

Next Generation Sanchez Slow Street Project Engagement Summary

Introduction

The Next Generation Sanchez Slow Street Project is an effort to improve safety and support active transportation on this popular Slow Streets corridor. This document summarizes feedback gathered in the outreach phase for the project, which took place in fall 2023. Outreach activities consisted of a project survey, walking tour, presentation to Upper Noe Valley Neighbors, and email correspondence with stakeholders. The project team also met with local businesses on Sanchez Street and coordinated with stakeholder groups including Friends of Slow Sanchez and the San Francisco Parks Alliance. The key objective of this outreach phase was to learn from Sanchez neighbors and other stakeholders to help identify and prioritize potential improvements on Sanchez, informing the draft project design.

Engagement Events

Community Walkthrough

On Thursday September 14th 2023, the Sanchez project team hosted a community walkthrough attended by over 75 neighbors and stakeholders. Attendees were split up into three groups led by SFMTA staff. The groups walked the corridor and had the chance to discuss their concerns for each intersection and block. Attendees were provided with a map of the corridor and a copy of the [Next Generation Sanchez Project Toolkit](#), which outlined the potential proposed treatments. The walkthrough was attended by District 8 Supervisor Raphael Mandelman and District 8 staff person Adam Thongsavat.

Upper Noe Neighbors Community Meeting

On Wednesday September 20th, 2023, members of the Sanchez project team attended the Upper Noe Neighbors community meeting hosted at the Upper Noe Recreation Center. There were approximately 40 attendees at the meeting, along with Supervisor Mandelman and District 8 staff person Adam Thongsavat. The project team shared information about the project toolkit, presented the project background and goals, and collected general feedback as well as comments about the individual treatments being considered.

Business Outreach

On Thursday October 5th, 2023, members of the project team walked the Sanchez Slow Street to meet with business owners and managers who conduct business on Sanchez. Staff spoke with staff at around a dozen businesses. Like previous engagement efforts, conversations identified concerns and priorities for the street, and feedback on specific toolkit treatments.

Project Survey

In addition to in-person engagement efforts, there was also an online project survey that received over 1,000 responses from residents and stakeholders. The survey solicited feedback on the individual treatments in the toolkit, allowing for respondents to choose if they “would like to see this on Sanchez Slow Street”, “would NOT like to see this on Sanchez Slow Street”, or if they have no

preference. At the end of the short survey respondents were asked for additional comments and were prompted to write in their concerns and suggestions. The Next Generation Sanchez Slow Street project survey was open from August 28 through September 14.

Engagement Findings

The following section provides a summary of comments received through community engagement events and the online survey. Comments have been summarized and organized by theme, including Parking, Safety, and Placemaking.

Parking

- Concerns about removal of car parking spaces
 - o Most concerned with removal near businesses.
 - o Additional specific locations mentioned were the antique clock shop at Sanchez and 26th and the recreational center at Sanchez and 30th.
- Requests for more bike parking
- Daylighting¹
 - o Limited sightlines on southeast corner of 24th due to parking and utility box and could be a spot to add daylighting for improved pedestrian visibility

Wayfinding

- Suggestions for signs indicating to drivers on cross streets that they are going to encounter a Slow Street and to encourage slower vehicle speeds
 - o Across the whole corridor but specifically at 25th, 26th, 28th, 29th and 30th
 - o Suggestions for signs include:
 - Stencils, purple Slow Street signs, decorative crosswalks, Painted Safety Zones (PSZs), Bulb-outs
 - Signage reminding Slow Street users that they are approaching a cross street
- Concerns regarding the behavior of people driving on intersecting streets:
 - o Comments regarding people driving fast as they approach Slow Streets, specifically at 28th and 29th Streets
 - o Comments indicating that drivers are not stopping at stop signs

Safety

- Youth Usage of Slow Streets
 - o Suggestions for brightly colored signage or murals indicating where to stop for youth learning to ride bicycles (specifically intersections with non Slow Streets)
 - o Some residents find it stressful to back out of their garages given the presence of children on the Slow Street

¹ Daylighting is an easy-to-implement safety treatment that is a key component of intersections across the city. By converting the parking spaces immediately before a crosswalk into red zones, typically around 20 feet long depending on the location, daylighting increases the visibility of pedestrians crossing the street.

- Desire for intersection safety treatments at Clipper Street as there is a pre-school there (Primeros Pasos)
- Personal Safety
 - Some concerned that community-placed objects like planters can be dangerous for drivers who may not see them
 - Recommendation to add string lights for safety and increased visibility
 - Concern that drivers are not respecting or running over delineators
 - Question posed: How to deal with autonomous cars on Slow Streets?
- Behavior
 - Duncan St. residents must drive on Slow Street because of WB dead-end and have experienced yelling and hitting of their cars
 - Request for signs that say “This is your Slow Street” like the ones on Lake Street to encourage positive behavior and sharing the road
- Overall
 - Specific intersections with 26th, Day, and Clipper Streets
 - Desire for higher visibility and reflective signage

Landscaping/Placemaking

- Murals
 - Suggestion for bright murals near intersections and/or crosswalks to delineate the beginning of a Slow Street as well as to alert youth of an upcoming vehicle intersection
 - Suggestion for a mural on every block, ideally using youth-friendly art subjects such as animals
- Landscaping
 - Suggestion for a landscaped strip in the middle or along the sides of Sanchez along the whole corridor complete with trees and planters for greening
- Maintenance
 - Requests for more trash receptacles along the corridor

Speeding

- Concern on 26th Street about vehicles speeding over speed cushions
- Concerns for cross traffic speeding happening 25th, 26th, Clipper, 28th, 29th and 30th

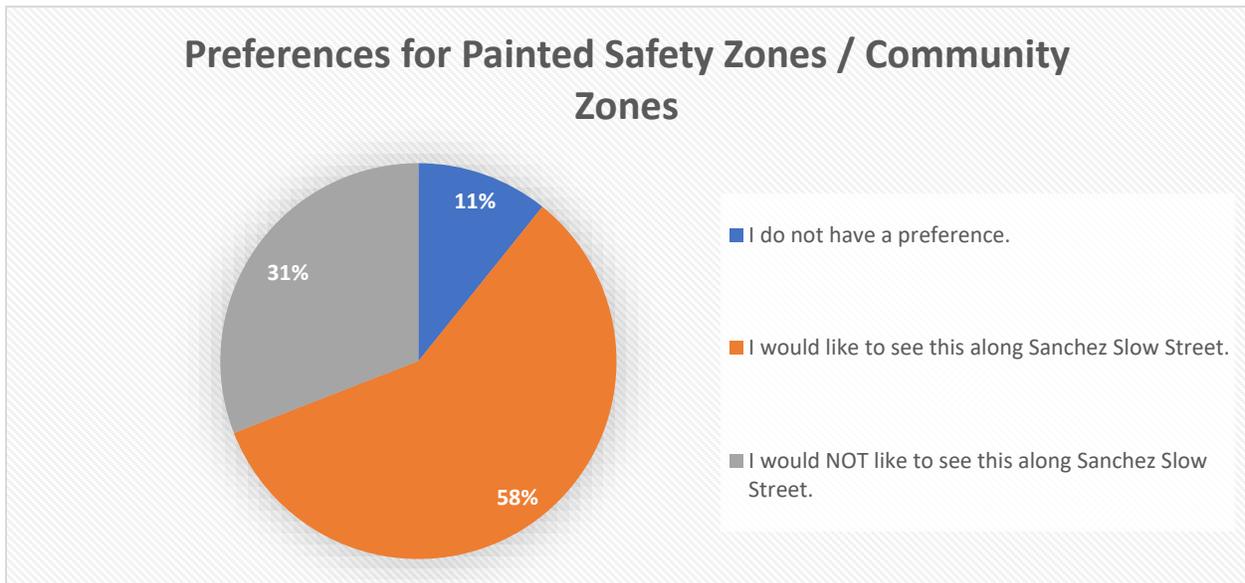
Specific Treatments

- Traffic circles garnered both positive and negative reactions
 - Suggestion that they could be useful on bigger cross streets such as Cesar Chavez and Clipper
 - Concerns regarding emergency vehicle access if traffic circles are implemented at intersections
- Daylighting
 - Generally viewed positively with concerns for parking loss, particularly near local businesses. Specific locations suggested included intersections with 24th, 29th, 30th and Day Streets

- Painted Safety Zones (PSZ's) and Bulb-outs
 - o Suggestions for broad implementation across the entire corridor
 - o Specific locations suggested included intersections with 27th & 29th Streets
- Slow-turn wedge² suggested for eastbound turns onto 29th from Sanchez due to the rec center
- Suggestion for converting Sanchez into a one-way street to provide room for other uses
- Suggestion for median diverters, raised crosswalks and speed tables along entire corridor
- Suggestion for more Slow Street signage next to stop signs on cross-streets throughout the whole corridor
 - o Suggestion for a pedestrian street crossing sign on 28th Street
 - o Suggestion for a stop sign on for cross traffic at 28th
 - o Slow Street cross-street signage a popular idea for use on Clipper

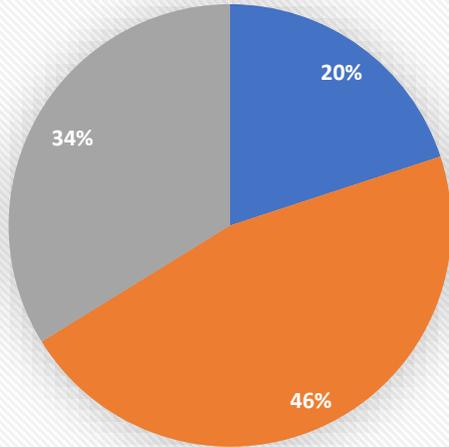
Survey Question Findings

This section uses figures to summarize the responses given about individual toolkit treatments through the online project survey. Participants were given a selection of multiple choice options for each treatment which were as follows: whether they would like to see it on Sanchez, would not like to see it on Sanchez, or do not have a preference.



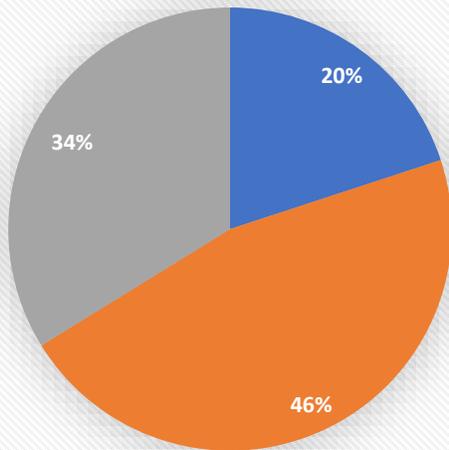
² Slow-turn wedges Slow turn wedges are a design element that encourages drivers to take turns slower, and at right angles. They are one type of measure that can contribute to calming right or left turns, dramatically decreasing the risk of a driver hitting a pedestrian or person on a bike.

Traffic Circles



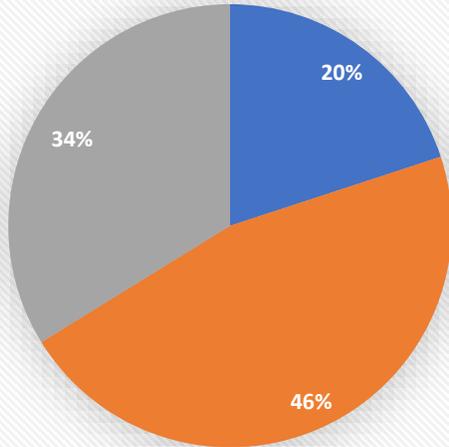
- I do not have a preference.
- I would like to see this on Sanchez Slow Street.
- I would NOT like to see this on Sanchez Slow Street.

Preference for Landscaped Islands



- I do not have a preference.
- I would like to see this on Sanchez Slow Street.
- I would NOT like to see this on Sanchez Slow Street.

Preference for Roadway Narrowing

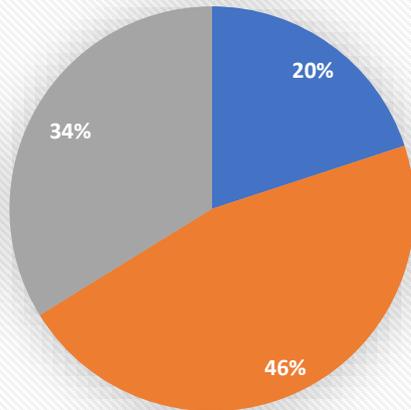


■ I do not have a preference.

■ I would like to see this on Sanchez Slow Street.

■ I would NOT like to see this on Sanchez Slow Street.

Preference for Slow Street Wayfinding & Identification Signs

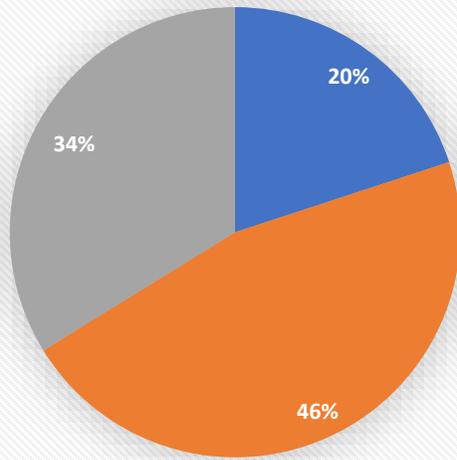


■ I do not have a preference.

■ I would like to see this on Sanchez Slow Street.

■ I would NOT like to see this on Sanchez Slow Street.

Preference for On-Street Bike Parking



■ I do not have a preference.

■ I would like to see this on Sanchez Slow Street.

■ I would NOT like to see this on Sanchez Slow Street.