



BVNA January 2026 Neighborhood Meeting

Engagement Summary
February 2026

Key Findings

- Buena Vista Neighborhood Association (BVNA) participants' interest was mostly on the area east of the project area or on streets that carry east/west traffic
- Participants were interested in lifting turn restrictions that would reduce cut-through traffic in Buena Vista
 - Though some participants noted that this would have the potential to add more traffic on Castro Street
- Participants expressed interest in adding traffic calming measures on the Noe Slow Street
- Participants' main congestion concern laid on intersection signal timing



Community Meeting Information

The SFMTA, in collaboration with the Buena Vista Neighborhood Association, hosted a neighborhood meeting at 45 Castro Street on January 7, 2026. The neighborhood meeting had similar objectives as the meeting held for attendees invited by the Duboce Triangle Neighborhood Association. The first was to gather input and ideas from neighbors, who though may not live in the project area, may be affected by circulation changes nearby. The second objective was to reassure residents of the Buena Vista neighborhood that the Project Staff were hearing their concerns. Staff and BVNA board members welcomed around 15 attendees at the neighborhood meeting. The neighborhood meeting began with MTA staff presenting findings from the existing conditions analysis to attendees.

Following the presentation, attendees were split into smaller groups to facilitate conversations and work on a dot mapping exercise. BVNA 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, BVNA board members read out loud to the larger group a summary of their conversations. MTA staff and BVNA board members then passed around comment cards to attendees to share any other thoughts they had about the project, as well as serving as an opportunity for people who prefer sharing their comments in writing. Attendees could also walk up to MTA staff and BVNA board members to share their thoughts or review any data points or findings from the presentation.

Comments Summary

The table below summarizes comments received by topic and by count at the BVNA Meeting. Most comments received were about circulation and traffic safety, while few were concerned with congestion or the Sanchez/ Steiner/ Duboce Avenue intersection.

Topic	Count
Circulation	17
Traffic Safety	14
Noe Slow Street	11
Pedestrian Safety	7
Congestion	5
Sanchez/Steiner/Duboce Intersection	5
Other	7

Circulation

Participants shared their concerns and ideas for circulation. One common concern shared among attendees was that turn restrictions promote cut-through traffic in the Buena Vista and Duboce Triangle Neighborhoods. Some participants showed interest in allowing eastbound left turns from Market Street onto Castro Street. Others raised concerns that lifting turn restrictions would



add congestion to Castro Street and in turn hamper Muni service. Others noted that opportunities for east/west travel, which is the primary concern for Buena Vista residents, is limited.

Traffic Safety

In terms of traffic safety, participants shared intersections that they found unsafe. Participants found that Castro Street at 14th Street and Castro at 15th Street intersections were unsafe due to challenging turns. One participant noted that the steep topology on Buena Vista Terrace at 14th Street makes turns challenging. Participants also noted drivers fail to give the right of way to pedestrians or do not fully comply with stop signs.

Noe Slow Street

Some participants shared positive comments about the Noe Slow Street or the Slow Streets Program in general. One commenter would like the Slow Streets sign paddles reimplemented at Duboce Ave and Noe Street, while another appreciated Slow Streets near schools. Others noted that they would prefer to bike on Sanchez Street over the Noe Slow Street, as Sanchez Street is better connected to the bike network than Noe Street. Participants also expressed interest in implementing more traffic calming on the Noe Sloe Street to slow drivers down.

Pedestrian Safety

In terms of pedestrian safety, participants mostly listed locations that felt dangerous as a pedestrian. Participants noted Castro Street at 15th Street and at Waller Street as dangerous, though no specific reasons were cited. Participants raised some solutions, such as more raised crosswalks at intersections as well as flashing beacons along Castro Street.

Congestion

Participants' comments about congestion were mostly about intersections. Participants noted that the light cycles at Market Street at 14th Street, as well as at 16th Street, run too short. This, they said, translated into waiting extensively to cross the street. Notably, one participant noted that the 14th Street road diet had no noticeable effect on travel times or congestion.

Sanchez/ Steiner/ Duboce Intersection

Participants noted that the street geometry at this intersection and mixed traffic congestion make this a complicated intersection. One comment suggested removing one of the legs at the intersection, while another suggested converting the intersection into a signal-controlled one.

A more detailed list of comments and suggestions can be found in [Appendix A](#).

Mapping Exercise Summary

Attendees placed more than 40 dots during the dot mapping exercise. Attendees placed a dot on locations based on the following categories:

- Places 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	21 (47%)
Where attention is needed by MTA	14 (32%)
Where I'd like to go if it was easier	9 (12%)
Total	44 (100%)

Participants placed the most “where you like to hang out” dots at Duboce Park. Outside of Duboce Park, there was no noticeable concentration of this set.

BVNA residents saw that MTA should pay attention at intersections on arterial roads that provide access to the Buena Vista neighborhood. For instance, participants placed dots at every intersection on 14th Street between Buena Vista Terrace and Castro Street. Dots for this category were also concentrated on Castro Street at Waller Street, as well as Castro Street 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 offset 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, except for dots placed at Safeway, participants placed all “where I’d like to go if it was easier” dots outside of the project study area. Buena Vista’s hilly topography and the disjointed road network may have led to this outcome.

Results of the map exercise can be found in [Appendix B](#).

Appendix A: Comments Summary

Circulation (17)

- Specific feedback

- EBLTs from Market onto Castro
 - Allow movement (3)
 - Vehicles are going through BV neighborhood to get around
 - Would bring more traffic onto Castro and be problematic for Muni and McKinley Elementary (1)
- Allow SBLTs from Castro onto Market (2)
 - May reduce cut through traffic in DT
- Allow SBLTs from Castro onto 14th St (1)
 - Vehicles going SB on Divisadero will cut through BV to make a LT onto 14th
- Castro is an east/west barrier for BV residents (1)
 - Residents avoid neighborhoods east and south
- 14th St is the main east/west connector for BV residents through DT (1)
 - Used as major thoroughfare to/from freeway (2)
 - Used like a highway (1)
- Long wait times at Market intersections (1)
 - Especially at 14th St
 - Permissive LTs delay thru traffic (1)
- East/west travel is more important for BV residents (1)
 - Not many options, 14th St and 15th St
- Things to consider
 - ONE-WAY traffic on 14th St between Alpine and Buena Vista Terrace

Traffic Safety (14)

- Specific feedback

- Dangerous intersections
 - Castro / 15th St (2)
 - Difficult turns
 - Castro / 14th St (1)
 - Dangerous LTs
 - 14th St / Sanchez (1)
 - Aggressive intersection
 - Bikes do not stop at STOP signs when vehicles are present
- Hills / steep grades are challenging (2)
 - Difficult to make turns (1)
 - Make 14th St / Buena Vista Ter STOP controlled (1)
 - Make Duboce / Alpine Ter fully STOP controlled (1)
- Negative driver behavior at stop-controlled intersections (1)
 - 14th St / Sanchez



- Sanchez / Duboce
- Church / Duboce
- Vehicles roll through STOP sign on Roosevelt approaching 14th St (1)
 - Add speed humps ahead of the approach
- Vehicles going fast on Castro (1)
- Daylighting at steep grade intersections (1)
- Heavy NB traffic on Church (1)
 - Conflicts at Duboce
- Difficult LTs at Market intersections (1)
 - Add striping for turn guides
- Traffic safety during rush hour is worse (1)
 - Especially morning school drop off

Noe Slow Street (11)

- Specific feedback
 - Reevaluate (8)
 - Not often used (2)
 - More biking on Sanchez (1)
 - More traffic calming on Noe (1)
 - Speed metrics should be 99th percentile, not median speed (1)
 - Critical to do more to impede dangerous drivers
 - Consider removing the Slow Street designation but add traffic calming (e.g. raised crosswalks, speed humps/cushions) (1)
 - Few north/south street alternatives (1)
 - Still drive on Noe because no better options (1)
 - Affects traffic flow in DT (1)
 - Positive (3)
 - Reinstall Slow Street signs at Duboce / Noe (1)
 - Slow Streets around schools are good (1)
 - Likes Slow Streets (1)

Pedestrian Safety (7)

- Specific feedback
 - Dangerous intersections
 - Castro / 15th (1)
 - Castro / Waller (1)
 - Buena Vista Ter is dangerous (1)
 - Raised crosswalks at STOP signs (1)
 - More flashing beacons along Castro (1)
 - Flashing beacon at Henry / Castro is helpful
 - More attention to streets around schools (1)
 - Less on guard in DT because it feels like it should be safe (1)
 - Sidewalk along Duboce Bikeway (behind Safeway) should be more ped friendly (1)



Congestion (5)

- Specific feedback
 - 16th St / Market (3)
 - Cycle length not long enough to handle traffic
 - 14th St / Market (2)
 - Traveling EB on 14th, have to wait more than one cycle to get through (1)
 - Cycle length not long enough to handle traffic (1)
 - 14th St road diet well received (2)
 - Hardly congested, sometimes around Castro

Sanchez St, Steiner / Sanchez / Duboce (5)

- Specific feedback
 - Steiner / Sanchez / Duboce intersection
 - Messy intersection, a lot going on (2)
 - Consider
 - Reducing number of legs (1)
 - Signalizing (1)
 - Bikes traveling through Sanchez do not stop when approaching intersections (1)
 - Biking on Sanchez is very busy with lots of conflicts with vehicles (1)

Other

- Specific feedback
 - Commuter shuttles on Castro cause traffic/backups (2)
 - Local Muni route serving BV does not come frequent enough (1)
 - Delivery drivers double parking by new apartment on Market / Sanchez (1)
 - Consider traffic circles at the Market intersections (1)
 - Need enforcement/signage to deter scooters riding on sidewalks (1)
 - Pilot changes (i.e. Wiggle fest for a couple of weeks) (1)
 - Closing streets to cars is restrictive and can be bad for businesses (1)

Appendix B: Map Exercise Results







