about the Slow Triangle idea? What are your initial thoughts on how it should be implemented? (2/3)

I have heard the concept of turning the Duboce Triangle into a superblocks, like in Barcelona. The best thing to do would be to implement modal filters at the periphery and limit the streets to slow local traffic.

I've been loosely involved since the very beginning of the project.

We'd been hoping since our kid was born that particularly eastbound traffic on 14th Street between Castro and Sanchez could be slowed down, because cars would routinely blow through the stop sign at Noe when we were crossing the street with a toddler. We are VERY happy with the lane reduction on 14th; the north-south crosswalks at 14th and Noe don't feel like death traps anymore.

Slow pace of car travel through the Triangle, safer pedestrian - bike - auto interaction, upgrade and/or restored sidewalks and bulb-outs.

I know very little. The concept seems fine, yet it is a large area to slow down.

I support the idea and the thinking behind it.

It's a project to make 'slow streets' in the triangle permanent. I think it's a great idea. I think that existing curbs should be removed, and the pavement replaced with bricks. They should be turned into parklets and local residents of the block are given permits to park there.

Slow triangle needs to help reduce car speed and car noise—speed bumps are not enough.

We need every 2 blocks on Noe street permanently closed at the intersection so it would create a court and stop cars from driving through but still allow locals access to their street. Then pedestrians and bikes will be safer to use the slow street.

I understand its intended purpose and live near the Noe Street Slow Street. Unfortunately, it simply does not work as intended.

Just learning about through FB posts in Duboce neighborhood group.

I would like to see a balance of making it safe for pedestrians and cyclists to walk/cross the street/etc while also not creating an unintended traffic nightmare

I think cutting streets off with barricades is ridiculous. There are sidewalks. It looks messy and terrible and does not actually stop traffic.

Reviewed the extensive study paper and found it to be thorough with a variety of interesting insights.

I believe the streets should be reopened for full traffic use and do not want any more resources, especially city resources, spent on this.

I don't know too much about it. I saw some funds in the City's addback budget.

It should not be implemented

I think it should be bolder - remove all street parking and turn into safe loading zones and parklets

Love it!

Read the report

What do you know about the Slow Triangle idea? What are your initial thoughts on how it should be implemented? (3/3)

Not a whole lot. But I believe it has to do with traffic calming measures and an even more pedestrian friendly neighborhood.

I don't think Duboce needs a Slow Street help main thoroughfares in Duboce. I have dealt with traffic on 14th and don't think Slow Streets help

It is a plan to increase pedestrian safety and smooth traffic flow. It should be implemented with respect to existing spaces and an eye towards building community

I understand it builds on the temporary measure implemented on streets like Noe to slow car traffic for safety of people on foot and bike, and proposes to make the intersection treatments that slow car traffic permanent. I support this and hope the physical treatments can be part of a community-driven effort using traffic engineering and professional artist or landscape architect support.

I'm interested in more Traffic calming (like the zebra speed bump at Steiner & Waller)

Love it, and anything that gets implemented will be a welcome improvement.

To enable neighborhood folks to walk, ride bikes, kids play and more safely. Neighborhood majority wanting this.....?

Bad idea

Traffic calming is welcomed throughout Duboce Triangle. Sanchez, Steiner and Duboce is particularly dangerous. Access for pedestrians to Duboce Park should be improved.

Duboce and Sanchez is very dangerous in need of better signage and traffic calming. Safer access to Duboce Park.

Slow vehicles. Prioritize pedestrian safety

What would get you excited about a proposal for Slow Triangle? (For example - Improved Street Lighting) Page (1/3)

Preserve car and bike access.

Love the idea of more greenery, bulbous, and bicycle traffic control at the Duboce/Steiner/Sanchez intersection

More trees. We need to open up as much of the sidewalks as we can. There are blocks where a lot has been opened up and planted with trees, flowers, and more. When you come across a street that is mostly concrete it is jarring.

Improved Street Lighting is a must, but I'm excited about the further greening of the neighborhood.

Knowing that the street is safe

Some way to better control traffic crossing intersections where pedestrian visibility is poor. Especially nights.

This question supposes that improvements to the public realm can only occur when accompanied by traffic restrictions. This is a false premise.

A broad scope - slowing streets not only such as 14th, but also Sanchez and potentially Duboce itself.

stop signs and painted crosswalk at every intersection. pedestrian bulb-outs at crosswalks. alternative paving on roads. raised crosswalks. wider sidewalks.

Safer places for my kids to play and run

Addressing the congestion and overflow of traffic impacting the surrounding streets, justifying publicly how/why it is better and just to Slow Noe St., while all surrounding streets are so heavily impacted, admit that there is a very definite disparity of responsibility for easing/working with all residents of this, now, very congested neighborhood. Additionally, all the lighting in the world cannot penetrate the unkept, poorly pruned, and overgrown trees, yet trees are constantly being encouraged. We do not maintain what we have, why would we plant more? We continue to

Yes!

Wider and better sidewalks (14th St. sidewalks (a major street) are only wide enough for 1 person in spots.

Withdraw "resident only" through traffic

I like more greening. more trees more window boxes more planters.

Proper implementation / enforcement

Traffic calming on 14th and Duboce Ave

Safer biking and walking

Robust and complex uses of formerly car-centric public spaces.

rattle stripes approaching 14th and Noe will slow cars down

A traffic signal at 14th & Sanchez. Also, more parking so that people don't have to drive around the neighborhood looking.

Modal filters such a bollards to keep out car traffic.

When the phrase "Slow Triangle" was first spoken at the Land Use meeting, I got goosebumps. What most excites me is the idea of showing our neighborhood and our city that there is a way to design for street usage such that cars are not prioritized over other modes of active transport. We all know that we need to drastically alter our behavior if we're going to avoid the most

What would get you excited about a proposal for Slow Triangle? (For example - Improved Street Lighting) Page (2/3)

Getting cars to stop at stop signs. And a California rolling stop is fine, I'm sick of cars who don't appear to even bother to slow down.

Improved Street lighting, wider 14th street btw Noe & Sanchez sidewalks

barriers on Noe are intrusive, and temporary and ugly. And who is defined as a "resident?" Is a resident anyone in the Triangle? Traffic has to go somewhere if it cannot drive through the Triangle. Is an S sticker a resident and able to park within

Connecting Slow Triangle with activations of the people who live here.

Converted to parklets, helping to ensure no through traffic.

An approach that discourages fast cars and freight vehicles from driving through.

Better lighting, completely closed intersection every 2 blocks to create courts, raised streets on through streets crossing Noe between the courts to create a safer crosswalk experience because the vehicles will need to slow down and go over a large raised speedbump

Improved SIDEWALK lighting

Better flow, more enforcement of traffic laws.

Re-evaluating the Noe slow street which has made Sanchez (which is our main artery by our house) unsafe, increased road rage from drivers, and hard to turn onto from our street on Henry. Also would like to improve street lighting for sure - Noe st is quite dark. I would also like to take a look at implementing speed bumps on Henry st or at least have a stop sign on Henry st turning to

Street lighting could probably be improved in some spots. Not sure how that relates to the ridiculous blockades though

Reducing or continued limiting high speed auto traffic, updated sidewalk / walking / sitting / community areas, and trees/plants in areas where there's no or light greenery.

Better lighting, police foot patrol.

Reopening streets to more evenly distribute automobile traffic.

Not happening

bikes/walking only. no cars.

Reserved parking for residents

Make the space more pedestrian and bike friendly without keeping cars out. Having areas of angle parking to offset loss of parking in more pedestrian areas.

I would really like to see the slowing of traffic along Noe where Duboce, 14th, & 15th intersect. Cars frequently come down & up the hill quickly and barely stop at the stop signs.

What would get you excited about a proposal for Slow Triangle? (For example - Improved Street Lighting) - Page (3/3)

I am not excited about Slow triangle. Fix irrigation in Duboce Park and it's fountains. Fix all sidewalks, especially the one at the Steiner end of the park. Enhance lighting in Duboce, especially Noe and Henry street.

Improved street lighting, community meeting/ gathering spaces, less car traffic, public art, supporting local businesses

A more rigorous tree-health program, undergrounding utilities, and ped-scale street lights.

We need to do more for pedestrian safety (of all mobility types).

Stop signs and speed bumps to slow cars down.

For me, slower traffic. I feel like my street Hermann between Fillmore and Steiner) is like a freeway- SCARY

Stop sign and better lighting and trim the trees

Slow cars on Steiner. Better signage at Duboce & Steiner.

Speed bumps on Sanchez can be improved.

Traffic calming

Rate the following Initiatives by Priority

Priority	Low		Medium		High		total
	1	2	3	4	5		
Only Resident Traffic in Triangle	24	5	9	1	13	52	
Increased spaces for community and leisure activities	8	6	14	10	14	52	
Improved paving & raised crossings to ease mobility for wheelchairs, elderly, etc	7	4	7	13	21	52	
Traffic Calming Measures such as Improved Bike infrastructure	12	2	8	4	26	52	
Installation of Neighborhood Identity Signaling Markers (ex. Signage, Public Art)	10	12	9	11	10	52	
Adding Sustainability Measures including Street Greening	7	4	14	9	18	52	

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

Improved paving & raised crossings (ex. crosswalks, curbcuts) to ease mobility for wheelchairs, elderly, etc	16
Traffic Calming Measures such as Improved Bike Infrastructure	13
Adding Sustainability Measures including Street Greening (ex. Tree Canopy, Rain Gardens, Bioswales, Solar Implementation, etc)	11
Only resident through traffic within the neighborhood boundaries	6
Installation of Neighborhood Identity Signaling Markers (ex. Signage, Public Art)	4
Increased spaces (ex. bulbouts) for community and leisure activities	2
Grand Total	52

What other measures can we take to improve equity in the Triangle? (Spaces denote "no answer provided")

Not sure how to do that. Housing prices make it hard for everyone.

Outreach to renters only. e.g. Renters get a houseplant when they plant some part of the triangle.

I really don't think we have a problem with equity.

I'm not informed enough to say, though would love to learn more!

increased pedestrian space.

None of the Slow Triangle ideas are suitable to all when you exclude so so many! How is that equitable? Raising the curbs only ensure auto shops our business for alignment repairs!

We have low income housing in the Triangle and bordering us. I think we should ask people in this housing what they think. Housing costs are always a challenge.

"equity?" NO resident-only through traffic

We should work on ways to invite historically excluded communities (Native American, Latino, Black) back to the community.

better lighting at scrossroads

Yikes, that's a great question but outside the scope of what I wanted to write in this survey. :)

Improved Street Lighting was not listed in the above 6 design considerations but should be a part of crosswalk, sidewalk, & green canopy initiatives. Long term: under-grounding utilities on Henry and Beaver.

Not sure of the DTNA definition of "equity." Residents, landlords, businesses, S sticker holders, construction workers, household workers, delivery services, guests, enforcement agencies, etc.

Equity, hmmm, that's a tall order. More creative markings of neighborhood crosswalks and Slow Street intersections?

Make slow blocks look like parks, but allow local residents to park.

Better lighting along Duboce from Church to Castro

Leave well enough alone

???

What other measures can we take to improve equity in the Triangle? (Spaces denote "no answer provided")

Open the streets to through traffic to ease traffic and pedestrian burden to adjacent areas.

Reopening all streets to cars so we equally share the burden. The numerous street closures (e.g., Noe Street; Church & Duboce streets) have funneled nearly all the traffic in Duboce Triangle to 14th Street and Sanchez Street. My intersection at 14th and Sanchez has become a traffic nightmare.

Don't forget about Henry street. All the traffic calming things have increased traffic on Henry between Castro and Sanchez. Little thought has been put into the plan for 14th street from Castro to Church and the slow streets on Noe from Beaver to 14th Street. Actually try to listen to all residents in the neighborhood rather than to the voices of a few....

remove any historic designations and advocate for a significant zoning increase for more apartment buildings for more residents to enjoy the parks and walkable community

Provide Family homes for lower income. Stop building Micro apartments .

Connect residents and businesses to support each other, to include residents that may need assistance with rent, food, childcare, or general community support

I think we should rebrand pedestrian safety as an equity focus and look at how major residential/commercial developments on Market near Church and Castro Stations can contribute

We have many older residents in the triangle area. Better crosswalks & more benches.

more benches

Street slowing devices- street bumps and stop sign

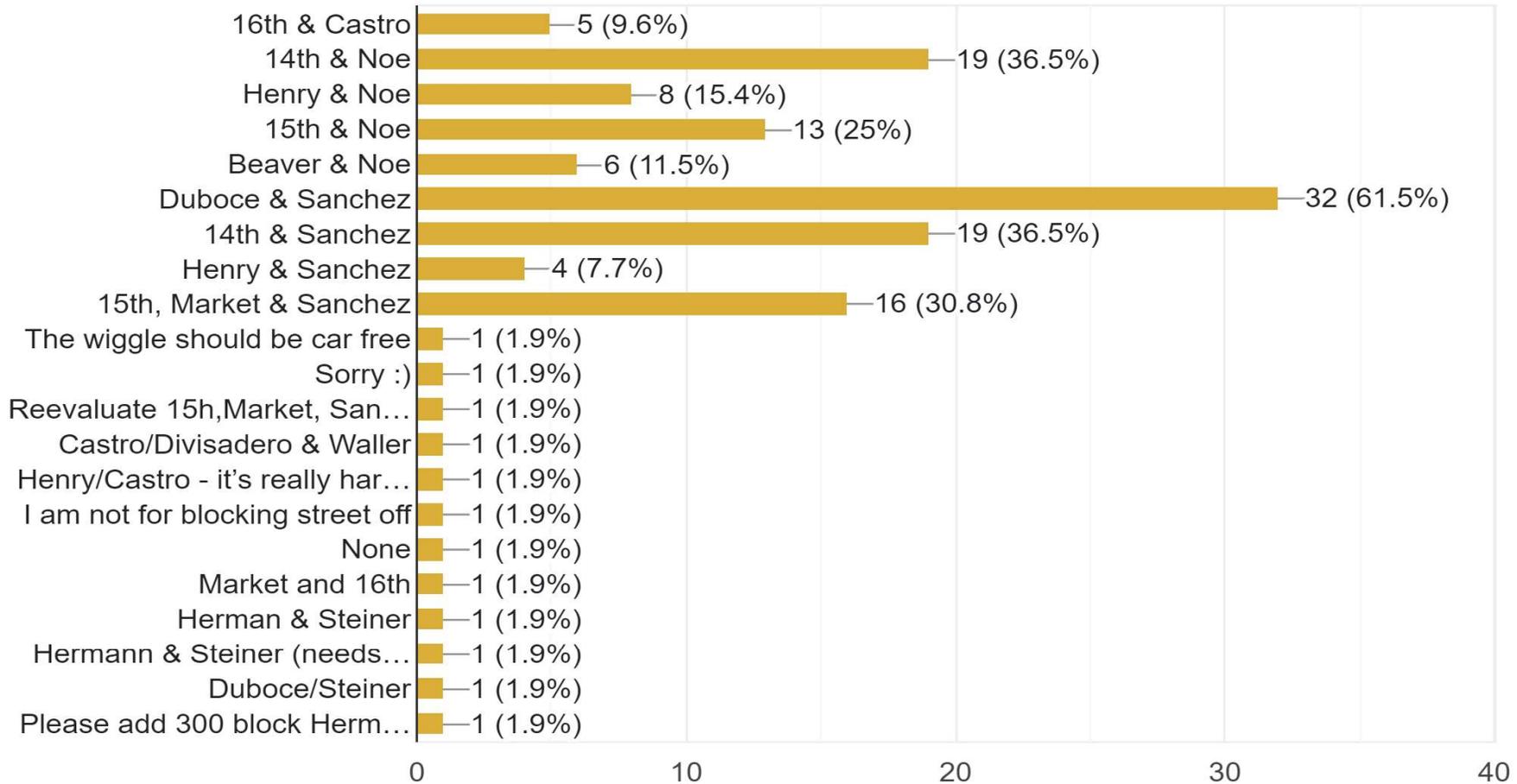
I would be more concerned about crime and homelessness than this issue. Important but not a major problem.

Speed bumps on Steiner need to be increased.

Traffic calming.

Which of the following intersections should Slow Triangle prioritize?

52 responses



Do you have any other ideas/thoughts for Slow Triangle that you want to share? (1/2)

Preserve 14th Street car access out of the triangle. Preserve 15th Street car access into the hood via Sanchez to 14th Street and up the hill to Noe. Add traffic stop lights at Sanchez & Duboce. SFPD should write more tickets to cyclists who flagrantly break traffic laws. I'm a biker and I stop for lights and stop signs.

Let's make our streets as green and beautiful as possible. That will make them more enjoyable to walk down while going about daily life.

I love the large sitting rocks they have on Irving Street (between 19th Av. and 22nd)

The perpendicular parking has always struck me as quite dangerous, I see countless close calls with drivers backing out and either going into opposing traffic or nearly hitting bicycles. Would love to see that choice explored!

simple and passive strategies. not complex street signage

This just seems to be a "Done Deal." I am so very saddened as there is little or no room for dissension and no voice/ear for the opposition. Things are all on a "move ahead" mode. I was so very hopeful. Not now!

Adding speed bumps along Noe will help slow down cars

Build higher density housing such as on the site of the Safeway. Encourage more restaurants and shops to open up.

speed bumps, LOW speed limit.. OK.

Lardoise parklet blocks visibility of pedestrians crossing the street

Food trucks!

be drought tolerant and resilient to the ever-changing conditions of Bay Area weather. Not only that, but they honor this land that we live on, in an act of restoration and stewardship that repairs crucial habitat for non-human animals.

15th. I've been almost hit many more times in the years since Slow Streets started than in the many years before. And when I drive past Noe on 15th, I can't trust ANY cars to yield anymore. Slow Streets are also good when there's not much car traffic anyway, but since there's so much head in parking on Noe, it never feels like there aren't cars and my kid can bike in the street, for example.

The enlarged Northwest corner of 16th & Noe (Upper Market Safety Project) will need some activation. Refuge canisters at all intersections on Noe and Sanchez Streets to facilitate disposal of dog poop. Refuge canisters at all intersections on Noe and Sanchez Streets to facilitate disposal of dog poop. Traffic calming other than current Noe Slow Street auto restriction barriers which restrict intra-Triangle traffic

How do we co-evolve greater community connections and safer/slower streets?

Do you have any other ideas/thoughts for Slow Triangle that you want to share? (1/2)

Close Church from 14th to Duboce to all traffic (except MUNI) and encourage more cafe / outdoor utilization and less loitering

Not a fan of "slow" streets - simply do not work!

Need to balance needs of cars, bikes, pedestrians. If one of the three is singled out will result in ineffective results. Cars are a reality, tenancy to try to eliminate them makes no sense and results in suboptimal results. Figure out ways to slow them down.

Sanchez st traffic and Castro st - both between Duboce and market have become problematic after implementing the Noe slow street. It's annoying as a driver, and dangerous as a cyclist/pedestrian

Get rid of the ridiculous street barriers.

Having "slow streets" in an area for pedestrians to move freely is a nice idea. The reality is the city streets are used by all, not just people in that particular neighborhood. The fact is is that routes through the triangle are major thoroughfares for north south traffic in the city. Any closure of any other streets, any impediment to traffic, increases the burden to adjacent streets and intersections. Having Noe Street alone closed has caused an increase of traffic on the adjacent streets and has made pedestrian negotiation much more dangerous. It's fine to study the movements on those particular streets but the entire area and how that impacts the city itself and how Traffic moves is much more important. You cannot consider the needs of a few people over the needs of the city.

Change the barriers at Sanchez/Henry and Noe/Beaver to traffic circles. It makes no sense to force cars to go to Market Street. Also, it would be great to have more of those wooden benches that fit between the round cement structures in the bulbouts.

See above

Connect slow street to Duboce park, create public gathering space at the Steiner and Duboce intersection across from the Duboce park cafe. This could be a great space if improved

Yes. Pay attention to the empty retail at Market and Church. Move the disabled Muni stop to 14th and Church. Remove Parklets on Church street between Market and 15th. The parklets are killing business for the corner stores .

Just a thought, how do we reach out to the broader San Francisco community regarding this project? Can we learn from others, for example?

I love the ash and Chinese elm trees: they provide a translucent and dappled-light canopy. Let's avoid replacing them with dark-leaves trees that create too much shade, especially in winter.

The cyclists are as dangerous & rude as the car drivers; we need speed enforcement of cyclists on the wiggle.

Diagonal crosswalks could indicate the high volume of pedestrian traffic, and help with traffic calming.

Poorly thought out idea

Safer access to Duboce Park.

Stop sign at Steiner and Hermann. More traffic calming. enforcement.of traffic infractions

How else would you like to be engaged/participate in this process? Any accommodations we can provide? (1/2)

I don't have the time to be more involved right now. But I'll keep reading and learning as we go.

Provide Zoom access to meetings, I can't be the only one who continue to avoid unnecessary indoor gatherings.

I unfortunately work evenings, so cannot participate in the workshops during the week. Workshops on Friday or during the weekend, or video recordings would be appreciated!
more online surveys

There has been no true appreciation for opposition. Every single thing here represents the Slow Triangle Move Ahead! We have ALL experienced exclusion and now this is simply putting the DTNA stamp of approval on excluding the community, residents, neighborhood and ALL San Franciscans from full, equal and complete use of our streets.

Great to have shareouts digitally to keep us up to date

Feedback Surveys on specific plans would be great.

Already receiving emails

Virtual option " we have a newborn at home so it's hard to get out of the house

I would like to attend a meeting if it's Available

I'd like to be as helpful to the process as I can be, despite my scheduling conflicts with your planned meetings. I believe I can only attend 1 out of the 3 workshops.

Can't quite make evening meetings with a kid and Covid concerns, but I'm really happy to see the survey.

Unclear on your theory of change. Let's see what happens next...

?

Open communication about recommendations through social media and/or email.

How else would you like to be engaged/participate in this process? Any accommodations we can provide? (2/2)

I would like to be informed of all meetings and any surveys that will happen. This process was started without public input. Public input was only requested after the process was put into play. That's certainly not fair And that it again only benefits a small number of people in comparison to the entire area that will be affected and the city.

Having the option for text vs. email notifications would be ideal.

Actually engage the neighborhood vs the minority who shows to meeting which go poorly advertised

I only participate on issues that pertain to the 700 block of 14th. It's way easier to get things done. Happy to share our success stories

Keep me posted on progress and meetings via email and on DTNA website

I can't often attend evening meetings.

Who is engaging elderly folks in housing on Duboce and Sanchez?

Allow safer access to park for older residents in housing on Duboce.

Do you wish to be contacted about future Slow Triangle activities such as workshops?

No	12	23%
Yes	40	77%
Total	52	100%