



Duboce Triangle Neighborhood Association
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14th Street Safety Improvements between Castro Street and Sanchez Street

Problem:

The intersections of 14th Street/Noe Street and 14th Street/Sanchez Street are dangerous for all users, particularly pedestrians and cyclists. These intersections are controlled by a 4-way stop sign that often leads to confusion in terms of who has the right-of-way, particularly with overlapping vehicles in the two lanes of traffic in the eastbound direction. Cyclists and pedestrians have experienced many “close calls” with drivers when walking across 14th Street at Noe and Sanchez Streets. There are many destinations bringing pedestrians (including many children) and cyclists through these intersections including McKinley Elementary School, Friend of St. Francis Preschool, Davies Medical Center, Duboce Park, Muni N-line stops (at Duboce/Church and Duboce/Noe), Muni K/T, L, M and streetcar stops (at Church/Market), Muni 37 stops (on 14th Street), Muni 22 stops (at Church/Duboce and Church/Market), and numerous residences and businesses. These intersections also have high bicycle volumes because Sanchez Street is on the Wiggle bike route.

Proposal:

1. **Remove one travel lane** in the downhill direction (eastbound towards Market Street) between Castro Street and Sanchez Street. This will result in one travel lane in each direction on 14th Street, as there is currently one travel lane in the uphill (westbound) direction. The 14th Street eastbound approach to Castro Street would have one right-turn only lane and one through/left lane.
2. **Convert the curb-adjacent lane of eastbound 14th Street to a right-turn lane** between Divisadero and Castro streets. Eastbound 14th Street expands from one through-lane to two at Divisadero Street. Maintaining one through lane will smooth traffic operations through to Sanchez. Converting the curb-adjacent lane to a right-hand turn lane will prevent backups and support curb drop-off at McKinley Elementary School.
3. **Install painted safety zones** (i.e., painted pedestrian bulbs) or painted Muni boarding zones into the 14th Street side of the SW corner of Noe/14th Street and Sanchez /14th Street intersections (consider the other corners as well). This will align with updated Muni boarding zones being deployed throughout San Francisco, whereby buses maintain their street position when passengers board and alight.
4. **Convert current parallel parking** on the south side of 14th Street to angled parking.

This will result in the following **benefits** to the corridor:

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1. **Simplify** the intersection movements at the 4-way stops at Noe and Sanchez Streets, increasing clarity for all users;
2. **Increase pedestrian visibility** for drivers, because drivers' view of pedestrians will not be obstructed by parked cars or a car or bus in the curb lane;
3. **Clarify movements** when Muni buses are stopped at Noe and Sanchez streets. This is a particularly hazardous situation for pedestrians because when a Muni bus is stopping for passengers in the curb lane, there is a risk of conflict between a pedestrian crossing in front of the stopped bus and a car proceeding through the intersection in the second lane of 14th Street;
4. **Reduce the crossing distance** for pedestrians thereby reducing their exposure to moving vehicles;
5. **Increase the amount of street parking** by converting parallel parking to angled parking; and
6. Possibly **reduce vehicle speed** in response to a narrowed street and angled parking.

Considerations:

1. **Muni operations:** The 37 bus operates on 14th Street in both directions. The westbound 37 bus has been successfully operating with one travel lane; this is an indication that the 37 could successfully operate in the eastbound direction with one travel lane.
2. **Vehicle volumes:** In the morning peak hour, vehicles often back up from Market Street beyond Sanchez Street. It seems that within the last year the signal timing at the Market/14th Street intersection has been changed to reduce "green time" for the 14th Street eastbound approach. With current signal timing, a very limited number of vehicles (i.e., sometimes as few as six vehicles) can make it through the intersection per green. It is the traffic signal at the Market/14th Street intersection, and not the number of travel lanes on 14th Street between Sanchez and Castro street, that is limiting the vehicle throughput on 14th Street in the eastbound direction.

Signal timing should be adjusted to allow more vehicles per cycle to cross Market Street at 14th Street. The 14th Street eastbound lane reduction between Castro and Sanchez Streets would not increase vehicle volumes; it would have the effect of metering vehicles into the block between Sanchez and Market streets where there will be the additional capacity of two lanes. With current signal timing, all vehicles queuing in the two-lane block of 14th Street between Sanchez and Market streets do not clear during each green phase. Therefore, the lane reduction will have no effect on vehicle throughput.

Sincerely,

Duboce Triangle Neighborhood Association, Land Use Committee