

Next Generation Sanchez Slow Street Small Group Design Preview Discussion

February 28, 2024

Slow Sanchez Team:

Alejo Alvarado, Next Gen Sanchez Project Mgr <Alejo.Alvarado@sfmta.com>

Mark Dreger, Senior Planner <Mark.Dreger@sfmta.com>

Ellen Robinson, Traffic Engineer/Senior Planner <Ellen.Robinson@sfmta.com>

UNN: Chris Faust, Rebecca Golden, Jeff Iacono, Debbie Meyers, Stephanie Levin

Meeting Notes

- SFMTA proposes painted safety zones, bollards, bike parking, and landscaped traffic calming islands at various intersections (noted in proposal below) on Slow Sanchez that see either higher traffic volumes or higher vehicle speeds.
- Traffic Circles and Roadway Narrowing are features that will not be used based upon previous community feedback and design challenges.
- Group asked that SFMTA stand by their own rules for slow streets (FAQs) and that they assert authority of the street. Law enforcement does not have authority because there are no laws on the books RE slow street policies.
- Group asked that SFMTA help people understand how the street should be used and enforce order.
- Residents asked that the new signs depict cars too along with pedestrians and bicycles so people understand that it is truly a shared street and not closed to cars. SFMTA said cars could only be added to the signs as they become damaged and need replacement. Chris suggested adding car stickers to the current signage. SFMTA did not affirm or reject.
- Alejo is checking on how many parking spaces will be lost in addition to the ones already being lost to the new state law and will email this info to UNN.
- Angled parking might help replace lost spaces. SFMTA said they would note this idea, but that they had not budgeted to repaint the parking lines on Sanchez.
- Q: Can corner community zones be used for other purposes besides planters and bike parking, such as parklets or seating? A: there are safety issues to consider since cars will still be passing close by.
- Based on resident concerns raised at this meeting about safety issues such as bicycle travel impediments, large crowds, children at play and other factors, SFMTA will revisit the 26th Street intersection and Noe Café, which currently are not included in these plans.

- The finished design is not likely to be ready for our March 20 meeting. Our next UNN meeting in May might be too far away. Alejo suggested that a special UNN community meeting in April might be called for.

SFMTA Supplemental Info:

Regarding parking counts: we did an intersection-by-intersection analysis of the impact of PSZ's on parking. Here is what we found:

- If the entire design is implemented as is, there will be 5 legal parking spaces, that will be allocated to alternate use (PSZ, Murals, Bicycle Parking.)
- Two of these five spaces are metered spaces.
- There are an additional 13.5 parking spaces that will be re-allocated, that are no longer legal parking spaces due to the new Senate Bill 413.
- Of these additional 13.5, two of them are metered parking spots.

The 4-Pager can be viewed using the following link:

https://www.sfmta.com/sites/default/files/reports-and-documents/2024/02/final_4pager_1.pdf

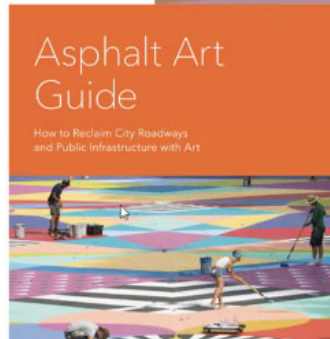
The Slow Sanchez Team Presentation

Background

- Funded by Supervisor Rafael Mandelman's District 8 Neighborhood Transportation Improvement Project fund - **\$277,000**
- Engagement conducted in Fall 2023 includes:
 - Community walkthrough
 - Upper Noe Neighbors meeting
 - Phoenix Day tabling
 - Online survey
 - Business outreach
- Awarded Bloomberg Philanthropy Grant in November (for street murals) - **\$25,000**

Bloomberg Grant

- Awarded \$25,000 to fund mural art and placemaking efforts on Sanchez
- Partnering with San Francisco Parks Alliance to carry out mural programming
- Murals to be painted within Painted Safety Zones and potential mid-block or intersection locations



Placemaking

Placemaking inspires people to **collectively reimagine and reinvent** public spaces as the heart of every community. Strengthening the **connection between people and the places** they share, placemaking refers to a collaborative process by which we can shape our public realm in order to maximize **shared value**.

- Project for Public Spaces

What We Heard

Parking

- Concerns about removal of car parking spaces, particularly near businesses
- Requests for more bike parking

Safety

- Youth usage of Slow Streets
- Suggestions for brightly colored signage or murals indicating where to stop for youth learning to ride bicycles (specifically intersections with non-Slow Streets)
- Desire for intersection safety treatments at Clipper Street as there is a pre-school there
- Some concerned that community-placed objects like planters can be dangerous for drivers who may not see them
- Concern that drivers are not respecting or running over delineators
- Tension between Slow Streets users and drivers passing through

What We Heard

Landscaping/Placemaking

- Suggestion for bright murals at the beginning of a Slow Street as well as to alert youth of an upcoming vehicle intersection
- Suggestion for a mural on some blocks, ideally using youth-friendly art subjects such as animals
- Suggestion for a landscaped strip in the middle or along the sides of Sanchez, complete with trees and planters for greening
- Requests for more trash receptacles along the corridor

Speeding

- Concern on 26th Street about vehicles speeding over speed cushions
- Concerns for cross traffic speeding happening 26th, Clipper, 29th, and 30th

Toolkit

Slow Streets
慢行街道 · Calles Lentas

Design Toolkit: Sanchez Next Generation Slow Street

Painted Safety Zones / Community Zones

Traffic Safety Impact: Painted safety zones help to increase the visibility of pedestrians at intersections and to encourage slower turning speeds.

Historical Safety Zones: Painted safety zones wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving. Narrowing the intersection encourages slower vehicle travel speeds and decreases.

Implementation Considerations: They require parking removal.

Neighborhood Traffic Circle

Traffic Safety Impact: Traffic circles help to slow vehicle speeds on intersections.

A traffic circle is a traffic feature that requires safety at intersections. It's usually built of concrete, but other materials like brick, cobble and grass can be used. The design is the result of a design process that takes into account the needs of all transportation modes, including those of people with disabilities. Traffic circles are designed to be safe for all users, including those with disabilities.

Implementation Considerations: Depending on the size and location, traffic circles may require more space and may be longer to install than other street features.

Traffic Calming Islands with Landscaping

Traffic Safety Impact: Concrete islands provide a more durable barrier to discourage and through vehicle traffic.

Implementation Considerations: Concrete islands with trees and other landscaping is a more durable and attractive option than other traffic calming measures. Concrete islands can be used in the opposite direction of travel to create a more visible barrier to vehicles.

Concrete islands that feature trees, landscaping, and other features are more durable and attractive than other traffic calming measures. Concrete islands can be used in the opposite direction of travel to create a more visible barrier to vehicles.

Implementation Considerations: They require parking removal.

SFMTA.com/SlowStreets

Slow Streets
慢行街道 · Calles Lentas

Design Toolkit: Sanchez Next Generation Slow Street

Roadway Narrowing

Traffic Safety Impact: Roadway narrowing can reduce the width of travel lanes to reduce vehicle speeds and increase the visibility of pedestrians at intersections.

Implementation Considerations: They require the removal of parking spaces.

Slow Street Wayfinding and Identification Signs

Traffic Safety Impact: Slow street wayfinding signs indicate the location of a slow street for approaching motorists and people walking, biking, and rolling. The slow street sign indicates the location of the slow street and the location of the slow street sign should be placed in a place where all users should be seeing the slow street.

Implementation Considerations: They require signage.

On-Street Bike Parking

Traffic Safety Impact: On-street bike parking provides a safe place for people to park their bikes and encourages people to use their bikes. On-street bike parking can also encourage people to use their bikes. The use of on-street bike parking can encourage people to use their bikes.

Implementation Considerations: They require parking removal.

SFMTA.com/SlowStreets

Project Toolkit

Painted Safety Zones / Community Zones

- **Traffic Safety Impact:** Painted safety zones help to increase the visibility of pedestrians at intersections and to encourage slower turning speeds.
- Painted safety zones are painted areas of the road that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving. Narrowing the intersection encourages slower vehicle travel speeds and decreases.



Toolkit

Option to include on-street bike parking

- **An on-street coral can be included within PSZ**
- **Traffic Safety Impact:** Bike parking corrals provide parking for people bicycling visiting and prioritize roadway space for active transportation uses. On-street bike parking can also narrow the roadway to calm traffic. This tool can be co-located with Painted Safety Zones along the Slow Street.

NOTE: Per state law (Assembly Bill No. 413) Parking is now prohibited on the right side approach within 20 ft. of intersections. A PSZ in this area will not remove parking, but a PSZ outside this area would.



Toolkit

Traffic Calming Islands

- **Traffic Safety Impact:** Concrete islands provide a durable barrier to discourage cut-through vehicle traffic.
- **Implementation Considerations:** Concrete islands work best on streets where there is sufficient space to maintain vehicle access in the opposite direction. Concrete materials act as a robust barrier for discouraging cut-through traffic, while still allowing for bicycle and scooter access.

Option to include landscaping

- Where possible, the islands could include space for landscaping. (Assumes community participation for planting and maintenance).



Overview map

SANCHEZ ST. FROM 30th ST. TO 27th ST.



Overview map

LEGEND	
	On-Street Bike Parking
	Traffic Calming Islands with Landscaping
	Painted Safety Zones / Community Zones
	Example Intersection Treatment (pg. 3)

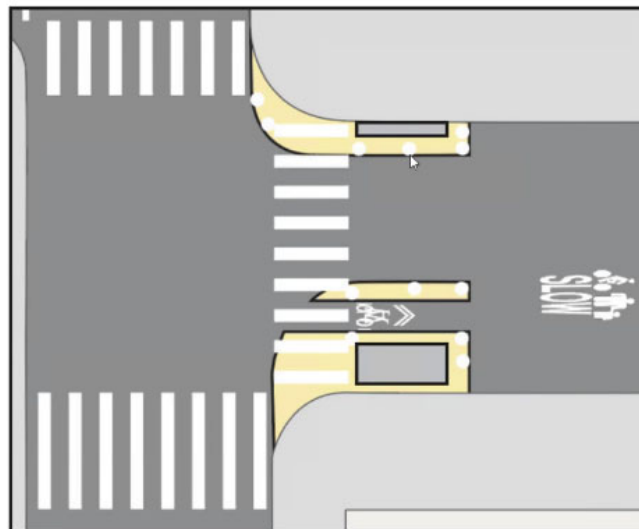
SANCHEZ ST. FROM CESAR CHAVEZ ST. TO 23rd ST.



30th Street

30th St. Gateway Treatment with potential island

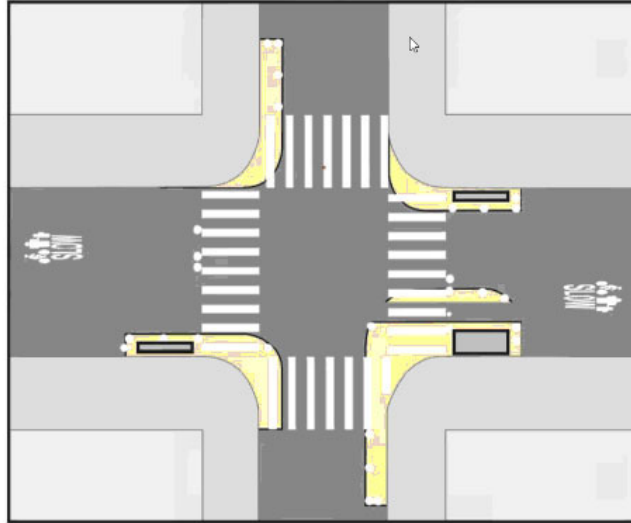
- Painted Safety Zone at entryway of Sanchez Slow Street that includes a bicycle cut-through and flex posts. Concrete islands can be used to strengthen safety.



Day Street

Day Street Intersection PSZ with potential Islands

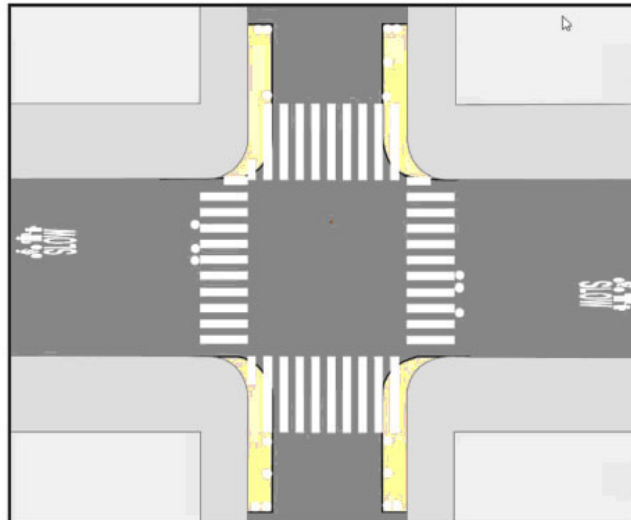
- Painted Safety Zones to encourage drivers to turn further away from the curb, creating a buffer between pedestrians and cars. They also encourage yielding, and slow drivers down considerably as they're making turns.



29th Street

29th Street PSZ

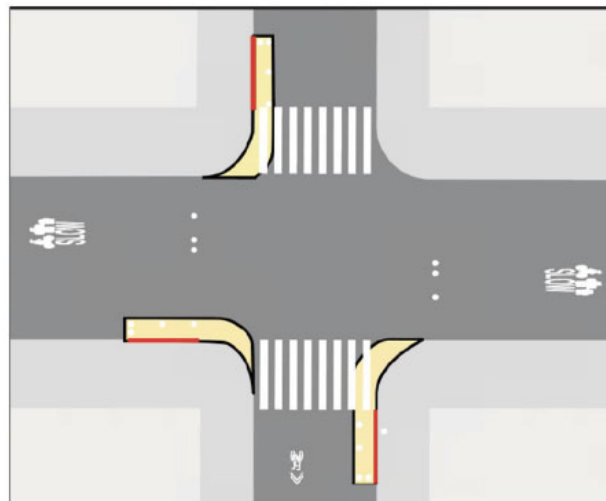
- Painted Safety Zones to create a buffer between pedestrians and cars. They also encourage yielding to pedestrians and slower turning speeds. This treatment is aimed at reducing speeds on 29th St. Concrete islands can be used to strengthen safety.



Cesar Chavez Street

Cesar Chavez St. PSZ with potential island

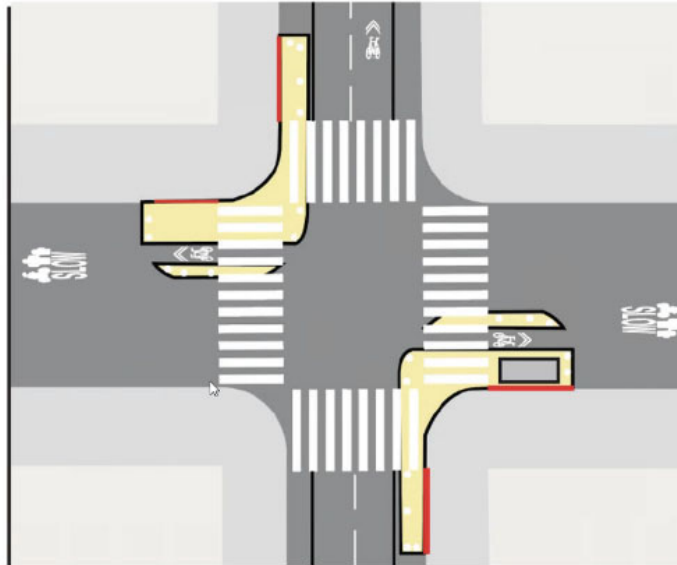
- Painted Safety Zones to increase pedestrian visibility and yielding.



Clipper Street

Clipper St. PSZ with potential island

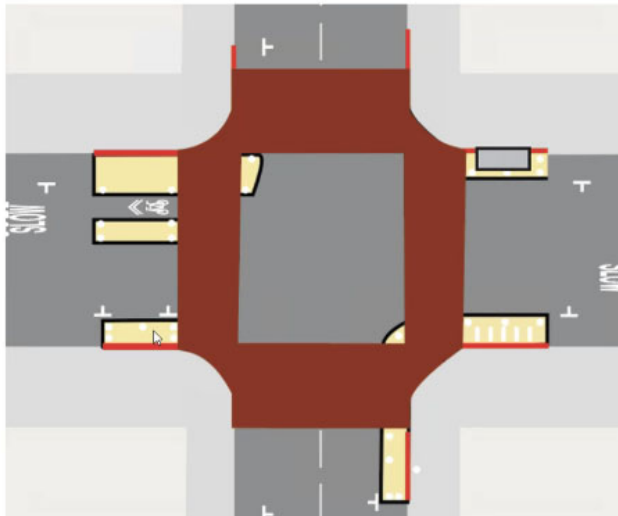
- Painted Safety Zones (PSZs) to encourage yielding to pedestrians. PSZs will include bicycle cut-throughs. Option to include island.



24th Street

24th St, Gateway Treatment

- Painted Safety Zone at entryway of Sanchez Slow Street that includes a bicycle cut-through and soft hit posts. Concrete islands can be used to strengthen safety.



- **Winter 2024:** Draft Design and Engagement
- **Spring 2024:** Final Design and Project Legislation
- **Summer / Fall 2024:** Project Implementation

