

SLOAT BOULEVARD QUICK-BUILD PROJECT



SFMTA

The Sloat Blvd Quick-Build Project aimed to improve safety for all users and enhance active-transportation options on Sloat Boulevard between Skyline Boulevard and Great Highway, better connecting Lake Merced, the San Francisco Zoo and Sunset Dunes Park. The project upgraded pedestrian crossings, added a two-way protected bikeway, installed two transit boarding islands, improved accessibility and other measures to reduce vehicle speeds while keeping traffic moving and not reducing the number of vehicle travel lanes on Sloat Blvd.



PROJECT FINDINGS - AT A GLANCE



Vehicle Volumes

Average vehicle volumes decreased by 5%, from 12.3k to 11.7k, though the decrease was bigger on the western end (-19%) than on the eastern end (+1%).



Vehicle Speeds

Typical vehicle speeds decreased by 20%, from 31 mph to 25 mph.



Bike & Ped Volumes

Bicyclist volumes increased by 36% and pedestrian volumes increased by 68%.



Bike Positioning

Bicyclists more frequently used the two-way separated bikeway versus riding elsewhere (88% of the time vs. 72% under the prior class II configuration).



Bicycles'
Path of Travel

At the western end, most bicyclists connected to or from Sunset Dunes Park, while at the eastern end, most bicyclists continued toward 39th Ave through the parking lot.



Pedestrians'
Path of Travel

Most pedestrians crossed outside marked crossings, but conflicts with through-bicyclists were rare (1% of total crossing pedestrians), with yielding-by-pedestrians being the typical outcome and zero close-calls were observed.

For more information, please visit:
[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

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PROJECT FINDINGS CONTINUED



Bikeway Blockage

About 6% of eastbound traffic turned into the SF Zoo lot, and 6% of vehicles entering the Zoo lot briefly blocked the bikeway.



Bike Signal Compliance

Bike signal compliance at Sloat Blvd and 47th Ave was lower than desired (54% of total bike traffic compiled), but conflicts from non-compliance were negligible and no close-calls.



Vehicle-Pedestrian Conflicts

Vehicle-pedestrian conflicts at treated uncontrolled intersections changed minimally (+9% overall).



Vehicle Loading Behavior

On the south side of Sloat Boulevard between 46th and 47th avenues, adjacent to the two-way bikeway, 81% of loading activity occurred within the designated floating loading zone, while the remaining 19% took place in the bikeway.

PROJECT DETAILS

Project Location

Sloat Boulevard between Skyline Boulevard and Great Highway

Date of Implementation

December 2025

Project Elements

- Two-way protected bikeway on the south side of Sloat Blvd
- Bus boarding islands for people riding the 18 and 23 buses
- Painted safety zones at unsignalized intersections and high-visibility crosswalks
- Parking and loading changes near the SF Zoo entrance

Key Evaluation Metrics

- Vehicle Volumes and Speeds
- Bicyclist and Pedestrian Volumes
- Bike Positioning, Path of Travel, Blockage (at SF Zoo parking lot)
- Bike Signal Compliance
- Vehicle-Pedestrian Conflicts
- Vehicle Loading Behavior

Before



After



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