



On Nov.7th, SFMTA and SFDPW hosted a coffee hour at Java Beach Café (2650 Sloat Boulevard) for nearby residents to discuss existing conditions and safety concerns at the intersection of Sloat and Skyline. Over 30 community members attended the event. Officer Faliano of Taraval Station also attended and participated in the discussion.

Perceptions and Concerns about Sloat and Skyline

Several key themes emerged through stakeholders' comments, including:

- Impacts of increased traffic traveling through the intersection of Sloat and Skyline with the narrowing or closure of the Great Highway south of Sloat Boulevard
- Safety hazards for all road users posed by vehicular speeding through the intersection
- Seasonal weather impacts and variations in traffic at the Great Highway which should be taken into consideration when redesigning the intersection
- Increase signage leading up to the intersection to better direct cars and bring attention to pedestrians using the intersection
- Ensuring that maintenance of landscaping and facilities is provided for after the initial installation

Traffic volumes: Multiple attendees noted that as more people continue to drive through San Francisco, the Outer Sunset has experienced an increase in cars through the neighborhood. In particular, residents observed that traffic levels have increased since 2014, when the last Ocean Beach traffic study was conducted. With the proposed narrowing or closure of the Great Highway south of Sloat Boulevard, vehicles which will be diverted east towards the intersection of Sloat and Skyline should be factored in when conducting the intersection feasibility analysis.

In addition, traffic volumes vary seasonally, with high levels of traffic observed accessing Ocean Beach via Sloat and Great Highway on summer weekends. Attendees would like to see that this seasonal heavy traffic is accounted for in the traffic study and proposed designs. A cohesive plan amongst agencies should be created to increase pedestrian safety and maintain continuous traffic flow, and updated traffic counts are necessary to ensure that the traffic analysis incorporates actual existing conditions.

Vehicular speeding: Several attendees observed that vehicles travel at excessive speeds along the entirety of Sloat Boulevard, including through the intersection of Sloat and Skyline. In particular, vehicles speed through intersection legs which are not stop-controlled. Attendees noted that vehicles speeding through the intersection do not yield to pedestrians and at times use the bike lane and right turn pocket as a travel lane. As intersection users that are stop-controlled navigate the intersection there are conflict points in every direction. Attendees requested additional SFPD enforcement for speeding and other traffic violations on Sloat.

Pedestrian visibility and safety: Attendees noted that the locations of bus stops force pedestrians to cross into the middle of the intersection which feels unsafe and exposed to traffic. Pedestrian crossings at the right turn lanes between Sloat and Skyline as well as the westbound lane of Sloat were identified as particularly hazardous as vehicles do not stop at these crossings. In addition, the intersection is used by vulnerable groups including children,



families and senior citizens who may have difficulty navigating the area, so design recommendations should focus on ensuring safety for these groups.

Participants identified several key features which could be incorporated in the intersection redesign including accessible curb ramps at crosswalks, lighting to highlight crosswalks when occupied by pedestrians, and additional pedestrian crossing or yield to pedestrian signage. In addition, the HAWKS (High-Intensity Activated Crosswalk Beacon) that are being installed along the eastern portions of Sloat Boulevard should be incorporated at the intersection of Sloat and Skyline for near-term improvements.

Design preferences: Several participants were in favor of a design which incorporates landscaping and/or public art to enhance the neighborhood, although a plan for ongoing maintenance is necessary to ensure that aesthetic features do not fall into disrepair. Attendees had mixed preferences for and against each of the major design configurations under consideration (signalized T-intersection and modern roundabout). Both options will be considered and presented to the community. Several attendees identified the potential loss of parking as a major concern and would prefer a design that maintains parking.

Regardless of future configuration, a number of participants advocated for the need for interim changes which can improve the existing configuration of the intersection in the short term until a permanent design is implemented. These could include increasing pedestrian visibility, traffic calming to slow vehicle speeds and landscaping to improve the intersection environment.