



## **Lincoln Way Quick - Build Frequently Asked Questions July 2023**

### **What is a quick-build project?**

- Quick-build projects are designed with low-cost materials such as paint and posts to make impactful traffic safety improvements that can be installed by city crews at a much faster rate.
- All quick-build projects will undergo an evaluation over a 24-month period to ensure that project goals are being met.
- Quick-build projects serve as an opportunity to adjust or remove project designs to ensure that the safety improvements are working better for all who travel on the corridor.
- More information about quick-build projects is available at <https://www.sfmta.com/vision-zero-quick-build-projects>

### **Why Lincoln Way?**

Significant segments of Lincoln Way are on the High Injury Network (HIN), the 12% of City streets where 68% of injury collisions have occurred in the last five years. The Lincoln Way Quick-Build Project is proposing safety enhancements, particularly for pedestrian travel along Lincoln Way from Great Highway to Arguello Boulevard.

### **Why does the proposal include safety improvements at some intersections and not at others?**

SFMTA engineering staff reviewed the 5-year collision history for the corridor, identifying locations where collision patterns could be addressed through the quick-build toolbox. Several treatments are proposed for consistency through the corridor because they have proven effective at reducing the frequency of collisions involving a pedestrian and a vehicle (e.g. daylighting) or by lowering the speed at which drivers turn (e.g. left turn safety). On top of these pedestrian improvements, the SFMTA will be implementing transit improvements along Lincoln Way as part of the [29 Sunset Improvement project](#), and installing new traffic signals at Kezar Drive, 10th Avenue, and 41st Avenue, as well as signal upgrades at Great Highway.

### **Why is this project proposing daylighting when parking is already so challenging?**

Daylighting is City policy whereby red curbs are added at vehicular approaches to crosswalks in order to increase the range of visibility between approaching vehicles and pedestrians who are attempting to cross. Daylighting is an effective tool that reduces the frequency of collisions between cars and people. Recent evaluations have shown that, where daylighting has been implemented, collision rates decrease by at least 14%.

Proposals are for new daylighting at approximately 30 locations (not intersections, just approaches). The scale is quite small considering the proposal encompasses a 50+ block corridor with over 100 approaches. Proposed new daylighting spaces range from 10' to 20'. The effect of a 10' red zone upon a parking space varies depending on the proximity of the nearest driveway. Cars typically need 14-18 feet curb length to park.

### **Why aren't more crosswalks across Lincoln Way being marked?**

SFMTA is installing new continental crosswalks at existing Stop or Signal-controlled locations based on the presence of ADA-compliant curb ramps. After the open house, in response to community comments, the team added additional crosswalks to project scope, principally across the Avenues west of 19<sup>th</sup> Avenue. Altogether, we are proposing 20 new crosswalks along the 3-mile-long project area. The project will also be refreshing existing crosswalks and fading road legends.

### **Why are painted safety zones proposed rather than concrete bulb-outs?**

Painted Safety Zones (PSZs) operate in a similar way to concrete bulb-outs by shortening pedestrian crossing distances and providing a greater range of visibility through the application of paint and safe-hit posts. Recent evaluations have shown Painted Safety Zones lead to a 55% reduction in turning speeds. PSZs are a quick and effective way to improve pedestrian safety whereas concrete bulb-outs require capital funds not currently available. After installation, if evaluations determine that the PSZs are operating effectively, then additional funding would need to be identified to upgrade PSZs to concrete bulb-outs.

Painted Safety Zones are being installed at the following 12 locations:

- 11<sup>th</sup> Avenue
- 21<sup>st</sup> Avenue
- 23<sup>rd</sup> Avenue
- 25<sup>th</sup> Avenue
- 27<sup>th</sup> Avenue
- 29<sup>th</sup> Avenue
- 31<sup>st</sup> Avenue
- 33<sup>rd</sup> Avenue

- 41<sup>st</sup> Avenue
- 47<sup>th</sup> Avenue
- La Playa (2)

### **Where are left turn traffic safety improvements proposed?**

Left turn safety consists of installing vertical safe-hit posts and small rubber speed bumps to extend the center median in order to encourage slower turns and increase driver awareness of other road users. Evaluation of left turn safety treatments have shown a 17% reduction in turning speeds. The project team is proposing left turn safety treatments at 16 intersections along Lincoln Way. Proposed locations for left turn safety are:

- 48<sup>th</sup> Avenue
- 47<sup>th</sup> Avenue
- 44<sup>th</sup> Avenue
- 43<sup>rd</sup> Avenue
- 42<sup>nd</sup> Avenue
- 39<sup>th</sup> Avenue
- 38<sup>th</sup> Avenue
- 35<sup>th</sup> Avenue
- 34<sup>th</sup> Avenue
- 33<sup>rd</sup> Avenue
- 28<sup>th</sup> Avenue
- 27<sup>th</sup> Avenue
- 24<sup>th</sup> Avenue
- 21<sup>st</sup> Avenue
- 20<sup>th</sup> Avenue
- 16<sup>th</sup> Avenue

### **How will excessive speeding on Lincoln Way be addressed?**

Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. Recently passed, State Assembly Bill 43 (AB 43), allows local governments to lower speed limits on 'business activity district' streets but Lincoln Way does not meet eligibility criteria within the bill for this first phase, which stipulates that the business activity district must have at least 50% retail or dining. The second phase of AB 43 begins in 2024 and expands lowering speed limits to 'safety corridors' which we expect to include the High Injury Network, thus becoming applicable to parts of Lincoln Way.

Additional legislative efforts are underway at the State Capitol to prioritize street safety and include Assembly Bill 645 for a speed safety camera pilot. If passed, San Francisco will be

among six California cities to pilot this new speed safety tool at 33 eligible locations throughout the city.

### **Why aren't more improvements being proposed for 9<sup>th</sup> Avenue at Lincoln Way?**

The Lincoln Way Quick Build project team evaluated the 9<sup>th</sup> Avenue and Lincoln Way intersection for quick-build treatments that could improve the safety and operation of the intersection. There was not much within the project's scope that could be done to improve the safety and function of the intersection.

The recent rapid response program added No Turn on Red turn restrictions for the north bound, south bound, and east bound approaches and additional No Left Turn except Muni signs. Parking is already restricted for all the approaches, so daylighting is not needed. The signal at 9<sup>th</sup> Avenue has four second LPIs (leading pedestrian intervals) for crossing Lincoln, updated all-reds and yellows, and walking speed set for 3.0 feet/second. Lane lines and crosswalks are in good condition.

The northside of the intersection of Lincoln Way at 9th Avenue is being redesigned by a project managed by Recreation & Parks and Public Works. Designs call for a larger landing, offering more space for pedestrians waiting to cross Lincoln Way. More project information can be found by visiting this site: [9th Avenue & Lincoln Way Improvement Project | Public Works \(sfpublicworks.org\)](https://sfpublicworks.org)

SFMTA is aware of increased vehicular congestion at the intersection and several divisions within the agency are examining ways to lessen it. Observations indicate that much of the congestion can be attributed to weekends and holidays when motorists are trying to access the Golden Gate Park Concourse garage which frequently fills leaving motorists stranded. Vehicle queuing can extend down to Martin Luther King Jr Drive and into Lincoln Way/9th Avenue intersection to Irving Street. SFMTA staff from Traffic Operations and Muni are talking with SF Recreation & Parks staff about ways to improve traffic flow.

### **Can you share the updated project timeline?**

Construction is anticipated to start Fall 2023. Construction will include implementation of daylighting, left turn safety, painted safety zones, new and refreshed crosswalks, upgraded signage, signal timing modifications.

### **Why is bicycle infrastructure not part of this project?**

This project does not include bicycle infrastructure improvements. Lincoln Way is an arterial roadway with a 30 MPH speed limit designed for East-West movement of vehicles. This Quick-

Build project is proposing improvements for pedestrian safety along Lincoln Way; please consider biking on existing dedicated bicycle facilities when possible, such as on car-free John F Kennedy Drive, Martin Luther King Jr. Drive, and the Great Highway. Improvements to bicycle infrastructure along intersecting side streets may be included in future projects.

**Why isn't there an adequate sidewalk on the northside of Lincoln Way?**

The north side of Lincoln Way is within the jurisdiction of San Francisco Recreation & Parks (RPD). Project staff is referring multiple requests for a sidewalk improvements on the northside of Lincoln Way to RPD staff.

**Where can I access the environmental documents?**

The environmental documents are currently being routed to SF Planning and will be available online when approved.

**Will this project be evaluated?**

The Lincoln Quick-Build project will be evaluated through our [Safe Streets Evaluation Program](#) within the initial 12 months of construction. The team will analyze the project before and after implementation to review outcomes and determine design effectiveness. Evaluations will inform near-term modifications and potentially mid to long-term improvements for this street.