



SFMTA

# Lincoln and Sloat Quick-Build Connections Project

## Proposed Traffic and Parking Modifications

Transportation Code, Division II, Section 201 subsections (a) and (b) delegate to the City Traffic Engineer the authority to approve Items A through F(ii-iii), and G. The establishment of a Class IV bikeway on Lincoln Way (Item F(i)) must be approved by the SFMTA Board. Staff recommends that the SFMTA Board approve all items within SFMTA jurisdiction as part of the Lincoln and Sloat Quick-Build Connections Project.

- A. ESTABLISH – Right Turn Only Except Bikes - Lincoln Way, westbound, at Upper Great Highway (prohibits left turn and U-turn movements, adds a second right turn lane)
- B. ESTABLISH – No Right on Red Except Bikes – Lincoln Way, westbound, at Upper Great Highway
- C. RESCIND – Flag Stop – Lincoln Way, westbound, west of Martin Luther King Jr Drive
- D. ESTABLISH – Flag Stop – Lincoln Way, westbound, east of Martin Luther King Jr Drive
- E. RESCIND – Class II Bikeway
  - i. Sloat Boulevard, eastbound, from Lower Great Highway to 47<sup>th</sup> Avenue
  - ii. Sloat Boulevard, westbound, from Lower Great Highway to Upper Great Highway
- F. ESTABLISH – Class IV Bikeway
  - i. Lincoln Way, eastbound and westbound, from Upper Great Highway to Martin Luther King Jr Drive (two-way bikeway on north side)
  - ii. Sloat Boulevard, eastbound and westbound, from Upper Great Highway to 47<sup>th</sup> Avenue (two-way bikeway on south side)
  - iii. Sloat Boulevard, westbound, from Lower Great Highway to Upper Great Highway (one-way bikeway on north side)
- G. ESTABLISH – U-Turns Only Except Bikes – Sloat Boulevard, westbound, at Upper Great Highway (prohibits left and right turns)

These changes do not impact parking. Other roadway changes associated with the closure of Upper Great Highway to private vehicles between Lincoln Way and Sloat Boulevard., such as turn restrictions and crosswalk removals on the Upper Great Highway corridor itself, are within San Francisco Recreation and Park Department jurisdiction and not subject to City Traffic Engineer or SFMTA Board approval.