**SFMTA - TASC SUMMARY SHEET**

<table>
<thead>
<tr>
<th>PreStaff_Date: 6/4/2024</th>
<th>Public Hearing Consent</th>
<th>No objections: 6/13/24</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requested_by: SFMTA</td>
<td>Public Hearing Regular</td>
<td>Item Held:</td>
</tr>
<tr>
<td>Handled: Ellen Robinson</td>
<td>Informational / Other</td>
<td>Other:</td>
</tr>
<tr>
<td>Section Head: MS</td>
<td>PH - Regular</td>
<td></td>
</tr>
</tbody>
</table>

**Location:** Noe Street from Duboce Avenue to Beaver Street

**Subject:** Noe Slow Street - Vehicle Diverter and Speed Cushions

**PROPOSAL / REQUEST:**
- ESTABLISH - DO NOT ENTER (EXCEPT BICYCLES)
  - Noe Street, northbound at 15th Street
- ESTABLISH - NO RIGHT TURN (EXCEPT BICYCLES)
  - 15th Street, westbound at Noe Street
- ESTABLISH - NO LEFT TURN (EXCEPT BICYCLES)
  - 15th Street, eastbound at Noe Street
- ESTABLISH - SPEED CUSHIONS
  - Noe Street, between 14th Street and Henry Street (1 3-lump cushion)
  - Noe Street, between 15th Street and Beaver Street (1 3-lump cushion)

(SEE ATTACHMENT FOR FULL LEGISLATION)

(DISTRICT 8)
Ellen Robinson ellen.robinson@sfmta.com
Vehicle diversion, traffic calming, daylighting and wayfinding treatments on the existing Noe Slow Street, to reduce through-traffic volumes and speeds, and improve visibility.

**BACKGROUND INFORMATION / COMMENTS**

This proposal includes treatments on the existing Slow Street, which extends from Duboce Avenue to Beaver Street, to reduce vehicle through-traffic volume and speeds, and enhance the corridor's identity as a Slow Street.

A concrete diverter island (mountable for emergency vehicles) with a bike cut through channel will restrict drivers from entering Noe Street northbound from the 15th Street intersection. The daylit southbound approach on Noe Street at 15th Street would be reinforced by a Painted Safety Zone with an island or planter. New speed cushions are proposed on two blocks (between 14th and Henry streets and between 15th and Beaver streets). Daylighting red zones will be installed at all intersection approaches not currently daylit. This requires relocating the green zone at the Noe/15th Street northwest corner to the perpendicular parking lane to the north, and removing the Getaround car share space at the Noe/Henry Street southeast corner.

Noe Street
No Muni
Curb-to-curb width: 56'6” from 14th St to Beaver St with perpendicular parking both sides; 44'6” north of 14th St with perpendicular parking west side; bulbs and traffic islands throughout corridor
Speed limit: 25 mph (Slow Street target median: 15 mph). Median Speed: 16 mph 85th %ile speed: 20 mph
Average daily traffic: 1,560-1,930 vehicles per day (Slow Street target: 1,000)
Grade: 1.3%-8%

**HEARING NOTIFICATION AND PROCESSING NOTES:**

<table>
<thead>
<tr>
<th>SFMTA</th>
<th>Attached</th>
<th>Pending</th>
</tr>
</thead>
</table>

**CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL:**

*Thursday, May 30, 2024*
Noe Slow Street – Parking and Traffic Legislation

ESTABLISH - DO NOT ENTER (EXCEPT BICYCLES)
Noe Street, northbound at 15th Street

ESTABLISH - NO RIGHT TURN (EXCEPT BICYCLES)
15th Street, westbound at Noe Street

ESTABLISH - NO LEFT TURN (EXCEPT BICYCLES)
15th Street, eastbound at Noe Street

ESTABLISH - SPEED CUSHIONS
Noe Street, between 14th Street and Henry Street (1 3-lump cushion)
Noe Street, between 15th Street and Beaver Street (1 3-lump cushion)

RESCIND - GREEN ZONE
ESTABLISH - RED ZONE
Noe Street, west side, from 15th Street to 20 feet northerly (for daylighting and Painted Safety Zone)

ESTABLISH - GREEN ZONE
Noe Street, west side, from 41 feet to 51 feet north of 15th Street (perpendicular zone, relocated from parallel space on Noe Street at 15th Street)

RESCIND - TOW-AWAY NO PARKING EXCEPT CAR SHARE
ESTABLISH - RED ZONE
Noe Street, east side, from Henry Street to 20 feet southerly (for daylighting)
Proposed Traffic Striping
### Site Characteristics

**Location**
- (primary street name) Noe Street
- Between (minor street name) 15th
- And (minor street name) Henry

**Direction**
- 1: Northbound
- 2: Southbound

**Time Period(s)**
- 48 hrs

**Date Range**
- 1/31/2023 Tuesday
- 2/1/2023 Wednesday

**Location Coordinates**
- Latitude / Longitude: 37.7663270000 / -122.4333310000

### VEHICLE VOLUME AND SPEED SUMMARY

#### Traffic Direction - N/W

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Date</th>
<th>Volume</th>
<th>% Vol w/out Speed</th>
<th>% Vol Exceed 20 mph</th>
<th>% Vol Exceed 30 mph</th>
<th>% Vol Exceed 40 mph</th>
<th>Mean</th>
<th>1STDev</th>
<th>Median Speed</th>
<th>85th Percentile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>1/31/2023</td>
<td>910</td>
<td>12.5%</td>
<td>24.9%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>17</td>
<td>4</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>Northbound</td>
<td>2/1/2023</td>
<td>891</td>
<td>12.6%</td>
<td>34.2%</td>
<td>0.1%</td>
<td>0.0%</td>
<td>17</td>
<td>4</td>
<td>17</td>
<td>21</td>
</tr>
<tr>
<td>Northbound</td>
<td>1/0/1900</td>
<td>0</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
</tr>
</tbody>
</table>

**Summary (Average over # of days)**
- 901    | 13%  | 30%  | 0%   | 0%   | 17   | 4    | 17  | 21  |

#### Traffic Direction - S/E

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Date</th>
<th>Volume</th>
<th>% Vol w/out Speed</th>
<th>% Vol Exceed 20 mph</th>
<th>% Vol Exceed 30 mph</th>
<th>% Vol Exceed 40 mph</th>
<th>Mean</th>
<th>1STDev</th>
<th>Median Speed</th>
<th>85th Percentile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southbound</td>
<td>1/31/2023</td>
<td>592</td>
<td>20.1%</td>
<td>15.2%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>15</td>
<td>5</td>
<td>15</td>
<td>19</td>
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<tr>
<td>Southbound</td>
<td>2/1/2023</td>
<td>525</td>
<td>16.4%</td>
<td>18.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>16</td>
<td>5</td>
<td>16</td>
<td>19</td>
</tr>
<tr>
<td>Southbound</td>
<td>1/0/1900</td>
<td>0</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
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<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
</tr>
</tbody>
</table>

**Summary (Average over # of days)**
- 559    | 18%  | 17%  | 0%   | 0%   | 16  | 5    | 16  | 19  |
**DATA COLLECTION INFORMATION**

**Site Characteristics**

<table>
<thead>
<tr>
<th>Location (primary street name)</th>
<th>Noe St</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between (minor street name)</td>
<td>14th St</td>
</tr>
<tr>
<td>And (minor street name)</td>
<td>Duboce Ave</td>
</tr>
</tbody>
</table>

**Direction 1**

- Northbound

**Direction 2**

- Southbound

**CNN**

- Time Period(s): 48 hrs
- Date Range (incl. days of week) 1/11/2023 Wednesday
- Date Day 1 (date): 1/11/2023
- Date Day 2 (date): 1/12/2023 Thursday

**Location Coordinates**

| Latitude / Longitude Location of Tube | 37.7684980000 | -122.4335320000 |

### VEHICLE VOLUME AND SPEED SUMMARY

**Vehicle Speed**

**Traffic Direction - N/W**

**Volume and Speed Data**

<table>
<thead>
<tr>
<th>Traffic Direction 1</th>
<th>Date</th>
<th>Volume</th>
<th>% Vol w/out Speed</th>
<th>% Vol Exceed 20 mph</th>
<th>% Vol Exceed 30 mph</th>
<th>% Vol Exceed 40 mph</th>
<th>Mean</th>
<th>1 STDev</th>
<th>Median Speed</th>
<th>85th Percentile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>1/11/2023</td>
<td>906</td>
<td>1.7%</td>
<td>12.1%</td>
<td>0.1%</td>
<td>0.0%</td>
<td>16</td>
<td>4</td>
<td>15</td>
<td>19</td>
</tr>
<tr>
<td>Northbound</td>
<td>1/12/2023</td>
<td>977</td>
<td>5.9%</td>
<td>12.3%</td>
<td>0.2%</td>
<td>0.0%</td>
<td>16</td>
<td>4</td>
<td>15</td>
<td>19</td>
</tr>
<tr>
<td>Northbound</td>
<td>1/0/1900</td>
<td>0</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
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<td>#DIV/0!</td>
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</tr>
</tbody>
</table>

**Summary (Average over # of days)**

| 942 | 4% | 12% | 0% | 0% | 16 | 4 | 15 | 19 |

**Traffic Direction - S/E**

**Volume and Speed Data**

<table>
<thead>
<tr>
<th>Traffic Direction 2</th>
<th>Date</th>
<th>ADT</th>
<th>% count w/out Speed</th>
<th>Exceed 20 mph</th>
<th>Exceed 30 mph</th>
<th>Exceed 40 mph</th>
<th>Mean Speed</th>
<th>1 STDev</th>
<th>Median Speed</th>
<th>85th Percentile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southbound</td>
<td>1/11/2023</td>
<td>1158</td>
<td>1.2%</td>
<td>22.8%</td>
<td>0.4%</td>
<td>0.0%</td>
<td>17</td>
<td>4</td>
<td>16</td>
<td>21</td>
</tr>
<tr>
<td>Southbound</td>
<td>1/12/2023</td>
<td>815</td>
<td>10.2%</td>
<td>20.9%</td>
<td>0.3%</td>
<td>0.0%</td>
<td>17</td>
<td>4</td>
<td>16</td>
<td>20</td>
</tr>
<tr>
<td>Southbound</td>
<td>1/0/1900</td>
<td>0</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
<td>#DIV/0!</td>
</tr>
</tbody>
</table>

**Summary (Average over # of days)**

| 987 | 6% | 22% | 0% | 0% | 17 | 4 | 16 | 21 |
13 Noe St at 15th St looking Northwest (April 2023) – Green zone relocation
18 Noe Street between Beaver St & Market St looking South (April 2023)
Geographic Extent: NOE ST from DUBOCE AVE to BEAVER ST (0.34 miles/1820.26 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 04/01/2019 to 03/31/2024
Pull Date: 5/30/2024
Collision/Party/Victim Table
Showing 1 to 4 of 4 entries

<table>
<thead>
<tr>
<th>Case ID</th>
<th>Collision Date</th>
<th>Collision Time</th>
<th>Day of Week</th>
<th>Primary Road</th>
<th>Secondary Road</th>
<th>Distance</th>
<th>Direction</th>
<th>Party 1 Type</th>
<th>Party 1 Movement Preceeding Crash</th>
<th>Party 1 Direction of Travel</th>
<th>Party 2 Type</th>
<th>Party 2 Movement Preceeding Crash</th>
<th>Party 2 Direction of Travel</th>
<th>Vehicle Code Violation</th>
<th>Highest Degree of Injury</th>
<th>Type of Collision</th>
<th>Motor Vehicle Involved With</th>
<th>Hit and Run</th>
<th>Road Surface</th>
<th>Road Condition</th>
<th>Lighting</th>
</tr>
</thead>
<tbody>
<tr>
<td>240006222</td>
<td>01/04/2024</td>
<td>17:02</td>
<td>Thursday</td>
<td>NOE ST</td>
<td>14TH ST</td>
<td>15</td>
<td>North</td>
<td>Driver</td>
<td>East</td>
<td>Proceeding Straight</td>
<td>Driver</td>
<td>North</td>
<td>Proceeding Straight</td>
<td>CVC 22450(a)</td>
<td>Injury (Complaint of Pain)</td>
<td>Other Motor Vehicle</td>
<td>No</td>
<td>Dry</td>
<td>No Unusual Condition/Not Stated</td>
<td>Dark - Street Lights</td>
<td></td>
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<tr>
<td>210754554</td>
<td>11/16/2021</td>
<td>07:32</td>
<td>Tuesday</td>
<td>NOE ST</td>
<td>BEAVER ST</td>
<td>0</td>
<td>Not Stated</td>
<td>Driver</td>
<td>North</td>
<td>Proceeding Street</td>
<td>Driver</td>
<td>South</td>
<td>Proceeding Straight</td>
<td>CVC 21801(a)</td>
<td>Injury (Other Visible)</td>
<td>Broadside Other Motor Vehicle</td>
<td>No</td>
<td>Dry</td>
<td>No Unusual Condition/Not Stated</td>
<td>Daylight</td>
<td></td>
</tr>
<tr>
<td>200622676</td>
<td>10/15/2020</td>
<td>16:00</td>
<td>Thursday</td>
<td>DUBOCE AVE</td>
<td>NOE ST</td>
<td>0</td>
<td>Not Stated</td>
<td>Driver</td>
<td>West</td>
<td>Proceeding Straight</td>
<td>Pedestrian</td>
<td>North</td>
<td>Other</td>
<td>CVC Unknown</td>
<td>Injury (Other Visible)</td>
<td>Vehicle/Pedestrian</td>
<td>Pedestrian</td>
<td>No</td>
<td>Dry</td>
<td>No Unusual Condition/Not Stated</td>
<td>Daylight</td>
</tr>
<tr>
<td>190302225</td>
<td>04/28/2019</td>
<td>14:06</td>
<td>Sunday</td>
<td>NOE ST</td>
<td>HENRY ST</td>
<td>0</td>
<td>Not Stated</td>
<td>Pedestrian</td>
<td>East</td>
<td>Proceeding Straight</td>
<td>Driver</td>
<td>South</td>
<td>Proceeding Straight</td>
<td>CVC 21954(a)</td>
<td>Injury (Severe)</td>
<td>Vehicle/Pedestrian</td>
<td>Pedestrian</td>
<td>No</td>
<td>Dry</td>
<td>No Unusual Condition/Not Stated</td>
<td>Daylight</td>
</tr>
</tbody>
</table>
TransBASE Internal Dashboard

Geographic Extent: NOE ST from DUBOCE AVE to BEAVER ST (0.34 miles/1820.26 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 04/01/2019 to 03/31/2024
Pull Date: 5/30/2024

Metadata Information

Collision Filters
Database Source: TransBASESF.org
Database Pull Date: 5/30/2024
Collision Level: Injury Collisions
Boundary: NOE ST from DUBOCE AVE to BEAVER ST (0.34 miles/1820.26 feet)
Collision Dates: 04/01/2019 to 03/31/2024
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/Midblock: No Restriction (SFMTA 20ft/150ft Buffer)

Party Filters
Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors: No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters
Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters
Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

Geographic Extent: NOE ST from DUBOCE AVE to BEAVER ST (0.34 miles/1820.26 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 04/01/2019 to 03/31/2024
Pull Date: 5/30/2024

Metadata Information

Collision Filters
Database Source: TransBASESF.org
Database Pull Date: 5/30/2024
Collision Level: Injury Collisions
Boundary: NOE ST from DUBOCE AVE to BEAVER ST (0.34 miles/1820.26 feet)
Collision Dates: 04/01/2019 to 03/31/2024
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/Midblock: No Restriction (SFMTA 20ft/150ft Buffer)

Party Filters
Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors: No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters
Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters
Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions
TWO-SLOT SPEED CUSHIONS ARE SPEED HUMPS WITH SLOTS TO ACCOMMODATE THE WHEELS OF LARGE VEHICLES LIKE SFFD TRUCKS OR MUNI BUSES

TITLE: PLACEMENT OPTION 1—CENTERED

TITLE: PLACEMENT OPTION 2—IN LANE

TITLE: SPEED CUSHION—FRONT VIEW

SECTION A

NOTE: VERTICAL SPEED HUMP REQUIREMENTS SHOWN TO THE LEFT OF CENTERLINE ARE SHOWN ON THE RIGHT HALF OF SPEED HUMP

TITLE: SPEED CUSHION—SIDE VIEW

SECTION B

NOTE: VERTICAL SPEED HUMP REQUIREMENTS SHOWN TO THE LEFT OF CENTERLINE ARE SHOWN ON THE RIGHT HALF OF SPEED HUMP

TITLE: WHITE CHEVRON

DETAIL 3

TITLE: SPEED CUSHION—PLAN VIEW

CENTERED ON TRAVEL LANE

CENTERED ON TRAVEL LANE

CURB FACE

CONSTRUCTION SPECIFICATIONS

SFMTA