



On Oct. 25th, SFMTA and SFDPW hosted a stakeholder discussion with 13 neighborhood residents and stakeholders to document existing conditions and concerns surrounding the intersection of Sloat and Skyline. City staff were joined by a representative of the consulting team performing the Sloat Skyline Intersection Alternatives Analysis. Sup. Katy Tang welcomed the group and participated in the discussion.

Perceptions and Concerns about Sloat and Skyline

Key themes identified through a cardstorming activity were poor pavement condition; bus stop access and pedestrian crossing challenges; Herbst Road access; circulation issues for all modes; speeding; unappealing streetscape; and current ease of use and traffic flow for drivers. Attendees broke out into three groups to discuss pedestrian safety and speeding; circulation issues; and positive aspects of current conditions to maintain.

Right turns: Right turn movements between Sloat and Skyline are currently free-flowing with slip lanes allowing drivers to proceed through the intersection without stopping. This is a convenience for drivers but for bicyclists it can feel rushed and dangerous as though there is insufficient space for bicyclists to move to the left. In addition, the merge from northbound Skyline to eastbound Sloat has poor visibility for all users. The right turn lane from westbound Sloat to northbound 39th Avenue is misused as a passing lane for speeding vehicles.

Biking: In addition to difficulty navigating right turn mixing zones, left turns also pose challenges at this intersection. Bicyclists turning left from northbound Skyline to westbound Sloat must navigate across a lane of traffic that does not slow, and then merge across a lane of fast-moving westbound Sloat through-traffic to access the bicycle lane. Bicyclists turning left from eastbound Sloat to southbound Skyline must merge from the far right of Sloat to one of the left-turn pockets, having to navigate non-yielding lanes of traffic in the westbound and eastbound directions. Traveling east on Sloat via bicycle is also difficult with the existing configuration. It was proposed that a multi-use path along the edge of the Zoo on the south side of Sloat could be a more comfortable facility for bicyclists.

Pedestrian 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. Pomeroy Center clients frequently use these stops. In addition, crossing slip lanes where through or right-turning traffic does not stop and exposes pedestrians to fast-moving traffic. For pedestrians traveling on the south side of Sloat, crossing Skyline is challenging due to crossing two slip lanes of right-turning vehicles which do not stop. Few pedestrians use the intersection now unless to access bus stops. Some attendees noted that they go out of their way to cross at other locations, or choose to drive instead of walk to avoid the intersection. Pedestrians don't circulate through the intersection well because of the hostile conditions. Some pedestrians are forced to circumvent the intersection as much as possible, crossing at 34th or 45th Ave, approximately a quarter-mile out of the way in each direction.

Speeding: Directions where speeding is prevalent include all directions where traffic does not stop, including westbound Sloat; northbound Skyline turning right onto Sloat; and eastbound Sloat turning right on Skyline. In addition, attendees noted that at night when there is little



traffic, drivers will run through some of the stop-controlled directions, including eastbound Sloat.

Positive elements: Attendees noted that they liked the following elements of the current configuration: the east-west alignment of the intersection works well; current configuration allows vehicles to navigate the intersection with low delay; left turn pockets from north Skyline to westbound Sloat work well for drivers.

Future Scenarios for Sloat and Skyline

Roundabout: Attendees commented that one existing roundabout in San Francisco, which is still under construction in Mission Bay, is not intuitive for drivers. One noted that they were nervous that vehicles would not yield to pedestrians without stop or signal control. By design, roundabouts should slow vehicles and provide clear sightlines to make it easier for vehicles to see and stop for pedestrians.

Traffic signal: Attendees noted that traffic signals force drivers to wait through the cycle at all times, even if there is no cross-traffic and they prefer the current configuration which allows drivers to travel freely in some directions. Bright signal lights could create light pollution at night for residents who live near the intersection. Attendees worried that a signal would lead to more traffic delays than currently exist

Attendees suggested that regardless of future configuration, interim changes could be made to improve the existing configuration of the intersection. These could include adding back missing crosswalks, adding safe hit posts in some locations, or a multi-use trail for pedestrians and cyclists along the southern side of Sloat Boulevard.