



DTNA November 2025 Neighborhood Meeting

Engagement Summary
December 2025

Key Findings

- Participants shared that they would like to see changes that would make Noe Slow Street more inviting, while others saw no use based on their perception that few people use it
- One common comment that participants raised was rerouting the Wiggle to avoid Duboce Avenue and Sanchez/Steiner Streets
- Most participants' traffic safety concerns were at intersections and very few at the mid-block
 - Driver violations of pedestrian right of way, for example, was a common concern
- Staff heard from residents who would like to see more activations and street closures for activities on the Noe Slow Street
- Staff also heard concerns about traffic being shifted over to collector/arterial streets during closures or with changes to turn restrictions, or any other unintended spillover effects of traffic flow changes



Community Meeting Information

The SFMTA, in collaboration with the Duboce Triangle Neighborhood Association (DTNA), hosted a neighborhood meeting at CPMC Davies Campus on November 15, 2025. The neighborhood meeting had two primary objectives. The first was to gather input and ideas from neighbors within and near the project area to include in the circulation study. The second was to reestablish an ongoing forum with the Duboce Triangle neighborhood after a previous Slow Streets proposal divided opinions. Staff and DTNA board members welcomed around 70 attendees at the neighborhood meeting. The neighborhood meeting began with MTA staff presenting findings from the project's existing conditions analysis to attendees.

Following the presentation, attendees were split into smaller groups to facilitate conversations and participate in a dot mapping exercise. DTNA board members were assigned to lead these small group discussions. Group discussion leaders came prepared with preset questions but were also encouraged to also veer off those questions to facilitate organic discussions.

Once the group discussions were over, DTNA board members read out loud to the larger group a summary of the conversations that they heard. MTA staff and DTNA board members then passed around comment cards to attendees for them to share any other thoughts they had about the project, as well as serving as an opportunity for people more comfortable sharing their thoughts in writing than speaking out loud. Attendees could also walk up to MTA staff and DTNA board members to share their thoughts or review any data points or findings from the presentation.

Comments Summary

Below is a summary of comments received during the community meeting as well as through email and written comment cards.

Topic	Count
Pedestrian Safety	32
Noe Slow Street	27
Circulation	23
Sanchez Street	9
Traffic Calming	9
Traffic Signals	7
Church Street Closure	7
Accessibility	4
Additional Traffic Study	3

Pedestrian Safety

Participants submitted the most comments about pedestrian safety, specifically vehicle/pedestrian conflicts. Some comments noted that people driving do not always give the

right of way to pedestrians or that drivers do not comply with stop signs. Participants suggested potential solutions, such as more bulbouts/curb extensions, as well as improving intersection controls with RRFBs or flashing stop signs. Some participants also raised concerns regarding pedestrian safety when it came to pedestrian/bicycle interactions, particularly at the busy Duboce Ave and Stiener/ Sanchez Street intersection.

Noe Slow Street

Participants were evenly split on their reception towards the Noe Slow Street. Those who had positive feelings towards the Noe Slow Street appreciated that it reduced cut-through traffic on the street and improves multi-modal access to Duboce Park. While supporters noted that the Noe Slow Street does not see as much activity as other Slow Streets, they suggested treatments and programming to improve or attract more users.

Participants less inclined to support the Noe Slow Street would rather remove it as it is not used as much as other Slow Streets. Comments also stated that it adds vehicle traffic to surrounding streets. Others wondered if Sanchez Street, which sees higher bicycle traffic, would work as a better Slow Street than Noe Street.

Circulation in Duboce Triangle

Participants shared some circulation concerns within Duboce Triangle that was centered around driving. Comments noted that there was more vehicle traffic on streets surrounding Noe Street (such as Sanchez, Castro, or 14th Streets) to avoid the Noe Slow Street. Participants also commented that traveling across Market Street is challenging, owing to difficult turns, complicated intersection geometry, and short traffic signal cycles.

In terms of non-motorized traffic, participants shared concerns about people driving and bicycling sharing the road on The Wiggle. Specifically, participants raised issues at the Duboce Avenue/ Steiner Street/ Sanchez Street intersection where bicyclists, drivers, pedestrians, and the N-Judah line converge. Participants suggested that the Wiggle be rerouted via Fillmore Street and Hermann Street to avoid Steiner/ Sanchez Street.

Participants had conflicting suggestions on the active turn restrictions on Castro and Market Street. Residents suggested allowing eastbound left turns onto Castro Street from Market Street, as well as allowing southbound left turns from Castro Street onto Market Street. However, some participants were concerned that lifting these restrictions would add more congestion onto Castro Street.

For a detailed summary about comments that participants left, please refer to [Appendix A](#).

Mapping Exercise Summary

Attendees placed more than 200 dots during the dot mapping exercise. Attendees placed a dot on locations based on the following categories:

- Where I like to spend time or hang out
- Locations that need attention from the MTA
- Locations that they would like to go if they were more accessible/reduced transportation barriers

Category	Count (Percent)
Where you like to hang out	109 (48%)
Where attention is needed by MTA	93 (40%)
Where I'd like to go if it was easier	28 (12%)
Total	230 (100%)

In terms of where people like to spend time, there was noticeable concentration in Duboce Park and some of the blocks surrounding it. Another cluster was focused on Noe Street between Beaver and 16th/Market Streets.

Generally, participants found that the MTA should focus on intersections, with few having concerns at the mid-block level. This tracks with comments MTA staff heard about drivers not granting the right of way to pedestrians, drivers ignoring stop signs, or other challenges at the intersection. Besides modal conflicts, participants also raised concerns about signal timing along Market Street.

The Duboce Avenue and Steiner/Sanchez Street intersection had the most dots placed for where attention by the MTA is needed. Residents stated that the intersection's disjointed design, N-Judah train and tracks, combined with high pedestrian and bicycle volumes, make for an unpleasant crossing experience. Some recommended that the Wiggle be rerouted to shift bicycle volumes to routes with standard intersections. Notably, some mentioned that the complicated intersection pressured drivers to be more cognizant of other roadway users.

Only a handful of dots were placed for locations people would like to reach if it were more accessible. While other categories were placed in clusters, this category was more evenly spread.

Mapping exercise results can be found in [Appendix B](#).



Appendix A: Comments Summary

Topic	Specific Feedback
Pedestrian Safety	<ul style="list-style-type: none"> • Prioritize pedestrians and bikes when addressing concerns <ul style="list-style-type: none"> ○ Hear from elderly, disabled, minority folks • Sanchez, Steiner, Castro, 14th St, Beaver feels unsafe as a pedestrian because of vehicle traffic <ul style="list-style-type: none"> ○ Slow down vehicles and reduce vehicle traffic • Steiner, between Waller and Duboce <ul style="list-style-type: none"> ○ One of the main streets used to access Duboce Park but feels dangerous; crosswalks feel dangerous ○ Needs more traffic calming ○ Conflicts between pedestrians, bikes, and vehicles ○ Should be a community space • Intersections <ul style="list-style-type: none"> ○ Steiner/Sanchez/Duboce <ul style="list-style-type: none"> ▪ Confusing and difficult to navigate ▪ Feels unsafe to use crosswalk ▪ Consider restriping the crosswalks ▪ Elderly and disabled folks at the BRIDGE housing deserve safe access to Duboce Park ○ Steiner/Hermann crosswalk <ul style="list-style-type: none"> ▪ Feels dangerous ▪ Vehicles do not stop for pedestrians ○ 14th St/Noe <ul style="list-style-type: none"> ▪ Feels dangerous ▪ Vehicles do not obey STOP signs ▪ Trees/vegetation obstructs pedestrian visibility to drivers ○ Church/Duboce <ul style="list-style-type: none"> ▪ Vehicles, bikes, pedestrians, and Muni all interacting ▪ No midblock crossing on Church, between Market and Duboce ○ Castro/14th St, 15th St, Duboce, Roosevelt <ul style="list-style-type: none"> ▪ Need more traffic enforcement near McKinley Elementary ▪ Install “No Right Turn on Red” signs ▪ Add Leading Pedestrian Intervals (LPIs) ○ Other notable locations <ul style="list-style-type: none"> ▪ Steiner/Waller ▪ Waller/Divisadero ▪ Market/Duboce ○ Look at collision data at intersections for patterns that need attention • More bulbouts at intersections • Visibility issues <ul style="list-style-type: none"> ○ Less objects in bulbouts to maintain visibility

	<ul style="list-style-type: none"> ○ Trim trees and move objects/foliage away from intersections ● Add Flashing STOP signs, RRFBs (flashing beacons) ● More street lighting in the neighborhood <ul style="list-style-type: none"> ○ Noe, Waller, Castro/Market ● Improve pedestrian safety along The Wiggle bike route
Noe Slow Street	<ul style="list-style-type: none"> ● General reception (from comment cards) <ul style="list-style-type: none"> ○ Positive (8) Negative (8) Reevaluate (3) ● Keep Noe Slow Street <ul style="list-style-type: none"> ○ Natural, appealing street for a Slow Street <ul style="list-style-type: none"> ▪ Well used pedestrian corridor (walking and biking) ○ Reduce thru-traffic on Noe <ul style="list-style-type: none"> ▪ Close to cars beginning at Market ▪ Reduce southbound traffic ○ Connects the community <ul style="list-style-type: none"> ▪ Work to make Noe more a space and less a street ▪ Main safe bike route to McKinley Elementary School ▪ Create better connection to Duboce Park ○ Do something similar to car-free Hayes ○ Make more vibrant ● Remove Noe Slow Street <ul style="list-style-type: none"> ○ Remove Noe as a Slow Street ○ Not used ○ Puts traffic burden on surrounding streets ○ Move Slow Street to Sanchez ○ Remove traffic barriers but keep traffic calming ● Reevaluate Noe Slow Street <ul style="list-style-type: none"> ○ Evaluate Slow Street metrics <ul style="list-style-type: none"> ▪ More transparency ○ Why is Noe a Slow Street? ○ Add more signage ○ Do not expand
Circulation	<ul style="list-style-type: none"> ● Vehicle behavior changes due to restricted street access <ul style="list-style-type: none"> ○ Noe Slow Street <ul style="list-style-type: none"> ▪ Traffic shifts to Sanchez, Castro, 14th St, Beaver ▪ Waymos on Beaver to avoid Noe ○ No thru on Church, south of Market <ul style="list-style-type: none"> ▪ Traffic shifts to Sanchez and Steiner <ul style="list-style-type: none"> • Overlaps with bike route to the Wiggle ○ No Left Turn from Castro or 16th St to Market <ul style="list-style-type: none"> ▪ Vehicles cut through via Castro → Beaver → Noe → LT onto Market ▪ Castro/Beaver feels unsafe ● Getting onto / traveling across Market <ul style="list-style-type: none"> ○ Congestion on Noe, between 15th St and Market



	<ul style="list-style-type: none"> ○ Backups on 15th St, between Noe and Market <ul style="list-style-type: none"> ▪ 15th St is overburdened ○ Big multi-leg intersections are frustrating for pedestrians, confusing for vehicles ● The Wiggle <ul style="list-style-type: none"> ○ Lots of conflict on Steiner with bikes, pedestrians, vehicles <ul style="list-style-type: none"> ▪ Consider bike path through the park to avoid Steiner/Sanchez/Duboce intersection <ul style="list-style-type: none"> ● Use Carmelita or Pierce ○ The Wiggle is the same route as a convenient travel route for vehicles ○ Add more bike connections ● Freeway off-ramp traffic <ul style="list-style-type: none"> ○ Off-ramp → Buchanan → Hermann or Waller <ul style="list-style-type: none"> ▪ Vehicle speeds feel high on Hermann and Waller <ul style="list-style-type: none"> ● Especially Waller ○ Consider preventing LTs off Buchanan to Waller ● To consider <ul style="list-style-type: none"> ○ Allow EBLTs from Market onto Castro ○ Allow SBLTs from Castro onto Market ○ Reduce SB thru traffic on Noe w/ barrier @ 14th St ○ Do not push traffic onto Castro, already congested
Sanchez Street	<ul style="list-style-type: none"> ● High vehicle, bike, and pedestrian traffic <ul style="list-style-type: none"> ○ Conflict between all users is problematic ● Vehicle congestion <ul style="list-style-type: none"> ○ Disrupted SFFD fire station ○ Reduce vehicle traffic ○ Noe Slow Street pushes traffic onto Sanchez ● Make Sanchez a Slow Street <ul style="list-style-type: none"> ○ More bikes and pedestrians use Sanchez over Noe ● All parking should be parallel
Traffic Calming	<ul style="list-style-type: none"> ● Steiner, between Waller and Duboce <ul style="list-style-type: none"> ○ High volume of vehicles conflicting with bikes and pedestrians ● Scott, between Haight and Waller <ul style="list-style-type: none"> ○ Vehicles see green light to cross Haight and speed to make it through ● 14th St <ul style="list-style-type: none"> ○ Vehicles use 14th St to speed through the neighborhood <ul style="list-style-type: none"> ▪ Convenient route ● Waller <ul style="list-style-type: none"> ○ Especially west of Steiner ○ Vehicle speeds feel high ○ Add bulbouts, speed humps/cushions ○ Make more of a community space ● Noe <ul style="list-style-type: none"> ○ Keep the existing traffic calming

	<ul style="list-style-type: none"> ○ Vehicles roll through STOP signs • Henry <ul style="list-style-type: none"> ○ Add speed humps/cushions <ul style="list-style-type: none"> ▪ Vehicles speed down to cut through and out of neighborhood • Buchanan, between Waller and Market
Traffic Signals	<ul style="list-style-type: none"> • Lengthen green times <ul style="list-style-type: none"> ○ 15th St/Market, EB traffic ○ 16th St/Market • Protected SBLT from Castro onto Duboce • Do not signalize Steiner/Sanchez/Duboce intersection • Allow LTs from Buchanan onto Haight • Consider signalizing some 4-way STOP intersections
Church St / Muni	<ul style="list-style-type: none"> • Re-open Church, south of Market, to all vehicles • Move Muni transit stop back to previous location, north of Market <ul style="list-style-type: none"> ○ Moving the transit stop far-side doesn't make sense ○ Build wheelchair accessible boarding island near-side so the transit stop can move back to previous location • Give Muni more traffic priority • What are the impacts of moving the transit stop?
Accessibility	<ul style="list-style-type: none"> • Consider folks with varying mobility and their access to Duboce Park <ul style="list-style-type: none"> ○ Navigating intersections/crosswalks • Wheelchair access to Duboce Park via Pierce
Additional Traffic Study	<ul style="list-style-type: none"> • Beaver traffic volumes <ul style="list-style-type: none"> ○ Feels high, especially compared to other smaller streets like Henry • Impact of Castro Theatre reopening • EBRTs from Haight onto Octavia to get to the freeway is backed up during commute times

Appendix B: Mapping Exercise







