

NEXT GENERATION SANCHEZ SLOW STREET

Find more information at [SFMTA.com/SanchezSlowStreet](https://sfmta.com/SanchezSlowStreet)

The Next-Generation Sanchez Slow Street Project will enhance community safety and sense of place in Noe Valley. It integrates traffic safety improvements with street murals, and includes painted safety zones, landscaped islands, and on-street bike parking. It is funded by the SFCTA and the District 8 Supervisor Mandelman's Office.

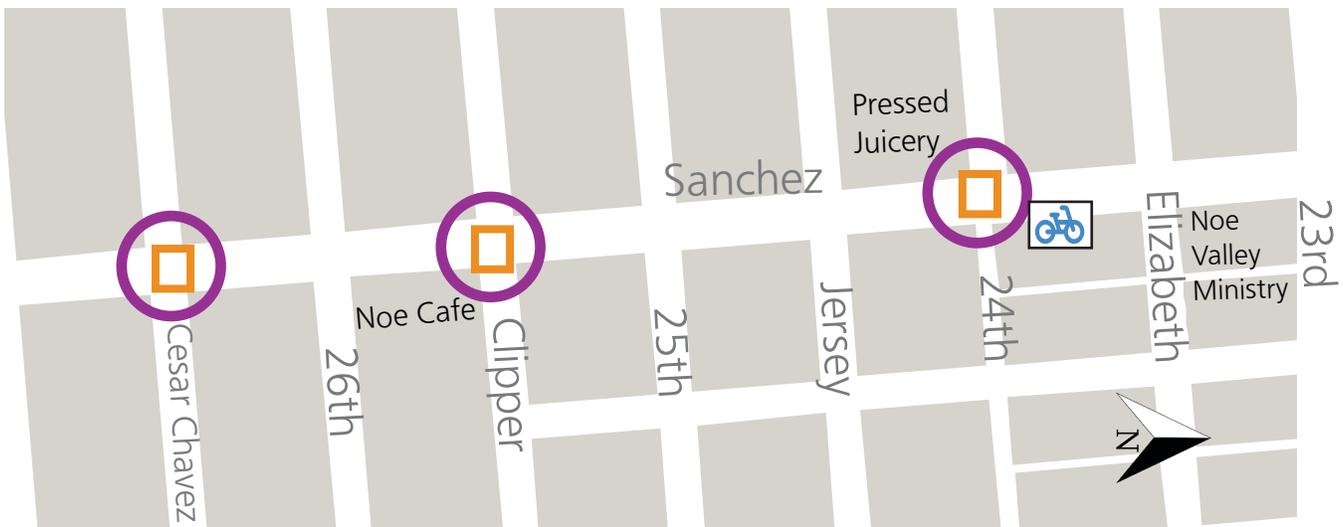
LEGEND

-  On-Street Bike Parking
-  Traffic Calming Islands with Landscaping
-  Painted Safety Zones / Community Zones

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



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



For more info and to stay updated

For additional project information, please visit the project webpage at [SFMTA.com/SanchezSlowStreet](https://sfmta.com/SanchezSlowStreet). You can also sign up for project news and updates via the "Receive Updates" section on the website.

Project Design Elements

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○ Painted Safety Zones / Community Zones

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

Painted safety zones are painted areas of the road that wrap around sidewalk corners to make pedestrian crossing intersections more visible to people driving. Narrowing the intersection encourages slower vehicle travel speeds and decreases the crossing distance for pedestrians. On Slow Streets, these zones can be used for street murals and other community uses.



Option to include on-street bike parking An on-street coral can be included within PSZ

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

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



Jonathan Maus/BikePortland

□ Traffic Calming Islands

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

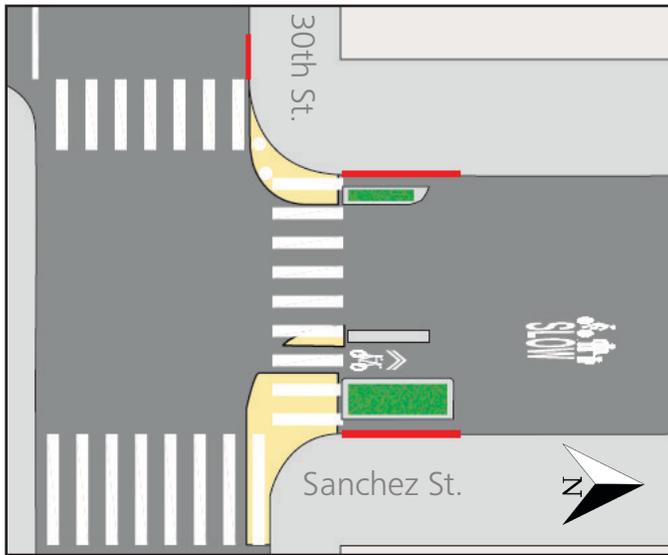
Implementation Considerations: Concrete islands work best on streets where there is sufficient space to maintain vehicle access in the opposite direction. Drainage must be considered for concrete islands located close to the curb. Concrete materials act as a robust barrier for discouraging cut-through traffic, while still allowing for bicycle and scooter access.

Option to include landscaping or murals

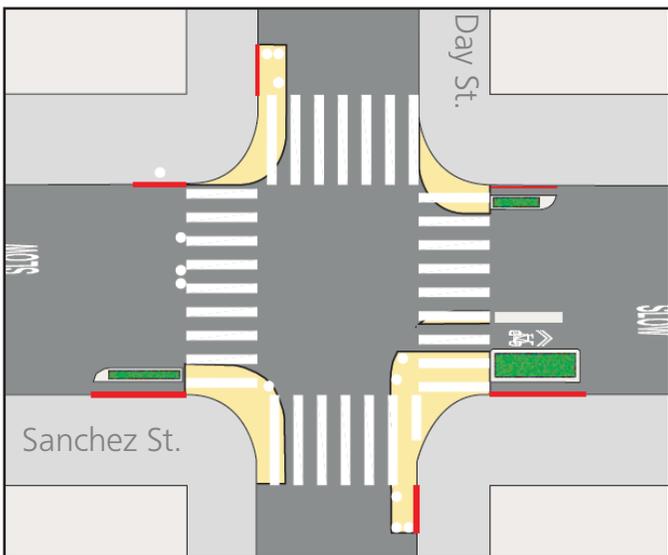
Where possible, the islands could include space for landscaping. (Assumes community participation for planting and maintenance).

Proposed Treatments at Intersection Scale

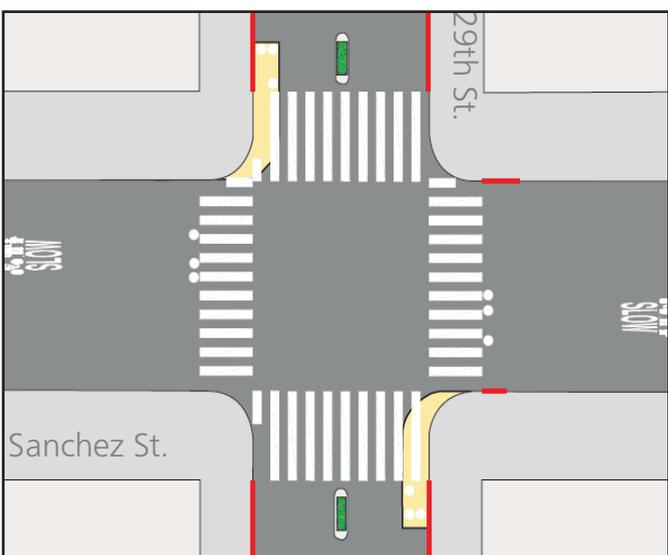
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30th St. Gateway Treatment with potential island
Painted Safety Zone at entryway of Sanchez Slow Street that includes a bicycle cut-through and soft hit posts. Concrete islands with potential landscaping can be used to strengthen safety.



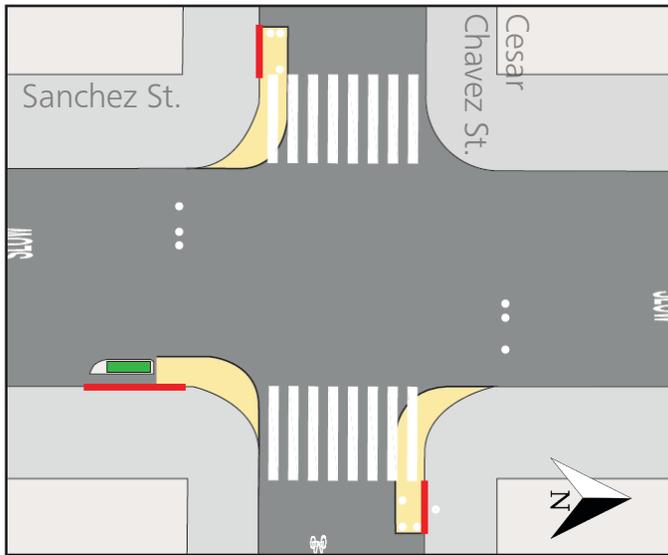
Day St. Intersection PSZ with potential Islands
Painted Safety Zones to encourage drivers to turn further away from the curb, creating a buffer between pedestrians and cars. They also encourage yielding, and slow drivers down considerably as they're making turns. Option to include islands.



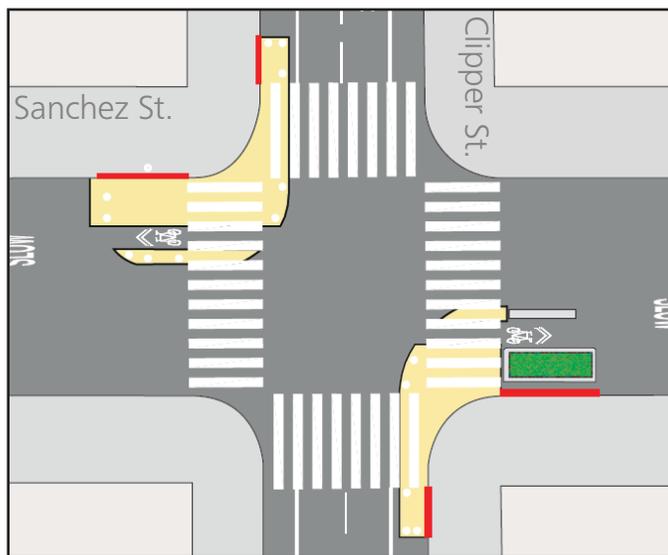
29th St. PSZ
Painted Safety Zones to create a buffer between pedestrians and cars. They also encourage yielding to pedestrians and slower turning speeds. This treatment is aimed at reducing speeds on 29th St. Islands encourage safer speeds and turning.

Proposed Treatments at Intersection Scale

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



Clipper St. PSZ with potential island
Painted Safety Zones to encourage yielding to pedestrians. PSZs will include bicycle cut-throughs. Option to include island.



24th St. PSZ with Bike Parking and potential island
Painted Safety Zones to encourage drivers to turn further away from the curb, creating a buffer between pedestrians and cars. Option to include island and/or bicycle parking.