

PROJECT BACKGROUND AND GOALS

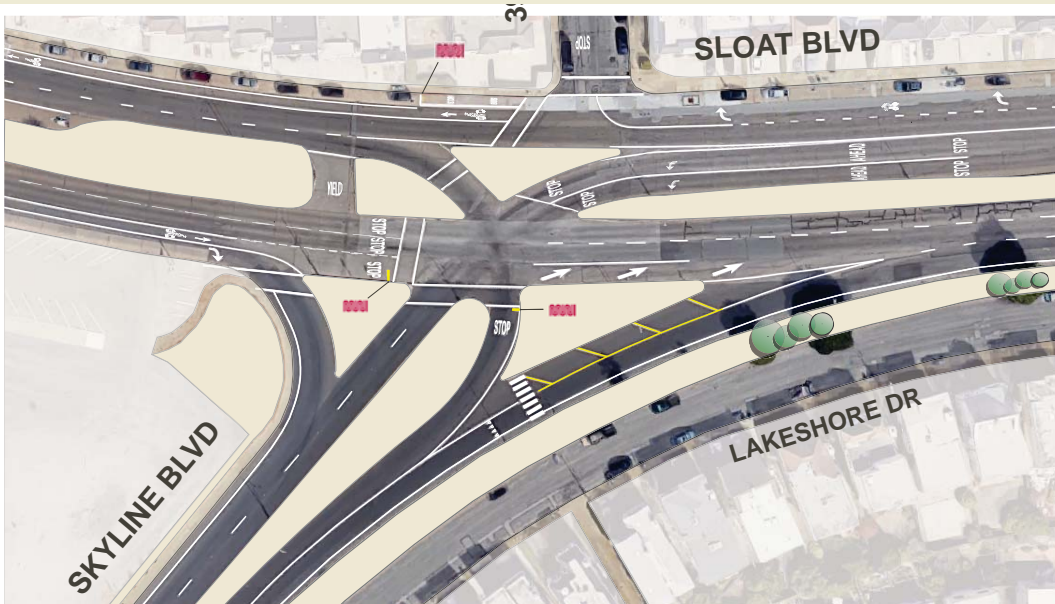
The Sloat Skyline Intersection Alternatives Analysis seeks to improve overall safety at the intersection of Sloat Boulevard/HWY 35 with Skyline Boulevard and 39th Avenue. Sloat serves as an east-west connector from West Portal to Ocean Beach and is the unofficial southern border of the Outer Sunset. Primary project goals include:

- Improving safety for all road users
- Increasing visibility of pedestrians and reducing intersection conflict points
- Improving or maintaining transit and vehicle circulation at the intersection
- Considering options to introduce landscaping improvements, storm water management features, or other community benefits to the project area

This project will identify options to make the intersection a more inviting, safe and comfortable experience for all users. The Sloat Skyline Intersection Alternative Analysis is made possible by the San Francisco County Transportation Authority through a grant of Proposition K Local Transportation Sales Tax Funds.



The Sloat and Skyline Intersection Alternatives Study will evaluate different intersection configurations and traffic control options including stop control, yield control, and signalization.



PROJECT CONTEXT: OCEAN BEACH MASTER PLAN

Reconfiguration of the Sloat/Skyline intersection was first proposed as a recommendation in the Ocean Beach Master Plan (OBMP), which was completed by the San Francisco Bay Area Planning and Urban Research Association (SPUR) and AECOM in May 2012 following a two-year process that brought together the community and public agencies. OBMP is a comprehensive, sustainable long-term vision to address public access, environmental protection, and infrastructure needs in the Ocean Beach area. Since 2012, City, State, and Federal agencies have been collaborating to implement many of the recommendations of the OBMP. Following OBMP, SPUR and AECOM conducted a South Ocean Beach transportation study analyzing transportation operations, existing conditions, and alternatives for Sloat, Skyline, and Great Highway, including the feasibility of the redesigning the Sloat/Skyline intersection. This alternatives analysis builds upon the previous work and will lead to the selection of a preferred alternative for implementation.

