

Duboce Triangle Planning Study Survey Summary

June 2026



Project Overview

The Duboce Triangle Slow Streets Study is exploring ways to enhance safety, accessibility, and neighborhood connectivity. The study is looking closely at Sanchez Street (between Market Street and Duboce Avenue) and Steiner Street (between Duboce Avenue and Waller Street), two corridors that are already part of the City's active-transportation network and could help form a more continuous, low-stress north-south route through Duboce Triangle. The goal is to bring together local insights and technical analysis to identify a range of possible approaches for improving safety and mobility in Duboce Triangle. While the study will not make final design decisions, it will help determine which concepts have community support and merit further design and outreach in future phases.

Neighborhood and Community Engagement So Far

Project staff have, in collaboration with local neighborhood councils, hosted two community meetings. The first neighborhood meeting was hosted by the Duboce Triangle Neighborhood Association and the SFMTA in November 2025. The second occurred in January 2026 in collaboration with Buena Vista Neighborhood Association. Both meetings shared a similar format where SFMTA staff presented on existing conditions and followed with a group mapping exercise.

Survey Overview

Project staff developed a neighborhood survey to hear circulation ideas directly from neighbors, workers, and visitors. Respondents' circulation ideas would serve as the foundation for any alternatives/candidates for the consultant to model.

The survey was hosted on an online platform and ran from January 30th, 2026 and concluded on March 1, 2026. Project staff advertised the survey via a study e-mail. SFMTA's efforts were complemented by Duboce Triangle Neighborhood Association's advertisements to their membership via neighborhood newsletter.

The survey posed three open-ended questions for respondents to share challenges they experience while driving, biking, and walking in or to the Duboce Triangle. On top of sharing these challenges, the survey encouraged respondents to share circulation ideas, such as lifting an existing turn restriction or implementing a turn restriction to prevent cut-through traffic. The survey included a general open-ended question where respondents could share related issues but are otherwise outside of the project's scope. The survey concluded with a series of demographic questions to gauge whether respondents are reflective of the neighborhood's demographics.

The survey is attached in Appendix B. Full and unedited responses to each question are found on Appendix C through Appendix F.

Summary Findings

Driving and Duboce Triangle

- In terms of circulation, respondents from the driving perspective shared frustrations with access into and out of Duboce Triangle. However, respondents also expressed frustration with traffic congestion and non-local (or “cut-through”) traffic in the neighborhood.
- The most common concern held by respondents from the driving perspective was conflicts at intersections. Respondents shared that they often are confused about who has right of way at irregular intersections and how to navigate Market Street’s multi-legged intersection.
- The driving perspective was the most critical of the Noe Slow Street. Some respondents said that the SFMTA should remove Noe’s Slow Street status as they think that cars are banned from driving on it (staff note: vehicle traffic is allowed on Slow Streets). Others placed blame on Noe Slow Street for added vehicle congestion on parallel streets. A minority would like to see the Slow Street Program ended altogether.

Bicycling and Duboce Triangle

- From the biking perspective, the main thread running through circulation ideas was diverting vehicle traffic away from the Wiggle. Respondents from the biking perspective see this as a solution to reducing conflicts between vehicles and bikes/pedestrians.
- Responses in the biking perspective were more likely to raise mid-block conflicts (as opposed to intersection conflicts) than respondents in the walking or driving perspective. For instance, respondents shared concerns about being struck by someone speeding down the block as they bike. Another concern was being struck by someone opening a car door without checking for bike traffic. Respondents cited bike/vehicle conflicts due to traffic congestion and aggressive driving.
- Reception towards the Noe Slow Street was more mixed: Some respondents appreciated that treatments made Noe Street more bike friendly. Others argued that Sanchez Street’s connectivity to the bike network makes it a better fit to be a Slow Street.

Walking in Duboce Triangle

- Circulation comments from the walking perspective were centered on rerouting vehicle traffic away from the Wiggle and/or key pedestrian activity centers (such as Duboce Park).
- Stop-sign compliance was the largest issue raised by pedestrians. Respondents said that drivers often rolled or ignored stops. Respondents also shared concerns that bicyclists roll through stops at pedestrian-congested intersections.
- Related to stop-sign compliance, respondents had many concerns about intersections. Respondents found some intersections difficult to cross due to signal timing, crossing length, or struggled to cross when drivers or bicyclists failed to stop at a stop sign. Examples of the first two are Market Street’s six-legged intersections.
- Much like the biking perspective, pedestrian attitudes towards the Slow Street were divided as well. Supporters of the Noe Slow Street felt that it improved pedestrian safety. More critical voices felt that Noe Slow Street needs improvements to invite more pedestrian traffic, while others would like to remove the Slow Streets Program altogether.

Demographic Questions

- Respondents take advantage of the multiple mobility options in Duboce Triangle, as the majority get around the neighborhood using two or more modes to get around. This means that people are protean in their travel choices; they are not “bicyclists” or “drivers” exclusively.

- Most (71%) respondents stated that they live in Duboce Triangle.
- Excluding age groups represented, respondents' demographics were similar to Duboce Triangle's¹.

Detailed Findings

Question 1: Driving within Duboce Triangle

The first question in the survey asked participants to imagine taking a common trip that they typically take while driving and to communicate issues or concerns they experienced while driving. If they do not drive, then they are asked to take the perspective of someone driving in the neighborhood (empathy-building). The survey prompted respondents to think about circulation challenges or circulation solutions they would like to see.

There were three key takeaways gleaned from respondents' answers: Conflicts at intersections, circulation issues in the neighborhood, and (related to circulation issues) traffic congestion.

Respondents were most concerned about conflicts at the intersection. Duboce Triangle is lined with irregular intersections on Market Street while the zig-zag intersection of Duboce Avenue at Steiner/Sanchez Street poses a challenge to some road users. Given that intersections have numerous conflict points and where multiple modes of travel converge, it's natural that respondents would face more issues at the intersection than mid-block. Respondents were concerned that confusing intersections may lead to a failure to yield right of way to pedestrians and conflicts between drivers and people walking and bicycling. One respondent wrote about the intersections on Market Street as "always really difficult to navigate. It can be hard to know who is turning or what the right path is." About Duboce Avenue at Steiner/Sanchez Street, one respondent wrote that it "is tough to navigate" as it is "very hard to read what other drivers will do and whose turn it is."

Duboce Triangle's location in the City's center and its proximity to highway access means that cross-city traffic will inevitably traverse the neighborhood. Duboce Triangle also represents a neighborhood scale example of how San Francisco's disjointed street grid and topography make north/south travel in the City particularly arduous. Multiple north/south streets in Duboce Triangle are interrupted at some point, in turn redirecting north/south traffic onto the limited number of streets that continue through. As one respondent put it, "Since there is no left turn onto Castro driving East on Market, Noe and Sanchez are the two streets that offer possibility to go in a North direction, to either Fillmore or going left up Duboce to Castro. They are both thru-ways whether you like it or not." This leads to concerns about cut-through traffic or vehicle congestion, as one commenter stated, "When I drive in Duboce I find that other drivers are using the neighborhood as a cut-through and can be very aggressive" and another sharing that "too many cars divert into the triangle (especially 14th and Noe) to shortcut the major streets like Market, Castro, etc. during rush hour."

There is also an interesting contradiction in respondents' sentiment regarding circulation and vehicle congestion/cut-through traffic in Duboce Triangle (ranking second and third in respondents' concerns). The existing turn restrictions in the neighborhood were implemented to improve Muni operations and safety, not to prevent cut-through traffic in the neighborhood. In any case, limiting cut-through traffic inherently means reducing access into the neighborhood to prevent that traffic coming through.

¹ Demographic data from American Community Survey 2024 5-Year Estimates, Census Tract 016900

However, respondents shared frustrations with existing turn restrictions that, they say, lead to roundabout driving. One respondent commented that “The no left turn onto Market from Noe and Sanchez now requires us to have to go down 15th Street to make a left onto Market is frustrating.” Another said that “You have to drive a mile out of your way” to access Noe Street via Castro Street rather than making a left turn on Market Street. Another said that “Not being able to turn left on Market heading South on Sanchez adds significant navigation to the streets south of Market.” Notably, one commenter saw circulation changes as an opportunity to reduce cut through traffic saying, “The problem with driving in the neighborhood is the cars. There are too many and they're allowed everywhere! We need traffic diverters for modes that take up too much space and pollute the environment.”

The table below shows the number of comments by concern. There were 222 total comments, though some comments may have been coded for multiple concerns. Full responses to this question are attached to Appendix C

Table 1: Driving within Duboce Triangle Number of Comments by Concern Type

Concern	Count
Intersection Conflicts or Problems	62
Circulation-Related Comment	56
Congestion Issues	37
Multi-Modal Conflicts	37
Stop Sign Compliance Concerns	28
Driving is Easy in Duboce Triangle	23
Noe Slow Street Could Work Better/Removed	23
Speeding/Aggressive Driving Concerns	11
I Don't Drive	8
Driving is Hard in Duboce Triangle	6
Signal Timing Concerns	5
More Enforcement Needed	4
Noe Slow Street Is Working Well	0
Total	300

Question 2: Biking within Duboce Triangle

The second question, much like the first, asked respondents to think of a common trip they would take while biking. If they do not bike, then they are asked to take the perspective of someone biking in the neighborhood. The question asked respondents to take the position of somebody biking with the intent of creating empathy amongst those who do not bike at all. However, many respondents took the opportunity to complain or air their grievances about people bicycling in the neighborhood rather than taking on a biking perspective in good faith.

In terms of bike traffic circulation, respondents recognize Sanchez Street as a vital trunk to Duboce Triangle’s bike network given its connection to the Wiggle and other key bike routes. Some respondents

raised that a Sanchez Slow Street would be a better alternative to the current Noe Slow Street. One respondent wrote, “Sanchez is the most common for bikes- but it’s not a slow street?!” and ultimately recommended Sanchez Street as a better alternative based on its low vehicle traffic and high bike volumes. Respondents also wrote that circulation changes should be considered on the Wiggle to reduce vehicle traffic. One respondent wrote that “as the main crosstown bike route I really wish cars were diverted elsewhere, not along the Wiggle,” adding that “both cars and bikes would be happier if the block at the bottom of the block was closed to cars.”

At a high-level, there are mixed feelings about biking in Duboce Triangle. Some respondents found that biking in the neighborhood is easy and comfortable. Respondents who felt less comfortable placed blame on tricky intersections, vehicle traffic congestion, and aggressive driving.

The most shared concern from the biking perspective was multi-modal conflicts, specifically conflicts between drivers and bikes. Mid-block concerns distinguish the bicycling perspective from the walking and driving perspective as this is the only modal perspective that mentions mid-block concerns. Respondents based mid-block concerns on heavy vehicle congestion on key bike routes, aggressive passing, and drivers speeding in Duboce Triangle’s narrow residential roads. One respondent wrote that they are worried about being doored² and that drivers pass at unsafe times or come too close. Another commented that “the section between Duboce and Waller is dangerous and scary for cyclists as drivers often try to pass in this very short/busy section.”

Another common issue raised was stop-sign compliance. Respondents noted that both people bicycling and driving often disregard stop signs. Some respondents pointed out potential walk/bike conflicts due to stop-sign compliance. Others speculated that people bicycling rolling stops, along with other perceived aggressive behavior, are the main reason why people drive aggressively around bicycles. One comment argued “there’s also a lot more road rage towards cyclist because of their terribly behavior.” However, based on other comments (one wrote in saying “cars are driving too fast and drivers seems stressed, especially in the mornings”), drivers do not need any justification for their road rage or aggressive driving. By the same token, people riding bikes might make moves that are perceived as dangerous or as aggressive in response to aggressive driving. People riding bikes may take actions such as stop sign running when vehicle traffic is not present or skipping queued traffic to minimize their time in mixed traffic, and in turn, reduce chances of collision.

The third most common issue was intersection problems. Like the driving perspective, people who took on the biking perspective found that some of the neighborhood’s intersections can be confusing and drivers’ failure to follow proper right of way. One respondent wrote that the “Steiner / Waller intersection is probably the most dangerous” as “cars get frustrated and will often jam through the intersection.” Another shared a similar comment, saying that “biking through the intersections of 14th and Sanchez and Duboce and Sanchez is dangerous” because “cars are impatient and speed through the intersections.”

The table below outlines common issues by count of comments. There were 205 total comments, though some comments may have been coded for multiple concerns. Full responses to this question are attached on Appendix D.

² When a bicyclist is hit by a someone opening a parked car’s door without checking for incoming traffic.

Table 2: Biking within Duboce Triangle - Number of Comments by Concern Type

Concern	Count
Multi-Modal Conflicts	51
Stop Sign Compliance Concerns	35
Intersection Problems	33
Congestion Issues	24
Biking is Easy in Duboce Triangle	20
Speeding/Aggressive Driving Concerns	17
Circulation-Related Comment	15
More Bike Lanes/Better Separation	15
Biking is Hard in Duboce Triangle	10
More Enforcement Needed	5
Noe Slow Street Could be Better	2
Noe Slow Street is Working Well	2
Signal Timing Concerns	1
Total	230

Question 3: Walking within Duboce Triangle

The last circulation-related question in the survey asked respondents to describe their experience walking in Duboce Triangle, as well as any circulation changes that would improve walking in the neighborhood. As the demographic section will indicate, walking was the most common mode for getting around in Duboce Triangle. Though circulation studies primarily investigate vehicle and bicycle flow, this question was offered to capture all perspectives and to provide a space for respondents to raise issues they experience while walking in Duboce Triangle.

In terms of circulation, comments from the pedestrian perspective see implementing circulation changes for drivers as a means for improving walking in the neighborhood. Respondents suggested walking could be safer by diverting traffic away from inner residential streets and onto streets that already convey crosstown traffic. For example, one respondent suggested routing “traffic down Haight Street, our designated commercial corridor, instead of Waller,” which is a more residential street. Comments recognized that turn restrictions present an opportunity to simplify complicated intersections, in turn making modal interactions at intersections more predictable. For instance, one respondent said that they “would love to see turn restrictions to create more predictable cars” at the Duboce Avenue and Steiner/Sanchez Street intersection. Rerouting vehicle flow, too, presents an opportunity to shift vehicle traffic from pedestrian corridors to streets meant for heavy traffic.

Stop-sign compliance issues, intersection or pedestrian crossing concerns, and aggressive driving had the highest amount of comments in the walking perspective question.

Respondents who answered this question saw stop-sign compliance issues as the top concern they shared. Respondents stated that people driving and bicycling often don’t stop at stop signs, making it feel unsafe to cross the street. Respondents said that drivers either come to a rolling stop or simply pass through the intersection without stopping. One respondent wrote in saying “I love walking in my neighborhood, but I

don't always feel safe because drivers will often not stop for me in the crosswalk." Another plainly wrote that some "bicyclists don't stop at stop signs."

Respondents of the walking perspective question also found issues at intersections. Reasons varied, including long crossing distances, visibility issues, and unclear right of way. One respondent said that crossing Market Street "I have many times made only 2 of 3 crosses in one light cycle when trying to go to the opposite side of an intersection but end up having to wait another cycle." A respondent who is a wheelchair user wrote that "Visibility of and to oncoming traffic when crossing streets is an issue in many places" in the neighborhood.

Another topic that came up frequently was speeding and aggressive driving. Respondents found it concerning that drivers frequently speed in narrow, pedestrian-dense residential roads. One respondent wrote that "It's lovely!" to walk in Duboce Triangle, but that they "don't like all the impatient drivers." Another respondent wrote that "cars drive very fast even on streets with speed bumps, and cars regularly pull into or through crosswalks without stopping to look for pedestrians."

The pedestrian perspective on the Noe Slow Street, much like the bicycling perspective, was mixed. Praise for Noe Slow Street was rooted in respondents finding it a more pleasant and comfortable corridor to walk on. One respondent pointed to safety benefits, writing in that that "walking is safe due to the Slow Street on Noe," and that "it's a very effective way to navigate the neighborhood." Another stated that "compared to time before Slow Streets, Noe is dramatically safer for pedestrians."

Respondents who were critical of the Slow Street highlighted conflicts between pedestrians, people driving, and people biking on Noe Street. One respondent wants to revert the Noe Slow Street to its previous iteration, arguing that "it's causing contention between all users thinking they are entitled more than another." Another wrote that "The drivers get the message that this is their car space, and they YELL at me to get out of the street. My four-year old daughter and I don't deserve to be YELLED at for walking (or biking) on a designated Slow Street." The same respondent framed clearer markings that communicate to drivers that Slow Streets are a shared space as a potential solution to mitigating road rage. While these conflicts occurred on the Slow Street, it should be noted that road rage is not unique to Slow Streets.

The table below outlines common issues by count of comments. There were 222 total comments, though some comments may have been coded for multiple concerns. Full responses to this question are attached on Appendix E.

Table 3: Walking within Duboce Triangle - Number of Comments by Concern Type

Concern	Count
Stop Sign Compliance Concerns	74
Pedestrian Crossing/ Intersection Issues	58
Speeding/Aggressive Driving Concerns	44
Walking is Easy in Duboce Triangle	20
Multi-Modal Conflicts	17
Congestion Issues	13

More Enforcement Needed	9
Circulation-Related Comment	6
Signal Timing Concerns	6
Crossing Length Concerns	4
Noe Slow Street Could be Better	3
Noe Slow Street is Working Well	3
Walking is Hard in Duboce Triangle	3
Total	262

Demographic Questions

The survey asked respondents to answer questions about their relationship to Duboce Triangle as well as basic demographic questions. Questions about their relationship to Duboce Triangle are helpful to understand whether respondents are residents or visitors, as well as how they travel in the neighborhood. The demographic questions are helpful to understand if the survey’s respondents reflect the neighborhood’s socioeconomic profile. Survey responses are compared to 2024 American Community Survey 5-Year estimates where applicable.

Getting around Duboce Triangle

This question asked respondents to choose which modes they use to get around Duboce Triangle. Respondents were allowed to choose more than one option. Percentages are calculated from the number of respondents (237) who answered this question.

The responses to this question highlight that residents and visitors to Duboce Triangle do not rely on one mode of travel exclusively – it is a multi-model neighborhood. Respondents are not just “drivers” or “bicyclists,” they might drive for some trips and ride a bike for others. It was extremely rare that respondents chose only one travel mode for getting around Duboce Triangle.

The most common way that people get around Duboce Triangle is by walking, with 94% of respondents choosing this mode. Driving (69% of respondents), riding Muni (68%) were the second and most third common mode of travel. More than half of respondents (54%) stated that they ride a bike.

Table 4: Traveling in Duboce Triangle

How do you travel in Duboce Triangle? (Choose all that apply)	Count	%
I walk	222	94%
I drive	164	69%
I take Muni	161	68%
I bike	128	54%
I use a mobility device	8	3%
Other	6	3%
Total Responses to this Question	237	-%

Relationship to Duboce Triangle

The survey asked respondents what their relationship to Duboce Triangle. Respondents were allowed to choose more than one answer, such as someone who lives and works in Duboce Triangle. Percentages of responses are calculated from the number of respondents (238) who answered this question.

Based on respondents' answers, survey data primarily came from the perspective of people who live in Duboce Triangle or who frequently visit the neighborhood. Seventy-one percent of answers were "I live in Duboce Triangle," making it the most popular response. Frequent visit was the second most common at 35%, with commuting through Duboce Triangle trailing close at 31%. Few respondents (8%) said that they work in Duboce Triangle.

Table 5: Relationship to Duboce Triangle

What is your relationship to Duboce Triangle? (Choose all that apply)	Count	%
I live in Duboce Triangle	170	71%
I frequently visit Duboce Triangle	84	35%
I commute through Duboce Triangle	74	31%
I live in a neighborhood adjacent to Duboce Triangle	47	20%
I work in Duboce Triangle	19	8%
Total Responses to this Question	238	-%

Respondents' Race and Ethnicity

Most of the survey's respondents (67%) identified as white. Around 9% of respondents identified as Asian, the second largest in the survey responses. About 7% identified as being two or more races. Hispanic/Latino respondents made up 5% of respondents, while Black or African American respondents were 2% of respondents. Nearly a fifth (18%) of respondents preferred not to answer.

With the caveat that 17% preferred not to answer, respondents' demographics were similar to the neighborhood's demographics.

Table 6: Respondent Race/Ethnicity

What is your race/ethnicity (Choose all that apply)	Survey - Count	Survey - %	ACS 5-Year 2024
White	156	67%	70%
Asian	20	9%	13%
Two or More races	16	7%	7.1%
Hispanic/Latino	11	5%	8%
Black or African American	5	2%	1.1%
American Indian or Alaska Native	1	0%	0%
Native Hawaiian or Pacific Islander	0	0%	.5%
Prefer not to answer	43	18%	-
Total Responses to this Question	234	-%	100%

Respondents' Age

In general, the respondents' age data did not reflect the demographics of the neighborhood. Some age brackets were overrepresented relative to neighborhood data, and others were underrepresented. Younger age groups did not respond to the survey at all, with the youngest cohort in the respondent data being the 25-34 bracket.

Respondents who fell in the 35-44 age bracket made up the most respondents (28%), though this age group makes up only 17% of the neighborhood. They were followed by respondents in the 45-54 age group, which made up 22% of respondents but make up only 14% of the neighborhood.

Table 7: Respondent Age

What is your age?	Survey - Count	Survey - %	ACS 5-Year 2024
19 or below	0	0%	12.6%
20-24	0	0%	6.9%
25 -34	28	12%	22.7%
35-44	67	28%	17.1%
45-54	52	22%	14%
55-59	22	9%	7%
60-64	24	10%	5.6%
65 -74	30	13%	8.5%
75-84	10	4%	4.4%
85+	0	0%	1.1%
Prefer not to answer	4	2%	-
Total Responses	237	100%	100%

Income

Respondents in the lowest income bracket (below \$49,999) were underrepresented in the data (6% in the survey, though make up 20% of the neighborhood). Respondents in the \$100,000 - \$149,000 bracket were overrepresented in the survey (14% to the neighborhood's 9.5%). Besides these two brackets, the available respondent data was similar to the neighborhood's based on the information available.

Due to an error in the survey, the survey did not capture respondents who fell in the \$50,000-\$74,999 range.

Table 8: Respondent Household Income

What is your household income? (Choose one)	Survey - Count	Survey - %	ACS 5-Year 2024
Below \$49,999	13	6%	20%
\$50,000 – \$74,999	-	-	9%
\$75,000 - \$99,999	12	5%	4.3%
\$100,000-\$149,999	33	14%	9.5%
\$150, 000-\$199,999	19	8%	6.6%



\$200,000-\$249,999	23	10%	50.6%
\$250,000 -\$299,999	20	9%	
\$300,000+	60	26%	
Prefer not to answer	54	23%	-
<i>Total Responses</i>	234	100%	100%

Appendix A - Misc. Comments and Concerns

Below are additional comments separate from the specific survey questions, ordered by most commented to least.

Enforcement

- General traffic enforcement (15)
- Speeding (10)
 - E-bikes, mopeds (1)
- Double parking (7)
- Running stop signs (6)
- Bike enforcement (4)
- Street/permit parking (4)
- Daylighting/red zone parking (3)
- Traffic cameras (2)
- Traffic enforcing officers in the neighborhood (2)
- Running red lights (1)
- Not yielding to pedestrians (1)

Slow Streets

- Likes Noe Slow Street (5)
- Dislike / Remove Noe Slow Street (13)
- New Slow Streets (10)
 - Waller (2)
 - Steiner/Sanchez (4)
 - Potomac (1)
 - The Wiggle (2)
- Noe Slow Street is underutilized (5)
- Noe Slow Street pushes traffic onto other streets (3)
 - Beaver (1)
 - Sanchez (2)
- Vehicles speed on Noe (2)
- Noe Slow Streets needs more infrastructure (1)
- Noe Slow Street implementations should be respected (1)
- Noe Slow Street needs better signage (1)
- Noe Slow Street makes N/S travel difficult (1)
- Gets a lot of truck traffic (1)

Daylighting

- Daylighting is not followed (8)
 - Feels dangerous (1)
 - Mail and delivery trucks park in daylighting zones (1)
 - Used for drop off near McKinley Elementary (1)
 - Steiner/Hermann (1)
 - Potomac (1)
- Likes daylighting (5)
 - Improves visibility coming up hills (1)
- Want more daylighting (4)
 - Steiner/Hermann (1)
 - Walter/Duboce (1)
 - Side streets to Steiner and Waller (1)



- Reduces street parking (4)
- Daylighting zones being painted over by neighbors (1)
 - Install more permanent features (planters, bike racks, benches) (1)

Illegal Parking

- Double parking (17)
 - On Noe (2)
 - On Steiner (2)
 - On Sanchez (2)
 - On Haight (1)
 - On Market, southside, between 15th and 16th (1)
- Vehicles in bike lanes (1)
- Vehicles on the sidewalk (1)
 - Sanchez, between 14th and Duboce

Speeding

- General speeding in the neighborhood (8)
- Specific streets
 - Waller (4)
 - Coming off the freeway (2)
 - Between Fillmore and Divisadero (1)
 - Buchanan (1)
 - Coming off the freeway
 - Castro (1)
 - Duboce and 14th, between Noe and Sanchez (1)
- Speeding through Noe Slow Street (1)
- E-bikes and mopeds traveling high speeds (1)

Circulation

- Reroute The Wiggle (2)
- Increased traffic because of Noe Slow Street (1)
 - Beaver
 - Sanchez
- No EBLT from Market to Castro has vehicles cutting through DT
 - LT from Market to Noe, illegal LT onto Beaver, RT onto Castro (1)
- Allow LTs onto Castro (1)
- Allow NBLTs from Buchanan to Haight (1)
 - Vehicles turn onto Waller instead and speed
- Prohibit LTs off Duboce to Sanchez/Steiner (1)
- Keep EBLT from Market to Noe (1)
- Want safe alternatives through DT to reduce vehicle traffic (1)
- Decrease cut through options inside DT (1)
- High traffic volumes on 15th towards Market because navigation apps don't suggest using 14th (1)
- Limit vehicle access on Steiner, by Duboce Park (1)
- Close Henry to vehicles (1)
- Divert vehicles away from Sanchez (1)

Stop Sign Compliance

- Vehicles run stop signs (6)
 - 15th, 16th (1)
 - Waller (1)
 - Buchanan (1)
 - Hermann/Webster (1)
 - Hermann/Buchanan (1)



- Bicyclists run stop signs (2)
- E-bikes and mopeds run stop signs (1)

Pedestrian Crossings

- Vehicles not stopping at crosswalks/yielding to pedestrians (3)
 - 16th/Castro (1)
 - Duboce/Steiner/Sanchez (1)
 - Hermann/Buchanan (1)
- Add pedestrian scrambles at Market intersections (1)
- Right Turn on Red is dangerous for pedestrians (1)
- Visibility to cross Steiner at Hermann is bad (1)
- Waller/Divisadero intersection is difficult as a pedestrian (1)

Intersection Problems

- Duboce/Steiner/Sanchez (6)
 - Confusing (5)
 - Vehicles, bikers, pedestrians, Muni all interacting
 - Crosswalks feel hazardous (1)
- Waller/Steiner difficult to navigate (1)
- Vehicles making illegal lefts @ Noe/Beaver (1)

Traffic Calming

- More traffic calming needed (4)
 - Along The Wiggle (1)
 - 600 Block of Waller (1)
- Waller, between Buchanan and Fillmore (1)
 - Vehicles coming off the highway speed down the road
- More traffic calming (speed humps, raised crosswalks) on Noe, instead of Noe Slow Street (1)
- Lack of traffic calming invites speeding in the neighborhood (1)

Traffic Signs

- Want flashing beacons (3)
 - @ Waller/Divisadero (1)
 - @ Steiner/Hermann (1)
 - @ Duboce/Steiner (1)
- Want STOP signs @ Steiner/Hermann (2)
- Want flashing STOP signs @ Church/Hermann (1)
- Castro/Henry crosswalks improved with flashing beacons (1)

Congestion

- 15th (2)
 - During farmer's market (1)
 - In the mornings (1)
 - @ Sanchez (1)
- Beaver, because of Noe Slow Street (1)
- Steiner & Sanchez (1)
 - In front of the fire station (1)
- Market intersections (1)

Church Street

- Open Church St (4)
- Finalize improvements on Church (1)

Issues with Bikers



- Rein in bike culture in the neighborhood (2)
- Slow bikers down (1)
- Regulate e-bikes/scooters (1)

Street Lighting

- Needs street lighting (2)
 - Hermann, between Church and Webster (1)
 - Belcher (1)
 - Walter (1)
 - Duboce Triangle, general (1)
- Street lights are too high, covered by trees (1)

Other

- Waymos taking up street parking (3)
- Large trucks in the neighborhood (2)
 - Difficult to see oncoming bikers (1)
 - Don't allow in the neighborhood (1)
- Construction vehicles take up street parking spots (2)
- Duboce Triangle is a busy neighborhood with many vehicles, bikes, pedestrians (2)
 - Consider traffic signals, traffic restrictions (1)
- Improve walkability/pedestrianize (2)
 - Permanently turn streets to pedestrian only or one-way streets (1)
- Get the N to move faster through the neighborhood (2)
 - Consider traffic signals, transit only lanes
- Not enough street parking (2)
- Use Scott and Steiner to separate bikes and vehicles (bikes on one street, vehicles on the other) (1)
- Turn Noe, between Market and Beaver, into a community space/parking lot combo to benefit businesses (1)
- Afraid to bike near perpendicular/angled parking (1)
- Duboce/Church (1)
 - Feels unsafe
 - Easy for bikes to slip on tracks
- Use daylighting zones as bus stops (1)
- Install painted safety zones to prevent drivers from blocking bus stops (1)
- Remove the portion of speed bumps that extend to the curb (1)
- Large bush on the north side of Noe blocks visibility of 14th (1)
- Vehicles do not yield to bikes and pedestrians (1)
- Have Duboce/Steiner be the only entrance to Duboce Park (1)
- Keep trees on Waller (1)
- Open to vehicle route alternatives to make it easier on bikes/families/kids (1)
- Improved signage in the neighborhood (1)
- Accessible detours during construction (1)
- No need to make changes in the neighborhood (1)
- Sidewalks need repair (1)
- Consider Muni when doing study (1)
- Too many streets dedicated to driving (1)
- Consider roundabouts for Market intersections (1)

Appendix B - Survey

Project Summary

The Duboce Triangle Slow Streets Study is an opportunity to shape how your neighborhood streets work for everyone who lives, walks, bikes, rolls, and drives here.

We'll be exploring ways to improve safety, accessibility, and neighborhood connectivity, including:

- Potential changes to left turns from Market Street onto Castro, Noe, and Sanchez Streets
- Ways to make biking and rolling on Sanchez and Steiner Streets more comfortable and intuitive

Just as importantly, this study is a chance for you to tell us what's not working today.

Whether it's cut-through driving, confusing intersections, or everyday issues that affect how you move around the neighborhood, we want to hear about it. Many of these topics have been discussed in Duboce Triangle for years, and your input will help us decide what to study and test next.

Survey Instructions

Please use the questions below to share circulation concerns you'd like us to analyze further (especially related to driving or biking/rolling routes). If you have other thoughts or issues to raise, you'll have space to share those at the end of the survey.

Project Questions

Q1: Driving within Duboce Triangle

Think about a common trip you make by **driving** within Duboce Triangle. (If you don't drive, take the perspective of someone who does.) Please share some issues that you experience while driving through and around the neighborhood. For example, facing difficulty accessing a trip destination because you can't turn at a particular intersection.

Q2: Bicycling within Duboce Triangle

Think about a common trip you make **bicycling** within Duboce Triangle. (If you don't bike, take the perspective of someone who does.) Please share some issues that you experience while biking through and around the neighborhood. For example, feeling unsafe on some streets due to vehicle traffic.

Q3: Walking within Duboce Triangle

Think about a common trip you make **walking or using an assistive device** within Duboce Triangle. (If you don't typically walk or use an assistive device, take the perspective of someone who does.) Please share some issues that you experience while biking through and around the neighborhood. For example, feeling unsafe on some streets due to vehicle traffic.

Other Comments or Concerns

Do you want to share any safety issues separate from the circulation focus of this study (such as visibility issues, double-parking, or enforcement)? Feel free to drop them below.

Keep in Touch

Want to stay updated as the project progresses? Enter your email address below to be added to the project e-mail list. No spam, we promise!

Demographic Questions

What is your relationship to Duboce Triangle? Select all that apply.

- I live in Duboce Triangle
- I live in a neighborhood adjacent to Duboce Triangle
- I frequently visit Duboce Triangle (work, run errands, my children go to school here)
- I work in Duboce Triangle
- I commute through Duboce Triangle

How do you typically travel in or near Duboce Triangle? Select all that apply.

- Walking
- Using a mobility or assistive device
- Bicycle, scooter, or other device
- Driving
- Muni
- Other (type mode)

What is your age bracket?

- 19 or below
- 20 – 24
- 25 - 34
- 35 – 44
- 45 – 54
- 55 – 59
- 60 – 64
- 65 - 74
- 75 – 84
- 85+
- *Prefer not to answer*

What is your household income?

- Below \$49,9999

- \$75,000 - \$99,999
- \$100,000 – \$149,999
- \$150, 000 – \$199,999
- \$200,0000 – \$249,999
- \$250,000 - \$299,999
- \$300,000+
- *Prefer not to answer*

What is your ethnicity? Select all that apply.

- White
- Hispanic/Latino
- Asian
- Native Hawaiian or Pacific Islander
- Black or African American
- American Indian or Alaska Native
- Two or More races
- *Prefer not to answer*

Appendix C - Question 1 Full Responses

It is very difficult to get to Market Street to head Northeast toward downtown and the Financial District. Now that there is no left turn allowed heading East on 16th Street, many, many vehicles are diverted to Noe, Sanchez and 15th Streets. There are regularly long lines of cars backed up through multiple light cycles at all of these intersections. Vehicles traveling South on Castro making a left onto Beaver Street traveling East have caused several accidents and near missed accidents as vehicles pass them on the right as they are waiting to turn across on coming Northbound traffic. These Southbound vehicles are attempting to get to Noe Street (via Beaver Street) in order to turn left onto Market Street to head Northeast. As previously mentioned, this intersection is often backed up and furthermore, this portion of Noe Street is closed weekly due to the Castro Farmer's Market.

Cars back up for 1+ blocks weekday rush hour on 15th St trying to get across Market

Getting onto Castro/Divisadero is not possible directly from Market street. Because of that, people take other streets through the triangle to get there which creates confusion on slow streets (Noe) and through other parts of the triangle. Living in the neighborhood I know 14th and 15th are good ways to access Divisadero when I'm coming from the north or mission or to cross market because of the lights, but if I'm ever coming from the south on market street I honestly don't know the best route to get to Divis. Noe slow street causes a lot of confusion for drivers trying to cut up to Divisadero. People don't know how to navigate the intersections with the soft hit posts. At peak rush hour, there can be a backup of cars and there's generally honking and near misses. My biggest concern is the large/long delivery trucks (beverage, food etc.) using Noe throughout the day. I can only assume they're trying to get to divis. I really wish Noe was a true slow street where people could walk/bike in the roads but there's too much car traffic at the moment for people to feel safe.

No left onto the market, and Sanchez (Chase Bank intersection) makes every trip longer or more confusing. The light on 15th going toward Sanchez is the shortest light in San Francisco. Traffic is always backed up. Meanwhile, traffic on 14th flows very well. Other aspects of the neighborhood's slow streets, such as the Noe section, do not bother me. They slow traffic to varying degrees and do not meaningfully have an opinion on how people travel. Nor do I see any real traffic diversion.

The intersection at Noe and 14th and Sanchez and 14th are dangerous and high traffic, respectively.

The main issue are bicyclists and their disregard for stop signs, red lights and pedestrians, the N Judah as well as cars. They create chaos at intersections such as Duboce and Steiner/Sanchez. E bikes are particularly problematic

Left turns on Market Street are tough (a lot of ppl don't know the unwritten norms and do dangerous things) and it's getting worse.

I almost never drive and don't think we need to make it easier with so many other nearby options available

Accessing streets bec. Unable to turn onto the street.

I live right on 15th & Noe, basically the epicenter of Duboce Triangle. I've been driving regularly from this location since 1988. I have no problem navigating out of the Triangle. I did use Noe Street pre-2000, but now with the Slow Street designation, I always route myself around it with no issues. What make least sense to me is the forced right turn from southbound Church onto Market. These leaves just Castro and Sanchez as the only way to get out of the neighborhood southbound. This must be putting a lot of pressure on Sanchez. Why limit traffic on a four-lane commercial corridor like Church Street? The businesses there must hate this. The forced right turn at Scott & Fell, as well as Slow Noe, has succeeded in altering my path home. I was more likely in the past to use Scott and Noe to get home, despite the many stop signs. Now I always take Castro to 15th, as you wished I'd done all along.

The slow street barriers create confusion as to right of way at four way stops. Particularly at 14th and Noe and 15th and Noe.

I drive in the Duboce Triangle area and traffic has become more congested as slow streets have pushed vehicles onto other streets which has made driving more challenging. Arrogant cyclists ignoring stop signs doesn't help. Turning left off Sanchez to get to Market st, Costco, supermarkets, freeway is an important route that I would like to be protected from do-gooder planners. I enjoy lunch at Tarragon cafe and look at the four way stop sign intersection (Fillmore and Waller) from my table, the only vehicles stopping at the stop signs are Waymos. Maybe a campaign to remind drivers and cyclists on how Stop signs are supposed to be used could do some good.

I don't drive in this area, so it's hard to imagine. I guess if I were driving I might be concerned by the amount of pedestrians and cyclists, and I would probably want the cyclists to have their own dedicated protected lane, so i didn't worry about hitting them with my car.

-Slow Noe St. has caused incredible harm to everyone who does not live on Noe. It is exclusionary and has caused gridlock on Sanchez and Castro, increased the amount of idling cars producing pollution as they are in gridlock, Noe not even used as a true "Slow St."...pedestrians, strollers, young children should be on the sidewalk, cars still making turns onto/into Slow Noe have to merge or give right of way to oncoming traffic, double parking on Slow Noe, accessibility of emergency vehicles onto Slow Noe -cannot get into or out of garage on Sanchez St. due to overflow from Slow Noe and gridlock traffic unable to cross Market -lack of respect for SFFD, whether sirens are blaring, they're returning from a run an trying to access their own garage, they are in the act of backing up/pulling out and cars race around them, total gridlock in both directions during an emergency and engine and/or ladder trucks are unable to get around cars -bikers! Bikers not stopping at stop signs, bikers darting in/out of traffic, bikers not giving right of way to those pulling into/out of garages, speed of bikers -phones! People on their phones thoroughly distracted and not paying any attention to oncoming cars -inability to turn at Sanchez onto Market or 15th Sts from Sanchez

Turning right from 15th onto Noe (northbound) is a bit of a blind curve and I have almost collided with an oncoming car. People have difficulty understanding right-of-way on the slow street intersections, so if you stay back from the intersection to allow an oncoming car to use your lane to go straight, you get punished because EVERY oncoming car follows, unlike a normal stop sign intersection. I have also see traffic jams with five cars - one at each stop sign, and one stuck in the middle of the intersection. It's convenient that Noe street is slow enough that I can temporarily double-park without any effect on traffic flow.

I sometimes drive through Duboce Triangle to go to Marin & beyond (leaving from the Castro just south of Market, on Noe). The primary driving issue I have is that Google Maps doesn't always route me away from the Slow Street, so I find myself accidentally almost about to drive on it, and then I need to rapidly figure out how to get off of it before the Slow Street starts. It would be great for Google Maps to direct car traffic away from Slow Noe. Alternatively/additionally, the city could make two one-way blocks on Noe going in opposite directions (e.g., southbound-only going south of 14th, and northbound-only going north of 14th - or vice versa). This would eliminate the ability to use Noe as a cut-through street for the complete stretch between Market & Duboce, and as a result Google would also stop routing people through it for more than a single block. I usually find that I have more problems with Google Maps when going northbound. Returning from Marin I just wait to turn until I'm past the Slow Street, like I can take 16th to Market or whatever. I also find that Steiner northbound during rush hour can be backed up quite a bit. I would rather cars be routed along either Divisadero or Franklin, I think. Steiner is a neighborhood street and also good for bikes - so it should have fewer cars. The only other minor driving issue I have is that the intersection at Sanchez/Steiner & Duboce is confusing for many people. But it's fine, people figure it out.



Only problems are some intersections where there are visibility issues and confusion such as Steiner/Duboce; Hermann/Market.
In general people drive too fast in both Noe St (less so with slow street) & 14th St
The Noe Slow Street is really confusing and doesn't feel like people use it at all. It would probably alleviate some traffic on other streets if we open this back up again.
I don't drive, but I live near Duboce & Steiner and I very often see exasperated or impatient drivers at that intersection.
1. Uncertainty about whether or not to use Noe St when it is the shortest route to destination. 2. Bikes and other motorized devices completely ignoring stop signs. Unpredictable traffic behavior = hazardous conditions (rules are designed to provide predictability.). 3. Long lines of traffic on 15th St at certain times of day can make it nearly impossible to leave the driveway. 4. Pedestrians ignoring traffic signals and crossing intersection on red lights creating a conflict with perpendicular traffic.
The biggest issue I face is getting back from the Fillmore area. There's no easy way to get home to Beaver Street. I could take Steiner to Sanchez, but hit a back up at Market and Sanchez. While I can do it very slowly, the left turn from southbound Sanchez to westbound 15th, should probably not be allowed. Very dangerous for pedestrians! In the scheme of things this, is not a major issue. Generally, traffic flows work well.
15th street southbound, between Noe and Market can get really backed up with cars waiting to get to the intersection. Can we make the green light last for longer times ? Also, driving to the 18th street post office, to collect my heavy packages, I would like to be able to turn left onto Diamond, from westbound on Market, like we used to!
Too many cars divert into the triangle (especially 14th and Noe) to shortcut the major streets like Market, Castro, etc. during rush hour. Drivers are often pissed off, rude, and gridlocked.
Confusion among drivers about whose turn it is go next at the off-kilter Steiner/Sanchez/Duboce intersection.
People treating Steiner like it's a highway rather than a neighborhood street.
On slow streets where there are deliveries or construction vehicles double-parked and obstructing the one-lane pass through at the intersections, traffic gets backed up. It's hard to see and navigate around the parked cars and all the cars waiting to cross the intersection just leads to chaos.
I've lived on Duboce Ave at Walter St since 2012 and the slow street at Noe has had no noticeable difference in reducing traffic at all. It just makes drivers swerve around the markings and potentially into each other. The sidewalks on both sides of street are wide enough that I've never seen a fairly critical mass of pedestrians actually walk on the road even on a Fri afternoon compared to Page St and the slow street in Noe Valley.
I don't find any particular issues while driving through Duboce Triangle. My biggest concern is with people driving too fast or not stopping or taking their rightful turn at intersections. I would appreciate a slower speed limit within Duboce Triangle.
since Noe street became a "Slow Street" the traffic is the ften backed up on my street the 0 to 100 block of Sanchez. I have lived here since 1984 and Sanchez Street is a mess. Cars coming flying down Sanchez Street from Duboce and also Stiener. Bicycles and scooters go through stops signs and it's become unsafe just crossing the street.
I don't drive often but when I do, I don't experience much in the way of problems. I'm always, ALWAYS cautious at the intersection of Sanchez, Duboce, and Steiner.

Intersection at Hermann and Steiner is too dangerous even for careful drivers. Needs to be a stop sign on Steiner because it is a main access point for pedestrians to enter and exit Duboce Park.

Since there is no left turn onto Castro driving East on Market, Noe and Sanchez are the two streets that offer possibility to go in a North direction, to either Fillmore or going left up Duboce to Castro. They are both thru-ways whether you like it or not. Market is wide and it makes no sense that a left turn onto Castro to go North, is not available while driving East on Market. A left turn there would eliminate need for traffic to use Noe and Sanchez. The Wednesday Farmer's market makes Sanchez the only convenient thru-street when wanting to go north from heading East on Market. Having to enter a Slow Street in the opposing lane of traffic provides a danger to all drivers, and doesn't make any sense either.

Pedestrians lack self awareness. The Corner by Duboce park cafe needs a traffic light, we also need a way to enforce bad pedestrian behavior. ie runners running across multi lane interesections without looking. Bicyclists not respecting stop signs

Can't turn left onto Castro coming on Market street from the west. Taking a left turn onto Noe from market (also coming from west) takes too long and can only do it when it turns red. Too many cars coming on 15th

People need to be ticketed just like a moving blower crossing a street with their heads down in their phone and not paying attention. These types of people don't deserve the right away.

Turning left from Duboce onto Steiner at bottom of park is nuts. Bicycles fly through the intersection from multiple directions and they don't seem to stop nor obey traffic laws.

Confusion at Market St intersections. Markings, where do I stop in the middle of the intersection when turning, etc.

Market and 16th card always go past crosswalk from coming up the hill (at least midway in the crosswalk) some cars barely stop. There needs to be something done to that part of intersection.

I have lived on 15th between Sanchez and Noe for 21 years, and one of my family street parks. Navigating the Noe slow street to find parking after a long day is frustrating and difficult. Getting home from the far side of Market has become problematic since I can no longer turn left onto 15th from Sanchez. Turning rules and where/when to stop in the "astrix" intersection are unclear and create a logjam. 15th has become busier and it can now be extremely difficult to get out of my driveway at certain times of the day with the line of cars waiting to turn left onto Market. I wish we didn't need 2 cars but one of us is disabled and the other must commute out of the city

Driving has been very difficult due to the "slow" street on Noe. Most traffic is pushed onto Sanchez and that collides with the heavily-used bike route on Sanchez. Sanchez is very congested to drive on, but it's currently the only option. And to make matters worse, there are A LOT of double parkers on Sanchez right near Market (near where Willkommen used to be), who double park while running their deliveries into "The Duboce" apartment building. It's really quite awful bc it backs up traffic and some people even drive into oncoming traffic to get around the double parkers. I suggest removing the slow street from Noe and instead putting speed curbs/cushions (like the ones on Steiner) on Noe. That would slow people down, but make access much easier and smoother. I also suggest making Sanchez a slow street if you need a slow street in the area.. There are very few bicyclists on Noe, and having Sanchez be a slow street for them would make much more sense. Also, just so you know, slow streets tend to be for bicyclists and local cars. It's really not for pedestrians. I don't feel safe walking in the street on any of the slow streets in SF; the bike and car traffic is very aggressive towards pedestrians.

I find that the intersections are much more confusing and dangerous since putting up all those blockages. It seems like cars are having trouble figuring out whose turn is to go, and how to go when



there's more than one car in the intersection. The result is that drivers aren't watching out for the pedestrians as they should. It just feels more dangerous and complicated than it needs to be.
I live around the corner from a slow st (I live on Pierce south of Page). Frequently, I need to drive on the slow street in order to find parking or get home or access northbound roadways. Cyclists rarely stop at stop signs on the slow street and many get very angry when expected to take a turn at a stop sign. I am also a cyclist. I always stop at stop signs on my bike too, particularly when others are at the intersection on a bike or a car: this is the law. Cyclists turn right onto my block as I am trying to back out of my driveway and many are going 20+ mph after not stopping at the stop sign. This is nerve racking as a driver.
The Steiner to Sanchez at Duboce intersection has gotten more congested due to the Noe slow street.
Slow Noe no longer makes sense - pedestrians don't use the street (partially because the city does nothing about speeding drivers) and the partially blocked lanes just make it difficult looking for parking
I reside on the 100 block of Henry Street, drive and daily witness utter confusion on display by drivers at the intersections of 14th, 15th, Henry Streets who are trying to transit Noe St as to how to navigate the intersections. I'm totally opposed to Noe slow street as are many of my neighbors who deal with Noe slow street nonsense. Slow for whom? I've rarely seen a child on Noe Street or even many walkers or cyclist. Unrelated to slow Noe, 14th street traffic between Castro/Church is a MESS. Maybe work on that congestion? I also frequently use MUNI, the drivers of the 37 Corbet line say it's one of their worse stretches of their route. Surely the MTA and/or the DPW have better things to do and spend their limited funds on instead of this ridiculous Slow street project on Noe.
I often have to drive between the Lower Haight and the Castro due to work and caring for a disabled family member. Public transportation is not an option. I usually take Noe St because Sanchez and Castro Sts are frequently backed up, and Church is not accessible by passenger vehicles. The fact that the slow street is the best option - and it virtually never has pedestrians utilizing it, and rarely more than one cyclist at a time - is nuts. The other issue I commonly face on all of these streets is double-parked vehicles. They are a menace.
Noe should not be a slow street. Because you can't cross church at market and Noe is slow, the traffic all gets funnelled to Sanchez which is both problematic and unfair to the people on that street. no streets in DT should be slow!
I live on Henry Street between Castro and Noe. I don't think having Noe as a two block slow street makes any sense. Also, it is increasingly difficult to get out of our neighborhood or into our neighborhood. There are a number of reasons for this. A top concern are the robot cars that hit 25 mph on Henry. Also, since you can't make eye contact with robot cars, it's very difficult to make a left onto Castro Street. Another concern are motorized bicyclists that don't stop at. Stop signs and ignore pedestrian safety.
Traffic flow on surrounding non-slow streets has increased dramatically with waymo and increase traffic as a result of the slow street. I frequently drive three or four blocks out of the way to make one turn due to the restrictions.
Parked cars backing out on Noe near the hospital have poor visibility
It makes difficult to drive between 15th street to Noe because of the slow street. I wish we don't have slow streets. In San Francisco we have many recreational areas and I do not think is unnecessary to make some part of some streets slow.
Returning home to the Lower Haight via Upper Market Street. There are usually many pedestrians and bikers crossing Sanchez and Noe that make it difficult to turn left onto those streets during the allowable yield time on a green light. Bicyclists do not always wait for their right of way and run stop



signs on the elevated crosswalks when I am driving north on Steiner, sometimes requiring me to break harshly to avoid contact.
Navigating to my home past the long line up of cars on both Fell & Haight Street that are waiting to get on 101. How could traffic be better distributed so that residential neighborhoods don't need to deal with this smog & congestion?
Hard to see pedestrians. Intersections with only stop signs are confusing - drivers don't know who goes first - would be better to have traffic lights
Steiner/Sanchez/Duboce intersection is unusual. but I'd rather not have a traffic light there. Difficulty with parking is a constant but not different from many parts of the city. The Page slow street is great and very practical, the Noe slow street is impractical and rarely used.
1) Traffic gets backed up on southward Sanchez Street at Market and at eastward 14th Street at Church/Market, and it can take up to 4 or 5 traffic light cycles to get beyond these intersections and out of Duboce Triangle. This happened in the past few years because SFMTA made Noe Street into a slow street, and because of all the other traffic restrictions that SFMTA made in the district. 2) When I am looking for parking on Noe Street, I come head to head with cars and bicycles traveling in the opposite direction at the intersections because SFMTA made the intersections into a single lane. This is extremely dangerous. 3) If I want to make a left on Castro Street, the safest place for me to do that is from 14th Street or 15th Street because there are traffic signals there. However, if I am on Henry Street and I am not supposed to turn on slow Noe Street, I cannot get to 14th Street or 15th Street. I am stuck making a very dangerous left turn from Henry Street to Castro Street. 4) With Noe Street closed, there is an incredible amount of traffic on Sanchez Street, which is bad because there is a fire station on Sanchez Street, and it is also an official bicycle route. 5) It is extremely difficult to drive through the 14th and Sanchez intersection because all of the SFMTA street closures in Duboce Triangle have make that a busy and dangerous intersection. 6) The former transit island on Church Street at 14th Street blocks southbound traffic on Church Street. If a southbound car is turning right from Church to 14th and is waiting for pedestrians, the cars behind the turning vehicle cannot get because the transit island is in the way. This backs up southbound Church Street at 14th.
I don't have issues driving. Overall the traffic treatments makes it so that you have to slow and pay careful attention, but I think that's good.
absence of a turn-right-on-red sign, when you go down sanchez, to allow a turn onto 15th. going inbound on market, no left turn onto castro (and no left onto market when coming south on castro)
Not being able to turn Left off Market onto Castro forces me to utilize side streets and not the traffic artery as designed. The intersection at Duboce, Steiner and Sanchez is a mess. The crosswalks diagonal design is unsafe and very difficult to evaluate as a driver. Now that Divisadero/Castro (main traffic artery) is 20mph pushes traffic onto neighborhood side streets defeating "safe streets" where people live.
When I drive in Duboce I find that other drivers are using the neighborhood as a cut-through and can be very aggressive.
the lights/traffic pattern at castro and duboce is horrendous – I have been almost hit in the crosswalk many many times. We need a red light camera and live enforcement!
I drive rarely, but when I do, I drive very slowly within the Triangle because of the narrow streets and lots of pedestrians. I think that's nice, both as a driver and as a pedestrian and a biker. The one problem I see is that some drivers treat stop signs as optional, and sometimes I even see folks treating the slow street on Noe as a slalom challenge (very dangerous!). Both those I think are problems that stem from poor enforcement. DTNA has documented a complete collapse of traffic enforcement in the Triangle since the pandemic, and the results are obvious.

Th Sanchez, Duboce, Steiner corner is always a bit difficult to navigate. Cyclists tend to not stop at the stop signs. I'm not sure of the solution but it's a hairy intersection.

1. I used to be able to either turn R on Sanchez from Henry and then left onto Market or 15th. Not being able to make those left turns has made it much harder to get around and has caused much more congestion inside the triangle. 2. Closing 2 blocks of Noe has also contributed (a) to slowing movement out of the neighborhood and (b) to greater congestion inside the triangle on Sanchez and (c) more and faster traffic down Henry Street.

I drive everyday, and I live at 14th & Sanchez. Every week, I encounter very aggressive bicyclists who don't stop at the intersections 14th & Sanchez, Duboce & Sanchez, and Steiner & Waller. It's almost every day for the last year, people on bikes will blast through these stop signs without looking or pausing, and it nearly causes accidents all the time.

The problem with driving in the neighborhood is the cars. There are too many and they're allowed everywhere! We need traffic diverters for modes that take up too much space and pollute the environment with fossil fuels and/or heavy loads that wear out tires and create brake dust.

Not being able to turn left on Market heading South on Sanchez adds significant navigation to the streets south of Market. The intersection of Sanchez and Duboce is also difficult/confusing (for cars and bikes), but not sure there's much that can be done there.

It is confusing to drive near the N train stop. There is a lot of moving traffic and the lack of streetlights seems to cause everyone to be confused. Perhaps there should be crossing gates for the train or a signal so we know when to go and when to wait for the train.

I drive north on Noe at least 2 times a week; and the return trip each time. I used to detour over to Sanchez to avoid the 2.5 block Slow Street section on Noe, but have opted to take the direct route, just driving slowly through the Slow Street section on Noe for the past few months. I see many other drivers doing the same thing; and have seen congestion at times at the intersections (e.g., northbound car has to wait for southbound car to clear the one lane at the stop sign - while southbound car is waiting for northbound car to clear the lane at the stop sign; in the end, the cars have to do a coordinated "dance" so that both cars can continue on Noe). I have never seen pedestrians walking in the driving lanes; and have rarely seen cyclists or people on scooters. This Slow Street stretch doesn't work well - doesn't seem necessary.

All southbound traffic is forced on to Sanchez street, resulting in very busy intersections at Sanchez & 14th and Sanchez & Duboce. Additionally this is the main bike connector between the Mission and the Wiggle/west side of the city. As a result the Sanchez intersections feel extremely dangerous for pedestrians and cyclists, and are stressful/difficult to navigate for drivers. Suggestions: (1) remove Noe Slow street - I love slow streets, but Noe doesn't get used like others. Cars are parked perpendicular and the wide sidewalks/bulb-outs are more comfortable/enjoyable for pedestrians. This would alleviate the traffic on Sanchez. (2) allow southbound traffic from Church across market - this would also alleviate the amount of traffic forced onto Sanchez. (3) protected bike lane on Sanchez and force cars to park parallel

Reduction in street parking combined with non-monitoring of residential permit parking by PCOs across all of Duboce Triangle is a huge problem. Street parking is reduced by daylighting, poor parking patterns/habits (ex. 2 cars parking across 3 spots), installation of e-chargers, construction parking permits, SFMTA alternative stop arrangements, special events, etc. All this would be improved if residential permit parking was enforced, especially the 2-hour limit for non-residents. Drivers from other parts of the city and region use Duboce Triangle as a park-and-ride instead of SFMTA garages. If residential parking was enforced, more people would move to garages increasing SFMTA revenue.

Suggested parking pattern painting of city streets would also help improve organization of parking to maximize efficiency.

1. The intersection of Hermann, Laguna, and Market: Previous to the addition of the current traffic light at the bottom of the Hermann St hill, Hermann St and Laguna St traffic merged to cross or enter Market and when the Market St light was green, traffic from Hermann and Laguna would alternate. there was no signage or other controls and the daily expression of courtesy and cooperation was effective. Since the installation of the traffic light at the bottom of Hermann, traffic backs up the Hermann St hill and cars must wait through more than one green light cycle to get to market. As a result, I no longer drive this way to leave the neighborhood and instead go west to Belcher and 14th Sts in order to travel east. I also direct any ride service drivers to use Belcher. 2. Somewhat generally, but in the Wiggle particularly, many bicyclists seem to assume that they have the right-of-way and fail to even acknowledge drivers at intersections. As a driver, I have learned to simply give way to bicyclists as a result, but it does seem that many bicyclists have ceded the responsibility for their safety to the observance of drivers.

Sanchez & Steiner is stressful by car, there's always a lot going on (walkers + bikers) and because of the jag in the grid, it's hard to know where other cars and bikes are going.

I try to avoid driving past Steiner and Waller due to bicyclists just zooming past intersections and stop signs. Sometimes they just come in swarms and do not lwt cars pass even if they see cars waiting.

A few things come to mind. 1. The 15th and Noe intersection has gotten a little hectic. Even though Noe between 15th and Market is technically a Slow Street, people do not treat it as such. Since Noe between 15th and Henry has limited access, cars get confused about how to navigate at that intersection, since they have to wait for a car to let them pass, or for no cars to be blocking the way. There are many cars who don't really heed the principles of a Slow Street, speeding from stop sign to stop sign. 2. The multi-way intersections at Market Street along the one side of the Triangle are extremely problematic-where Noe/16th/Market meet or where Sanchez/15th/Market meet. When cars are turning left, there's a practice of going past the car opposite who is also making a left (I'm not sure what this is called in traffic terminology). But not everyone knows that this is the way to make left turns at these intersections. This is especially true for new drivers in the neighborhood (Lyft/Uber drivers and Waymos).

I'm always annoyed when cars i'm in or routing apps i use tell me to drive on the wiggle. the wiggle should have concrete diverters at every intersection to avoid any through car traffic from using it and be devoted exclusively to local traffic and bicycles

The slow street on Noe has negatively impacted traffic flow in our neighborhood. First, when coming down Market St, we can't turn left into Noe, which means driving many blocks out of the way to reach our house on Duboce. Alternatives include driving down and going through the Safeway parking lot, and then up to Herman, Steiner then Duboce. Or take a circuitous route down Roosevelt to Castro. Second, there are a LOT of cars on Walter, which is a one-block street where two cars can barely pass each other. Before the slow street was instituted, Walter had very light traffic and was much safer, with less cut-through traffic.

Drivers have it easy. Drivers don't have to stop at stop signs. When a driver stops, the drivers behind them don't have to stop. Drivers don't have to look to the right when they make right turns. N-Judah trains full of passengers have to wait at Steiner & Sanchez behind drivers waiting to make a left turn. Drivers rev their engines as they closely swerve around pedestrians and dogs who aren't walking fast enough at intersections. The SFMTA even cancelled the entire Upper Market Safety Project because illegally double parking is more important than surviving my ride to and from work for some reason.

1. The placement of Slow Street signs at intersections on Noe St. have become driving hazards. Drivers stop at each side of intersection and become jammed trying to maneuver their way through. It has

become dangerous and chaotic. I experience this in the morning, afternoon, and evening daily, especially when there are delivery vehicles double parked. The sign placement should be elevated off the street. 2. The foliage/plants on the street island at 14th and Noe Streets creates a blind spot for drivers. It is not possible to see cars or pedestrians at cross streets.

The combination of closing the south bound straight through at Castro and Market, along with the no left turn onto Market from Sanchez makes getting out of Safeway to then go towards Whole Foods and the freeway on ramp challenging requiring driving in circles for many blocks to get to one block away if you could do one of those. The no left turn onto market from Noe and Sanchez now requires us to have to go down 15th street to make a left onto market is frustrating. The slow street in Noe seems less safe than just removing those Slow Street signs because cars coming in both directions now have to pull into the intersection and wait for one to pass the other causing issues for drivers and pedestrians and bikers alike. It feels way less safe to me than taking the signs down so drivers are crossing into the wrong lane to get by them.

14th seems to be the main thoroughfare for cars going though the neighborhood, but it's hard to access because you can't turn left from Castro.

I think three intersections need more regulation, maybe traffic lights: Church at Duboce, and Steiner at Duboce. Also, Steiner at Waller. Currently, there's too much confusion.

The enormous amount of car traffic coming off the freeway up Buchanan then turning, often at high speed onto the highly residential Waller street. A solution would be to introduce a left turn light from Buchanan to Haight, the commercial street in the neighborhood, and or to direc down Herman which with the mint and electric union has a much lower residential density.

Intersection Sanchez Street/Duboce Avenue/Steiner Street needs traffic lights.

Intersections at Sanchez and Market and Sanchez and Duboce are always messy! I don't see the value in Noe as a slow street. I don't see it you socially, and it would relieve Sanchez traffic if it could be used.

(1) I often have trouble seeing pedestrians crossing Steiner to Hermann (on the east end of Duboce Park). (2) Hermann St. between Buchanan and Laguna often gets backed up going across Market.

Historically, Church Street to Fillmore Street was how car traffic moved north and south in Duboce Triangle. This worked well as both streets are designed for car traffic and as such are major commercial zones. The result has been more traffic pushed onto residential streets, like Steiner and Sanchez. This has resulted in very long waits for me an other drivers. Anything you can do to not force me to drive through residential neighborhoods would be appreciated.

We drive multiple times daily from our home on Duboce / Noe to locations North for kid activities, preschool and elementary school drop-offs. There are three possible routes: 1) Scott Street: Works great to travel North, but does not for returning South due to changes made at the intersection of Scott / Fell a couple years back. In theory, rerouting traffic off of Scott street sounded ideal for the bicycle left turn, but the reality is that the diversion onto Divisadero is often congested with traffic and adds a lot of driving time and frustration. The right onto Fell, then left onto Divisadero feels unsafe and is often backed up from the lane of cars, commuter shuttles, pedestrians and bicyclists all trying to move through the same busy intersection. Using Divisadero as the main route North / South is also the most congested and longest route possible, as it is not really a thoroughfare - it is a busy commerce corridor with many double-parkers, delivery vehicles, buses and commuter shuttles clogging traffic. This has been the most frustrating close-off to our neighborhood of Duboce triangle. 2) Steiner Street Due to the above closure on Scott, diverting to Steiner is our preferred route over Divisadero for the reasons stated above. However, this has created additional – too much? – vehicle traffic on this road, creating long backups of cars through the neighborhoods and a particularly dangerous mix with bicycles when

Steiner intersects with the Wiggle. At multiple intersections on Steiner between Duboce and Waller, it can feel scary to drive through, as bicyclists don't stop and wait for their turn, so it's difficult to get home safely. 3) Divisadero As I mentioned above, we don't use Divisadero as a through street as the backups and congestion make for a slow and frustrating drive north/south.
In the past few months, Castro Street has been backed up from Market all the way to 15th repeatedly at multiple times per day. Has somebody who lives on Castle Street they seriously impedes my ability to get around.
I don't have any issues except on noe slow street, which is inconvenient as a driver and doesn't feel safe as a biker
I live on Dubose and I find the corners of Dubose Steiner and sanchez to be very difficult to navigate. I don't have a solution though. I do feel, however, that sanchez is taking the brunt of the traffic for the neighborhood and really needs to be looked at. Well, no way has literally no traffic. Sanchez is just booming and it's hard to get from one place to another. That's the same for 14th St. which is crowded all the time.
We need a stop sign at the intersection of Steiner and Hermann. Too many cars drive through while pedestrians are crossing the road. When I drive through I am extra careful to ensure that pedestrians feel safe.
The intersection at Steiner and duboce is very dangerous - bikers and pedestrians constantly walk or ride without stopping. Bikes constantly run the stop sign during north onto Steiner. The cars get confused due to the offset. The slow street on Noe contributes to confusion and congestion on Sanchez/steiner. Ideally the city would allow traffic to turn right going north up to Castro - as that is not available and noe is a slow street it pushes all northbound traffic to Sanchez.
I live on 14th street and since noe st between 14th and 15 th is a slow street it makes it more difficult to access market st . And 14th is more congested .
Turning left or right from Hermann to Duboce is difficult and feels dangerous since it's not a 4-way stop, so there are a lot of cars and bikes in addition to the many pedestrians. The intersection of Duboce and Steiner is extremely difficult to navigate with the muni, the unusual layout (Steiner doesn't line up well with Sanchez), the many bikes and pedestrians, and the other drivers who struggle with their turn signals due to the odd layout.
Sanchez and Steiner are traffic heavy streets.
Our Neighborhood has uneven lighting at night. So when I'm driving, particularly up and down 14th St. or in the smaller residential streets, I'm always scared I'm going to hit a pedestrian. 14th and Noe intersection is the worst.
The closure of Church Street at Market requires me to drive through the neighborhood, usually down Noe slow Street to get to market and 15th where I need to go to Walgreens at 2145 Market Street. Previously I could drive down Church, cross Market and turn right on 15th.
The crossing near Herman and Steiner. It is difficult to see pedestrians. The intersection at Steiner and Duboce is dangerous. Many close encounters with cars and bikes . The same applies to Sanchez and 14th. Lately Belcher, Sanchez between 14th and Duboce have been Congested. We need to open Church street between Market and 15th to release traffic congestion. It's also better for business which have struggled since the closure.The side walks around Duboce park, on Herman, Belcher need repaving, they are not accessible for peoples with disabilities.
There is a confusing intersections by the cafe where drivers hesitate and sometimes go when they shouldn't because there are so many moving variables tu I had to keep track of like pedestrians, dogs,

bikers, little kids and approaching cars. I've seen a few close calls. there is. Also a crosswalk by the park where I have had a few other close calls with pedestrians because it's hard to see them stepping out.
The cross walks outside the Duboce Park Cafe and CPMC are always a bit of a disaster. It is hard to know if cars are supposed to be turning or heading straight ahead. Parking generally is OK but every so often is a nightmare.
The section by the cafe is a mess! folx almost get hit, no one knows who is next to go. Lots of honking and almost accidents.
Difficult to access a destination because I cannot turn at a particular intersection
Difficult crossing Market from the Mission district to or through Duboce Triangle going northward because of 3-way stops.
I drive my car through there for my daughter's ballet lesson but for my commute I'm happy to choose another way for the benefit of all the bikes with kids and parents. It allows for safe access for the elderly and disable people also the kids and parents to the park. I know it's very dangerous to cross Steiner.
My husband and I drive my through for commute. I would be happy to choose another way for the benefit of all the bikes with kids and parents. It allows for safe access for the elderly and disabled to the park in the cafÃ©s or that you take their dog to the park and it's very dangerous to cross Steiner.
I don't drive, but I do ride a bicycle. See below.
Sanchez/duboce/steiner intersection confusion with people using left turn signals when going 'straight' from Steiner to Sanchez or vice versa. Narrow entry to Sanchez with many peds crossing and train coming
The intersection at Duboce, Sanchez and Steiner is scary and hard to navigate due to large numbers of pedestrians, bikes, cars and trams plus the intersection is very wide.
Not sure why crossing market going south on church is blocked.i think they should reopen that
The crosswalk between the Park and Herman street is scary. I don't trust drivers to stop.
The intersections can be tricky to navigate. I am concerned that there are not enough protections for pedestrians
Very difficult to turn L onto market st to get to soma area etc. Sanchez is often dead stop because now people can't drive down noe. I think it is much better to have traffic flowing then create bottlenecks by more closed streets and no turns
Bicyclists not stopping at stop signs - makes driving (and walking) around the neighborhood unsafe.
The traffic back up on 14th at the intersection of Church, Market, and 14th. It's always so backed up. Longer light needed? But WAY MORE important is the Haight street entrance to the freeway where there 100% NEEDS to be a camera installed because many many cars cut down the line into the bus lane and cut in front of the first car in line, making it extremely dangerous and extra congested at the intersection. This intersection may not be part of Duboce Triangle but it is our most used freeway entrance and we would appreciate this problem being brought up to the appropriate people.
Also always afraid I'm going to his someone when I'm driving there is so much going on.
I try to avoid the wiggle, because some of the people riding bikes do not follow the rules of the road. It's dangerous for everyone. I use Noe or Castro. Also, the 1 block that's blocked off on Church Street (going South), needs to be opened to thru traffic. There are only 3 other streets one can use to cross Market Street - Sanchez (the wiggle), Noe (slow street) or Castro, which is backed up with traffic!
There is a lot of traffic, both cars and bicycles. Everyone is going fast, and specially in the mornings. the crossing between Sanchez/steiner and Duboce with its kink and the Muni feels very dangerous



Cars need to yield to cyclists and pedestrians
What is difficult about driving in the Duboce traffic is the following: Speeding - it doesn't matter how many wheels are under your butt, people speed. Bikes, Bikes with kids, cars, scooter, Door Dash maniacs... Pierce and Waller Waller and Steiner Steiner and Duboce - a total cluster F*** No one seems to want to give the right of way even if they have their 3y.o. on their bike. Too many vehicles of the above sort use the streets in the wiggle. There is nothing to tell people to slow down, to give way, etc. As a pedestrian, you take your chances at each and every intersection. Abolish the wiggle. Reroute it onto Page and Buchanan
The intersection at duboce and Steiner is tough to navigate. Very hard to read what other drivers will do and whose turn it is.
Not being able to make a left turn from Sanchez St. north of Market onto Market St. Not being able to turn left from Market St. onto Noe St. You have to go through the Castro and go straight on Noe. You have to drive a mile out of your way.
Driving through the intersection can be very challenging with how many people are biking or walking with their children or pets to go to the park.
From the standpoint of the neighborhood and its people, the goal isn't to prioritize drivers over pedestrians-or vice versa. It's about balance: - Ensuring safe, predictable traffic flow - Preserving walkability and bike safety - Reducing unnecessary cut-through congestion - Improving clear signage and intersection design - Considering seniors, families, small businesses, and emergency access Duboce Triangle thrives because it is a close-knit, pedestrian-friendly community. Any driving-related concerns should be approached with the broader interest of neighborhood safety, environmental impact, and accessibility in mind-not just convenience.
The most difficult intersection is driving through Duboce, Steiner, Sanchez intersection. Cars can't signal appropriately because there's a jag so the turn from Sanchez going north onto Steiner could be a hard left onto Duboce or a soft left onto Steiner. It's also very busy with bikes, pedestrians and streetcars. In my opinion, this intersection is very dangerous.
I haven't owned a car in 25 years, so it's hard for me to take the perspective of someone driving! To me, they are doing it for their own convenience at the expense of everyone else's air quality, safety, climate change, etc., so I don't have a lot of sympathy if it's not always 100% convenient. Like, how lazy are these people? Already too lazy to take the bus, and now they're also complaining that they can't turn left where they want, and sometimes they have to wait for a cyclist or a pedestrian? Ha. A driver called me a "f\$&@ing b!&\$h" the other day for crossing at a crosswalk when the driver had already had to wait for a streetcar to pass. Boo hoo! I'm sorry your indulgent, polluting way of moving one person around the city in a 2,000-lb carrier involved waiting for 90 seconds at an intersection for people on public transit and walking. < /rant>
(1) The intersection at Duboce/Sanchez. Most drivers do not know how to correctly navigate with proper times to signal. Most bicyclists impede traffic by running stop signs in each direction. (2) NB/SB on Noe between Market and 15th. The slow street furniture/signs make for very dangerous driving conditions, especially as there are few, if any, bicyclists.
The long lines of traffic at Sanchez St. and 14th St. morning and evening, which blocks the fire station.
I both drive and bike to work. Living in Bernal Heights and teaching on Ellis and Gough my commute is really different for both modes of transit. I obey all laws while biking and driving. Even stopping at lights and waiting for green my bike commute is faster by 5 mins. When I used to drive the slow street on Sanchez in Noe Valley I am now rerouted me to Church St. Even though it's slower on Church it works ok until Market and the train at the Safeway. Currently, if I take Church Southbound I need to take a right on Market St. coming back if I don't take Sanchez. Everything east of Sanchez has become more congested both North and South.

I live near the Duboce / Sanchez / Steiner intersection, so a common "driving trip" for me is simply entering or exiting the neighborhood via those feeder streets. The biggest recurring issue is gridlock and spillback - traffic queues often extend into the intersection so that movements become unpredictable and the box gets blocked. I have experienced situations where I cannot cross Duboce to get onto Sanchez because vehicles are backed up through the intersection and no one can clear. This feels like a corridor-level displacement problem, not just local demand. Steiner and Sanchez are already a heavily used bike corridor (The Wiggle), but they are also absorbing vehicle volume that appears to be pushed off more appropriate capacity streets. My understanding is that changes around Church/Market and the Noe Slow Street configuration have contributed to shifting traffic onto Sanchez, where the street geometry is less forgiving. I would also like transparency on the traffic data used to interpret conditions here: when and how counts were taken (days/hours/locations), and whether comparisons account for capacity (for example per lane vs per street when comparing Sanchez and Market). Real-world backups suggest the corridor is exceeding comfortable operating capacity at certain times.

1. The 4 way intersection at Steiner and Duboce is so confusing and dangerous. It's not clear which direction cars or bikes are going. It often gets backed up because of all the traffic. 2. The crosswalk on Steiner at Hermann is dangerous since it's difficult to see pedestrians that are crossing (although daylighting has helped).

The intersection of Duboce and Steiner can be pretty frustrating to drive through. People jaywalking on Church between Duboce and Market. More signage for crosswalk at Steiner & Hermann.

Lack of parking. Crosswalks not well marked. Having to veer around stopped vehicles (Ubers, delivery trucks, etc) and risk safety of cyclists. Overall lack of structure of bikes and cars and pedestrians along the wiggle (unsafe and confusing for everyone!)

Not a problem. I respect the Noe Slow Street and take Noe/Sanchez to 14th to get south.

Irresponsible cyclist that cut in front of you! Run through stop signs at great speed .. cut across corners Also not wearing any lights at night making them impossible to see..

The large trees in the medians (Noe and Sanchez) while really beautiful, make it really hard to safely see pedestrians and bikers when making turns. At night even with the existing lamps it is often hard to see pedestrians well. Complicated intersections (Sanchez and duboce & Sanchez and market) also make it difficult to navigate between pedestrians, bikers and cars

Traffic congestion, especially during commute hours. I have also noticed that some people ignore the Slow Street signs on Noe and drive on that street, even though they do not live there and are not visiting anyone who does.

At Noe & Duboce there is a three way stop: the signs are not very visible and this intersection would benefit from STOP being painted on the road. At Noe & 14th there is a tree blocking visibility of the intersection, it is very difficult to see other vehicles, pedestrians and cyclists when driving south on Noe. The intersection of Duboce and Sanchez is diabolical. Please add a light to this intersection.

The intersection at Duboce and Sanchez is very confusing. It's unclear when southbound traffic is trying to go straight or east. As a result, I've seen numerous near accidents where oncoming traffic almost turned into the other vehicle

The intersection at Duboce & Sanchez is often too congested. It can sometimes be a death trap with the competing needs of pedestrians (especially those with children in strollers or dog walkers), cyclists, automobiles, and the metro. The Steiner block between Duboce and Waller should probably be made into a slow street to reduce automobile congestion and give preference to others because it is such a thoroughfare for park goers. Drivers should probably go down to Market street via Waller and possibly Buchanan.

Very ambiguous / possibly unsafe intersection next to the park

As a driver issues would include: Cyclists not stopping at stop signs - treated more as a yield in this area. Expected as a local but can cause confusion/hesitation for out of towners Heavy enough traffic where progress through a stop sign is not possible (for example Hermann near Market), causing cars attempting to go out of turn once space opens

I have long wanted to be able to turn left from inbound Market Street onto northbound Castro Street to get to my home at Pierce and Waller. I used to turn left onto Noe and work my way around that way, but the Noe slow street makes that impractical. Now I use Sanchez Street, which puts me on a bike route and past the fire station. I think it's a bad idea to have excessive car traffic on Sanchez, but it's the only place between Castro (no left turn) and Church (no left turn) that I can turn left. Castro should be the street for cars, rather than Noe or Sanchez. Also, when I need to turn left from southbound Noe onto inbound 14th Street, the tree and shrubbery on the median island obscure my view of both pedestrian crosswalks that I need to pass through. The offset intersection of Steiner, Duboce and Sanchez Streets is confusing. When I'm driving inbound on Duboce and going straight through that intersection, northbound drivers on Sanchez often assume I'm going to turn right onto Sanchez and will pull out in front of me.

Poor visibility of pedestrians at the corner of Hermann and Waller.

Market/Sanchez/15th intersection is hard to navigate with many people taking left on Sanchez not clearing the intersection in time and blocking traffic across 15th. U turn at market and noe/16 is a common maneuver that many can't make in a light cycle. The noe crossing direction gets too much time in relation to the other sides of the light.

1) The Steiner/Sanchez/Duboce intersection is chaotic when someone inexperienced is moving through it. 2) Cars seem to stop for pickup/drop offs along Sanchez more than other streets, blocking a full lane.

I don't drive

We don't drive, but the Duboce and Steiner intersection is always tricky.

Not being able to turn left from Waller heading west onto Castro street. Crossing market at Noe and hitting a slow street. There has to be a way to cross Market street, otherwise I can't visit friends in Noe. Also Noe street is only a few blocks, because you hit the park, and the hospital is right there, I have no idea why that would be the slow street.

Finding parking. High volume of pedestrians and bicyclists at each intersection at unexpected intervals

Driving for me personally isn't much of an issue. Only issue is the interaction Sanchez and Duboce is dangerous to cross with Cars, many bikes, lots of pedestrians, and the train. The intersection needs a light.

I find it easy.

Visibility of stop signs around the wiggle could be better. Worried i may not see a pedestrian or biker.

As a frequent driver in this neighborhood, it is a source of frustration that there are so few SAFE options for accessing Duboce Triangle area from other parts of the city, particularly if I am coming

down Market from the south and east, where I work. Signage is confusing, and rushing drivers make sudden and in my mind dangerous turns. Since 46 Castro is such an important health nexus for many San Franciscans, there need to be safe,sane ways to get there. I, as a driver, would be willing to experience some inconvenience and re-routing if it meant that pedestrians and cyclists would be safer, because the navigational rules were clearer.

1. The intersection at the SE corner of Duboce park (Steiner/sanchez and Duboce) is a bit challenging as a driver since Steiner and Sanchez don't directly line up. Hard to see who has the right of way, and danger with pedestrians. Don't necessarily want a stoplight there but something needs to change. 2. The Safeway on Market is very hard to access via car given which turns are legal. 3. Church and Duboce as an intersection is scary because of the train, never sure if one is coming east/west. 4. Market street is a blight on our city, cuts the city completely in half - huge pain to cross it no matter as a pedestrian or driver. Every intersection is confusing, difficult, dangerous, and long. Totally unwelcoming to pedestrians.

The crosswalk coming from duboce park walking on Hermann across Steiner is awful. Scary for pedestrians - should be a stop sign for oncoming through traffic!

Bicyclists are a major hazard. The vast majority race through stop signs, many pass on the right side of a vehicle which is signaling a right hand turn. An appalling number of bicyclists choose to ride at night without any light or reflective equipment on their bicycles; arrogant at best, suicidal at worst and really scary for the driver of a car.

The intersection at Steiner/Sanchez and Duboce is confusing and dangerous to nearly all parties (cars,bikes,peds). The lack of visibility to other cars often ends up with 2 cars in the intersection at the same time. Secondly the intersection of 14th and Sanchez is too impacted. At rush hours it's the only way to get onto market and the line at the stop sign becomes long. This leads to impatience and drivers roll the stop sign or speed out from their full stop. When you begin introducing peds and bikes it gets more confusing because they are taking the right of way and cars become even more frustrated. It leads to incessant honking and irresponsible driving behaviors

None

Crossing Duboce Street from Sanchez to Steiner need the driver to use the left and right turn indicators simultaneously (known as the wiggle move). Most of the cars don't care to do this. Some only use a left turn signal or nothing to let pedestrians know what to expect from cars barreling through. The self driving cars don't even use their turn signals at all.

I kind of think that if someone is driving here without a particularly good reason (like...a delivery truck, paratransit, etc?) we should consider it a design failure. For those kinds of truly necessary vehicles, I imagine it's difficult to access anything in the neighborhood without double-parking; we should probably add loading zones.

I live near and do drive through Duboce Triangle on occasion. I have no issue with driving on Sanchez or Divisadero and avoiding the Noe Street Slow Street. In fact, while Noe used to be a main road for me, I now do not use it driving.

Please stop and remove slow streets, streets are not parks.

The inability to take a left from Market onto Divisadero northbound forces me to drive through Duboce Triangle, which I would prefer to avoid knowing that it has many bikes and pedestrians. Same thing with Church street. This is a better place to avoid the Wiggle, but you can't drive south on it across Market! I can't get to my daughter's school during rush hour without driving through the wiggle part of Duboce triangle. I could also see some benefit from a stoplight at Duboce & Steiner/Sanchez because it's super confusing with constant pedestrians, bikes, a disconnected path between Steiner/Sanchez, and the muni trains.

I don't drive regularly but I can imagine the steep hill up Castro presents visibility challenges at intersections. I want to see more traffic calming measures like speed tables and bollards to make sure people don't fly through those intersections too fast.
I can't get through Noe Street because it's a slow street. Please reopen Noe Street to car traffic! We must keep open Noe Street and Sanchez Street. The sidewalks on Noe St are extra wide and it does not need to be a slow street anymore. Covid is over.
I don't have any direct issues with driving in the triangle. Inconveniences I encounter are limited and not problematic: turning around can be tricky on narrow streets, finding parking has become more difficult and navigating the 14th/Sanchez intersection can feel haphazard. Double parked vehicles are my biggest annoyance.
The intersection of Sanchez, Duboce and Steiner is horrible. It's backed up, inefficient, confusing, and dangerous.
The intersection of Steiner and duboce is scary as a driver. Cars regularly doesn't respect the 4-way stop and make turns in front of each other, nearly causing accidents.
Seems fine
Don't drive
Access from Market is awkward with the Noe Slow Street; left turn from inbound Market into northbound Castro would be a great help. Sanchez is overloaded with cars and bikes. Urge Church Street be reopened across Market Street. Closure of Church south of Market makes no sense and is not needed by Muni.
Living on Henry Street between Noe & Sanchez, I've found that if I want to adhere completely to the Slow Street approach, I would avoid Noe Street completely. - Getting into my home if coming down Market Street from Twin Peaks - can't turn on Castro - can turn on Noe, but then can't drive through to Henry due to the slow street - can turn on Sanchez, but can't take a left into Henry with that tree in the middle of the intersection - can't turn on Church - Only options are 1) to turn off Market on 15th or 16th, go to Church, Cross Market on Church, left on Herman, left on Sanchez and then back across 14th and right onto Henry or 2) turn left onto 16th and up the hill, right on Castro and then right on Henry. - Leaving my home and heading toward downtown / Hayes Valley / Western Addition area. - Can't turn left on Sanchez at the foot of Henry due to the above mentioned Tree - Can turn right, but then can't turn left onto Market or 15th which means crossing Market and proceeding to 16th before I could double-back. - Can head up Henry to Castro and then circle around to 14th Street, but this requires taking a right out of Henry at a non-protected intersection (not a 4-way stop). As a side note, I've estimated that taking a rideshare from my home adds \$1 to every trip since the app always will route the car up Henry to Castro, right on Castro and then right on 14th back almost to where we started because it won't turn on Noe. Finally, though I don't have hard figures to go on, I do feel like traffic on Sanchez has gotten significantly worse (regularly backing up almost the entire way to Duboce) because of most people needing to avoid Noe. Result of all this - I no longer avoid Noe. Its just too burdensome.
I know Street the slow street intersections are very confusing. People don't know what to do and they must stop in the intersection because of the barricades blocking the road, so combines to one lane.
We need some form of safety lights on the intersection of Steiner, doboce,sanchez.
When making a left turn from Noe (southbound) onto 14th St (eastbound) there is a plant in the island on Noe that blocks visibility to the left, especially of the crosswalk.
The slow area doesn't typically affect my driving. I can still reach locations without issue.

Train tracks. Lots of cars, bikes, trains, pedestrians. Nervous crossing.

If I am driving, I avoid the intersection of Sanchez & Duboce where it intersects the Wiggle coming down Steiner. It requires quite a bit of care to navigate safely and many other drivers seem oblivious to the pedestrian, cycling, and Muni traffic.

The most dangerous part about driving (or walking) in the Triangle are the cyclist who don't obey traffic laws. That said, other major concerns are: - the intersection at 14th and Sanchez should have a traffic light. - the slow street at Noe and its occasional closing at Market combined with the closing of Church street has forced nearly all north / south traffic onto Sanchez and Steiner, which is untenable for such a small street - a left hand turn east bound from Market onto Castro should be allowed so that drivers can bypass the triangle entirely. - the intersection at Sanchez / Steiner and Duboce is difficult to navigate, to be sure, but it wasn't so bad before Church and Noe were closed. The cyclist blowing through the intersection cause even more confusion about who can go next and are more likely than anyone to run down a pedestrian. Drivers use a turn signal even when they are going "straight" from Sanchez to Steiner, which is confusing for everyone. Perhaps painted lines between the two streets to imply that you are not "turning" between the streets and that the turn signal should be reserved for actual turns onto Duboce? Or, allow traffic to come from Church and Noe again, and instead force all drivers north bound on Sanchez to take a left or right turn onto Steiner. Another option is to have cyclists go straight southbound on Scott (an actually slow section of street) at Haight and then left on Duboce so that they either go straight on Duboce or southbound on Noe (another literal slow street). - Any place where cyclist turn left on Haight should be eliminated. Despite traffic lights, they block cars going through the lights legally cutting off pedestrians in the intersections in their haste and cause confusion. If traffic laws will not be enforced, then west / south bound cyclist should continue straight on Page (a slow street - let's use it!) then turn right to go south on either Pierce or Steiner. And, east / north bound cyclist should similarly cross north across Haight at Pierce or Steiner and then continue left on Page. Yes, there's a minor incline involved in some of these suggestions. As a cyclist in San Francisco, that seems to be par for the course, though, and the safety of everyone is what's most important, not the ease of the few. - Motorized scooters and e-bikes MUST be controlled throughout this city, but especially in the triangle. They act like man-powered cyclist in their flouting of traffic laws, but they go up to 30 mph (faster than any car I see driving through the area) and are an extreme danger. - Finally, please please start enforcing moving violations. The number of people I see daily at this point (since the pandemic) blowing through stop signs or trailing the car in front of them through an intersection without stopping is mind blowing. Where are the police?

Market remains a very active road with a lot of different thing going on all at once, and can be uncomfortable to drive between Castro and Dolores. Steiner and Duboce is always a confusing intersection, with an offset crossing between Steiner and Sanchez, and the N, and a large number of cyclists. I avoid it whenever possible.

All I know is that the more "improvements" are made, the more difficult driving and navigating bicyclists and pedestrians has become. Slow streets in particular are funneling traffic through streets that were set up to funnel so much traffic. Open accessibility for cars seems to unburden these streets in the best way that I can see. I also think the best use of red corner zones would be extra motorcycle and scooter parking, which would open up parking for cars while keeping visibility at intersections for pedestrians open and clear

The backup that is created along 14th street from the signal at Market and Church can get really bad. So much so that the closest intersection leading to it, at Sanchez & 14th, can get backed up too. I am assuming that the bulk of the traffic is from people trying to get to the freeway as it only happens during commute hours. I would be lovely to encourage drivers to not use our neighborhood as a commute route when Market and Oak Streets are timed for traffic.



Sanchez Street has been forced to become the only direct street through the Duboce Triangle. Noe Street should be returned to normal use immediately! Also, with Sanchez Street shouldering most of the traffic, we have to suffer through emergencies requiring a response from our local Fire Station. Why would your department cripple their ability to respond when traffic on Sanchez Street can make that nearly impossible. The Slow Street Concept is very dangerous in our community.

The intersection at Steiner and Duboce is quite hazardous for drivers like myself as well as pedestrians, small children, the elderly and cyclists. The irregular shape of the intersection causes confusion and many drivers make poor choices. The sheer number of things happening at this intersection are overwhelming. Traffic can become quite congested and this is a residential neighborhood, not designed to experience such high traffic flows. The fire trucks would have a hard time getting out on Sanchez if there were an emergency due to the congestion.

I am a daily driver in Duboce Triangle. I miss the north and south routes of Filmore to Church and Noe to Scott. These allowed people to get to their destinations without flooding Sanchez and Steiner with traffic.

Lots of pedestrians and bikes.

Here are two of my main difficulties when driving in and around 14th Street. The left-hand turn from northbound Castro onto westbound 14th can be harrowing. The turn lane itself is short and narrow (especially with a southbound Muni bus 24 coming at you). Plus the commute-time southbound traffic does not give any opportunity for this left turn until the light is actually red. With the Noe Street Slow Street designation, the way to turn west onto 14th are limited, and this one can be a real roll-of-the-dice. Which leads me to ... Sanchez Street between Market and Duboce. First of all, Waymo seems to think that the northbound lane there is an appropriate pickup/dropoff site for the apartment building across Sanchez from Chase bank. But if there's enough southbound traffic on Sanchez, an idling vehicle there blocks northbound traffic entirely, pushing cars into the Market Street intersection even after they've entered on a green light. Also, with the wiggle, the fire station, and the regular pedestrian traffic, there is a lot of activity here. Before Noe Street was a Slow Street, I would avoid Sanchez altogether. Now I am forced onto it when heading north to 14th, and that stretch is bearing the brunt of Noe's Slow Street designation. When many bikers on the wiggle seem to think that 4-way Stops are optional, there are many near-misses and angry gesticulations at 14th and Sanchez. I guess the one bright spot is that if/when there an actual collision here, fire department personnel are nearby.

Getting on the 101 south is difficult because there is no easy access from the triangle. If one wanted to take Octavia, the problem is that all of Page/Rose/Lilly between Octavia and Laguna are one way only going west. If one wanted to cross market and get on the 101 near South Van Ness, the traffic lights on Height/Hermann are too short and allow only 4/5 cars at the time.

I don't drive through Duboce Triangle, even though I often make trips that could connect through the neighborhood. My reason is that because it is such a bike and pedestrian heavy corridor I try not to add my car to the mix when there are other easy ways to go around rather than through the neighborhood. For example I go down Oak or 17th if going/coming from Ocean Beach, where go surfing, to the Mission. The one exception is sometimes I go from Guerrero to Fell up Laguna. This seems fine.

Mostly people running or disobeying stop signs. Cars driving too fast. As a driver, it's frustrating when other drivers don't obey the speed limit, run stop signs or don't wait their turn. No issues for not being able to make a turn - however, it is frustrating being stuck behind a driver attempting to make an illegal turn as they block traffic.



Waller / Divisadero intersection is difficult to get through as a pedestrian, car or bike from the Waller direction. We live up on Alpine Terrace, and have to go down Waller for most of our trips. It really needs a light.
Right now, all of Duboce triangle is accessible by car, with no one way streets. However, due to the high number of stop signs, bikes, and pedestrians, travel is quite slow.
Lots of bikes on the wiggle that make it hard to pull out onto Waller. Cars parked too close to the entrance to Potomac Street that make seeing oncoming traffic- cars and bikes- difficult.
The intersections in that area at Market are always really difficult to navigate. It can be hard to know who is turning or what the right path is
Looking this from the perspective of a motorist: SFMTA is waging a "war on cars" and completely in the controlled by the all-powerful bike lobby. As a motorist, I get to treat stop signs are optional, speed limits are suggestions, use loading zones for free, accessible parking spaces for free, illegally double-park, screw the SFMTA out of meter revenue. I can literally drive on the sidewalk into a family of Muni riders and the SFMTA will cut Muni service cutting funding "free" parking every Sunday. How's that for a typical motorist's perspective?
It is stressful to drive because bikes are not physically separated from bikes by a significant barrier. There seems to be a lack of transit and safe bike facilities in the city and thus in Duboce Triangle it is not pleasant to drive because there are too many cars. There are too many 90 degree parking spots and they feel unsafe. Driving past them is stressful.
Duboce/Sanchez/Steiner intersection is confusing. It's always difficult to tell which direction people/vehicles/trains are going and who has the right of way
The intersection of Sanchez, Steiner, and Duboce is confusing for cars and cyclists, especially given the high foot traffic coming from duboce park.
Scary amount of speeding in this neighborhood, horrible drivers cutting off Muni vehicles on duboce and not stopping at stop signs elsewhere
Driving through duboce triangle is extremely easy
Driving is generally easy and intuitive.
Just so many cars on the road in my way. Traffic. Wish we had less people in cars.
Hard to drive safely because of dangerously designed intersections, especially on market. It's crazy they turns aren't banned when people can just drive around a block or two- I don't mind it.
I drive in the neighborhood somewhat often, and there's nothing hard about it. The traffic is mild overall, so getting anywhere is easy. There are turn restrictions in places but it doesn't impact ability to navigate.
the permanent slow street of Noe btw Bearer and Duboce makes it difficult to get to and from my gym, sf fitness on Market Street. There are often delivery trucks double parked on the street, and the 1/2 blocked intersections and parked trucks create blind spots that are difficult and dangerous to drive around. driving northbound on Noe from Market, it would help to be able to turn left on Beaver, but beaver btw Castro and Noe also has low visibility due to parked cars (and incline)
I really don't understand why it's prohibited to make a left turn from 14th onto Castro Street.
Driving on Divisadero and Waller. There is a yield to pedestrian sign that I always forgot to see at night. This sign needs to be lit up or I am going to run someone over on accident.
I'd say don't drive within Duboce Triangle unless you live there. There aren't many reasons to cut through in a car.
The Noe slow street simply makes the streets more dangerous, Cars are jockeying around the signage and is just makes a mess. The only people that want the slow street are the people that live on Noe.

The rest of us hate it. Plus the slow street has pushed traffic onto my street and my cars have been hit often since the slow street has gone in. I think that the slow street has increased property values on Noe but lowered values on Castro and Sanchez. I think if the people on Noe want the slow streets they should write yearly checks to the people on the streets that are negatively impacted. I also do not like the no left turns onto and off of Market. They simply make me drive more to get around them. The intersection at Market and Sansome is most problematic because the pedestrians do not follow the traffic signals
Cars should be separated from the wiggle streets (e.g. the wiggle streets should be slow streets or have speed bumps at every intersection)
I do not experience difficulty driving within Duboce Triangle. While there are turn restrictions, they are fully navigable with advance planning; no streets are fully restricted from cars. I am unsympathetic to those who complain about this. If I could make any single improvement, it would be to implement a protected left turn from EB Market to NB Castro at Market/Castro to relieve the pressure on Sanchez and Noe left turns/streets.
No issues. The raised crossed walk help cars slow down. Love those. There should be more of those on Waller.
I find that going through the Wiggle slowly is important. I like the speed bumps added at Steiner. I'd love a light at Duboce/Steiner/Sanchez featuring an All Cross option for walkers.
There is a lot of cross traffic and confusing intersections, in particular Sanchez/steiner and Noe. Would be better if cars just couldn't turn left there.
It's difficult to drive through but that's the point, stick to Castro if you got to go north or south, that's what I do.
When driving on Noe Street from Market to DuBose Park, sometimes I want to make a left turn on Beaver Street. I have seen people turn left before the little tree spot in the middle of the road. I go past it and make a U-turn, ride around it, and make a right onto Beaver. There isn't anything that says you can't turn now, so I don't have a problem with it, but it leads to confusion because it's not marked for what you should do if you want to turn. Someone told me that a left turn isn't allowed there because it's a commercial area, but the part after the tree is residential on both sides of the street. So I don't think that rule applies. The biggest issue for me is in exiting Duboce Triangle at the corner of 15th, Sanchez, and Market. I would like to take a left from 15th on to Market, but I have stopped doing that because it just seems too unsafe. I proceed straight across and make a left on Delores instead. People make up the rules of traffic on that left turn, and it always seems like there's going to be a crash. Or people get stuck in the middle of the intersection and don't bother to clear it, leaving further confusion as the lights progress. I even called the police and asked them how to make the left, and they told me they didn't know.
I don't use the area much by car.
I don't drive through here and have a hard time thinking why I would, so hard to answer.
The intersections of Noe, Sanchez, and Church with market are all confusing and sometimes hard to understand where you have priority as a driver. Additionally the MUNI lines cross cutting by Safeway can make it difficult to remember how to get from the south side up to Haight and vice versa.

Appendix D - Question 2 Full Responses

Bicycling within Duboce Triangle Think about a common trip you make bicycling within Duboce Triangle. (If you don't bike, take the perspective of someone who does.) Please share some issues that you experience while biking through and around the neighborhood. For example, feeling unsafe on some streets due to vehicle traffic.
Noe Street and its intersections are all very dangerous now that it has been designated a "Slow Street." Drivers and bicyclists have a difficult time navigating these intersections are often very frustrated with one another and the traffic pattern. Although Noe Street is designated as a slow street, it is not used as such. This designation has only caused issues, there is no real benefit to the neighborhood. Especially with both Duboce Park, Corona Heights, and Dolores Park all nearby, there are plenty of other areas to recreate.
Some cars drive fast and aggressively on Noe, act like it's a regular street. More calming or enforcement needed.
I do bike and I love how Duboce is a biking intersection for the city! The most harrowing intersection for me is Sanchez/Duboce ave. Coming down Sanchez the visibility to cross Duboce to the wiggle can be tough when cars (and bikers!) don't abide by the stop signs. It's a wide amount of space to cross on a bike.
I lived for some time on Steiner and Duboce (I'm still in the triangle but elsewhere). As a cyclist and a driver, I found it TERRIBLE. Everywhere was aggressive at that corner, regardless of mode of transport.
Cars are extremely aggressive and take over the Noe Slow Street, making it particularly unsafe to bike on it.
Bikers routinely disregard laws and etiquette. For example, bikes are prohibited in Duboce park - but it is a commonly used freeway to Carmelita or Scott street frequently endangering children dogs and pedestrians.
Still too many cars on slow Noe, lack of protected bike lanes in the neighborhood to encourage more riding (support the alternative of slow streets around the neighborhood as another solution), also really important that whatever bike improvements happen in the neighborhood connect to a citywide bike roll network, protected biking and rolling lanes from 17th St. to Duboce park on Sanchez is needed for this
Give bikes a dedicated lane close to the sidewalk without giving up a driving lane
I've biked regularly from 15th & Noe since 1977. Obviously anything west of Noe is too steep to bike. Slow Noe has made biking the entire stretch of Noe much more enjoyable, even better than Sanchez which has the sharrows. The speed bumps on 15th were a great addition as well. 14th is to be avoided, but that's fine as it's more of a car artery and easy to avoid (most use Duboce to the Wiggle).
As a cyclist, I don't appreciate the confusion created around right of way at 15th and 14th streets when a car is at the limit line next to the slow street barrier. Many times they must go first just to clear the intersection for the person who may have arrived earlier at the four way stop. This creates frustration, confusion and additional traffic delays about what might happen.
I ride in the Duboce Triangle area and generally find it to be a pleasant and safe experience, the odd bad car driver speeding would be my main concern. Perhaps some enforcement of the speed limits might help.
I bike a lot in this neighborhood. I am always wary of traffic. It doesn't feel safe at all. I'm concerned about cars backing out of driveways and hitting me, cars running stop signs and hitting me, cars passing too close, cars honking at me for being slow, distracted drivers, and car doors opening. I bike in the neighborhood with my elementary school aged children and I don't feel this area is safe for children at all. I don't put them on the road here. There is real ambiguity around the intersection of Steiner, Duboce and Sanchez. No one ever knows who has right of way, and I am frequently cut off by vehicles,



sometimes dangerously. The tracks are also very dangerous for bikes. Cars have honked at me to not stopping on Steiner at Herman, even though this isn't an all way stop.
I do not bike here because bikers are incredibly disrespectful, do not follow the laws of traffic, speed, and take full advantage of those lanes and privileges shared to excess. Many are on phones, ear buds, riding with children, riding distracted.
The left turn from southbound Sanchez onto eastbound 15th is apparently illegal, which is somewhat inconvenient. The six-way intersections with Market feel dangerous to navigate, because it's hard to understand what paths the cars intend to take (as it's such a large intersection) while also dodging rails and potholes. The many bike shares are well located and very convenient. The streets away from Market are not a problem to bike on.
I frequently bike to Golden Gate Park (or the Sunset/Richmond) via Slow Noe (coming from Noe in the Castro) and Slow Noe is TERRIBLE. People in cars yell at me. They nearly run me over and intentionally cut in close to me. They cut me off. I don't know why but the purple modal filter signs on the north end aren't even blocking the southbound car lane, as if somebody is scared to tell the cars that they're supposed to share the space with others. The drivers get the message that this is their car space, and they YELL at me to get out of the street. My four-year old daughter and I don't deserve to be YELLED at for biking (or walking) on a designated Slow Street. Please have proper signage and modal filters to protect us!! I shouldn't get harassed and feel like crying just because I'm using the Slow Street on bike/foot. During rush hour it's totally backed up with cars - this is through traffic. Noe Slow Street is also too short. I live by the southern end of where it used to extend during covid. It needs to be long enough to actually allow for placemaking and community building. At the very least it needs to go all the way to Market. As it is it's just a stump that gets ignored. The Muni tracks are also very unsafe and they freak me out every time I go from Noe on Duboce down to Sanchez and turn left onto Steiner. This is a very very common route because it goes from the Slow Street to the wiggle. The city could put a bike lane on the far right so that bicycle riders can easily avoid the tracks, and then have a clear left turn path at the Duboce/Sanchez/Steiner intersection to help bicyclists get through the tracks. The bike lane could just replace the car parking lane. There should not be so many cars next to a park anyway. Definitely everything should be connected. Slow Noe should connect in some way to Slow Sanchez in Noe Valley. Then Slow Noe and/or a new Slow Steiner should connect to the Wiggle and Slow Page. I am applying to send my daughter to Creative Arts Charter School up at Turk & Steiner, and right now there isn't a great path to go by bike.
Some concerns with tracks at Duboce/Church. Intersection confusion at Steiner/Duboce.
Again, the speed of vehicles makes it a bit daunting to bike in the area.
The Steiner / Waller intersection is probably the most dangerous. Cars get frustrated and will often jam through the intersection.
I always feel stressed biking on Sanchez because it's a busy enough street that there's almost always a car behind me, as well as a car coming the other way. And it's too narrow to safely pass, so either the car is riding my tail or they dangerously try to pass
Other cyclists not even slowing down for intersections, constant need to cede the right of way to whomever is most brazen. Pedestrians looking at phones and not making attention.
Crossing market street is really hard. The lights are short and all the diagonals are weird with cars doing wild things / especially when prime are trying to turn left or pass people turning left mid intersection
Cars driving too fast and there being too many of them make biking in the neighborhood stressful and uncomfortable to take kids with me.
The intersection of 15th and Sanchez and Market Street is particularly challenging.

1) Steiner between Waller and Duboce is rough, including both intersections. - Steiner and Duboce intersection is always hectic, cars and bikes don't know where they are going and cutting each other off. Cars fight with Muni. - Steiner and Waller intersection is so funny to watch, cars speed through that intersection and bottom out on the speed bump every 30 seconds, some I'm surprised the car doesn't come apart. This is all why bicycles and pedestrians are trying to bike through. - The block on Steiner itself is also rough, it's too narrow to fit a bike and car, cars try to pass bikes in a risky way, and then get stuck at the intersection anyways. 2) Drivers on Slow Noe are assholes: they honk, throw the middle finger, scream profanities at bikers and pedestrians on the daily. They also cause traffic jams going in/out of the slow street as they try using it as a way to cut the traffic on 14th and Castro. 3) The Duboce/Church intersection, especially going West is scary. Especially when there's a Muni train blocking view and cars and bikes trying to drive around it. When going west you have to cross to the other side of Duboce, thread the needle into that side bike lane, all while being careful for the train tracks and mini bumps. [could that bike lane cross over to the other side before the train come above ground?][could we tear down the saweway and build some high-rises with a park that creates a beautiful walk, bike, transit zone?] 4) There's no secure bike parking on Slow Noe, it's intended to encourage biking but you can't really lock up your bike on the street itself. It would be great if people could lock up their bike for a few hours and be able to see it from the house so they don't worry about it getting stolen. Especially with the bulb-outs and the angled parking, there's so many places where a few bike racks could be installed.

Too many cars on Steiner wiggle and on Noe Slow Street.

I also bike through the neighborhood and the only real issue is the interaction at Duboce/ Sanchez / Steiner but PLEASE do not alter driving turns from Sanchez or Fillmore. It will just make the other streets more congested. Keep the North South artery from Steiner to Sanchez unaltered.

Some cyclists will not respect others around them and will take lines that will result in a collision unless the other party takes avoiding action. Sometimes vehicular traffic will be oblivious to cars and present a danger to them. Particularly at Duboce Park where cars are not yielding to bicycle traffic that is already in the intersection, or on the wiggle, where cars will block a bicyclist's path.

Bicyclists have become so obnoxious and entitled. I used to be a bicyclist and was aware of traffic flow and pedestrians...They don't stop at store signs!!!!

No serious issues biking through the Triangle.

I do not now ride a bicycle, but long ago in driver training our class stressed that no matter what you do, whether driving a vehicle, riding a bicycle, or walking - your perspective should always be to 'drive defensively', 'bike defensively', and 'walk defensively' - for your own safety always be looking out for what the other is doing, don't assume. Bicyclists and vehicles would both be more safe if bicyclists would remember that they are a vehicle and are bound by traffic rules when riding in the road. San Francisco has created an 'entitled' mentality of bicyclists and many ride as if the laws don't pertain to them. Many don't stop at an intersection when traffic is present, especially in residential streets, and many just ride through a crosswalk even when pedestrians are present in them. Safety is everyone's responsibility, and everyone should always be looking out for the other and what they are going to do, no matter who may legally have right of way in given situations. San Francisco should develop public educational campaigns to assist better vehicle, bicycle and walking behaviors.

This is too opaque

Bikes should stop at stop signs

Where can I ignore pedestrians and stop signs? What's the best way to make pedestrians feel unsafe?

It's fine !

I imagine the traffic and narrow streets on 15th and 16th would be difficult to navigate, as well as being able to see cars trying to pull out of driveways between tight street-parkers

Making Sanchez a slow street makes more sense than having Noe be a slow street. Most of the bikes use Sanchez, not Noe. Also, having some sort of traffic enforcement at Sanchez and 14th would be great. Bicyclists blow through the stop signs even when it's not their turn and there is TONS of car traffic. They don't understand that they need to stop if it's not their turn!!
As a bicyclist I feel like automobiles don't want to share the road especially when there's no specific bike lane or even indication that it's a shared street. But bicyclist never want to share the road with the cars and are very inconsiderate as well.
Corner of Waller / Steiner always seems to have a car stopped or double parked in the traffic lane on Waller, making it tight to maneuver on a bike and difficult to see around. More parking tickets, please.
Former bicyclist here who no longer rides but walks the neighborhood: the wiggle (Scott to Waller to Steiner) is orders of magnitude more difficult and congested mostly due to the presence of E bikes who are riding way way too fast.
Bicyclists are the biggest assholes on the road they just do less damage than cars whe. They hit you
I don't bike and rarely see bikers on "slow street" Noe. Where they are visible to me is on the wiggle, which seems to work well for drivers, bikers, and walkers. So a plus for that bike route as someone who resides at a distance from the Wiggle.
I mostly feel that bicycling through the neighborhood is safe and the routes are good. My biggest challenge is often other cyclists not obeying traffic laws and inhibiting the safety of other cyclists as well as pedestrians and cars. Double-parked vehicles also often wreak havoc, especially when they are stopped close to intersections.
I am a cyclist and Sanchez is the best route to Castro to avoid hills. Because Noe is slow, this means all cars get funnelled to Sanchez too. It's not right.
When I bicycle, I am challenged by the motorized bike bicycle and the motorized scooters. For some reason, they don't seem to follow traffic laws. I also find it difficult to interact with the robot cars. They do not make me feel safe.
I used to ride my bike about 200 miles per week. Since all of the street changes and traffic issues, I have stopped riding in San Francisco, it's not worth the risk
The intersection by Duboce Park Cafe is a mess because it's heavily trafficked by cars. Cars commonly do not stop at the stop signs and pull into the intersection prematurely.
I bike some times and in general I feel safe. However, some people ride their bike aggressively.
Taking the Wiggle to Golden Gate Park. When I'm able to stay on the suggested streets, traffic is much quieter. Not sure if a zig-zagged bicycle lane with non-solid lines would encourage drivers to take it slow.
Because there are not designated bike lanes people unfamiliar with bikes are not respectful of them making it more dangerous. I feel like this is rarely the case with local traffic (cars with old SFMTA stickers seem to get it, cars with out of state license plates, Uber, Lyft stickers are the most dangerous). There is also a HUGE uptick in mopeds that are unlicensed and classified as "bikes". They drive like motorcycles, cut off bikes, and speed through stop signs. There needs to be more concrete licensing in the city for bike vs licensed motorized vehicles. Neighborhood kids used to bike to school but these mopeds clog the bike lanes racing past people who are actually using peddles making the lanes unsafe for families.
Cars don't stop at stop signs. No dedicated bike lanes
Biking is good in this area (the wiggle works fine). I wish repair of cracks and holes could be prioritized in bike areas since they are a safety hazard for bikes.
As a bicyclist, I feel extremely unsafe on Sanchez Street between Market and 14th streets because all the SFMTA street closures in Duboce Triangle have increased traffic tremendously on this stretch of Sanchez Street. Reopening slow Noe Street would resolve this problem.
I bike to McKinley for school drop-off and Castro St. has lots of fast car traffic. It would also be nice if there were a way to (legally, on a bike) cut through Duboce Park.

Morning bike traffic tends to be heavier on Noe Street towards downtown and on Sanchez in the afternoon
The triangle has gotten better for biking over the years. It needs better connectedness though. Continuing the bike route from Noe, across Duboce Park with serpentine to keep cycling speeds under 5 mph, and onto Pierce, would improve the Steiner/Waller conflicts and improve connectedness for those coming up from the Mission without the Sanchez mess.
I often bike down Henry Street to Sanchez and turn right to cross Market. Cars sometimes don't stop properly at the stop signs at Noe and Henry, they hang out in the bike box on Sanchez at Market, and they run the red light continuing straight on Market. Again, a lack of enforcement seems to be the problem.
The same intersection of Duboce-Steiner-Sanchez appears to be a more challenging area to navigate safely for all (cyclists, cars and pedestrians).
Driverless cars make it feel much less safe for bicycling. I can't make eye contact with the driver to know whether or not they are really yielding to me. When they first came onto the roads and obeyed traffic rules strictly, this was less of a problem, but it feels like either they have been programmed to be more aggressive or they have learned bad habits from humans on the road. Now they accelerate very fast on small streets and they are not predictable at intersections.
Even though making 14th Street single-lane in both directions between Castro and Sanchez has made the intersection of Noe and 14th safer, drivers will still often roll the stop sign when descending the hill from Castro. And we all know that the intersection of Duboce, Steiner, and Sanchez Streets remains hazardous.
I don't ride a bicycle in Duboce, but I very frequently encounter them. I see they don't want to stop at the stop signs at intersections 14th & Sanchez, Duboce & Sanchez, and Steiner & Waller. They're always blasting through them without stopping.
Sanchez is the most common for bikes- but it's not a slow street?! Weaving in and out of heavy traffic near 14th is scary but it also feels scary to "take the lane" like a vehicle where cars get real close to hitting you each time you inch toward the stop signs. Sanchez should be a slow street with less auto traffic (and less traffic for the fire department to dodge).
The wiggle needs to be a slow street. It is the most used bike lane through this part of the city, yet other less used streets like Paige are slow streets. Why isn't Waller it's crazy! Specifically on Waller between Pierce and Steiner. The only place where the wiggle should not be a slow street is on Haight Street.
The intersection of Sanchez and Duboce is also difficult/confusing (for cars and bikes), but not sure there's much that can be done there. Church and Duboce is hard on a bike no matter what due to all the trucks, particularly coming from the 'Duboce Bikeway' (behind Safeway). This is probably outside the scope of MTA's effort, but there are frequently challenges biking that stretch due to drug addicts and debris lining the bike lanes and sidewalk - with pedestrians regularly needing to walk in the bike lanes to avoid addicts and squalor on the sidewalk. Also, the volume of cars on Waller makes crossing it on a bike perilous.
The wiggle is great, but there are some issues like the Haight Street section is very high traffic and feels unsafe for cyclists. Also, since the wiggle involves a lot of turns, I think the wiggle should be made clearer to cars, that this is a major bike route. Some drivers seem to come in and not get it and force their way through the bike traffic. Something to give bikes priority while turning.
I only know the 2.5 block of Slow Noe where I have rarely seen bikes. The occasional cyclist has been in the right side of the driving lane - cars can easily pass the cyclist safely.
Steiner Street between Duboce and Waller (the wiggle) has a lot of cyclists, which is awesome. It also has a lot of cars, which is not awesome (due to all southbound traffic in the area being forced to go down Steiner (ultimately Sanchez). The section between Duboce and Waller is dangerous and scary for cyclists as drivers often try to pass in this very short/busy section.
Bikes do not honor traffic signals or stop signs, especially at the intersection near Duboce Cafe and the dog park. More enforcement by the police could help with this issue.



I have no discomfort when I'm biking in the Triangle.
The Steiner & Sanchez intersection is really scary on bike, given you can't tell if a car (or bike) is going straight or turning. Traveling north/south along Sanchez & Steiner, because of the jag, a left turn signal on a car could indicate straight or turning left. If they end up going straight there's not enough space for both the car and the bike at the end of the intersection (it's especially tight heading southbound).
I have seen when cars also try to speed through stop signs in order to avoid a group of bikes coming behind them.
I always feel unsafe bicycling on streets shared with drivers. The worst intersection as a cyclist is Duboce where Sanchez becomes Steiner. Most of the time, I prefer to get off my bike, and walk it through the park, reconnecting to the Wiggle via Page/Scott.
i think the wiggle is the most dangerous section of bike infrastructure between market corridor and the avenues. it desperately needs a right of way for bicycles installed that blocks all car traffic.
Crossing Duboce Ave at Sanchez can feel very unsafe because the car traffic gets confused. The intersection is tricky because it's not a simple 4-way stop. Crossing 14th at Sanchez can also feel unsafe, because drivers on 14th are rushing to get across Market.
The bikers take the several intersections on the Wiggle at high speeds, making walking in the crosswalk unnerving. This is particularly true at Herman/Steiner and Waller/Pierce.
I stopped riding my bike to work, for errands, to visit friends, and seldom for fun anymore because it's become too dangerous. Now that the pandemic is over, drivers have reclaimed the roads and bike lanes for themselves. Drivers don't stop at stop signs. Drivers don't "share the road". When I come to a full stop and put my foot down, drivers get angry that it takes time to build momentum and rev their engines behind me. At intersections and even mid-block, there are a handful of aggressive drivers who make a show of swerving closely around me to make it clear I'm getting in their way. I saw a motorist do it with a man and his two kids on a cargo bike yesterday. Making Noe a slow street (I live on the 200 block) with speed humps, striped crosswalks, and, most recently, painted clear zones makes it feel safer. The only thing left is green bike "sharrows" and lane markings. The three different kinds of purple slow streets don't make it clear that Noe is a good bike street. The other thing with Noe Street is that when I reach Duboce Avenue, I have to pedal uphill (again, that building momentum thing) to Scott Street because I can't ride through Duboce Park. If the stairs at Duboce Park and Piece Street were replaced with a ramp, it would be easier to ride through the park without stopping to carry my bike down the stairs.
Bicyclists do not adhere to basic rules. They bike through intersections without even pausing because they believe they are entitled to do so. They turn in front of an oncoming car without signaling a turn and become angry at the driver. What happened to "share the road"? It has become "my road."
The wiggle should have reduced traffic.
Steiner Street between Waller and Duboce is congested and the cars make it feel unsafe for me.
Volume and speed of vehicle traffic turning left from Buchanan onto Waller.
Biking Duboce Avenue behind Safeway is a nightmare because of the common drug use and abuse in that area.
The intersections around market and church are pretty wonky. I feel like the wiggle route works well although bikers on it often act like they have more rights than cars! They cut in front of cars they cut off pedestrians, etc.
Cars are often driving too fast on Steiner between Duboce and Page.
I commute to work on my pedal bike daily. It is scary how many cars drive quickly and erratically in Duboce Triangle. The narrow streets of Duboce Triangle often don't allow cars and bikes to be side by side, so the cars speed around. Given the huge number of people who bike the Wiggle every day, it would be great if you could reduce the car traffic on the Wiggle and route them somewhere besides the Wiggle. Bikes are often trying to do the right thing for society and the environment, their lives should not be put at risk due to car drivers.



Biking in The Triangle is fine, I do it every day. There are two problems. Many bikers simply take the right of way when it is not theirs. This annoys drivers and pedestrians. This is especially bad at Sanchez and 14th. As a bike rider I am very annoyed when a car yields their right of way to me. This is not efficient and only leads to bikers not yielding when they don't have the right of way. The Noe slow street makes bike riding more dangerous as you have to deal with the cars swerving around the barriers
Bicycling is particularly dangerous from the intersection of Duboce and Steiner to Waller and Steiner- there is no defined bike lane and again, because Scott is closed off to the neighborhood, there is possibly more vehicle traffic on Steiner than needs to be.
I use a scooter, so I am more affected by all the potholes and lack of maintenance on the streets. The streets are scary when you have small solid wheels.
Page st is greet. Scott street is well supported. The wiggle is alive and well. The Noe slow street is not effective.
I bike nearly every day through Duboce Triangle. The Steiner-Hermann yield sign is not sufficient to protect bikers who may be crossing the street. I would love additional separation between bikers and cars on Steiner, with primary preference to make this a bike-only street.
There is too much car traffic on Sanchez /steiner due to Noe being a slow street and Castro/divis being inaccessible around duboce triangle. Additional bicyclist do not follow the stop signs. Finally the termination of Hermann into Steiner creates a lot of danger for bicyclists. It can be very busy and cars should be pushed to make turns else where but the muni stops also make this difficult since cars can't get onto filmore from duboce.
The bike route on Sanchez between market and duboce is very hazardous . . That s the reason why I don t think it s a good idea to have noe st be a slow street . Since it s parallel to Sanchez if it was not a slow street more cars would use noe and there would be less traffic for the bicycles on that stretch of Sanchez .
The intersection of Duboce and Steiner is extremely difficult to navigate with the muni, the unusual layout (Steiner doesn't line up well with Sanchez), the many bikes and pedestrians, and the other drivers who struggle with their turn signals due to the odd layout. Turning from/to Steiner to/from Hermann is dangerous, some cars go too fast on Steiner. The intersection of Steiner and Waller is dangerous.
Crossing Market is treacherous.
I try to manage best I can, whether it's driving my car, I'm riding my bike, or being a pedestrian. The biggest current issue is cyclists not wearing helmetsâ€¦ It makes me very nervous. and the motorized bicycles/vehicles on the pavements
I feel unsafe at the intersection of Steiner and Waller because bicyclists don't observe the stop signs, it's a heavily walked area with many people crossing the street.
Bike do not stop ever at any crossing . Law enforcement and citations are required. 14th, belch are too busy for bikes
People who ride bikes need to respect and stop for people who are crossing the street. Maybe stop signs for people who are riding bikes. Some bike riders will almost run over pedestrians because they don't want to stop. When I was young and riding my bike, I had to obey the biking laws and hand signals.
It's confusing for bikers and a lot of times they don't stop at stop signs and scare pedestrians or cars don't see the bikers because the are in their blind spot or just too much going on that they have a lot of close calls.
Generally biking around the area is pretty good.
Feeling unsafe because of cars
Very narrow and unsafe.
Mostly I feel safe. The Biggest Problem is the intersection of Steiner/Sanchez and Duboce. This has been a know problem intersection for a long time. There have been accidents. I'm not a traffic engineer so I don't have solutions. It's hard to tell who is going where and many motorists don't signal!

Sanchez/duboce/steiner intersection cars often going out of turn to get across duboce when muni approaching. The zigzag there across duboce makes for confusion with turn signals used when going 'straight'. Narrow entry to Sanchez when both car and bike have a chance to go.
Intersection at Duboce, Steiner and Sanchez is scary especially if you want to continue on to Sanchez to get to the bike lanes down 14th St which is the best way to get to Caltrain.
NA
I wish that bicyclists stopped at crosswalks or SLOWED DOWN. Steiner St between Waller and Duboce is currently dangerous.
Cars don't stop on the stop signs making it unsafe for bikes and predestrians.
often feel unsafe on waller st due to vehicle traffic
Yes, the vehicle traffic feels unsafe for bicyclists
Duboce and Sanchez seems very unsafe with unclear whos turning and when and the train
Many of the bike paths are now down heavily trafficked streets that people are forced to drive down due to slow streets.
It's hard to see cyclists heading east down Waller when pulling out of Potomac Street. The cars parked on the south side of the street block the sight line.
I just go really slowly as so many drivers are frustrated with the bicyclist. I once had a car speed up as if they were going to hit me intentionally and then slam on the breaks just before contact. I kind of stopped using my bicycle after that.
If I biked I would make sure that I followed the rules of the road and only ride in bike lanes.
I feel unsafe with the traffic. Cars are driving too fast and drivers seems stressed, especially in the mornings.
Cars need to yield to cyclists and pedestrians
The picture above is at Pierce and Waller on the way to, or from Haight. Cyclists don't stop for pedestrians and often cut the intersection by ramping up onto the sidewalk. Getting across Waller from Pierce is a sh*&%%\$ ow. Biking and cyclists follow no rules [mostly] and can't decide if they are having a nice wheel based stroll down the street, or if they are in a velodrome! Pedestrians - young ones - throw themselves across the intersection, sometimes never looking up from their cell phone. Old people - myself - mutter under our breaths at the total rudeness of all users as they barely run one over. I feel unsafe because of bikes, scooters, cars and door dashers and trucks. If I was a parent as seen above, I wouldn't take my kid down these blocks, nor would I train them there. Bad judgement all around.
Cars should be separated from the wiggle streets (e.g. the wiggle streets should be slow streets or have speed bumps at every intersection)
I feel like having cars on the 500 block of Waller is totally unnecessary. I petitioned for speed bumps 5 years ago and was denied. The intersection at duboce and Steiner is tough. Especially heading south onto SÃñchez. I don't like riding my bike on Sanchez for that block after duboce. It's too packed and feels unsafe on my bike.
You almost have to be crazy to ride a bike in The City. No, I have major back problems and can't ride one anyway.
I sometimes feel unsafe biking in the area due the large amount of cars. It seems the intersections are confusing to people.
Duboce Triangle is known for being bike-friendly and community-oriented. Improving the bicycling experience isn't about disadvantaging drivers-it's about making the streets safer and more welcoming for everyone. When biking feels safe: - More residents choose bikes over cars - Traffic congestion decreases - Air quality improves - Streets feel calmer and more connected Small improvements-like clearer turn markings, better enforcement against blocking bike lanes, improved intersection visibility, and consistent maintenance-could go a long way in supporting both safety and neighborhood livability. At its



best, Duboce Triangle should feel like a place where a parent can ride with a child, a senior can ride comfortably, and commuters can move through confidently without feeling exposed or rushed.
See above response. It holds true for bicyclists as well. It's even more dangerous for bicyclists due to the train tracks and confusion with drivers.
I bike around the neighborhood quite often, and have for 18 years. I think the well-marked green bike lane along the Wiggle has made a big difference, and I also like the special places for bikes to wait at intersections (Duboce/Market, Scott/Fell?) In general, though, vehicle traffic is always the fear. Parked cars opening doors, cars looking for oncoming traffic and turning without checking for cyclists. It's nice to have a bike-heavy corridor where it's almost impossible for cars to forget about cyclists, but it still happens! And then the cyclist loses...
(1) The intersection at Duboce/Sanchez. Most cyclists do not know how to correctly navigate with proper times to signal and stop. Most pedestrians impede traffic in each direction. (2) The Wiggle's insistence on going SB on Steiner when it would be better for everyone involved to continue EB on Waller.
Biking the wiggle seems safe and very popular. But lots of traffic to deal with.
The Wiggle seems to perform decently right now but some cyclists can be a bit aggressive and may also agitate car drivers.
The wiggle is a fantastic amenity in the neighborhood. Unfortunately, for reasons I can't understand, cars also feel the need to follow the wiggle (particularly NB Steiner to WB Waller to NB Pierce to WB Haight) instead of just continuing on Steiner and turning left on Haight. This leads to unnecessary conflicts on Pierce and Waller. Additionally, I greatly appreciated the SFMTA or whomevers guerilla implementation of median signage on Steiner. This greatly reduced closes passes, inappropriate passes, danger in the mid-block crosswalk at Hermann, and various other poor behavior. SFMTA should seek to replicate these outcomes in the most reasonable fashion.
Steiner and Sanchez already function as a major bike route (The Wiggle). The problem is not that cycling exists here - it's that the current conditions create frequent conflict: congestion at choke points, vehicles blocking intersections, and riders weaving through stopped traffic. On top of that, there is inconsistent adherence to basic traffic rules by all vehicle types. In particular, rolling stop signs and speed not matching conditions by bikes and scooters creates risk for pedestrians and stress for drivers, especially in crowded areas (including when riders are carrying passengers/children). Separately, on Noe and other streets with "Slow Street" treatment, the rules are not legible. There is limited on-street signage explaining what a Slow Street means, who yields to whom, and how to navigate single-lane entrances/exits with bidirectional cross-traffic. That ambiguity causes conflict because different users make different assumptions. If Slow Street tools are considered, they should not be treated as a label that automatically improves safety. Without clear signage, design that matches actual use, and enforcement/education across all modes, they can add confusion on already heavily used streets.
1. The 4 way intersection at Steiner and Duboce is so confusing and dangerous. It's not clear which direction cars or bikes are going. 2. Cars drive too fast along Steiner through the Steiner and Waller intersection. 3. There are no bike lanes or protection for bikes along the wiggle. At least the bright green lanes let drivers know that bikes are around if physical barriers aren't possible.
Cars driving too fast, especially at Steiner and Waller and 14th and Sanchez. Not enough signage for drivers and pedestrians to watch for bicyclists.
Very unsafe and no structure along the Wiggle between bikes, cars, and parking - Make the Wiggle a permanent slow street. Lack of bike parking near establishments.
No problems
I used to bicycle, but due to all the cyclist "speed freaks" in their spandex outfits that would rather run you over than look at you, I have stopped!! I think there's also a lot more road rage towards cyclist because of their terribly behavior. The wiggles in general is a nightmare.. as a pedestrian it's dangerous



to cross the streets because of the cyclist and there's no enforcement of the law. The bike coalition current power is creating part of the problem.!!
Complicated intersections on Sanchez
So many cyclists do not stop or even slow down at stop signs.
Duboce/Sanchez is a terrible intersection. Needs a light fir ultimate safety.
The alley behind the Safeway is convenient but suffers from litter, trash, and obstructions.
Similar issue here. Biking through the Duboce & Sanchez intersection at Steiner is treacherous. I don't know if it is possible to make a left turn onto Sanchez from Duboce at this intersection but I wouldn't attempt it. It just seems unsafe biking through this block. There is simply too much traffic congestion here. Frankly, if the block from Market to Duboce on Sanchez also becomes limited that would be great for cyclists and pedestrians.
I cycle mainly on the weekends so I don't have a useful perspective for weekday movement. On weekends, things are pretty great for biking overall. Sticking to the wiggle remains the fastest way to get to GGP and down to Market. Generally haven't had any issues with cars aside from when someone gets impatient and tries to pass aggressively.
If I were still a cyclist, I would be very uncomfortable on Sanchez between Market and Duboce, with so much car traffic diverted there.
Sanchez is too narrow for bikes going south (many along that route)
The Wiggle south of Haight should just be a series of slow streets. It practically already is and cars really only need to travel on those blocks (besides maybe the first block of Steiner) if they're local residents on those blocks. I live on the Page slow street (and own a car) and the model works really well here. A separated bike lane on that one block of Steiner would be a good compromise because a Slow street block there I admit would be problematic.
There are virtually no streets within duboce triangle that I feel safe biking on. Without a physical barrier between bikes and cars, bikers are at risk of being killed by drivers at all times. I no longer bike because it is too dangerous.
There's a lot of activity in the 500 Waller block. Maybe raising the intersection on the wiggle will help deter people from driving on Waller.
When biking, the Noe and 14th, Sanchez and 14th, and Duboce and Steiner intersections always feel unsafe.
I love biking here. I wish all bikers would respect the stop signs.
When headed north and turning left on Fell, crossing over traffic, that seems super dangerous
Wiggle has lots of danger for bikers esp. around Duboce park.
I find there is still so much traffic on our street even though it's "slow" It is very busy still.
Love biking. It would be better is stop signs were more visible around duboce park
Vehicular traffic is a real danger for bikers! Speed bumps and pathways painted on the roads help, but don't eliminate biking risks. To be fair, there are also a number of fearless cyclists who don't follow rules and put them selves and especially pedestrians at risk. The Duboce Triangle area is so dense and there are elderly folks, disabled people, and people with babies who essentially have to risk their safety when Accessing the Park and the neighborhood. Slow Streets are essential for de-privileging cars and elevating the safety of pedestrians.
N/a
Aggressive cyclists!
Biking through the intersections of 14th and Sanchez and Duboce and Sanchez is dangerous. Cars are impatient and speed through the intersections
Avoid other cyclists who dont obey the street signs to avoid a costly collision



I bike multiple times a week through four intersections that feel unsafe because of cars: Waller/Pierce, Waller/Steiner, Steiner/Noe, Sanchez/14th. In particular at Waller/Steiner and Waller/Pierce, cars almost never stop at stop signs and instead just roll through. At the more complex intersections (Steiner/Noe) cars do tend to look because of the complexity. Is there any way to apply slow street/through traffic restrictions to Waller between Steiner/Pierce and Pierce between Haight/Waller?
A few bicycles don't obey the stop signs
I bike through Duboce Triangle from 17th St to access the Wiggle. Sometimes I take Sanchez, but there can be a lot of car traffic between 17th St and Duboce. Without protection I don't feel very safe on it, especially with my kids. And in the uphill direction you can close passed by cars a lot. And during school pickup and dropoff there is double parking. Occasionally I take Noe, but the lack of protected bike lanes on 17th between Sanchez and Noe, coupled with the rails, and the uphill make that feel unsafe as well. There needs to be a route connecting 17th St to the Wiggle that is safe for all ages. Either a fully protected bike lane (like on 17th), or a drastic reduction in the number cars on the route, the number of cars passing people biking, and the number of close passes.
The six-way Market intersections are not fun to ride across (especially turning left). Steiner/Sanchez & Duboce is always a little awkward to get through. Do cars really need to be on Duboce at all between there and Church? Or hell, it'd be nice to have a whole bike/ped area along the south edge of the park, too.
I very much like the Noe St Slow Street and bike on it often. I wish cars were made to feel less welcome with greater obstacles, as it is clear there are people that drive through for convenience that could be on parallel streets. Some cars drive too fast.
The wiggle works well as is.
Passing is ok, but sometimes drivers do it too fast or ignore a cyclist's right to the road. Bikes also don't obey traffic laws so it's a huge confusathon.
I love biking there. I do wish there were more protected lanes, bulbs, speed tables and such. I've thankfully never been doored by a parked car but I'm sure it happens there a lot. Would love to see more underground parking and less street level parking.
Bicyclist always run the stop signs on Sanchez Street and Steiner Street. And because Noe Street is a slow street, car traffic is forced onto Sanchez Street with so many bicycles. Same for Steiner Street. As I get older, I cannot ride a bicycle and I need car access to my home.
I bike through the triangle regularly and the main issues I experience are: vehicles not stopping at stop signs, double parked vehicles, the speed-related safety concerns related to vehicles on slow Noe.
Steiner is WAY too busy with cars. Drivers cut from the Oak/Fell thoroughfare to Market, and vice versa. It leads to dangerous and inefficient conditions daily.
Cars go at a high speed on Steiner between Waller and duboce, making it feel unsafe. They regularly turn onto Hermann from Steiner without looking for bikes, or from Hermann onto Steiner, nearly missing bicycles all the time.
As the main crosstown bike route I really wish cars were diverted elsewhere, not along the wiggle. During rush hour drivers are aggressive and scary. I think both cars and bikes would be happier if the block at the bottom of the block was closed to cars.
Biking over the muni tracks can be dangerous
Sanchez (and not Noe) is the most important bike route through the triangle because it connects to the Wiggle, but carries too much auto traffic because of the blockage of Church Street on one side (see Q.1) and the Noe Slow Street on the other. Personally, I don't think the Noe Slow Street was a good idea--and neither was the bloakage of Church.
Gave up biking years ago as too frustrating - moreso from other cyclists who very seldom will stop at any intersection in the Triangle than from cars who are more likely to actually follow the laws.
It's easier to bike than drive which I feel is important.

Drivers roll thru stop signs.
I love biking through the slow streets since there's fewer cars and bike safe areas.
Sanchez and Duboce as well as Steiner and Waller turns drivers are antsy and the stop signs coordination is an issue. Bikes may not stop but cars do and sometimes cars get antsy.
I find this slow street on Noe, to be quite confusing as a cyclist. It starts at Market and ends at Duboce Park. If I proceed from Market, I am dropped comes off at Duboce where I gave turn left or right onto a busy street with a railroad track on it. It's illegal to ride a bicycle through the park, so why am I being directed directly at it?
I don't cycle in San Francisco because it seems so dangerous. The Wiggle at Steiner, Duboce, and Sanchez seems particularly hazardous.
It appears that cyclists have issues at the same intersections as vehicle - 14th and Sanchez (because it needs a traffic light), Sanchez / Steiner at Duboce (just confusing), Haight at Scott (due to left turns), and Haight at Pierce (also a left turn issue). I have personally observed many incidents with cyclists at these intersections, but they are almost always cyclist-to-cyclist interactions, because one or both of them were blowing through the intersection. For those cyclist who want to follow the laws, there are many more blowing by them aggressively and sometimes yelling. Add to that the influx of e-bikes ridden by newbie cyclists that cut off human-powered bikes and ride on sidewalks, the door dash drivers who could care less about any lane structure or traffic laws, and other motorized devices all passing in and out of lanes designed for human powered bikes, and it seems like pure mayhem out there. No wonder cyclist are sometimes so aggressive and angry!! All people on all modes of transportation need to treat the triangle and the other people sharing this space with caution and respect. Please enforce traffic laws here on a regular basis and perhaps things will calm down naturally.
Once again, Steiner and Sanchez is a challenge. Cars often either hesitate or behave aggressively, depending on how the driver is navigating the ambiguity they feel. The rails also complicate crossing Duboce, leading bikes to sometime takes paths that drivers do not expect/understand. As someone who rides an ebike, I also don't love the wiggle, and often take Page directly to Steiner, before riding down the hill. This avoids Scott and Haight, which is often a high conflict intersection. Would be lovely if Duboce Park had more ramp entrances.
The clearest areas of concern for me is the stop sign at Scott and Duboce, right before the Davies hospital entrance, where only 60-70% of the cars seem to recognize the stop sign there. The other area of concern is the bus only lane at Church and Duboce. This seems to cause a lot of havoc and congestion, causing drivers to try and rush through however they can. A lot of "improvements" made, although maybe good on paper, seem to just incentivize bad behavior from drivers and cyclists alike.
The Duboce & Sanchez/Steiner intersection continues to be a difficult one for every form of transit going through it. Because of the dog leg of the Sanchez/Steiner split, many drivers do not understand how to handle the intersection. The intersection abuts the park which is EXTREMELY important to the neighborhood and needs to be easily accessible to everyone. Thus, it seems like something can be done to slow cars and or provide better signage so that drivers understand what to do. Incidentally, about a year ago some guerrilla organization installed flexible delineator posts down the middle of the first block of Steiner. I chose to stand on the corner for about 20 minutes for the first couple of days the posts were allowed to remain to watch the impact they had. What I saw was drivers intentionally driving slower as the approached the intersection. Bicyclists and pedestrians were afforded more time and space to traverse the intersection. I realize this is anecdotal but that little effort did make an impact.
Sanchez Street is a major route for a good portion of bicyclist in the area. It is not uncommon to observe many cyclist who fail to stop at Duboce/Steiner/Sanchez. This happens throughout each day and appears to bother some cyclist who just want to keep moving. This is also a regular occurrence at Sanchez and 14th. To be fair not all cyclist ride in this manner, but so many of them are just plain aggressive.



Too much car traffic on The Wiggle. This is such a highly utilized and loved bicycle corridor. My safety is often in question due to the high amount of car traffic and closeness to the cars. As The Wiggle is the main bike path for both east west travel as well as north south via 17th and Valencia, it would have a huge impact on the number of users if you were to limit car traffic. I am a daily bike rider, but know many people who don't commute currently due to safety issues. The electric bikes have made it better for people in the Sunset and Richmond to bike downtown to work.

If you count bike traffic on Church and Noe, you will see that these routes are not used. I use the Wiggle every day, it just makes sense that better protections would be here. Literally hundreds and hundreds of bikes on Duboce, Steiner and Sanchez. I use Sanchez to 17th Street everyday. It connects us to the thriving Mission Bay and Chase Center as well as Bayview too.

Lots of cars despite this being a main bike thoroughfare.

If I were to bicycle (or even motorscooter), I think my main concerns would be the streetcar tracks, impatient vehicles turning left in front of me even though it was my 'turn' (after having come to a complete spot), and cars going around me when I'm using the full lane (despite there not being any time advantage for that given the relative speed of traffic on many of these streets).

I bike multiple times a week through Duboce Triangle up the Wiggle. What a nightmare Sanchez and Steiner have turned into during commute hours, especially in the evening. Something should be done to divert traffic away from these streets as a cut-through. I like the suggestions I've heard to turn Steiner next to Duboce Park into a non-auto greenway. The current situation is unworkable.

Car traffic will treat bicycles with respect. However, every now and then you will find a driver who doesn't. Their excessive speed is a threat.

Go downhill on Waller across divisadero is dangerous. Also I wish Dolores had a proper protected bike lane. I often wind up biking on the sidewalk with my kids to stay away from the cars. Page street slow street needs more measures to slow down cars and discourage cars from driving through, especially on the section East of Divisadero. Shotwell has concrete blocks on many intersections which help keep cars from thru traffic, we'd love to implement that on Page too!

I mostly bike through Duboce triangle, and generally the experience is OK due the the high level of other bikes and stop signs. However, there is no physical bike infrastructure at all, aside from flexposts on parts of Noe. This means that there's a constant risk of getting hit by cars that are aggressive/unfamiliar with the neighborhoods. I've nearly been hit many times, especially on Sanchez.

No marked bike paths on Duboce/Waller one of SFs biggest bike routes. Need the wiggle to be completely marked and protected for bikers. I'd be fine taking out some street parking for a dedicated bike lane.

The oak and fell street bike lanes east of baker street feel unsafe for bike riders and pedestrians. Better protective designs and a lower speed limit with automatic speed cameras could help.

I regularly bike down Sanchez to the Wiggle and it would be great for that to be lighter on cars. The intersection at 14th can get really busy and it can feel unsafe to bike through there especially with an acoustic bike with slower acceleration.

I do bike through here to get to wiggle and Golden Gate Park. I mostly travel on Sanchez and Steiner and would love to see these turned into slow streets or car-light streets as they are currently not super safe for bikes, especially with all the perpendicular parking.

I stopped riding my bike the second time a motorist forced me into the F-line tracks on my corner (Noe at Market & 16th) in 2018. If it wasn't for my work clothes and shoes in my back to cushion my fall, I might not have limped away with some scrapes, a concussion, and easily fixed bike damage. Riding my bike would have been a great way to get out of my house during the COVID lockdown. In the 2000s I volunteered as an AIDS/LifeCycle training ride leader and crossed the Golden Gate Bridge almost every weekend. Either leading rides, my own training, and after that just for fun. I miss it. Motorists complain

about cyclists not making a complete stop, but when you do they get furious it takes time to build the momentum to stabilize myself on two wheels.

I fell unsafe on most streets due to vehicle traffic and the lack of physical separation. I also feel the speed cushions/tables do not slow down cars much.

55 Alpine Terrace

The intersection at Duboce/Steiner/Sanchez is ridiculous. I know of at least one serious collision there. Cars should be prevented from turning northbound on to Steiner. Better yet, cars northbound on Sanchez and southbound on Steiner should turn right. This will make the intersection much more predictable and cut down on car traffic. Additionally, for this being one of the main bike routes in SF, there are way too many cars. There should be many modal filters along the route to ensure the wiggle is safe and comfortable to ride.

Cars ignore the slow streets designation on Noe quite frequently. The Steiner/duboce/sanchez intersection is chaotic. Dedicated lanes and separated traffic would make all parties more comfortable- Castro is optimized for car traffic and should probably hear the brunt of it

Basically zero protected bike infrastructure, biking in this area is a gamble with all the crazy car drivers who don't respect pedestrians or cyclists

I generally feel safe if I'm on the portions that lead to the wiggle but if I am on Noe and then get to Duboce Park it's confusing on how I should proceed as a cyclist - do I ride down and then go left at Sanchez or do I walk across the park?

Almost getting "doored". Drivers trying to pass at unsafe times. Drivers close passing. Too many cars.

Some parts are comfortable and intuitive, while others are horrifyingly dangerous. The Noe/14th intersection is scary to cross because east/westbound drivers have poor sight lines. Additionally, the perpendicular parking along Noe leads to frequent dangerous encounters with drivers blindly pulling out into the street

Appendix E - Question 3 Full Responses

Walking within Duboce Triangle Think about a common trip you make walking or using an assistive device within Duboce Triangle. (If you don't typically walk or use an assistive device, take the perspective of someone who does.) Please share some issues that you experience while biking through and around the neighborhood. For example, feeling unsafe on some streets due to vehicle traffic.
Crossing Castro Street at Beaver Street is very dangerous as there is no crosswalk or signage in place.
Aggressive cut through drivers on Noe, including speeding between 15th and Market. Make Beaver St & Noe a slower intersection to not whip through
I often walk from Duboce triangle along Noe (flattest street!) to market street to the castro. The biggest issue is around the 6 way intersections. Since there's a lot of waiting to cross 2 crosswalks instead of one, people often dash across when they think there's an opening in traffic. Since cars can come from all directions, it can cause issues. I thin the crosswalk at market and Sanchez addresses this well by having a larger single crosswalk to bridge the two crosswalks.
Steiner/Sanchez/Duboce requires multiple rounds of negotiation. If you were a slow walker, it would become harder. The same can be seen at 14th and Sanchez, where a single pedestrian crossing appears to create congestion and slow traffic in all directions.
Noe and 14th is extremely dangerous for pedestrians as people speed down 14th.
I walk through the triangle every day and I have to walk defensively so as to not be run over by bikes not cars. E bikes are a particular problem - should they even be allowed on "slow streets"? As noted bikers blasting though stop signs and across Duboce park are particularly dangerous. At least cars generally obey traffic rules of the road
Bicyclists make things very dangerous. They often don't stop at intersections and ride on sidewalks
Car danger from so many cars in the neighborhood and fast driving ones on market Street with lengthy crosswalks, a dedicated transit lane on market Street would make Muni more attractive alternative with improved efficiency and make market street safer with less car traffic, fully support closing off where the farmer market takes place on Noe as a permanent pedestrian and community space, changes like these would make for a more vibrant, livable, and healthy neighborhood that San Franciscans deserve
I think you have a typo above ("biking" instead of "walking"). Walking is generally good. So many improvements at Market Street (especially Market & Sanchez, thank you). Sanchez and Duboce is still a problem - maybe it's time for that roundabout. Reducing 14th from three lanes to two was one of the best improvements in memory, and didn't take months of meetings to accomplish.
Walking seems generally safe except for cyclists and scooter riders that tend to buzz past concerningly close at high speed weaving past pedestrians rather than stopping or yeilding.
I walk in the Duboce Triangle area and generally find cyclist and drivers to be courteous and respectful, just the odd car driver speeding or not stopping at stop signs would be my main observation. Some enforcement of speed could be good, I rarely see any police enforcement of traffic rules.
I walk here sometimes. I never trust cars to see pedestrians, stop at stop signs, or yield to people crossing.
SFMTA is here enforcing street cleaning and parking violations, but not often enough to stop or impact those using Slow Noe to double park, especially near/@behind the barricades for Slow Streets
The light timing on the six-way intersections with Market are often inconvenient. I have many times made only 2 of 3 crosses in one light cycle when trying to go to the opposite side of an intersection but end up having to wait another cycle. Walking within the triangle is not a problem, especially with the addition of daylighting.

I sometimes walk to Duboce Park (or beyond) via Slow Noe (coming from Noe in the Castro) and Slow Noe is TERRIBLE. People in cars yell at me. They nearly run me over and intentionally cut in close to me. They cut me off. I don't know why but the purple modal filter signs on the north end aren't even blocking the southbound car lane, as if somebody is scared to tell the cars that they're supposed to share the space with others. The drivers get the message that this is their car space, and they YELL at me to get out of the street. My four-year old daughter and I don't deserve to be YELLED at for walking (or biking) on a designated Slow Street. Please have proper signage and modal filters to protect us!! I shouldn't get harassed and feel like crying just because I'm using the Slow Street on bike/foot. During rush hour it's totally backed up with cars - this is through traffic. Noe Slow Street is also too short. I live by the southern end of where it used to extend during covid. It needs to be long enough to actually allow for placemaking and community building. At the very least it needs to go all the way to Market. As it is it's just a stump that gets ignored. I don't really pay attention to streetlight design but my understanding is that people can still turn northbound onto Noe from Market. If you want an actual Slow Street, you should end this practice. Ideally the area with the Farmer's Market can just be a permanent Town Square just like Noe Valley Town Square. Every neighborhood deserves a nice Town Square and we could do so much more with this space if it were permanent. There could also be a BayWheels station. And the strip along Noe at Market could be permanently blocked, which would make the intersection a lot easier to navigate both as a driver and as a pedestrian. As it is, the distance to cross Noe at Market is too long and takes more than one signal especially with my 4 year old daughter. It would be safer and more comfortable to put planters and trees along that stretch and just keep 16th Street as a through street. Oh and the area along the hospital is just yucky to walk past. It should be redeveloped with housing or medical offices up top, and businesses with public seating below. I heard that this was planned but then it went on hold because there was a hospital shooting somewhere else in the United States. We can't let random gun violence stop us from having a livable city. Of course it would be even better if the intersection of Noe and Duboce were turned into another Town Square in the process. It could be a big extension of Duboce Park, which would be so nice! Could be kindof like Strawberry Creek Park in Berkeley where there's a cafe and stuff. P.S. Your survey prompt has a typo here. You forgot to change "experience while biking" to "experience while walking."

Issues throughout neighborhood of driver speeds and not coming to stops before crossings at intersections. Bikes not slowing at intersections some intersections; particularly Steiner/Waller.

The crosswalks seem to be an area that could use more highlighting since speed & distraction have people pull into the crosswalks before stopping completely.

There are so many intersections that are not painted with crosswalks (for example - Webster and Waller). I've seen a car run stop signs repeatedly down the hill.

The intersections on 14th at Noe and Sanchez can be stressful, especially trying to cross 14th as a pedestrian. 14th is quite wide and cars are often going quite fast up or down the hill. I always feel very exposed and unsure whether the cars will actually stop (I have seen someone blow through those stop signs at full speed before)

Drivers making illegal turns around traffic barriers (example, left turn from Beaver to Noe) which has them looking the wrong way and not seeing pedestrians in their path. No left turn signage might help. Also, drivers turning left from EB Market St into the Triangle who try to beat the oncoming traffic when light turns green, and turn immediately but endanger pedestrians who start crossing at the same time. I've nearly been hit multiple times.

Wow, the Sanchez and 14th intersection is very dangerous. My dog and I were almost hit a few days ago. Cars often do not fully stop, and it's not easy for them with the mix of bicyclists who ignore traffic laws, food delivery drivers with mopeds who seem exempt from traffic laws, many pedestrians. It's an ugly dangerous intersection, as is Duboce and Sanchez. Somehow, 14th and Noe seems to have gotten a little less dangerous, probably because it doesn't have the bicyclists mixed in. Northbound traffic on Noe turning onto eastbound Market street often turns at high speeds and drivers often somehow seem

to think they have the right-of-way over pedestrians. I cross Market Street frequently at Church, Sanchez, Noe and Castro. This is the biggest safety problem for pedestrians crossing Market. Nice improvements have been made at other intersections! Compared to time before Slow Streets, Noe is dramatically safer for pedestrians.

Cars pulling U-turns in the middle of the dang street, trying to overtake and pass a cyclist on a narrow neighborhood street, driving through stop signs without stopping, not looking when turning, not stopping for people in crosswalks on Steiner, people double parked and other people driving around them, the entire intersection in front of duboce park cafe where no one seems to know what is straight and what is a turn that should be signaled for and interpret other drivers signals wrongly and so many people walking and with strollers and dogs and bikes. Its a wonder no one gets gravely injured there on a regular basis

Walking at many crosswalks feels scary because cars go very fast even for 1-block stretches. I wish the crosswalks were better marked. Ideally the streets would be narrower because that's what encourages people to drive so quickly.

Intersection of Waller and Pierce is crazy with bike traffic going fast!

1) Slow Noe is not slow, cars honk/yell/flip off people walking on it, even kids. 2) Steiner / Duboce intersection is also a bit sketchy to cross because we dont know where to look and cars/bikes crossing pattern is chaotic, especially for those who are slower to cross by foot or mobility assisted device. 3) But overall i find walking to be quite pleasant as long as you stick to sidewalks and the park.

Crossing distances along Market Street too wide. Too many cars trying to turn north from Market, watching for cars and not paying attention to pedestrians.

Bicyclists treat the wiggle like it's a raceway rather than a place to share with pedestrians. They rarely if ever stop at stop signs and race around pedestrians.

Drivers and bicyclists no longer stop at stop signs on slow streets. Speaking specifically about the intersection of Henry and Noe, I've not once seen a bicyclist stop at a stop sign and all the cars do a slow roll through instead of a full stop even when pedestrians are very obviously trying to cross.

Waking with my dog at Duboce Park and around the neighborhood is great, but the intersection at Sanchez//Duboce/Steiner is always treacherous, for drivers as well as pedestrians. I've witnessed multiple collisions there, from drivers not stopping at the signs or just being confused as to whom should enter the intersection. Pedestrians crossing from the Cafe to the Park have too far to traverse in the time of a 6 way stop with impatient drivers and MUNI. There is just too much traffic through here, and the inclusion of MUNI, the weird 6 way stop, rarely works as it should. It really needs a better solution, but it will have to work for pedestrians, peds with pets, bikes, cars, and MUNI.

* you mean walking in the question. No issues at all.

Feel incredibly unsafe crossing the street, as cars will occasionally run stops signs, or try to speed to get ahead of pedestrians.

I feel unsafe because cars speed through Sanchez Street and bicyclist drive way too fast.

As a pedestrian, I always cross Steiner at Hermann with trepidation, but haven't yet had a close call. Again, the Sanchez/Steiner/Duboce is one that requires being more alert because of the jog from Sanchez to Steiner.

I think you accidentally included biking in here. Steiner and Hermann way too dangerous and needs a stop sign on Steiner. Steiner and Waller is much less dangerous from cars now (thanks to that big hump) so thank you.

I think I pretty much said it in the above question.

The lights for pedestrians at the 5 way intersection at market and Noe takes way too long to cross and is unsafe going from Cafe Flore to the corner where the flower stand is, because cars coming from Market seem to have a green light when the pedestrian light there is a go.

No looking at phone when crossing the street
Cross walk to Duboce Park at Herman and Steiner has no stop sign, bicycles fly through and are hard to see.
Does anyone proof read these things? What does the 3rd sentence have to do with the first 2? Assuming you would like an answer to "3. Walking within Duboce Triangle," as a pedestrian, I am nervous at the Duboce/Sanchez/Steiner and 14th/Sanchez corners. Bicyclists blowing thru, following-on are the problem. Suprisingly, car drivers are mostly quite careful.
It's great but need more lighted crosswalks for safety, especially at 14th and Noe major intersection.
I walk a lot around the hood and actually enjoy it and feel reasonably safe. Crossing at a slow street intersection can be hard as cars navigate all the complexity, and the chaos of cars figuring out the Market intersections can create a hazard, but the biggest issues I have are with cyclists riding on the sidewalk or blowing through stop signs going lightening fast (neither of which I blame them for, but I do wish they'd be more considerate of pedestrians)
When walking I mostly feel unsafe when around bicyclists (and Lime-type scooter riders). They ride on the sidewalks and run stop signs and generally pay no attention to pedestrians. They weave around pedestrians and their dogs, and not accounting for any sudden movements from others. They need to slow down, stop when necessary, and leave room around them and others so they can correct course if needed. Enforcement of traffic laws for bikes and cars would be great. I know we are short on police officers, but anything you can do would be helpful.
You have a typo up above, you should be asking about what it's like to walk not bike. Since this is the "walk" section. Anyway I don't think it's any different than anywhere else in the city. There is no traffic in enforcement so there is no obedience to pedestrian safety. I super pedestrians step into the crosswalk as an automobile is already going through, automobiles enter crosswalks when a pedestrian is in the crosswalk, I see automobiles running stop signs, and while I'm aware that jaywalking is no longer illegal, it is still dangerous and it happens frequently. As a person who walks frequently I am hyper aware of what's going on around me because it is chaotic.
There are many places where cyclists "cut the corner" i.e. instead of making a right turn on the street, they ride up the yellow curb cut onto the sidewalk and back down the other yellow curb cut, presumably to save time or miss a speed hump. As a pedestrian, this is problematic. I can't always see them coming and they certainly didn't look for me (or my dog, or my children). Pierce / Waller and Waller/Steiner are examples.
Again, I feel less threatened by motorist s in this neighborhood as most of them are looking for pedestrians. Bicyclists, however, are the problem, unfortunately. While I support cycling in general as a way of moving around the city, the E bikes need to be regulated and slowed down.
At this point I expect to have to get out of the way of cars that don't yield to pedestrians every time I walk - I have at least one close call where I have to jump out of the way of a car to avoid getting seriously injured or even killed. I've been hit once in the crosswalk at Noe and 15th by a car turning left off of Noe and nearly hit by a road raging driver who was so pissed for that she pealed around a car stopped at the 15th and Noe intersection, nearly hit me as I was crossing in the cross walk the. Had the gaul to flip me off. At this point I believe that pedestrian safety will only improve with violet vigilante action against drivers. Until drivers are terrified of being pulled out of their cars and sent to the ER they aren't going to change
I walk the Duboce Triangle daily and have NEVER felt unsafe on any DT street, now or in the 45 years I've resided on Henry Street.
I feel very safe walking through the neighborhood for the most part. Encountering cyclists who run stop signs at full speed is the biggest problem I face.
Please do something about cyclists and scooters on the sidewalks. This is technically illegal if you are over the age of 12 so I don't get why cyclists feel entitled to speed down the sidewalks. This even happens on the wiggle!!!! Where the entire road is a bike lane.

Again, it's the same issues. Motorized bicycles, and scooters, especially those that ride on the sidewalks. The robot cars. I have seen Waymo's go down, slow streets, run, red lights, Etc. As a pedestrian, my biggest concern is the robot cars. they hit the speed limit way too quickly.
Traffic flow is a nightmare and creates challenging confrontation between pedestrians and motorists. Especially on the slow street portions. It's unbelievable to me that there isn't a stop sign at Beaver and Castro, which has become a major intersection since the slow street on the Noe.
I already took survey, but felt I hadn't recognize MTA's good work. The neighborhood is a lot safer for walking compared to six years ago. There is less traffic, and vehicles drive more slowly. Pedestrian safety has improved, especially at 14th and Noe. Thanks for good work!
Cars often disobey the right turn only to go up beaver by the community garden, and make the left turn anyway. The cars coming out of the parking garage there also go too fast and don't stop to look, which feels unsafe for pedestrians.
I walk in the area everyday. For the most part I feel safe. However, I do not appreciate some bikers do not respect the stop signs or use the pedestrian area. The same happens with the scooters. People drive their scooters on the sidewalk and they can go almost 15 to 20 miles per hour. That makes me feel on safe.
Crossing Duboce and Church is very difficult while managing blind spots from fast bicyclists traveling diagonally to the bike lane, potentially getting caught in the light rail tracks, and ensuring cars are paying attention to me near the northbound 22/J stops. Lots of unhoused community members in the area who linger and sometimes panhandle.
The most unsafe vehicle are those unfamiliar with the neighborhood and looking for a ride to pick up - so usually Lyft, Uber, motorcycles/ bikes for delivery. Their livelihood depends on how quickly they get to the next delivery or ride so pedestrians are not their priority. Those trying to get in 101 via Haight also lose patience and are not careful. Local traffic understands this is a residential neighborhood but traffic racing through to their next gig presents unsafe conditions.
I almost get hit by a car every day when I try to cross the street. Cars don't stop at intersections. They see pedestrians and cut them off from crossing. Tickets are not given out so there are no consequences for dangerous or aggressive drivers. Cars and USPS trucks park in the red zones which decreases visibility of pedestrians. Bikes don't stop at stop signs.
No - when it happens it is the fault of rushed drivers
As a pedestrian, the intersection of Market and 14th streets got incredibly busy and dangerous because all of the SFMTA street closures in Duboce Triangle over the last few years. I literally fear for my life when I cross this intersection, and there is no way for me to avoid it because I live at that intersection.
Some intersections cars don't stop or don't look thoroughly before driving into intersection and it's a little scary with small kids. Would be great with more bulbouts and raised intersections
Crosswalk at 14th and Noe is safer due to the 14th St road diet and the Slow Noe St. Noe St is the Main Street that leads neighbors to Duboce Park and Golden Gate. Now St is also the main route for people traveling to Castro from the N Judah line having better identified
Again, drivers using the area as a cut-through and being aggressive at the 14th Street intersections. And while I am primarily a cyclist it would be nice to get some "bike friendly, give pedestrians the way!" Signage along the Lower Haight Wiggle stretches could improve the bike/ped interactions.
I walk all over the Triangle, and find it generally pleasant when I do. Daylighting has improved the experience as it's easier to make eye contact with drivers. Some drivers fail to stop at stop signs, and many make dangerous left or right turns through the crosswalk at Noe and Market, ignoring that pedestrians have the right of way. Again, a lack of enforcement of traffic laws seems to me to be the root of the problem.
Same corner of Duboce-Steiner-Sanchez: difficulty crossing at times when cyclists and cars all seem to go simultaneously causing a dangerous situation.

Despite two blocks of Noe being "slow streets", they still feel congested. I like the new lights aiding pedestrian crossing on Castro and Henry. These help a LOT.
Cars often do not yield to pedestrians at the intersections of 14th with Noe and Sanchez.
I very frequently walk through Duboce Triangle, and I live at 14th & Sanchez. I very often feel unsafe due to people on bicycles not stopping at stop signs - specifically at 14th & Sanchez, Duboce & Sanchez, and Steiner & Waller. I've very nearly been hit by them while crossing at crosswalks several times. I also wish it were easier to cross Duboce street from Walter St to get to the dog park. Right now you have to go up or down the hill to Noe or Steiner to get to the crosswalk. Or you have to jay-walk.
The sidewalks on fourteenth are too narrow. The raised crosswalk across Steiner at Waller is nice! The almost-raised crosswalk across Steiner at Herman is grossly inadequate, especially after the City removed the bike racks and bench that daylit that high use intersection. Steiner, Sanchez, and duboce is an engineering clusterfuck for pedestrians. There's zero need for two lanes in both directions on duboce, leaving a huge crossing distance. Let's add some tree bulb outs to match the rest of the neighborhood. Neighbors would probably prefer one lane in each direction- especially if it allowed another block or two of angled or perpendicular parking (though I prefer just expanding the park!). If we add parking on duboce perhaps we could eliminate parking on Steiner between duboce and Waller! Or add angled or perpendicular parking on the first block of Fillmore for that matter.
Walking on Waller and divisaderos cars never yield to the walkers! We need a lit up yield sign
Cars are regularly blasting through cutting pedestrians off going E/W on Waller crossing Fillmore. Also, the stretch behind Safeway is not where anyone wants to walk due to all the addicts and trash, humane waste, etc.
Walking feels very safe in Duboce Triangle. The wide sidewalks and large trees create a serene environment.
I only know the 2.5 block of Slow Noe where I have never seen pedestrians in the driving lanes. The pedestrians are safely walking on the sidewalk.
Please add bulb-outs for the crosswalk leading into Duboce Park at Steiner & Hermann. This feels like a no-brainer spot for bulb-outs. I often use this crosswalk with a baby stroller and am not seen until I'm well into the street.
Homeless and mentally ill people make walking in Duboce Triangle unpleasant at times. Efforts to report via 311 are often closed immediately without any response. More HOT presence around key spots like Muni stops and trashcans could make a difference.
Walking in the Triangle is great. There might be a more legislative solution to the intersection of Steiner, Sanchez, and Duboce, but the current disorganized situation seems to work and to me as a driver, biker, and walker, forces all to be wary, cautious, and attentive there.
Waller & Castro is a terrifying intersection as a pedestrian. I'm aware there are plans to put in a traffic light, last I hear it's been delayed by several more years? Someone's going to die there
Walking puts me in a whole other lvel of danger when trying to cross streets on Steiner and Waller intersection and Pierce and Waller. I feel like bicyclists do not care whether you are going to cross or already crossing, even with a child, and just zoom by right infeont of you or behind you. I feel like drivers are more respectful in this scenario.
The intersection of Buchanan and Waller has become very dangerous. Drivers frequently speed up Buchanan, ignore the stop sign, and continue at high speeds down Waller. I've witnessed several near accidents. As traffic backs up on Buchanan, frustrated drivers often cut through Waller to bypass congestion. Important to note as well that a lot of Duboce Triangle traffic funnels through Buchanan and Waller. And because there's no left turn allowed onto Haight Street, cars are being pushed onto residential streets (Google directs cars down Waller). With the big Alchemy apartment complex across the street, there's significant pedestrian and bicycle activity, including many young children. I strongly recommend redirecting traffic down Haight Street, our designated commercial corridor, instead of Waller. This change would keep vehicles on a street designed for heavier flow and help create a much



safer environment for residents, pedestrians, and cyclists and remove a lot of traffic coming into the Duboce Triangle neighborhood.
I always feel unsafe due to vehicle traffic. It is truly amazing to me how quickly people drive-especially since at the end of every block is a stop sign or (likely) a red light.
it's lovely! i don't like all of impatient drivers.
There should be more raised crosswalks.
The Steiner/14th intersection is always a mess and needs a stoplight. The five way Steiner/Duboce intersection at the bottom of the park is also chaos, as cars are turning, people are walking, and the train is coming. The bikers take the several intersections on the Wiggle at high speeds, making walking in the crosswalk unnerving. This is particularly true at Herman/Steiner and Waller/Pierce.
Drivers make it dangerous to walk anywhere in San Francisco. Drivers don't have to stop at stop signs. When a driver stops, the drivers behind them don't have to stop. Drivers sometimes swerve around me just a few yards from me and my senior dog because I'm not walking as fast as they want me to. Drivers making right turns often don't look to their right to see if I'm in the way. Then they stop and way me along like it's some kind of courtesy they chose not to run over me. The countdown timers on Market Street are too short. A lot the time, I can't make it across both Noe and 16th Street before the signal changes, and then I get honked at by drivers.
I am a walker. I walk on the sidewalk and feel safe doing so. I would not feel safe walking in the street with cars, delivery trucks, bikes, etc. I do not understand why anyone would want to walk in the street, especially when sidewalks are available. The intersection around Market, Noe, and 16th streets is dangerous due to the angles of the street. I have adapted to it as a walker and driver. I was a parent to 3 kids (now adults) - walked with strollers and by hand.
I feel unsafe as a pedestrian on the wiggle because bicyclists 99% of the time run stop signs and do not give me the right of way when I'm in a crosswalk.
The intersection of Waller, Castro and Divisadero is very dangerous. Cars do not watch for pedestrians in any direction. Cars will turn left onto Waller without looking at pedestrians. They also go straight onto Divisadero (most traffic goes onto Castro) at full speed without any glance. I am terrified every time I cross that intersection - which is almost daily. That intersection needs a light.
Waller at Divisadero is quite dangerous to cross. What can be done to improve this?
Our family along with many other young families in the neighborhood feel extremely unsafe with the volume and speed of cars that are coming down Waller street rather than the commercial corridor of Haight.
As a pedestrian i feel very unsafe in the following areas: Duboce Ave. & Church St. train/subway platform: This area, with a large volume of commuters, is terrible for pedestrians because the drivers and bikers do not following traffic signs and the pavement is in pretty bad conditions. I have observed many times drivers running Church street north, turning left on Duboce Ave. and disoriented drivers failing to follow traffic signs. Church Street between Duboce Ave. and Market St. sidewalks are most of the time very filthy. I also feel in danger because most days there is people openly doing drugs, lying on the sidewalks, etc. The same occurs on Duboce Ave. behind Safeway. I feel feel very unsafe while crossing intersections at Duboce Avenue-Steiner Street-Sanchez Street due to vehicle traffic, including bikes. And a neighbor in a wheelchair was run over in this intersection last year. Most of the time, bikers do not yield to pedestrians on intersection Steiner Street @ Waller Street.
The crosswalk at Hermann and Steiner to go into Duboce Park is always dicey! Many cars come ripping through there and I never step off the curb unless I have made eye contact with a driver!
(1) Cars and bikes don't often stop for pedestrians at the crosswalk that runs across Steiner (from the east end of Duboce Park to Hermann St.). (2) Cars that turn from Hermann onto Fillmore (or vice versa)

following the 22 bus's route often don't stop at that intersection, and take those turns at unsafe speeds without regard for pedestrians. (While we're at it, the bus stop at Hermann/Fillmore is insufficiently lit.)

Many years ago the intersection of Steiner, Duboce and Sanchez was voted the most dangerous intersection in need of attention by DTNA. Nothing has been done. It is scary for young able bodied people to cross on foot at this intersection. Sadly the thousands of Bridge Housing residents at 25 Sanchez, 462 Duboce and 1 Church can not safely walk through this intersection to access Duboce Park.

Walking in The Triangle is very safe and easy. I have never had any issues in 35 years living here

Crossing the street at Duboce / Steiner / Sanchez, by the cafe, can be tricky, but we find most cars and bicycles respectful of pedestrians. Additional lighting for the winter months could be helpful.

The only time I really felt unsafe while walking is when people come speeding up a hill to a stop sign. For example coming up from market to 16th and Castro and they don't want to fully stop at the stop sign

Duboce is a great walkable neighborhood. However, Waller st is too fast for cars. Speed bumps could help shape traffic and make it more safe for everyone

The corner of Hermann and Steiner is particularly challenging for walkers. I would love to see a yellow cross area with blinking lights. I also think that we need more street lights in some of these areas so that drivers can see pedestrians more clearly.

This photo shows the exact location that could use the most improvement. The lack of a stop sign makes pedestrians wary of crossing the street because they are unsure if cars will respect the yield sign. My 4 year old daughter scoots and bikes across the street and I have had to shout at cars who don't look like they are going to slow down at the intersection. The situation would be much improved for pedestrians with either a stop sign or a bike/walking only street.

Unless and until vexhixle traffic is reduced on Steiner that pediatric walk way should be removed. Many cars do not stop at the cross walk.

Steiner between Duboce and Haight is dangerous and almost impassable for a pedestrian at rush hour.

Some cars do not even bother to stop at the stop signs and at night it s very dangerous to cross the intersections of noe and 14th and Sanchez and 14th.

Crossing Steiner from Hermann to the Duboce Park is very dangerous: cars and bikes go too fast on Steiner, don't stop for pedestrians, or sometimes don't even look. I am very worried about my kids crossing the street there (it's the exact crosswalk displayed on the picture for this question btw).

Distracted drivers at intersection streets are dangerous to pedestrians.

It would be safer for everybody if cars and cyclists left the crossings for the pedestrians. It always makes me nervous to walk so close in front of cars, bikes, etc. because they're intruding onto the crosswalks. Our city is not equipped for people who need equipment to walk. And well, I'll get there sooner or later... If we're not hit by a car first.

A stop sign on Steiner, at the crosswalk leading into Duboce Park would make crossing there feel much safer.

The constant lack of attention to sidewalks that are not even or raised baffles me. Especially near duboce park. These side walks are dangerous. The crossing between Herman and the park needs flashing cats eyes. It is a very difficult street to cross and see pedestrians and vice versa cars, bikes and other vehicles such as scooters.

Cars or bikes, people don't want to stop to let people cross the the streets. Pedestrians have to stop and wait. It is scary to cross the street now a days.

The 2 main intersections are very confusing for drivers and I am terrified as a pedestrian especially when I'm walking with children or seniors. There are so many variables for drivers to pay attention to that there

are often close calls with pedestrians. The seniors I walk with hesitate and tense up Everytime we cross at these intersections. It's very intimidating and scary for all.
Again, the crosswalks outside DBC are terrible, also at the top of the park outside the CPMC. It is dangerous for pedestrians as it's hard to know who has right of way, or just to be seen. We don't let our kids cross the road at either of these junctions, which is a shame. On Waller St, the number of inconsiderate drivers who accelerate way over the speed limit, having passed the people sitting outside Reveille. The road would be made significantly safer for young and old people with the addition of a speed bump.
I fully support Slow Steiner in Sanchez as dog walkers I go to the park frequently and it's crazy dangerous
On the Page slow street, a bicycle whizzed at full speed, yelling at us, two 50-year-olds, to get out of the way as we walked in the middle of the street. Very dangerous and unpleasant. He had plenty of time and space to go around us, but treated the slow street as a bicycle lane.
Feeling unsafe and always on high alert.
Same as number 3.
Not sure if cars will stop at mid block cross walks, even with slight raise in the cross walk. Cars speeding up between duboce and Waller to get around bikes.
The cross walk between the park and herman (pictured above) at Steiner is scary, particularly when I walk my dog as often it's hard to tell if bikes and cars will stop. Also I live on the dead end block of Pierce and find that cyclists come very fast and don't stop from Haight Street towards Waller on Pierce which is also scary. The same problem exists in the other direction from Waller to Pierce but is less pronounced as it is uphill.
Crossing Steiner mid block at the park- not sure if cars will stop.
The crosswalks in the picture are HAZARDOUS for pedestrians.
Cars go way too fast on Waller Street on the 600 block. I think because the street is wide an is right after the wiggle, I've seen cars go up to 40 miles per hour or more. Even parked cars get hit because of how fast people drive. There's a lot of bikes, kids and people walking in the area which makes it really scary.
often feel unsafe on waller st due to vehicle traffic
The intersection pictured above is a good example of one that does not feel safe. It seems like there should be a stop sign there at least.
Bicycles hitting pedestrians is more of my experience walking the neighborhood. Bicycles go so fast and ignore stop signs and often zoom close to kids / strollers and pets and pedestrians
Bicyclists don't stop at stop signs.
Anything that can make the wiggle safer to bikes and pedestrians would be great. It's a busy area for cars.
car coming aggressively close to pedestrian who flips him off. Car driver gets out of car and assaults pedestrian. This happened to someone in our family.
Crossing the street at Duboce and Steiner /Sanchez is sometimes difficult, not only because of cars, but also because of bikes. Crossing over the Muni tracks can be scary as well, because occasionally the drivers of the trains drive way too fast. There should be a max speed for trains and cars around the park.
There is a lot of traffic and drivers seems stressed. I do not always trust them to stop at the crossings. And I often see cars just driving through them without stopping.
Cars need to yield to cyclists and pedestrians

HAHAHa.....all of the above. There is so much information one needs to process at the intersection above and there are no good sightlight from Steiner and Hermann. Walking across THAT intersection is a risk, but even more risky is Duboce and Steiner, where the intersection is skewed and offset, the coffee shop patrons cause confusion, the dog people as well and the car and bike traffic are impatient and always push to get across the intersection. Bikes should not go on the inside and cut in front of you; there should be limited cross walks...so that the traffic is not herky jerky; and people should be polite. The entire argument about the elderly and dis-abled is suspect in my book...because those three facilities that are always put forth are nursing homes and end of life care...one should consider them, but they are in the absolute minority. Handling the speeding, congetion and lack of order would benefit everyone and a special treatment would not be necessary.

The wiggle should be a slow street!

Cars speed down Steiner from haight to Waller. They often blow thru the stop sign or barely slow down. I'm always very cautious there. The intersection at duboce and Steiner also feels risky.

For this question, I'll assume the sentence above should read ...while WALKING (not biking) through and around the neighborhood. I'm a senior slow walker and the lights on Market are too short. It takes ten minutes to get diagonally across Market St., eg from Cafe Flore (or whatever they're calling it this week) to Gold's Gym (or whatever they're calling it this week). We need a crosswalk or even a stop sign or a bump across Sanchez at Henry St. near the island with the giant trees. People drive too fast and I'm usually carrying groceries.

The heavy traffic around Duboce Triangle makes me nervous when crossing the street to take my dog to the park or meet up with friends at a cafe.

Duboce Triangle is known for being walkable, inclusive, and community-centered. For the neighborhood to truly serve everyone, accessibility must be part of the foundation-not an afterthought. When walking feels safe and accessible: - Seniors can age in place with confidence - Families with strollers move freely - Residents with disabilities maintain independence - Local businesses benefit from steady foot traffic Improvements like consistent sidewalk maintenance, better enforcement against sidewalk obstructions, clearer crosswalk markings, adjusted signal timing, and stronger yielding compliance could significantly enhance safety and comfort. At its best, Duboce Triangle should feel like a neighborhood where anyone-regardless of age or mobility-can move through the streets without fear, strain, or barriers.

The intersection I mentioned above is also dangerous for walkers. Another area for walkers that is dangerous is the crosswalk from Duboce Park across Steiner. Cars coming south from Steiner often don't stop for pedestrians.

I walk around the neighborhood ALL the time. *Most* of the time, it feels very pedestrian friendly - cars generally aren't in a huge hurry, I almost always feel safe crossing at crosswalks or even dashing across the street mid-block. The exceptions tend to be at rush hour, especially in the morning (perhaps people are late to work?) It has happened to me multiple times - most often at Waller/Webster and Waller/Buchanan, and also at the bottom of the steps (Waller/Laguna?) - that cars either barely stop, or stop and go again even when I'm already in the crosswalk. I have had it happen twice that cars pulled forward when I was one foot away from stepping in front of them - I still don't understand how they didn't see me, except that their mind/attention was elsewhere. The greatest improvement has been the addition of Waymos - they ALWAYS stop for pedestrians, even when everyone else is in too much of a hurry. I love them. Bring on our robot overlords.

(1) The intersection at Duboce/Sanchez. Most drivers and cyclists do not know how to correctly navigate with proper times to signal and stop. Most bicyclists impede traffic by running stop signs in each direction. The combination makes it very dangerous for pedestrians.

I use a walker, 74, disabled senior. Sometimes the intersection at Duboce, Steiner and Sanchez can be tricky to cross to Duboce Park.

Out of all the activities around this area walking in this area seems the most challenging. But some pedestrians assume both cars and cyclists see them. The reality is there is so much activity that it can be easy to not notice someone just stepping off a curb.
Though recent daylight has improved my experience at crosswalks, I regularly experience people driving failing to come to a complete stop BEFORE the crosswalk and look both ways. In particular, the Steiner/Hermann intersection has significant visibility and yielding problems (even with daylighting), as do all intersections on 14th St (particularly Noe and Sanchez). I am greatly please by the reduction of lanes on EB 14th, but speed and stop sign compliance is still an issue.
As a pedestrian, the overall feel at key intersections - especially Duboce / Sanchez / Steiner - can be chaotic. This is driven by (1) overcrowding and spillback, (2) unclear/insufficient signage around Slow Street expectations, and (3) uneven rule-following across all modes (drivers, cyclists, scooters). When intersections are blocked and everyone is improvising, it is stressful and sometimes unsafe to cross. Improving pedestrian experience here means making behavior predictable: keeping intersections clear, clarifying right-of-way expectations, and improving compliance for all vehicle types - not just redesigning for one mode.
1. The 4 way intersection at Steiner and Duboce is so confusing and dangerous. It's not clear which direction cars or bikes are going. 2. The crosswalks on Steiner at Hermann and Steiner and Waller are dangerous since cars don't always stop there. 3. Cars drive too fast along Steiner. 4. Cars don't stop at the crosswalks near the hospital on Duboce/Scott. 5. All the cracks and bumps on the sidewalks due to tree roots are easy to miss and trip over.
Cars do not fully stop at 14th and Sanchez and it's difficult to safely walk. Safety issue to catch the east bound N train walking south and cannot cross to go to the train doors unless you walk in front of the train.
Sidewalk maintenance is poor - very uneven and cracked sidewalks and always messy with debris. (Why are streets cleaned at least weekly but sidewalks and bike lanes aren't?) Motorists' lack of road laws (speeding and blowing through Stop signs and lights) are not enforced, which is a large safety concern in the neighborhood. Crosswalks not well marked.
No problems
My main means of transport is buses and walking.. while I have a car I seldom drive it.. the out of control, cyclist, scooters deliveries, bikes, and skateboards make it really hazardous to cross Wall Street on Waller and Steiner.. also not uncommon to have these devices driving on the sidewalk and through the park, which is illegal.. the worst intersections are Duboce to Herman!! and the inner section between Steiner and Sanchez..
Would love for flashing pedestrian walk signs on Sanchez and noe at 14th and duboce . Especially with cars going fast on 14th (and often running stop signs) I worry about strollers and small kids crossing.
The Duboce/Steiner/Sanchez intersection can be dangerous.
The alley behind the Safeway is a convenient walkway, but it feels unsafe an unpleasant. It often has litter and trash, and the staircase is often blocked by detritus
I often walk with my almost 9-month old son from Pierce to Market several times a week and I always get nervous at the Duboce, Sanchez, Steiner intersection as well as the Church, Duboce intersection. Granted, the latter is usually less murky due to less congestion. In fact, I installed two night lights under my stroller for the odd chance when I have to be at this intersection at night. I feel very uncomfortable walking there.
Unclear rules for car crossing small streets like Germania
For walking overall things are good. I try to be mindful as I approach a crosswalk to adjust speed if a car is about to cross or not. If there is heavy traffic I'll mainly try to be predictable and maintain walking speed at backed up 4 way stops. I will say the zebra crossing at the base of Duboce park to Hermann is one I'll wait to cross until I'm doubly sure someone understands that it's a crosswalk. I have seen plenty

of drivers not paying attention blow through there after making it through the Duboce, Steiner intersection.

The intersection of Steiner, Duboce and Sanchez Streets is too confusing, especially for car drivers, which then makes things dangerous for pedestrians and people using any kind of assistive device. There are so many things to look out for when driving in San Francisco--other cars and pedestrians, obviously, but also joggers, skateboarders, wheelchair users, buses, streetcars. Anything that makes a situation more confusing for a driver means they will be distracted and more likely to miss something (even when they are attempting to be careful), like a person using a wheelchair trying to cross a street.

I cross Steiner at Herman almost every day while walking my dog to Duboce Park. The crosswalk feels unsafe - the parks parked on the east side of the street make it hard to see oncoming cars and be seen by them. And even if the cars stop, the bikes in the Wiggle frequently don't. It also feels unsafe at the corner of Waller and Steiner - cars are better at stopping, but bikes will take the turn without stopping, and sometimes go onto the curb to the right from Waller.

Cars running lights in large 3 road crossings. Often because they don't know when pedestrians have the right of way (when they are making turns). The market light at 15th (after Sanchez) is confusing. Some drivers run the light because they don't know to stop.

The only issue I see is impatient drivers at 14th & Sanchez, mostly during morning commute hours.

Cars drive very fast even on streets with speed bumps, and cars regularly pull into or through crosswalks without stopping to look for pedestrians. Also, cars parked too close to intersections create very dangerous blind spots that put myself and fellow pedestrians at risk. I would like to see more traffic calming measures on Noe st because cars constantly drive over the speed limit there.

I am frequently almost hit by cars at the two major intersections: market/noe/16th and market/Sanchez/15th. Drivers take "slight" turns and completely forget that pedestrians have the right of way on a direct cross. It's so bad i actually bought a whistle for my keychain to prevent getting hit with the crossing right of way. Additionally, Waller and Steiner is often chaotic with bikes all navigating the wiggle - i have almost been hit on foot by both bikes and cars and bikes often skip the speed bump by cutting across the sidewalk. Cars going north bound on steiner are often zooming over the speed bump to make the green light at haight. Making that intersection a blinking red at certain other hours would entirely stop this behavior

I think having a speed camera on Waller around the 600 block will give the city so much money or having a raised crossed walk or speed bump at Waller and Carmelita. I've seen cars speeding because the street is wide and is right after or before the wiggle. It's not safe for pedestrians, bikes or even cars who get hit even by just parking on the street.

We walk all the time, and the hardest intersections are the Duboce and Steiner intersection, followed by Noe and 14th and Sanchez and 14th. Noe as a slow street is also hard because of the number of cars that don't follow slow street rules and try and maneuver around the signage.

The intersection of device and Sanchez and Steiner still scares me to walk across

I feel like we have to be careful. I think we should eliminate the crosswalk from Hermann to the Park. It feels unsafe, and I don't mind walking to either corner. Most blocks don't have a crosswalk mid block!

Both of the streets on either side of the Safeway feel unsafe - church on one side and Buchanan on the other. They are both sketchy and unsavory. Also I think the ally streets like germania should be slow streets. And there should be crosswalks at Filmore and at Steiner to get to germania.

Feeling safe crossing streets - making sure vehicles see you and are actually going to stop before you cross

I live at the intersection of Hermann and Buchanan. This corner has become more riddled with traffic and fast driving cars coming up Buchanan from Market. I cross streets and have almost had cars hit me



several times. There needs to be more pedestrian safe guards at this corner. Please do something about this corner. Very unsafe for pedestrians
My kids walk to school and the park with us often, basically daily. I'm always cautious with them crossing streets due to the high traffic down 14th especially.
More pedestrian walkways lights would make me feel safer.
It is a bit hazardous in this neighborhood to be a pedestrian. The Park is a social center for the area, and many many people access public transportation on the J or in Market or Haight streets through here. Pedestrian experience and safety should be more aggressively protected. People should be able to stroll for coffee or to the park or to work and not fear for their safety
1. Crossing market street is a huge pain in the ass, large road to cross and long wait times, uncertain which car lanes are going and when. 2. crossing Duboce Ave at Noe St (on the park) always feels sketchy walking over the train tracks. Is a train coming out of the tunnel?? Better signaling needed.
Same answer - crosswalk on hermann and Steiner (pictured here) is hard for pedestrians because cars don't stop with a stop sign. Would be great to add stop signs for oncoming traffic.
Vehicles speeding and running stop signs. No stop sign at Steiner and Hermann
I walk a lot in the neighborhood and sadly, it is having to be hyper vigilant about speeding bicyclists when crossing an intersection that is the most irritating. The intersections of Haight/Pierce, Pierce/Waller and Waller/Steiner are particularly dangerous.
Crossing the street at 14th and Sanchez is dangerous. Cars are impatient and speed through the stop sign, especially the eastbound direction.
Wear something reflective thats easy to see or open your phine app camera
Again, same intersections: Waller/steiner, Waller/Pierce, and Sanchez/Steiner/Noe, cars can be aggressive and upset. Also, Waymo vehicles now enter crosswalks while pedestrians are still crossing, and they also maintain higher speeds near Peds and speed up more aggressively around peds when they begin to pass them. Can we exclude autonomous vehicles from the Noe/Steiner/Waller/Pierce portion of the wiggle?
I was run into by a driver turning right into Duboce from Steiner. He was only paying attention to his left side and didn't notice my wheelchair in the crosswalk.
Many drivers ignore the slow street designation on Noe and just go speeding through. Also, the slow street signage was removed at Noe and 15th Street for construction last year and it has yet to be restored despite crews having been out there painting and repairing other signage. There is slow street signage when you approach from the Market street side, so there should be slow street signage when heading from 15th street towards Market on Noe.
See bike answer
When walking on Noe Slow Street it is clear car drivers still often feel I shouldn't be on the street. I have had drivers tell us to move and crowd us to nudge us away. I do not walk down the middle of the block to be a nuisance to drivers, but do walk on the side of the roadway.
Sharing the street with other traffic is reality, I do not see any problem with ambulating with an assistive device in the neighborhood.
The red curbing needs to happen. Walk signal at Duboce park across Steiner would be great. I don't have too many issues but being visible is good.
I love walking there. I think there should be more speed bumps tables etc to keep people driving slowly in an area with so many kids and elderly.
Sometimes it's hard to cross 14th St. on Noway Street in Sanchez Street because cars are in a hurry ever since 14th St. got cut down from three lanes to two lanes. It would be nice to put 14th St. back to two lanes eastbound and one lane westbound however it would require a better pedestrian and car controls at the corners of 14th and Sanchez Street and 14th and Noe Street

Vehicle speed and volume in slow Noe is the biggest safety concern have for transportation in the triangle, in conjunction with lack of stop sign compliance along slow Noe.
Steiner Duboce Sanchez intersection is so confusing and unsafe. Steiner & Waller intersection has too many cars. Steiner should not be a cut through and either just a SLOW one way street or closed to through traffic.
Crossing Steiner at Hermann Street is extremely dangerous as a pedestrian. Cars and bicycles DO NOT STOP for pedestrians. They both pick up speed between duboce and Waller since there's no stop sign at Hermann, so they are going very fast. The crosswalk needs to be raised and needs lights and signage to tell both bikes and cars to stop for pedestrians.
Aggressive cars trying to cut through the neighborhood make it scary to cross the street at times. It seems like a border crosswalk at the bottom of the park would be helpful.
Sidewalks and pathways could be better maintained
Don't you mean "walking" not "biking" on the third line above? Biggest issue I experience as a pedestrian and while accompanying my wheelchair using daughter is the poor condition of the sidedwalks.
Most common way of getting around. Only minor frustrations really - light timing at Noe & Market often makes for a lengthy street crossing waiting for up to 3 long light cycles. - crosswalk when crossing Duboce at along Sanchez/Steiner. The current sidewalk configuration connects the West side of Sanchez with the West side of Steiner (and likewise East to East), but because Sanchez & Steiner don't align this does require an extra street crossing in most cases whereas a straight across series of crosswalks would simplify the crossing. Bigger frustration are the bikes that refuse to ever stop. I'm more worried about getting hit by them than I am a car.
The intersection of Steiner and Duboce is extremely dangerous as a pedestrian. I recently witnessed a man get physically hit by a car while crossing the intersection because the driver ran the stop sign going East down Duboce (for context, it was past dusk and raining, and no one was hurt). My take is that the intersection is too unusual, wide, and busy to be managed by a stop sign. In particular, the bend in the "straight through" path that connects Sanchez & Steiner leads to unpredictable driver behavior from all directions. And because the crosswalks are long and slanted, pedestrians often have their back turned to oncoming traffic, leaving them vulnerable. I would love to see a stop light at this intersection. A stop light would also allow the N train to quickly cross and save commuters a bunch of time.
Walking is safe due to the slow street on noe. It's a very effective way to navigate the neighborhood.
Vehicle traffic is unsafe.
I often use a wheelchair so my notes are from that perspective. Visibility of and to oncoming traffic when crossing streets is an issue in many places. The extended red curbs help but people often sit in their cars in them, and someone often paints over some of them (has been a repeated issue for a while). Crossing the intersection at 14th St and Sanchez often feels very unsafe (seems like cars that should be able to see me just don't and/or don't care). I also often feel unsafe around the cars and bikes at Steiner and Waller (similar car issues as at 14th and Sanchez, and bikes going along the Wiggle making a right from Waller onto Steiner often just go right through without slowing down). Duboce/Steiner/Sanchez can also be tricky of course. It would be really nice to have a ramp at the entry to Duboce Park at Pierce St instead of having to go up to Carmelita.
I prefer walking through low volume vehicle areas. It's safer and more pleasant
Aggressive bikers and antsy cars trying to navigate stop signs leads to pressure for pedestrians to walk as fast as possible and confusion of whether bikes would yield.
Out of all modes, I primarily walk within Duboce Triangle. I love walking in my neighborhood but I don't always feel safe because drivers will often not stop for me in the crosswalk. When we walk our dog at night, I always wear a neon vest because I think drivers stop more if I am wearing it. I wish I didn't have to wear it though.

Thanks for showing the picture here. This is the weirdest intersection for a pedestrian. It seems like cars should stop from all directions here, but they only stop when they're on the street that the bicycles aren't on. I'm never really sure if people are going to pay attention to the tiger stripes since there's no stop sign for the main direction flow of traffic. And since it's bicycles mixed with cars, bicycles often ignore the people and just drive right through the intersection. Even if there's a stop sign, bicycles are likely to ignore it, but at least I have a better chance as a pedestrian of making the crossing if there's some sort of warning that there might be pedestrians present. What about putting one of those flashing signs in that shows when people are actually in the crosswalk?

The sidewalks all over Duboce Triangle are in terrible shape and constitute extreme tripping hazards, especially for seniors. Although most sidewalks are of generous width, oversize planters and large trees narrow many sidewalks along Noe and Henry, so folks who need more space for assistive devices or strollers are forced into blocking others behind them. Neither cyclists nor drivers obey the law at the stop signs at the 14th, Henry, 15th, and Beaver intersections with Noe. Many blow through the stop signs completely or merely slow down without coming to a complete stop as pedestrians wait to use the crosswalk. Impatient cars (including WayMo!) will encroach upon pedestrians still in the crosswalk, which is extremely frightening. There are humps and cracks in the pavement at the Noe and Market intersection which are hazardous for pedestrians during the Wednesday farmer's markets.

Anytime I need to cross the wiggle I feel the most unsafe and vulnerable as a pedestrian. Unfortunately, I live on Waller between Pierce and Steiner, so I have no choice but to cross the path of cyclists multiple times on any walk I take. They are more unpredictable than cars, and I have nearly been hit by cyclists or screamed at by cyclist more times than I can count - all when I was in a crosswalk. I have nearly been hit by a car only one time, and I have lived here since 2003 without owning a car until a few years ago due to work requirements. Please enforce traffic laws. That said, since the implementation of slow streets and the closing of Church, certain areas in the triangle have become much more dangerous to walk through as now all traffic is pushed to the remaining open streets. The worst intersections to walk through are Waller at Steiner (due to cyclists primarily), Steiner / Sanchez at Duboce (cars and cyclist equally), and 14th at Sanchez (because the number of cars has intensified here given the closures nearby).

The crosswalks near Hermann are higher risk, with both car and bike traffic paying attention to other risks. Recent daylighting has helped, but cars often illegally park in the red zone.

Let's get rid of slow streets and help neighborhoods get back to normal walking areas where people walk on sidewalks and cross at crosswalks. It's causing contention between all users thinking they are entitled more than another. Clear guide lines are the best way forward in my opinion

For pedestrians, the intersections at 14th and Sanchez and Duboce and Sanchez/Steiner are the most threatening. Mostly due to bad driving behavior. I live on Sanchez between these two intersections so walk them both daily. Regularly I approach the intersections with the mindset that I have to direct traffic to ensure that I can traverse it safely.

People walking and using powered wheelchairs seem to fair well on our side walks. I am mostly concerned when they attempt to cross at an intersection. Sanchez/Steiner/Duboce and Sanchez at 14th often have to contend with heavy traffic conditions. Drivers on 14th frequently roll partially into the intersection when heading toward Market Street, before making a full stop. Drivers on Sanchez seem a bit more cautious until the traffic is bumper to bumper. It is at this time that drivers often become less cautious and drive at a higher rate of speed.

The intersection at Hermann Street and Steiner as shown in your picture is particularly dangerous. Numerous elderly and children access Duboce Park here and car traffic is fast and frequent. I frequently have to stop in the middle of the cross walk and wait for the cars to stop. They are incredibly aggressive and it is scary.

Please remove Slow Noe and put pedestrian protections where they are needed. Compare foot traffic on Steiner and Sanchez to Noe. No comparison. Maybe some build outs in the curb daylighting spots to slow car traffic and make a place for our elderly neighbors to sit.

Vehicle traffic feels unsafe despite the amount of pedestrians and bicycles.
One dangerous intersection I have experience with is at 14th and Divisadero. Cars heading south on Divis reach the stop sign at 14th and, when turning onto 14th (in either direction), look primarily left before entering that T intersection. If I'm walking east down 14th Street, I just assume the drivers are not going to look for/see me. The Duboce/Sanchez intersection can likewise be challenging because of a.) The multiple variety and types of traffic/speeds involved, and b.) The 'offset' nature of the streets' intersection itself (along with the general activity level at Duboce Cafe, which I like to see but adds a whole other dimension). In general, I try to plan my pedestrian street crossings so that I only make the 'short' crossing here (i.e. the narrower Sanchez Street sides rather than crossing in the Duboce crosswalks at all).
I only occasionally walk in this neighborhood. I find it very pedestrian-oriented, but also find there to be a heck of a lot of vehicular traffic on weekends when I walk here.
The largest pain point is vehicular (and bike) traffic not respecting pedestrians right of way. This is mostly at intersections when vehicular traffic will speed through or not stop or yield to pedestrians.
Crossing divisadero & Castro at Waller is dangerous and really needs a light.
Walking in Duboce is quite ideal due the short block sizes, high number of stop signs. It's also one of the only neighborhoods with raised crosswalks, which for some reason SFMTA has decided to stop implementing. But the intersections in dubcoe are still really wide, and drivers (and bicyclists) often go too fast because the physical infrastructure encourages them to do so.
Intersection in front of Duboce Park Cafe is hard for everyone- lots of cars, trains, bikes, peds. Can get hard to sort right of way. Also wonder if there should be a three way stop on Herman and Steiner. Seeing some confusion there for those entering and existing the park.
Every corner in this district should have stop signs and crosswalks
The intersection at Duboce and Sanchez can be difficult because the crosswalk is not perpendicular to Duboce so it takes longer to cross and it can be unclear if a car heading east on Duboce sees you.
I usually walk along Noe, especially when visiting the farmers market. Noe is a nice, quiet street in duboce triangle (but not great for biking since it doesn't connect). I also walk around duboce park but don't love walking along Duboce Ave as cars go very fast.
Motorists are welcome to treat stop signs as optional, speed limits as suggestions, run red lights, stop in the middle of a crosswalk so I have to let them go first even through I have the right-of-way. Market Street's walk signals aren't long enough. I regularly get caught in the street because the countdown reaches 0 before I reach the curb. Motorists don't use turn signals at stop-controlled intersections. Sometimes I can't know I'm in the way until a motorist starts making a left turn at me while I'm crossing the street. I want to punch every motorist who waves me along like they're doing me a favor by not driving over me. For right turns, a lot of motorists never even look to their right to see if I'm in the crosswalk.
Crossings after often too long. Sidewalks should be continuous and not end at the intersection.
Same intersection, Steiner/Sanchez/Duboce is a mess. Raised crosswalks are nice. Too many cars though navigating a heavy pedestrian space often feels unsafe. Would love to see turn restrictions to create more predictable cars.
Cars often get aggressive with the crosswalk across Steiner leading to duboce park
See my previous answer, drivers do not respect pedestrians in this neighborhood
Cars often speed through these sections and cyclists on the wiggly are often moving quickly too. I also sometimes think crossing the N tracks at the Duboce Park station can feel unsafe if you don't know how much time you have to get across before the train arrives.
Drivers roll stop signs constantly, and then wave as if that absolves them. Drivers speed.
Drivers roll stop signs frequently (especially at Noe/14th), which makes crossing streets scary and dangerous. Love the street trees throughout the neighborhood and the intersection parklets alone Noe St



Appendix F - Misc. Comments and Concerns Full Responses

Other Comments or Concerns Do you want to share any safety issues separate from the circulation focus of this study (such as visibility issues, double-parking, or enforcement)? Feel free to drop them below.
There is not enough traffic enforcement in the neighborhood. Vehicles often run red lights and stop signs at 15th Street and 16th Streets. Vehicles often travel at excessive speeds obviously far beyond the speed limit on Castro Street.
I am SO happy about daylighting! When you come up narrow streets on hills like Henry it was so easy to miss pedestrians around car. I feel so much safer now with daylighting.
I love the slow streets and think they have largely been incorporated into the triangle, with drivers, neighbors, commuters, and local schoolchildren being actively considered in a very smart initiative. I also think there is a greater desire than not to see the neighborhood become even more cojoined in these efforts. We're a great place to implement a program that ties this all togetherâ€”people who live and visit here all benefit.
The Slow Noe Street needs to be respected by drivers, and SFMTA needs to make it easier / subsidize events on the street to help show it is Slow. Friends if Slow Noe is doing monthly events and we still have not been able to get a permit to block it off due to the long and confusing process. SFMTA needs to help.
I think there should be a halt to the growth in slow streets and more attention given to reigning in this out of control bike culture we have in the wiggle. I have lived in this neighborhood long before the wiggle disrupted it
We really need to reduce car traffic by providing safe, appealing alternatives the Neighbourhood
DO NOT ALLOW DOUBLE PARKING. IT HOLDS UP THE TRAFFIC
The volume of traffic currently flowing down 15th from the west is disproportionately high due to phone app directions suggesting the route down 15th rather than 14th which is engineered for higher traffic volumes.
I would prefer that the slow streets imposed on our neighborhood are returned to their original status, as they were designed for, for carrying traffic. Removal of the slow streets will relieve the congestion they impose on the rest of the neighborhood. Streets are not parks, streets are for people to get from A to B. Every time we get out of bed we face the risk of something going wrong, to try and completely eliminate this risk is impossible, please do not change our neighborhood for the sake of excessive saftyism.
Enforcement of speeding is almost non existent. Drivers endanger the lives of other road users every day, and they just get away with it. I wish this area were safer for my kids to be independent.



SFMTA is here enforcing street cleaning and parking violations, but not often enough to stop or impact those using Slow Noe to double park, especially near/@behind the barricades for Slow Streets
Noe street gets a LOT of truck traffic, sometimes in the middle of the night. The soft-hit posts and speed bumps force them to brake and accelerate and add noise. They all seem to be trying to get to Divisadero, so why are they on a slow street?
Nobody follows the new rule about daylighting of intersections. My understanding is that the modal filters that were planned for Slow Noe were scuttled because an influential resident called Supervisor Mandelman's office to complain about them, and because he prefers to address the left turns onto Noe prior to considering further measures. I believe in the rule of law and in delegation of authority to appropriate agencies and experts, as well as in the collection of representative survey and other basic data to inform thoughtful yet timely decisions. Supervisor Mandelman should not be interfering in SFMTA's operations in this detailed of a manner, and SFMTA should not agree to such requests when he makes them. Endless studies are not actually helpful. You are the experts, Slow Streets are official city policy with official metrics that are not being met in this case, this is not rocket science, and representative public input should not be subverted by one influential squeaky wheel. Supervisors should deal with overall policy and budgets and pass ordinances, not subvert an already over-the-top public process. We have enough antidemocratic meddling and overly compliant agencies in our federal government. Please stand up for yourselves.
Speed and stop sign enforcement is non-existent. Reroute wiggle going west to turn on Fillmore to Waller rather than Steiner; going east to Church then on path behind Safeway?
There needs to be traffic calming on Waller Street between Buchanan and Fillmore! A lot of traffic into Duboce Triangle is funneling from Buchanan down Herman and Waller. Cars speed down Waller Street in particular because they are frustrated after coming off the highway.
I wish the crossing at the bottom of Duboce Park at Steiner & Hermann had better daylighting, especially the northwest corner of that intersection. Cars are often coming quite fast from the intersection at Waller (sometimes angrily or trying to pass a cyclist) and since there's not good visibility I feel like I have to get into the crosswalk before I can see whether there's a car coming and whether it will stop for me
I think our streets would be much safer if all users simply followed the rules. We have almost no enforcement which leads to poor adherence which creates unsafe streets.
I hope MTA will finally do something about the e-bikes and e-mopeds that are totally exempt from any traffic laws or enforcement. It feels like one of the biggest pedestrians dangers for me as a senior in the neighborhood. They go at the speed of cars, but ignore traffic lights, stop signs and the requirement to not drive on sidewalks. Simply starting by requiring (1) lights on these vehicles, (2) mandatory online training for food delivery drivers, (3) some occasional enforcement efforts (like NYC does) would make the City safer for pedestrians.
Yes. People parked too close to intersections and double parking sucks and feels very dangerous.
Int

"Slow Noe" still has a lot of traffic, much of it not slow.

Let's talk opportunities. 1) if Slow Noe got half the infrastructure that Slow Page got, it would be such a better street for kids and pedestrians and bikers... AND local drivers who just want to find a parking spot. 2) The first block of Noe off Market (to Beaver) has so much untapped potential. There's many businesses that need parking and outdoor patio space. The street is incredibly wide. Yet it's mostly just a funnel for people turning off of Market. What if it was re-imagined to serve those goals? Maybe the sidewalks expand, pavers are added to beautify and delineate the walking + business patios sections. Maybe we also turn the parking 90 to fit more cars. Maybe it turns more into a parking lot than a through street, that feeds into the parking garage too, but only has a narrow street section to maximize parking and business patios. Becomes more of a community plaza, that can easily be taken over by all the events being hosted (farmers markets, art fairs), becomes beautified, promotes businesses to expand, draws more pedestrians and cars to stay not just race through to cut traffic? 3) What a waste of prime space at Safeway, that little sketchy bikeway behind the ugly building, the hectic intersection and terrible Muni stops. What if that became a park, with Muni popping out next to grass, have a beautiful Muni stop where people get off the train to a park instead of bikes a cars trying to run them over. What if the bike lanes coexisted with Muni and cars in a way that made sense. What if the safeway building became 3 high rises with a park in the middle, a safeway under one of them, Chruch underground muni connected directly to the park and the safeway and the above ground transit stop. The Mint became a something you could look at from the park, beautiful building that it is, instead of being stuck behind a crappy Safeway parking lot. 4) What if we focused the streets on being for residents of this small neighborhood, increase parking, increase walking/biking areas, and decrease thoroughfare-ness? The Triangle is squeezed between some major streets (Market, Fell/Oak, Castro/Divis), what if we focus those streets to the people through the city efficiently and not have angry + rude + dangerous drivers speed through side streets to shortcut an intersection just to gridlock a small walkable neighborhood?

I rarely if ever see anyone actually walking down a slow street because cars don't actually slow down after they have passed an intersection. I think slow streets assume humans follow rules and unfortunately that is very much not the case.

Other than getting rid of the slow street based on what I said - nothing.

Would appreciate if a speed limit was enforced as well as appropriate parking behavior (i.e. don't double park causing traffic to go around on a narrow 2 lane road, or don't park in such a way that pedestrians are obstructed.

Lately , meaning the past year, there have been continual work renovations with big crews. In front of my place alone, they take up 6 to 7 parking spaces, never get tickets and don't have permits. It also effects the street sweeping .Meanwhile we pay a lot of money for our year street parking passes

Cars and trucks parking in bike lanes is probably the most problematic issue, particularly in heavier trafficked streets.

Parking enforcement when reported after 8pm is never answered via 311 app, we need more heavily enforced parking

Tons of contractors block our garage on 15th street

Safety issue 16th and Castro crosswalk, cars not stopping at the crosswalk correctly and puts pedestrians in danger.
Whenever they close Noe at Market, like for the farmers market (which I love), the traffic down 15th becomes super crowded, and difficult for those of us who live here. It's nice that the Noe residents get a nice clean street but since it's harder to navigate to 16th to share the load, 15th takes the brunt of it. I've lived in Duboce Park for 21 years and love it but the traffic on 15th gets so busy in the mornings particularly, that it makes getting my kids to school difficult some times. Other times it's fine but I don't think it's fair the Noe residents get a better living situation at the cost of 15th st residents
Loving the new daylighting laws (adding red curbs to intersections). That helps a lot. Would love to see more enforcement for cars AND bikes. Would also like to see some enforcement for those cars with tinted windows and even some have tinted windshields! It's so dangerous for drivers, bikers, and pedestrians alike to not be able to see the driver in the car. Please have those people ticketed!!! As for the left turns off Market - I don't see that as a big issue here. The biggest fix would be removing the slow street from Noe.
Noe Street should not still be a slow street. It should not have been a slow street since 2024. The intersections have gotten more dangerous because they're half blocked. And directly to the point of it being a slow street no one is using it. In the past three months I've seen maybe two people walking in the street using it as a "slow street" while it is still used as what it was intended for which is a major thoroughfare. It should be open. also in general we should absolutely have full on traffic enforcement, it's the only way that anybody is going to pay attention and be respectful of who they share the streets and sidewalks with.
More enforcement for double-parkers please.
The addition of the limited parking at corners has made a big difference, but seriously the SFPD needs to do more enforcement. People are still parking in red zones, still parking into intersections at corners, and generally double parking wherever they want. These things all contribute to making the streets less safe.
Painting the curbs red to implement the new daylight laws is actually making this more unsafe - it actually makes it easier for drivers to run stop signs and cut the corners more aggressively with 0 concern for pedestrians. I see this multiple times a day at Beaver and Noe
I'm concerned about the safety of drivers of cars at the above named intersections where it's very obvious that they are confused about who has the right of way to enter the named intersections. I witness hesitation to move into the intersections, horn honking for not doing so and general confusion on the part of many drivers. I have never witnessed a pedestrian/bike/motor vehicle problem. What I witness is car drivers confusion as to who should move forward first. Removing the slow street designation would be most welcome.
Please reopen Church St to all traffic. During heavy traffic hours, especially on farmers market or other market days on Noe St, having only two streets for local traffic to travel north or south (often riddled with double-parked vehicles) is truly awful. It seems like the intent to reduce car use was valiant but the fact remains that traffic swells and that has a terrible impact on quality of life for local residents.



No slow streets ever. No parking meters. Please do something about mail trucks and delivery vans parking in the new red zones at the corners or just let cars park there again â€¦ seriously, one or the Other!!!

Like many of us, I'm very frustrated with the loss of all the parking spaces to accommodate the robot cars.

Slow streets has forced about 10x the traffic onto Beaver Street. I suspect it's the same for other tertiary streets. So basically we give one street a break and keep all the mess onto the other surrounding streets. This makes no sense. It's an abject failure, and whoever designed this system should be fired.

One issue I noticed most recently is to see Waymo cars parking in the area. Duboce triangle is already limited to parking.

Double parking along Haight for delivery pick up is an issues. There needs to be more designated parking for this type of vehicle and it needs to be enforced.

We need much more enforcement. Drivers are brazen because they get away with dangerous driving. If there's was a program like nyc has, where you can use an app to report illegal parking and get paid for it, I would make that my part time job

I always welcome more parking enforcement (even if I sometimes get tickets), traffic cameras, traffic enforcement. I'm happy with the new daylighting rules and am looking forward to seeing them enforced.

We have an issue at Beaver and Noe St with drivers making illegal turns constantly from Beaver Street turning left (which is prohibited by sign). Also drivers traveling on Noe St turning left onto Beaver (making a U-Trurn around street island) onto Beaver. Much of this is due to no left turn off Market onto Castro St

I like the idea of a left turn on Castro! More traffic on the main thoroughfare and less on side streets would be great - superblock style. The only unsafe crossing on Castro was at Henry, but that is much improved with the new flashing signs.

I resent that we have had to give up 4 parking spaces per block to accommodate driverless cars. Parking is tight and only getting worse as we add more housing to the neighborhood. I am in favor of allowing more homes for people, but would prefer to ban driverless cars.

There are some areas of low visibility where I think we could benefit from no-parking zones, specifically like at Walter & Duboce, when coming out of Walter, if someone is parked on Duboce right there, it can be very difficult to see oncoming traffic. Also people tend to drive way too fast & dangerously on Duboce & on 14th streets between Noe & Sanchez.

Although I have encouraged perpendicular or angled parking multiple times in these responses, I am always afraid of biking near perpendicular and angled parking.



A key pedestrian and bike route on Waller is now inundated with traffic. The stretch between Fillmore and Divisadero intersects the Wiggle and has a steady stream of bikers, walkers, runners, dogs, and children moving through the neighborhood “to and from the park and local businesses. Despite this, there are constantly cars and motorcycles speeding through this stretch, often running stop signs and creating unsafe conditions. It is also now a “favorite” of Waymos, which constantly use the street as a shortcut. With a commercial corridor on Haight one block to the north (and Oak/Fell just north of that), Waller should not be used as a main vehicular thoroughfare. Turning Waller into a Slow Street would only improve the safety and community of the neighborhood without negatively impacting any of the businesses in the area.

The main issue is the N and J crossing. That should be made much safer. It’s also very easy for bikes to slip on the rails “we should consider technology to try to prevent slipping. Also I would like the N train to move faster through the area. That could involve streetlights next to the park or some sort of train signal priority or red transit lane.

I am a major Slow Street fan. I live close to and LOVE Slow Sanchez, which totally works as a Slow Street. On Sanchez, there are many people in the driving lanes (walking, cycling, on scooters), including children learning to ride bikes. My husband and I love walking with friends on Sanchez - where we can walk four abreast and we don’t have to worry about sidewalk cracks, curbs, etc. I feel that the 2.5 blocks of Slow Noe don’t work as a Slow Street; and the street should be opened up for through traffic without the Slow Street signage blocking the driving lanes. Leaving these 2.5 blocks as a Slow Street section does slow down traffic, but I think that it is also teaching drivers to disregard Slow Street signage, perhaps elsewhere. If opening up these blocks to through traffic without Slow Street signs blocking the driving lanes, I suggest adding additional traffic calming (speed humps and/or raised crosswalks) to help keep speeds slower.

PLEASE enforce residential permit parking!!!! Residents without a garage are being penalized by the lack of enforcement by SFMTA while the amount of spaces is constantly reduced and the population density is suggested to be increased through new housing laws. Street parking is reduced by daylighting, poor parking patterns/habits (ex. 2 cars parking across 3 spots), installation of e-chargers, constant countless construction parking permits for months on end, SFMTA alternative stop arrangements (fix it week, track repair, temp stations), special events, etc. Residents will not be voting in favor of any ballot measure to increase the organizational budget when we do not feel heard or understood by the agency. Renters face this problem more than others as they live in dense housing already with a drastic reduction in space availability.

I have no complaints about enforcement or double parking. It’s a crowded city and double parking is a required part of life. Ride share cars and other double parkers should pull over into driveways or no parking zones when available so that they’re out of the travel lane. Stopping or parking in bike lanes should be illegal and enforced. Unfortunately, I believe this ship has sailed, but the daylighting red curbs at crosswalks are a disaster for parking availability. I work outside the city and returning home at the end of the day now greets me with a longer search for a parking spot in the dark and I drive extra miles around the neighborhood looking for a spot while also watching out for unlit pedestrians and cyclists at every corner.

Someone has repeatedly painted over red curbs around Steiner & Hermann – it'd be good to put in something more permanent to prevent cars from parking there (planters? bike racks? benches?). It's also been slow going getting crosswalks restriped after construction. I think the crosswalk at Scott and Duboce has been unpainted for years at this point

I do not feel like drivers are the problem as much as swarms of bicyclists who are trying to outrun each other to cross intersections before pedestrians. Maybe add something that slows bicyclists down as well, not just drivers.

The intersection of Buchanan and Waller has become very dangerous. Drivers frequently speed up Buchanan, ignore the stop sign, and continue at high speeds down Waller. I've witnessed several near accidents. As traffic backs up on Buchanan, frustrated drivers often cut through Waller to bypass congestion. Important to note as well that a lot of Duboce Triangle traffic funnels through Buchanan and Waller. And because there's no left turn allowed onto Haight Street, cars are being pushed onto residential streets (Google directs cars down Waller). With the big Alchemy apartment complex across the street, there's significant pedestrian and bicycle activity, including many young children. I strongly recommend redirecting traffic down Haight Street, our designated commercial corridor, instead of Waller. This change would keep vehicles on a street designed for heavier flow and help create a much safer environment for residents, pedestrians, and cyclists and remove a lot of traffic coming into the Duboce Triangle neighborhood.

FIRST - there isn't a question about Muni, and I'd like to offer some feedback: - The 37 stops on at Noe and Sanchez don't even have the barest minimum of putting up a sign. If I didn't already know how to ride the 37, I'd be confused. - I don't expect a low-service neighborhood stop to have a shelter and digital signs with arrival times, but a bench to sit on would be appreciated. - What about turning those red-painted curbs drivers park next to into bus stops? Use the beige paint and plastic posts to discourage drivers from blocking 37 stops. A simple plywood platform, as the J Chuch stop at Market is a cheap, permanent solution. - Sometimes the first thing a two-car N-Judah train does after departing Duboce Park is to stop, and start, and stop, and start again at Sanchez & Steiner behind solo drivers making a left turn. SFMTA already does this well in a few places: paint the N-Judah trackway down the center of Duboce Avenue in transit-only red, with some dashed crossing areas, but eliminate the left turns at Steiner & Sanchez. SECOND – Everyone knows the only traffic enforcement the SFMTA does is street cleaning and blocked driveways. There might be a week of enforcement here and there, but drivers will complain, and the SFMTA will stop.

Speed bumps were installed on Noe St. Unfortunately, the bumps were installed the full width of the street, rather than the center/middle of the street like at Noe and 14th Streets. The bumps make parking in front of the sidewalk very difficult and cars must be on a tilt. It would be great if these portions of the poorly designed speed bumps were removed.

The red zones on Divisadero and 14th street were painted so there is visibility for everyone but parents at McKinley often double park there and create unsafe conditions.

The absence of street markings or speed bumps invites excess speed in the highly residential neighborhood with a lot of young children's
It is been very hard to understand why there is so little interest from the competent entities in finalizing improving Church Street, between Duboce and 15th street. It is unbelievable, concerning, perplexing that such Transportation/Shopping/Traffic HUB is in such a disarray. A Safer and Healthier Triangle Project will not be complete unless the mentioned area is not included.
The huge amounts of car traffic on Steiner and Sanchez keeps fire trucks from being able to respond to emergencies. Entire blocks are filled with car traffic at numerous times throughout the day. These streets are designed for such high car usage.
Time to get rid of the Noe Slow Street!!!!
I really believe that opening up Scott or Steiner to prioritize bicycles on one and cars on the other would GREATLY help reduce dangerous mixes of cars/bikes and also still provide access. by both means of transportation. In addition, please don't cut off the left turn from Market to Noe. It's the best access point to our neighborhood from the south. The Noe slow street is underutilized, and it is not realistic to cut off our small neighborhood from both the north and south. We are busy families that have friends and activities, soccer games, schools throughout the city, and isolating the in/out of our neighborhood makes it a frustrating place to live.
I'm not sure what has changed in the past year or two, but it seems like more and more big rigs are coming up our small streets. I see massive 18 wheelers coming up Castro at 4-6 in the morning.
I really do not think there is equity in the fact that Noe is a slow street. The people on sanchez as I've said, are taking the brunt of the traffic and the health risks. Meanwhile, Noe has almost no traffic and the people are not taking any of the risks that people on 14th St. or sanchez take on the regular. No one is walking in that street. It is not being used as a slow street in the way it was intended. It's very different from Page Street which is used regularly by bikers and walkers. I really would like to see the Noe slow street signs removed and restore normal, more equitable traffic to that street. Also, at the corner of Noe and 14th St. on the north side of Noe, there is a pretty significant bush that blocks the view of 14th St. when you are driving. To me it seems like a hazard every time I use that street, but I might be the only one with that problem.
I am proud of the work that SF does to enhance quality of life for pedestrians and cyclists. Any improvement in this neighborhood would be very welcome. The biggest improvement that could be made would be to make Steiner a slow street. Thank you!

The daylighting has been excessive and detrimental to the neighborhood residents as it has greatly reduced the number of parking spots available in the neighborhood. The 10 foot set back is excessive and overly restrictive. A balance between visibility, risk and accessibility should be struck and we should ask for a variance on the state law min set back. the biggest issue is the confusion at duboce and Sanchez. Reduced car traffic would help. There's not a ton of double parking but when Amazon trucks stop on Steiner and Hermann bikers move into oncoming traffic, too traffic can't be seen - those trucks shouldn't be allowed to double parking on that stretch of Steiner between duboce and Waller

Hermann, between church and Webster, would benefit with a street lamp. Maybe cameras at the intersection of Hermann and Webster - drivers act as if there is no stop sign there, especially turning left onto Webster from Hermann. A flashing crossing sign at the crosswalk at Church to Hermann.

No 24/7, Sanchez, Belcher Walter need better lighting from resident homes. Outreach to explain how night lighting improves safety is necessary.

This neighborhood needs, Traffic Cops, maybe traffic lights or stop signs at cross street where there are no stop signs. Hermann Street and Steiner Street.

I would like to add that I am a program leader who takes residents (children and seniors) who live in the Duboce Triangle Neighborhood on weekly walks. So my perspective is very much shared by the participants in my program. One safety issue I have experienced while walking to the park with kids is that sometimes they run ahead or drop a ball and it is my biggest fear that they will run into the street and get hit by a car.

Thank you for the Slow Streets. :)

In general it's a busy area with lots of cars, waymos, people and bikes so you need to have your wits about you. Wish it wasn't like this.

The cross walk between Duboce Park Cafe and Steiner/Duboce Park is hazardous. Cars commonly don't wait for pedestrians to get to their destination across the street before racing through the crosswalk WAY TOO CLOSE to the pedestrian. THIS IS TRUE THROUGHOUT THE CITY. It requires ticketing by officers.

Please help Waller street get slowed down.

trees add character to waller st, please don't remove them

Focusing on getting traffic through the busy intersections would be my most important aspect I see here. Market Street is a mess and out of town drivers or uber drivers and especially driverless vehicles clog up intersections often since can't turn or the lights are backed up etc

I answered visibility in one of the questions. And YES, I do want to say that people on Potomac Street consistently get ticketed for parking in their own driveways. There is plenty of room on the sidewalk to walk even when the cars are parked in driveways. However, if people need more space to walk, please consider making Potomac a slow street, so that people are allowed to walk in the street.

Cars need to yield to cyclists and pedestrians

Re route the wiggle. Put up blinkers at the intersections on the wiggle all the way to Market...slow people down...slow or stop bikes. Create a more polite vibe with a positive campaign to be careful...especially between the AM and PM hours. Have a traffic cop on bikes present once in a while...give drivers and cyclists tickets for speeding. Minimize the entrance to Duboce Park at the duboce and Steiner intersection... Get coffee people off their phones when they walk around and across the intersection.

Yes the wiggle needs to be a series of slow streets

Moron bike riders who don't stop at stop signs and traffic lights. They seem to love scaring walkers by coming WAY too close. They should be killed. The stop sign in front of Cafe Ardoise seems to be hard for drivers to see. How does one get a replacement green bin? The one for my building has major holes in the lid. All the trees in the hood are dangerously top heavy. Why aren't they ever trimmed? Instead of building boxes around trees, why not prune them first if money is so tight? And plant some more trees-the first block of Henry St. is practically bare compared to other streets.

I drive through this intersection for my commute, but I'm happy to choose another route so it's easier for bikes with kids, families, or pets.

Safety is about more than moving efficiently it's about protecting the people who live here. Duboce Triangle is home to families, elders, individuals with disabilities, and small businesses. A strong safety approach would include: â€¢ Clearer sightline policies at corners â€¢ Reliable enforcement against double-parking â€¢ Traffic calming measures on residential streets â€¢ Improved lighting and signage â€¢ Accessible detours during construction When safety is prioritized consistently, it builds trust, reduces stress, and strengthens the sense of community that makes Duboce Triangle special.

I love the slow street on Page and use it every day. I don't like the slow street on Noe. I just find it annoying when I'm driving north and trying to get across Duboce Park. It's an area that's very underused and short to warrant status as a slow street for pedestrians and cyclists.

As an anti-car pedestrian, I love all the daylighting, even though I know it's reducing parking availability. It makes the whole neighborhood feel more open. And I work on several sidewalk planters, so it's nice when there's no car next to them. I've heard there's a possibility of reducing car traffic on Steiner among Duboce Park (Duboce toâ€¦ Hermann, or Waller?), and I love that idea. That's a difficult street to cross, especially when cars aren't expecting so many pedestrians at the T intersection of Steiner/Hermann, and visibility isn't great with all the parked cars. Plus, it just makes the park feel very busy, and with all the dogs chasing balls, kinda dangerous. I'd love to have fewer/no cars there.

The N turn in WB, no matter how long I have lived here, in over 20 years, I see a vehicle ignore the warnings and start going through the N stop. 15th/Sanchez is an unmitigated disaster of traffic.

One challenge I've noticed is the crazy intersection at Steiner and Duboce. Cars, Muni Trains, Waymos, bikes, pedestrians all have to work together to manage an intersection with a jog in it on Steiner. I've seen lots of confusion there that disrupts flow and creates unsafe conditions for all.

Transparency: I would like the presentation deck used at the prior DTNA meeting, the reported results that were discussed, and the DTNA feedback/ideas submitted at that meeting made available to the DTNA. Similarly, DTNA should be able to review summary results and anonymized comments from this survey. If we want constructive neighborhood input, neighbors need access to the same facts and full range of feedback. Legibility of Slow Streets: Where Slow Street treatment is used, the rules should be clear on the street (not only online): speeds, yielding expectations, and how single-lane entrances/exits are supposed to function. If a segment is considered part of the network but cannot be signed or made legible, that should be corrected or the designation should be reconsidered. Enforcement and education: Targeted enforcement should apply to all vehicle types, including bikes and scooters (stop signs, speed, sidewalk riding), as well as drivers (blocking the box, unsafe turns). Corridor-level fixes, not micro-shifts: Many changes over time appear to have pushed volume into Sanchez/Steiner. Please evaluate corridor-level options that restore appropriate capacity to streets designed for it - including reopening southbound capacity on Church and allowing southbound left turns - rather than making another isolated change that simply displaces the problem to the next block. Accessibility and routing: For people who cannot easily walk, services like Waymo matter. Current routing behavior that avoids Noe due to the Slow Street designation can increase circulation on Sanchez. That should be considered as AV use grows.

1. Double parking on Sanchez causes cars to back up at the Duboce/Steiner intersection then zoom around which is dangerous as a driver and biker. 2. Cars are still parking in the daylighting zones next to all crosswalks but specifically at Steiner/Hermann, and I rarely see tickets.

Lots of cars are parked on the sidewalk on Sanchez between duboce and 14th.

Zero speed and law enforcement present in the neighborhood, allowing motorists to break the law and pose safety risk to pedestrians and cyclists. Speed bumps or other traffic calming efforts NEED to be established, especially on the Wiggle.

Still issues with people parking at corners. I live on Potomac Street and due to lack of enforcement, there are often large construction vehicles parked on Waller Street which makes it EXTREMELY difficult to see oncoming cyclists.

In this city, there is a little or no enforcement of the law. It's merely a suggestion. There are numerous laws on the books but seldom any of them are in enforced.. I mentioned visibility and bicycles at night who wear black it's dangerous for everyone.!!

It would be great on market street if there could be all-way crossing stops - where all vehicle traffic stops for x seconds while pedestrians can cross market in any direction (especially at Sanchez, church, and noe). It would be both more efficient for pedestrians but also safer.

There is rarely any enforcement of traffic laws, especially stop signs. SFPD is short-handed and cannot monitor as much as they once did. Drivers know this and abuse the laws.

I would love for various streets to have improved walkability. I would support streets being turned into permanent pedestrian only or one-way streets

There are simply too many cars parked for the neighborhood now/ not enough allowed parking spots. Takes upwards of 30 min to an hour to find parking spot
Overall this area is a fairly high traffic area with bikes, pedestrians, and cars. That means moving through it does require some vigilance for all modes of transportation. It works excellently except during especially high commuting hours. Something like adding lights or excessive traffic flow restrictions may not be worth the squeeze. Still, as someone who travels this area in all three ways multiple times a week, I'm hoping this area can be safe and functional for all
There aren't many places in the Duboce Triangle affected by this, but I hate right turn on red. It's too dangerous for pedestrians. Drivers are focused on traffic approaching them from the left, looking for an opening, and forget to pay attention to pedestrians who may have arrived at the intersection while they were looking the other way.
Visibility crossing Steiner at Hermann, especially going west, is very bad.
Double parking common on Market st eastbound between 15 and 16
I would like to see more enforcement of speeding. This is a constant issue and it greatly increases the risk for walkers and bikers.
I think Sanchez/steiner or waller needs to be a slow street. Obvious alternatives exist and foot/bike traffic is intense. I'd propose making Fillmore/church the main thoroughfare and allowing a left turn onto both 15th and market from Church Southbound. The street is rarely bike or foot trafficked especially in comparison to Sanchez/steiner
Please make the 600 block of Waller slow or add speed bumps to slow cars down.
Love the slow Noe street so kids can feel safer playing on the sidewalk and it makes it feel more like a neighborhood
I wish my S permit went further north to Oak st.
There is no enforcement of stop at the corner of Hermann and Buchanan. I have almost gotten hit by a car. Please assess and do something st this cross walk.
Couple more I forgot: 1) Waller and Divis intersection is VERY sketchy as a pedestrian. The road curves there, cars are going fast, and it's a bit blind for cars (heading north on Divis) and pedestrians alike. Peds have the right of way technically but cars rarely see you or stop. And if they do stop, it's a little abrupt for the cars behind them too. Would be awesome to have a flashing pedestrian light there for crossings. 2) from Divisadero, Haight street is very furtively marked. I used to miss the turn all the time and I was a resident on Haight st. In general, the road signage in this city is TERRIBLE and inconsistent. Signs are never consistently on the R or L side of the road, sometimes way ahead of the intersection vs at it, the white ones are very small, and the green ones are inconsistently present. What's the deal with that?? Thank god for Google Maps
Lack of enforcement meaning drivers feel comfortable speeding and running stop signs
The crosswalk in the middle of Steiner, at Hermann, needs a flashing light when a pedestrian is entering the crosswalk. A solar powered light is relatively inexpensive and should be a priority.

The residents that park on the street in front of their driveway block more than their own driveway. Those residents have built themselves a consistent space while the rest of us pay for a chance to park on the street. Pay more to red zone it or be ticketed until they realize red striping is the only option. And make the restripe fee equivalent to market value of a private space.

Cars consistently route through what should be quieter streets in order to save time, increasing the risk to pedestrians and bikers through this critically useful and transit corridor. More slow streets to deter through traffic (in particular on this portion of the wiggle), better slowing infrastructure on Steiner, and reducing the flexibility of cars to make lefts to/from Noe would help.

Maybe a traffic light might help or a flashing light whenever a pedestrian steps into the crosswalk. There are seniors, people in wheelchairs and children in strollers using this street crossing daily from using the park.

Is there any prospect of double-parking ever getting people tickets? It's pretty much constant throughout the whole city and drivers clearly know that they'll get away with it.

If it's not broken don't fix it.

Parking/traffic enforcement has to happen on Sanchez between Duboce & Market. People do insane things and there's no repercussions. Imagine getting a ticket for disobeying traffic laws? That would be great. Also routing car traffic behind the 22 bus on church makes people dodge into the muni lane, then there is double confusion. Tickets or a different setup would be great. Making church flow better (and honestly Noe St. Getting rid of the slow street) would definitely alleviate the chaos at Duboce & Steiner/Sanchez because I swear no one would drive there if they weren't forced to.

More enforcement of speeding and reckless driving pls

The neighborhood has been overly concerned with keeping no street a slow street. It has completely messed up traffic. By onto Sanchez Street. Church Street no longer crosses market so that cannot be considered a useful north south artery unless it is reopened to traffic. That leaves only Sanchez Street and Castro Street for car traffic. Those are not enough! We must reopen no way street a car traffic and eliminate a slow street. It is absolutely unnecessary after Covid. Thank you very much for your time and consideration.

As mentioned in my comment on driving, double parking can be an annoyance. I also feel that enforcement is an issue in the triangle as well as the city as a whole.

Parking enforcement for intersections, corners, and curbs is lacking.

We need a stop sign at Steiner and Hermann

Is the N supposed to respect the stop sign at Duboce and Steiner? This is unclear to pedestrians and seems inconsistent across operators.

I think I've covered them above.

I'm in favor of more speed-bumps, double-parking restrictions and greater enforcement (especially cyclists), but I do believe that the Slow Street Designation was a great COVID idea, but just complicates an already difficult situation. While making things nicer for folks on Noe, the rest of us end up with more traffic and longer drives just to get in/out of our home.

Close Henry st to cars.
(1)Businesses owners should respect the city and by not blocking (steiner st.)emergency streets vital to city safety
My wheelchair pedestrian notes probably could go here too or instead. Many of the sidewalks are in bad (bumpy, cracked) shape, though some were shaved down not too long ago which helps somewhat. It may not really fall under the purpose of this survey, but the amount of dog poop on the sidewalks, especially within a block or two of the park, also gets pretty bad sometimes, and is a pain to deal with if accidentally rolled through in my wheelchair.
The only time I felt unsafe or inconvenienced was when a car ignored the slow streets since there's signage and drove around the barrier at high speed.
Sanchez and Duboce and Waller and Steiner are busy areas to navigate as a driver, biker, and pedestrian
Waymos have made my walking experiences safer than any human driven car. They always stop for me in the crosswalk and are not speeding.
It would be nice if cyclists would stop at the stop signs.
The street lights in Duboce Triangle are too high, so they are blocked by the trees and cause many streets to be almost completely dark at night. We should have street lights at a lower height for safer illumination of the streets and especially the broken sidewalks. There are many neighborhoods throughout the city with very attractive street lights at nice height for pedestrian safety, and we should seek to emulate them.
Please enforce traffic laws on the regular and the triangle will naturally start to slow down. Cyclists need to follow traffic laws through this area, too. They should do so throughout the city, but through this area in particular due to the high number of pedestrians and difficult intersections. Sharing the road means sharing - not taking it over despite the needs and safety of others. As a side note, I know that it's state law, but the 20' red curbs at intersections don't make me feel one bit safer as a pedestrian. It just means there are 30 less places to park in the neighborhood, which means more people driving around looking for parking for longer and causing more congestion at intersections. Let's also as a city find a way to regulate scooters, e-bikes, and all other motorized devices that are only making our roads less safe.
Using Sanchez Street as my main example, we in this modern world must accommodate Amazon, Lyft and Uber vehicles on a daily basis. Add to this mix a serious fire emergency and you have a moving theater of unpredictable chaos. Noe Street needs to be restored to normal use immediately. Also, the closed off portion of Church Street (South of Market) needs to have the right side curb lane restored to full use.
Slow Streets are for everyone. Noe is not used by cyclists or pedestrians. No bikes go on Church Street. Duboce, Sanchez and Steiner are some of the most utilized bike lanes in the City. If you were to make Steiner / Sanchez Slow, it would be so successful!!
I know this is contrary to SFMTA goals, but the Slow Street designation at Noe really makes north/south travel around 14th (on the north side of Market) difficult. It seems like a lost opportunity to have a Slow Street designation for a few blocks there while the wiggle traverses the neighborhood just one block east. In a perfect world, the Slow Street and the wiggle would be the same, which would, I believe, both be safer for bicyclists and pedestrians and allow for less stressful vehicle traffic on the other route.

Also, any double-parking (for delivery, car share rides, etc.) can cause real traffic issues on the narrower, neighborhood streets. At least I can honk at fellow drivers. For autonomous vehicles ... I really don't know how to get them to get them out of the way of other cars that could otherwise be moving.

Double parking is a huge issue. Furthermore, speed is an issue. Individuals giving commentary will be biased. SFMTA needs to observe using data (speed measurements and cameras) the behavior of traffic in the neighborhood to introduce traffic measures.

We love slow streets, please make more of them in and around the neighborhood!

A number of the small side streets that open onto Steiner and Waller, I need clear visibility for avoiding pedestrians bikes and other cars. Right now, a number of those streets have cars that park so far up to the edge of the side street that it's hard to have visibility turning onto them. Need red curb, no parking zones and enforcement of the zones to ensure proper visibility and safety.

Slowing traffic and discouraging long trucks on fell and oak in the Divisadero area may create a slower and safer neighborhood.

It would be great to further pedestrianize the area to make it safer and even more vibrant. There are so many bikes, pedestrians, cafes, etc. that it's a great area to divert cars around either east or west from Sanchez.

I get that this survey and study is not about "safety, accessibility, and neighborhood connectivity." Not even asking a question about Muni is telling. Paving over the Market Street bike lane markings and the green-backed sharrow on the corner where a motorist tried to kill me is even more telling. I know the SFMTA won't upset motorists with law enforcement, take away their "free" Sunday parking, take away their "free" double parking, or take away their "free" bike lane parking 24/7. I would like to be proven wrong, but my hunch is the SFMTA is looking to kill the Upper Market Safety Project. Planners will make up reasons not to complete the protected bike lanes from Buchanan to Castro. Either this project has nothing to do with safety, planners want to throw out the Upper Market Safety Project and start over, stall protected bike lanes with an EIS/EIR, illegally double-parking is more important than my life, I deserve to die for riding a bike, etc.

A large expansion in automated enforcement is needed both for parking violations and moving violations. The number of violations going uncited is huge and it creates unsafe streets and a lack of basic fairness.

Forgot to add to my prior submission that I think one thing that is needed is a systematic study of a slow street or car-light treatment for Sanchez/Steiner. That would be a great addition to the neighborhood and the city.

Why is this neighborhood 99% dedicated to driving lanes? Most of our neighbors don't even have cars and those who do barely drive

Truly hate the Noe, Sanchez, and Church intersections with Market. Wish they were roundabouts or something else.