


SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/2/2025 Requested_by: SFMTA Handled: Jarrett Hornbostel, 646-2723 Section Head : BW 	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
Location: Lincoln Way between 45th Avenue and La Playa		
Subject: Lincoln Way New Traffic Signals		
PROPOSAL / REQUEST: ESTABLISH – TRAFFIC SIGNAL 45th Avenue and Lincoln Way La Playa, Lincoln Way, and Martin Luther King Jr Drive ESTABLISH – CROSSWALK CLOSURE Crossing Lincoln Way, east side, at 45th Avenue (in conjunction with signalization of the west crosswalk at the same intersection) RESCIND – STOP SIGN Lincoln Way, eastbound and westbound at 46th Avenue (in conjunction with signalization of 45th Avenue) ESTABLISH – TRAFFIC ISLAND Lincoln Way center median island, from 45th Avenue to 15 feet easterly (INFORMATION ONLY: extends existing median island west from its existing terminus to the crosswalk at 45th Avenue) (Continued - see attached)		
BACKGROUND INFORMATION / COMMENTS The project intersections are located along the southern periphery of Golden Gate Park. An existing pedestrian crosswalk at 45th Avenue provides access to the 45th & Lincoln Blue Boat Playground. When new signals are installed at 45th Avenue/Lincoln Way, the east crosswalk crossing Lincoln Way at 45th Avenue, which terminates into a retaining wall, will be closed while the west crosswalk will be signalized. Martin Luther King Jr Drive is closed to motor vehicle traffic (except service vehicles) and provides bicycle and pedestrian connectivity to the interior of Golden Gate Park. No changes to existing access restrictions are proposed as part of this project. The volume of traffic using Lincoln Way has increased following the closure of the Great Highway south of Lincoln Way in Spring 2025. After construction of new traffic signals, existing STOP signs facing Lincoln Way traffic at 46th Avenue would be removed leaving no remaining stop signs for Lincoln Way traffic along the entire extents of the Lincoln Way corridor. The project will reduce delay for Lincoln Way traffic and incentivize traffic travelling between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way rather than cut through Golden Gate Park via Chain of Lakes Drive. (Continued - see attached)		
HEARING NOTIFICATION AND PROCESSING NOTES:		ENVIRONMENTAL CLEARANCE BY: <input type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input checked="" type="checkbox"/> Pending
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: <input checked="" type="checkbox"/>		

Lincoln Way New Traffic Signals

PROPOSAL / REQUEST:

ESTABLISH – TRAFFIC SIGNAL

45th Avenue and Lincoln Way

La Playa, Lincoln Way, and Martin Luther King Jr Drive

ESTABLISH – CROSSWALK CLOSURE

Crossing Lincoln Way, east side, at 45th Avenue

(in conjunction with signalization of the west crosswalk at the same intersection)

RESCIND – STOP SIGN

Lincoln Way, eastbound and westbound at 46th Avenue

(in conjunction with signalization of 45th Avenue)

ESTABLISH – TRAFFIC ISLAND

Lincoln Way center median island, from 45th Avenue to 15 feet easterly

(INFORMATION ONLY: extends existing median island west from its existing terminus to the crosswalk at 45th Avenue)

(Supervisor District 4)

New traffic signals are proposed to be installed as part of SFMTA's Lincoln Way New Traffic Signals project to improve right-of-way allocation, reduce delays to Lincoln Way traffic, and incentivize traffic between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way, rather than cut through Golden Gate Park via Chain of Lakes Drive. When 45th Avenue and Lincoln Way is signalized, the east unmarked crosswalk at 45th Avenue will be closed while the west marked crosswalk is signalized. Existing STOP signs for Lincoln Way traffic at 46th Avenue would be removed after completion of the new traffic signals.

Jarrett Hornbostel, jarrett.hornbostel@sfmta.com

BACKGROUND INFORMATION / COMMENTS:

The project intersections are located along the southern periphery of Golden Gate Park. An existing pedestrian crosswalk at 45th Avenue provides access to the 45th & Lincoln Blue Boat Playground. When new signals are installed at 45th Avenue/Lincoln Way, the east crosswalk crossing Lincoln Way at 45th Avenue, which terminates into a retaining wall, will be closed while the west crosswalk will be signalized.

Martin Luther King Jr Drive is closed to motor vehicle traffic (except service vehicles) and provides bicycle and pedestrian connectivity to the interior of Golden Gate Park. No changes to existing access restrictions are proposed as part of this project.

The volume of traffic using Lincoln Way has increased following the closure of the Great Highway south of Lincoln Way in Spring 2025. After construction of new traffic signals, existing STOP signs facing Lincoln Way traffic at 46th Avenue would be removed leaving no remaining stop signs for Lincoln Way traffic along the entire extents of the Lincoln Way corridor. The project will reduce delay for Lincoln Way traffic and incentivize traffic travelling between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way rather than cut through Golden Gate Park via Chain of Lakes Drive.

The intersections of 45th Avenue and Lincoln Way; 46th Avenue and Lincoln Way; and La Playa, Martin Luther King Jr. Drive and Lincoln Way are currently all-way STOP controlled.

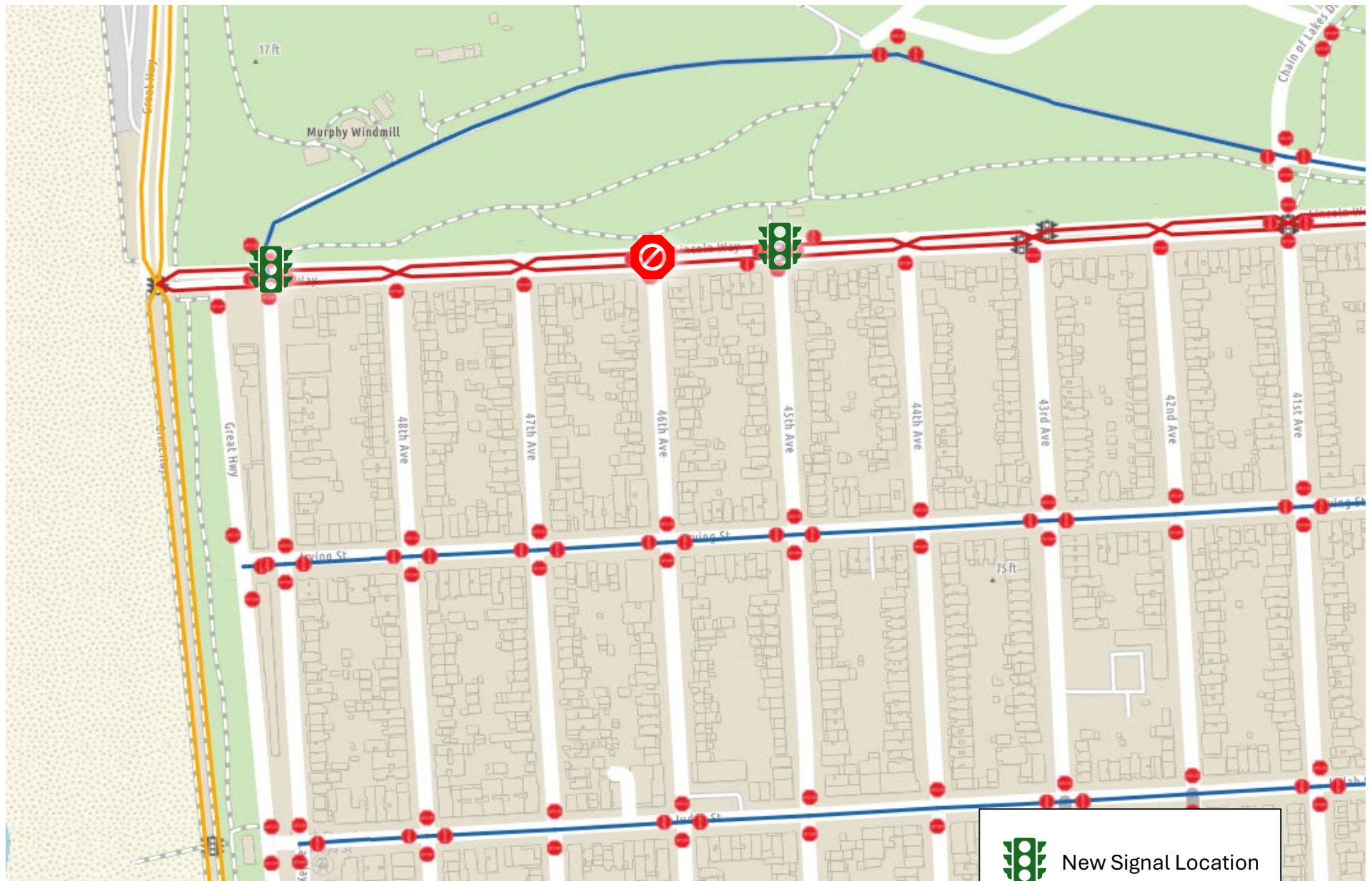
At 45th Avenue and Lincoln Way, there was one reported injury collision in the past 5 year period involving a vehicle failing to stop for the STOP sign.

At 46th Avenue and Lincoln Way, there was one reported fatal collision in the past 5 year period involving a left turning driver who failed to yield to oncoming traffic. The collision occurred prior to installation of the now existing all-way STOP control.

At La Playa, Lincoln Way, and Martin Luther King Jr. Drive, there was one reported injury collision in the past 5 year period involving a left turning driver who failed to yield to a crossing pedestrian.

The proposed traffic signal is funded by a combination of Neighborhood Transportation Program (NTP) and federal Housing Incentive Pool (HIP) funds.

Intersection Controls Map



New Signal Location

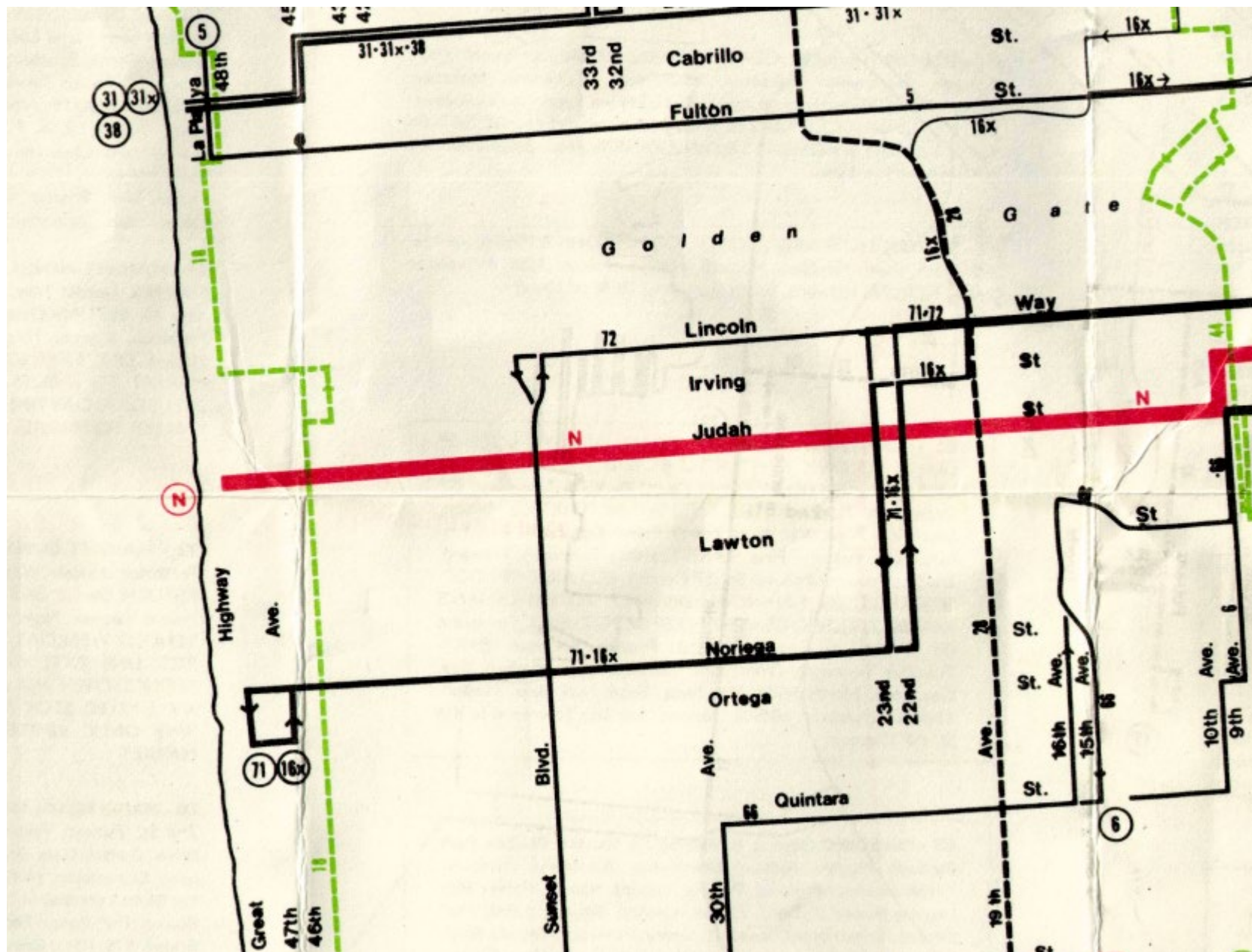


Stop Sign Removal

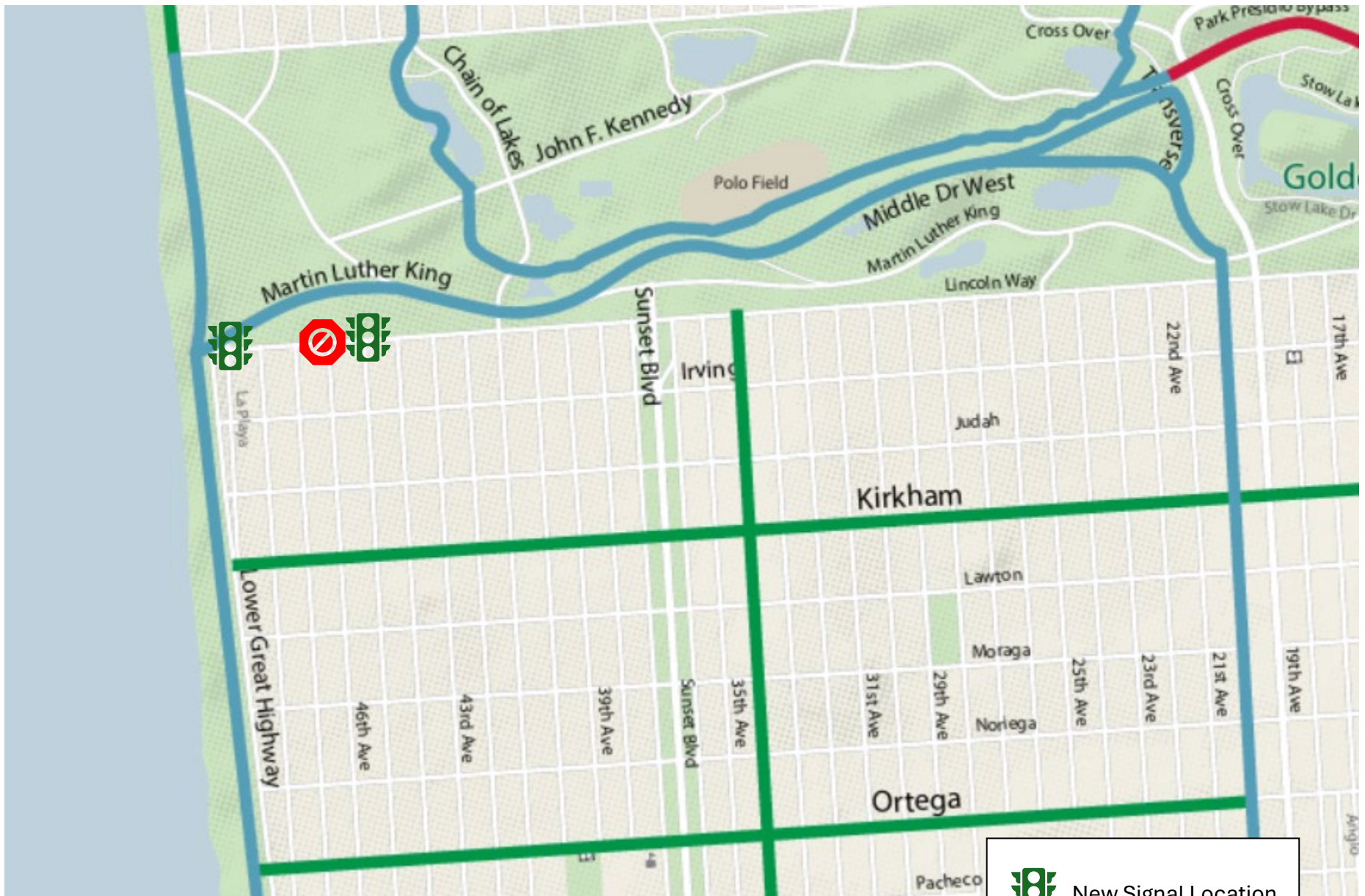
2025 Transit Network Map



(Prior 18-46th Avenue routing)



2025 Bicycle Network Map

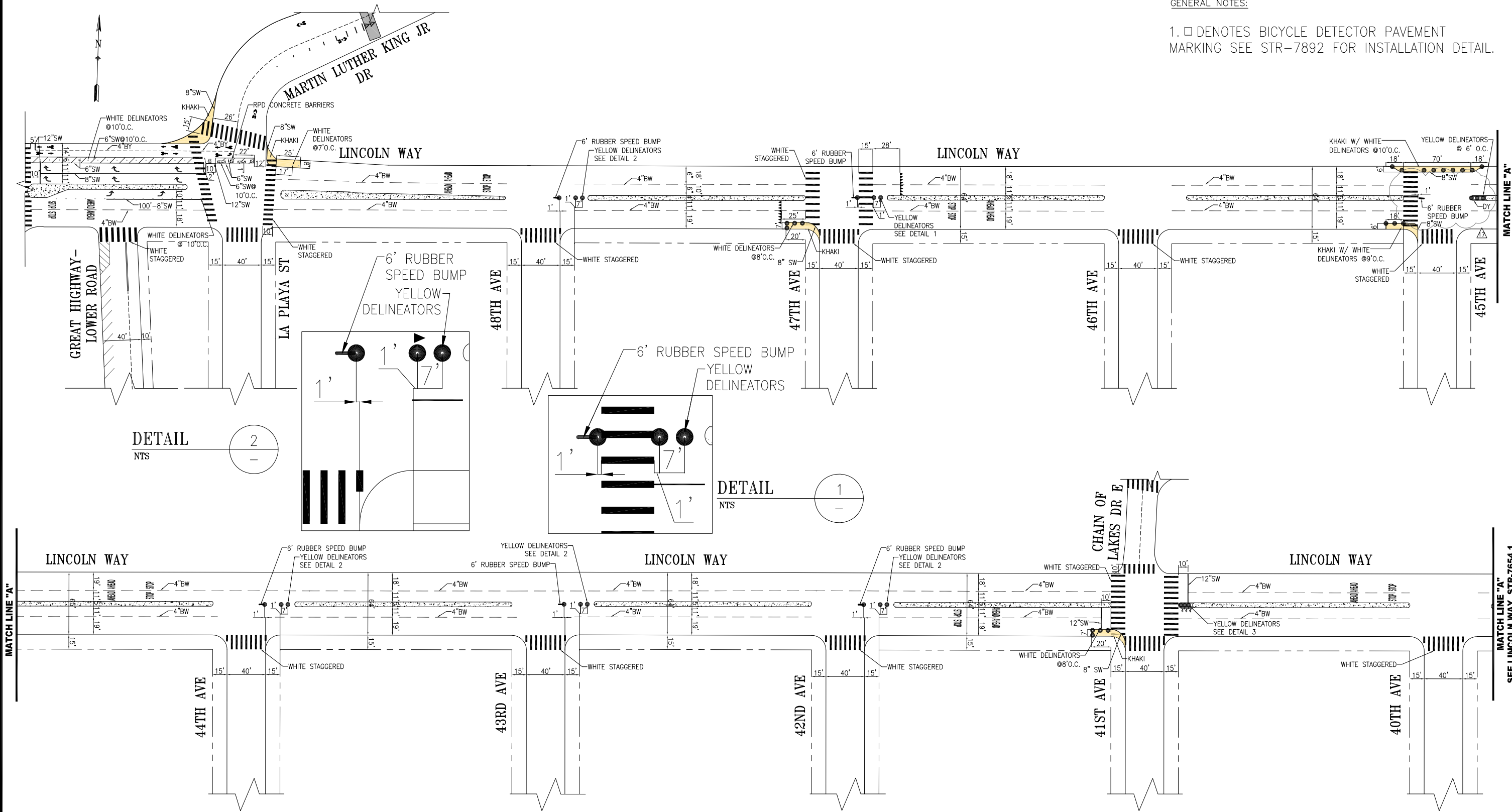


New Signal Location



Stop Sign Removal

GENERAL NOTES:
1. □ DENOTES BICYCLE DETECTOR PAVEMENT MARKING SEE STR-7892 FOR INSTALLATION DETAIL.



NO.	DATE	DESCRIPTION	BY	APP
1	MM/DD/YY	ADDED LEFT TURN SAFETY RUBBER BUMP ON W/SIDE AND YELLOW DELINEATORS ON E/SIDE ALONG MEDIAN, @ 45TH	J.HERNANDEZ	A.CHUN
2	03/15/25	TWO-WAY BIKEWAY FROM MLK TO GREAT HIGHWAY, RIGHT TURN ONLY LANES, UPDATED PSZs	J.SUHAIMI	G.HO
3	02/20/25	PLACED LIMIT LINE AT 10' FROM CROSSWALK, EXTENDED MEDIAN, DELINEATORS AT LINCOLN WAY	B.LIN	J.HORNBOSTEL

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDES: STR-1647 REV13	DATE:
DRAWN: T. ABDALLAH	10/2009
CHECKED: M. VELASCO	10/2009

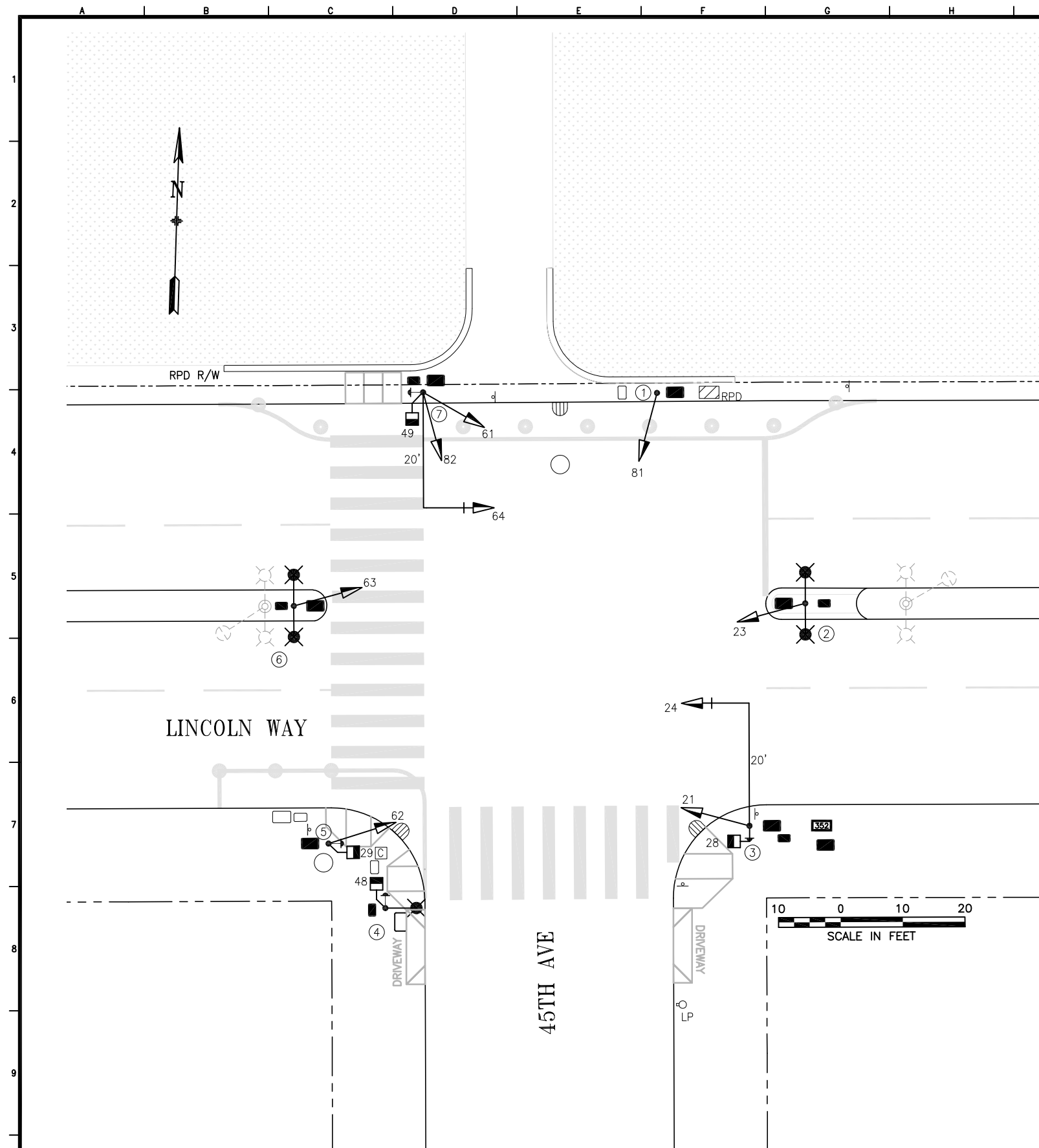
APPROVED	DATE:
THOMAS P FOLKS 10/13/09	
SENIOR ENGINEER	
JACK L. FLACK 10/19/09	
CITY TRAFFIC ENGINEER	

SCALE:
1" = 50'
SHEET/SHEETS:
01 OF 05

TRAFFIC STRIPING
LINCOLN WAY GREAT HIGHWAY TO 39TH AVENUE

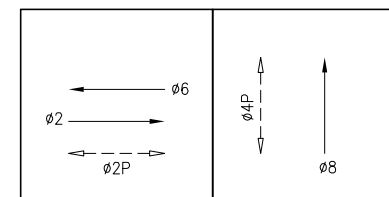
CONTRACT NO.
DRAWING NO. STR-7654
FILE NO.
REV. NO. 17

FILE NAME:
DATE: ---/---/---



POLE AND EQUIPMENT SCHEDULE											
POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE	MOUNTING	
①	1-A (10')		81	3S12"	TV-1-T	T					
②	STEEL SL 28.5' W/ DUAL 6' LUMINAIRE ARM		23	3S12"	SV-1-T	T					
③	16-2-100 W/ 20' MA		21 24	3S12" 3S12"	SV-1-T MAC	T T	BP	28	1S-COUNT	SP-1	APS-2W
④	STEEL SL 28.5' W/ 6' LUMINAIRE ARM							48	1S-COUNT	SP-1	APS-2W
⑤	1-A (10')		62	3S12"	TV-1-T	T		29	1S-COUNT	SP-1	APS-2W
⑥	STEEL SL 28.5' W/ DUAL 6' LUMINAIRE ARM		63	3S12"	SV-1-T	T					
⑦	16-2-100 W/ 20' MA		61 64 82	3S12" 3S12" 3S12"	MAC SV-2-T	T T T	BP	49	1S-COUNT	SP-1	APS-2W

PHASE DIAGRAM



30% SUBMITTAL
NOT FOR CONSTRUCTION

[illegible]

The image is a technical drawing comparing two street intersection plans: 'EXISTING' and 'PROPOSED'. The drawing is oriented horizontally, with 'EXISTING' on the left and 'PROPOSED' on the right. Both plans show a vertical street, '45TH AVE', intersecting a horizontal street, 'LINCOLN WAY'. The 'EXISTING' plan shows a standard intersection with a 15-foot wide curb. The 'PROPOSED' plan shows a modified intersection with a 15-foot wide curb and a 15-foot wide curb. A north arrow is located in the bottom right corner of the 'PROPOSED' plan.

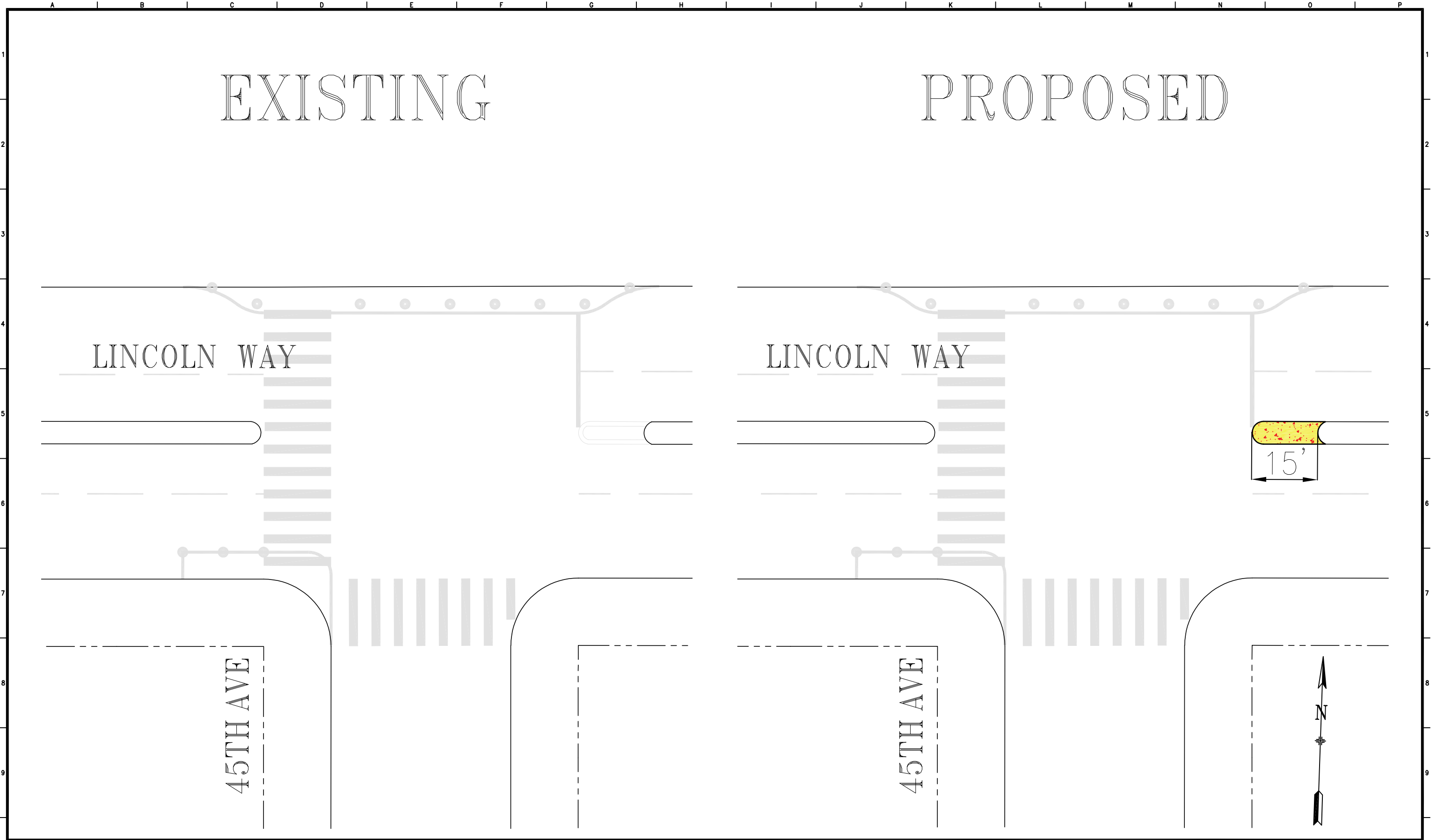
The image is a technical drawing of a street intersection, comparing the 'EXISTING' condition on the left with the 'PROPOSED' condition on the right. The drawing is oriented with Lincoln Way running horizontally and 45th Ave running vertically. The 'EXISTING' plan shows a standard intersection with a 15-foot wide curb. The 'PROPOSED' plan shows a modified intersection with a 15-foot wide curb and a 15-foot wide median. A north arrow is located in the bottom right corner of the 'PROPOSED' plan.

The image is a technical drawing comparing two street intersection plans: 'EXISTING' and 'PROPOSED'. The drawing is oriented horizontally, with 'EXISTING' on the left and 'PROPOSED' on the right. Both plans show a vertical street, '45TH AVE', intersecting a horizontal street, 'LINCOLN WAY'. The 'EXISTING' plan shows a standard intersection with a 15-foot wide curb. The 'PROPOSED' plan shows a modified intersection with a 15-foot wide curb and a 15-foot wide median. A north arrow is located in the bottom right corner of the 'PROPOSED' plan.

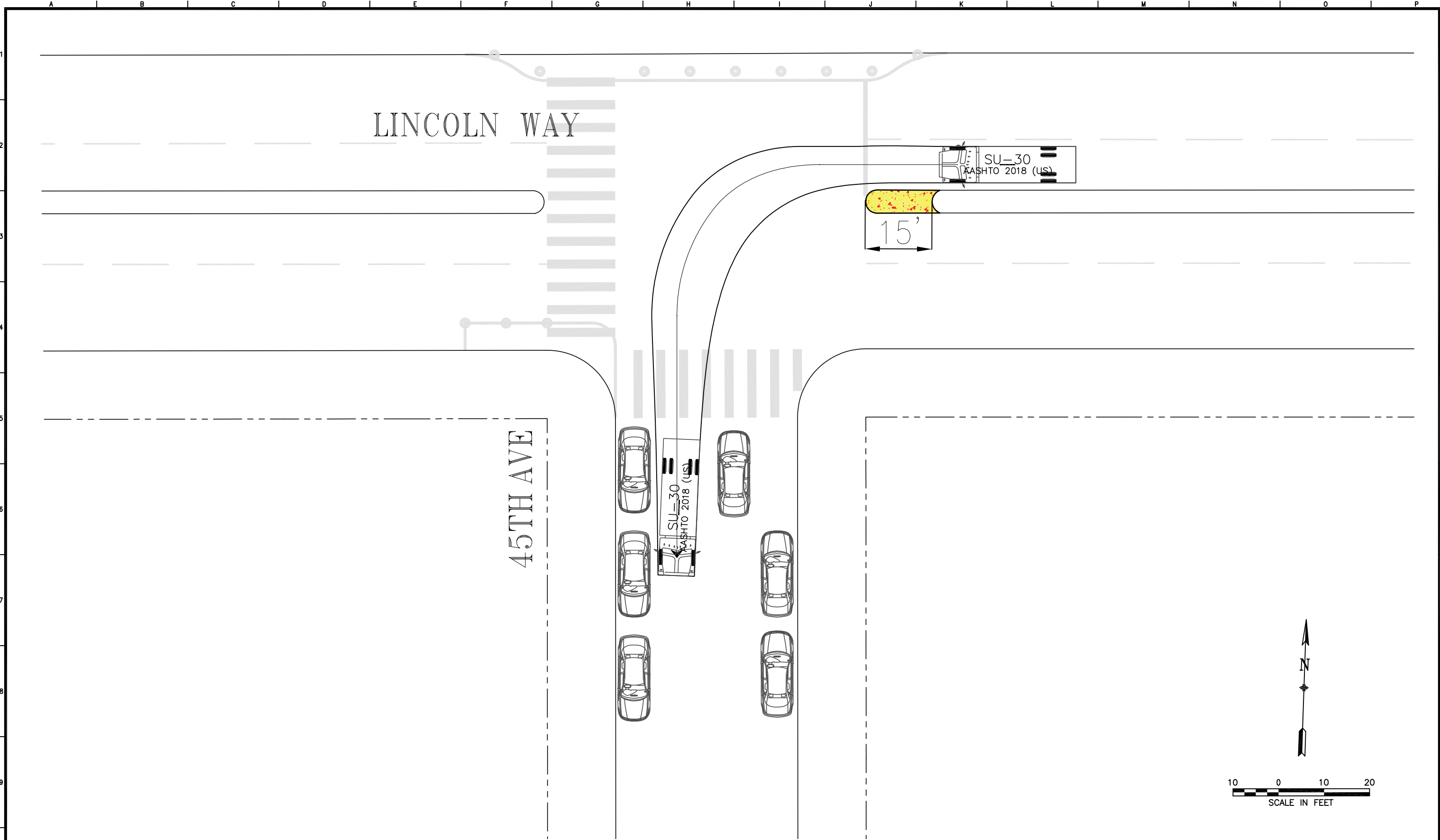
The image is a technical drawing comparing two street intersection plans: 'EXISTING' and 'PROPOSED'. The drawing is oriented horizontally, with 'EXISTING' on the left and 'PROPOSED' on the right. Both plans show a vertical street, '45TH AVE', intersecting a horizontal street, 'LINCOLN WAY'. The 'EXISTING' plan shows a standard intersection with a 15-foot wide curb. The 'PROPOSED' plan shows a modified intersection with a 15-foot wide curb and a 15-foot wide median. A north arrow is located in the bottom right corner of the 'PROPOSED' plan.

The image is a technical drawing comparing two street intersection plans: 'EXISTING' and 'PROPOSED'. The drawing is oriented horizontally, with 'EXISTING' on the left and 'PROPOSED' on the right. Both plans show a vertical street, '45TH AVE', intersecting a horizontal street, 'LINCOLN WAY'. The 'EXISTING' plan shows a standard intersection with a 15-foot wide curb. The 'PROPOSED' plan shows a modified intersection with a 15-foot wide curb and a 15-foot wide median. A north arrow is located in the bottom right corner of the 'PROPOSED' plan.

The image is a technical drawing comparing two street intersection plans: 'EXISTING' and 'PROPOSED'. The drawing is oriented horizontally, with 'EXISTING' on the left and 'PROPOSED' on the right. Both plans show a vertical street, '45TH AVE', intersecting a horizontal street, 'LINCOLN WAY'. The 'EXISTING' plan shows a standard intersection with a 15-foot wide curb. The 'PROPOSED' plan shows a modified intersection with a 15-foot wide curb and a 15-foot wide median. A north arrow is located in the bottom right corner of the 'PROPOSED' plan.



--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

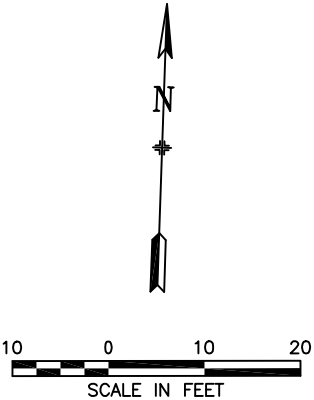
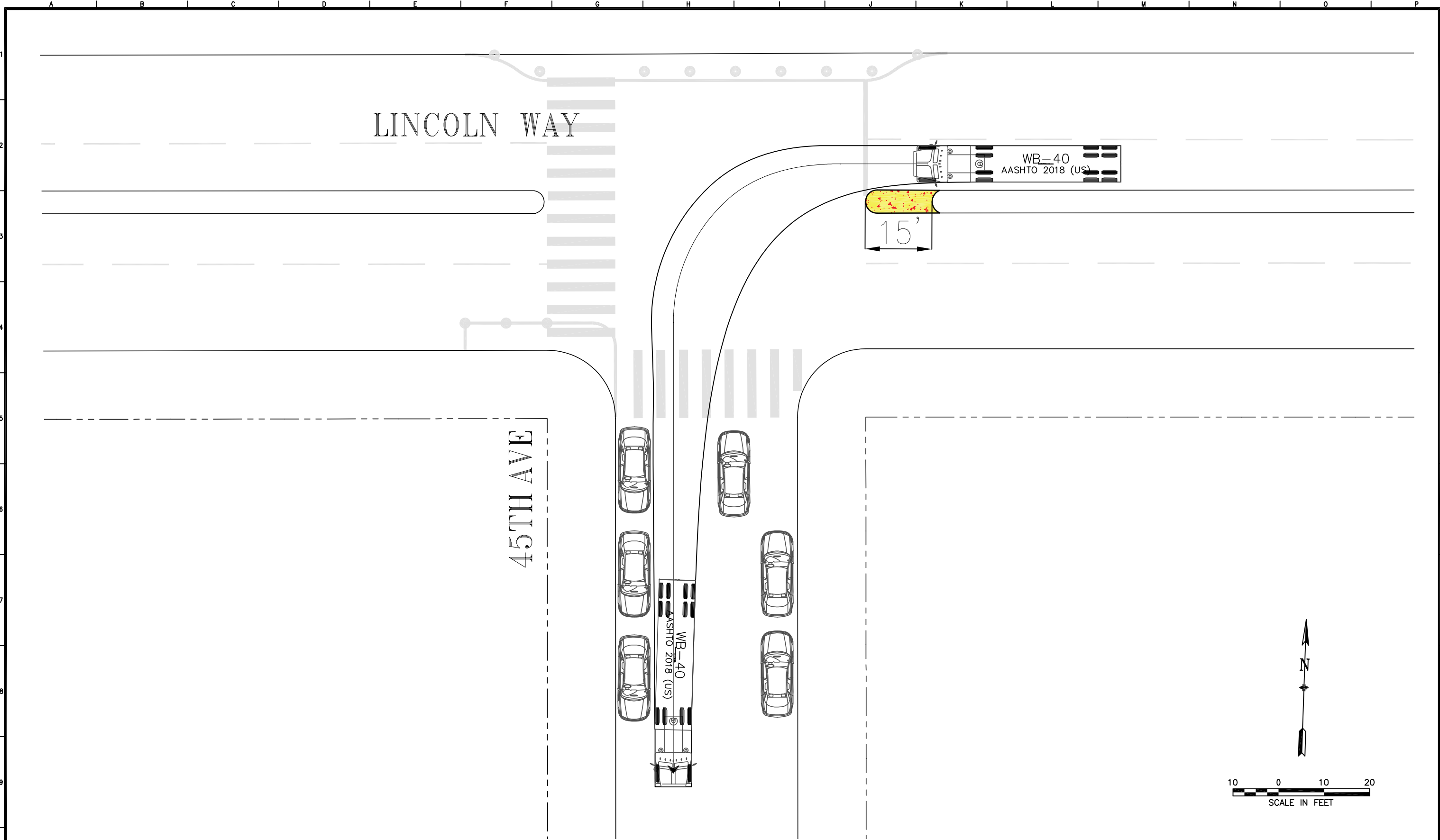
DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED	
SECTION ENGINEER	DATE:
CITY TRAFFIC ENGINEER	
DATE:	

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY SU-30 TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

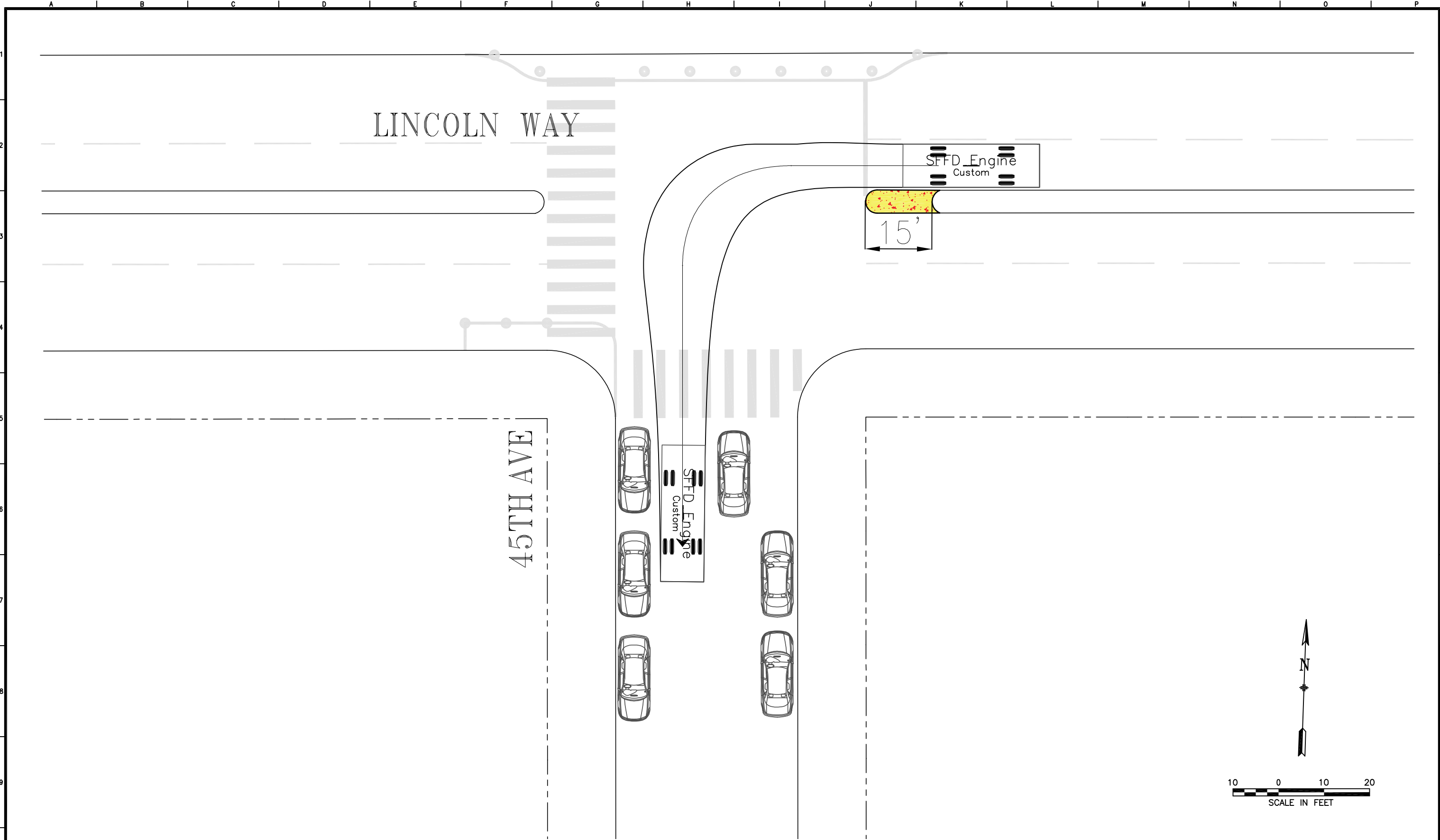
DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED
SECTION ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY WB-40 TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

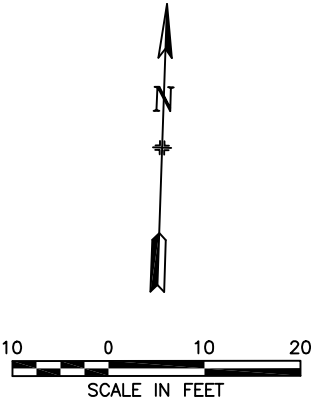
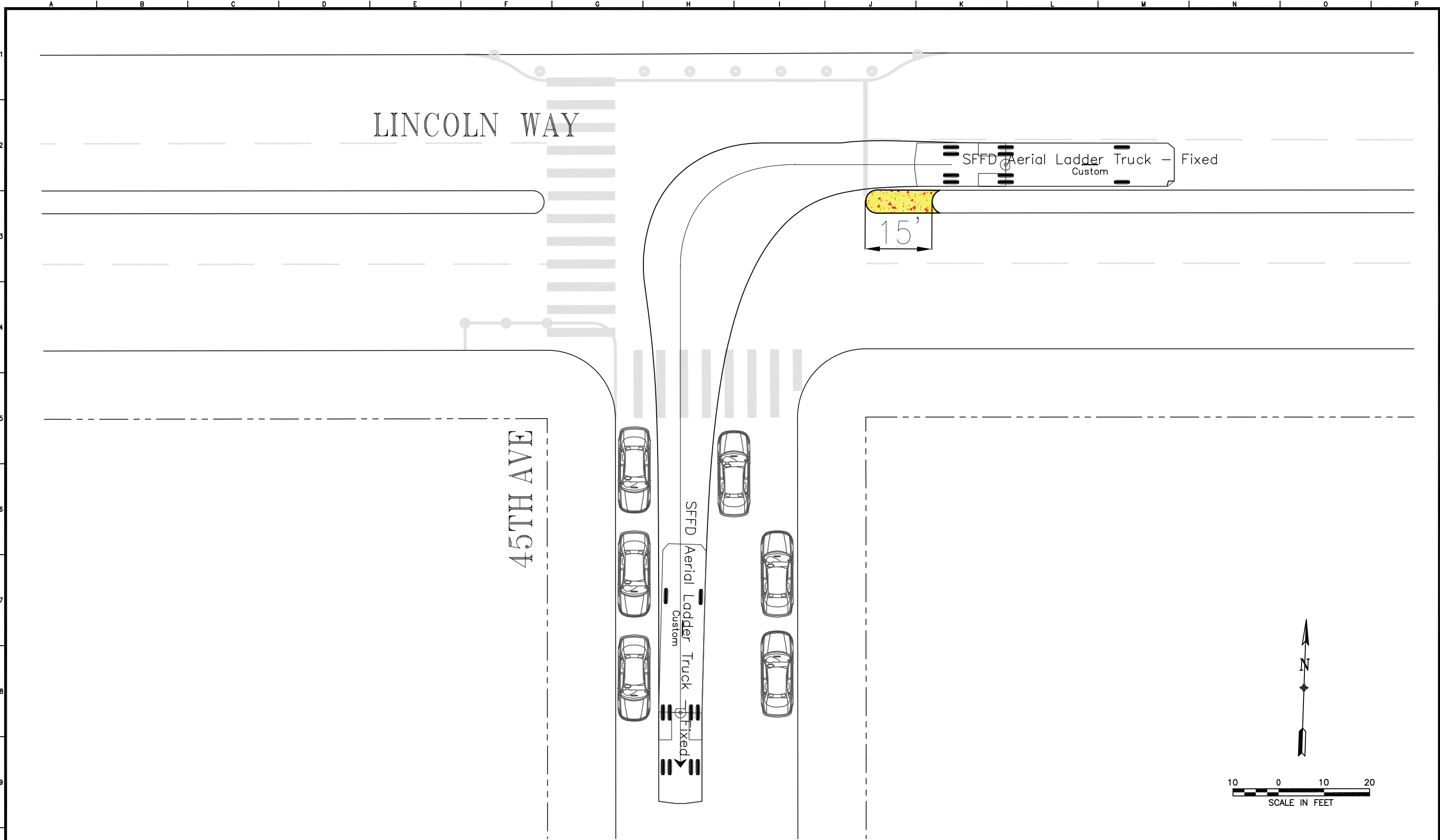
DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED
SECTION ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY SFFD ENGINE TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED	
SECTION ENGINEER	DATE:
CITY TRAFFIC ENGINEER	
DATE:	

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY SFFD LADDER TRUCK (REAR STEERING LOCKED) TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.

TransBASE Internal Dashboard

Geographic Extent: 27954000: 45TH AVE at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 1
Total Count of Fatal/Non-Fatal Injury Collisions: 1

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
220050671	01/23/2022	16:30	Sunday	LINCOLN WAY	45TH AVE	0	Not Stated	Driver	East	Proceeding Straight	Driver	South WEST	Making Left Turn	CVC 22450(a)	Injury (Complaint of Pain)	Overturned	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: 27954000: 45TH AVE at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/27/2025
Collision Level: Injury Collisions
Boundary: 27954000: 45TH AVE at LINCOLN WAY
Collision Dates: 08/01/2020 to 07/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 1
Count of Non-Fatal Injury Collisions: 0
Total Count of Fatal/Non-Fatal Injury Collisions: 1

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
220065181	01/29/2022	19:34	Saturday	LINCOLN WAY	46TH AVE	0	Not Stated	Driver	South WEST	Making Left Turn	Driver	East	Proceeding Straight	CVC 21801(a)	Fatal	Broadside	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/27/2025
Collision Level: Injury Collisions
Boundary: 27955000: LINCOLN WAY at 46TH AVE
Collision Dates: 08/01/2020 to 07/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

Geographic Extent: 27964000: LA PLAYA at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Collision/Party/Victim Table

Showing 1 to 2 of 2 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 2
Total Count of Fatal/Non-Fatal Injury Collisions: 2

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
210688840	10/20/2021	18:54	Wednesday	LA PLAYA	LINCOLN WAY	0	Not Stated	Driver	West	Entering Traffic	Parked Vehicle	South	Parked	CVC 22350	Injury (Complaint of Pain)	Rear End	Parked Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated	Dark - Street Lights
NOT INTERSECTION RELATED																					
200720258	11/29/2020	14:31	Sunday	LINCOLN WAY	LA PLAYA	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: 27964000: LA PLAYA at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/27/2025
Collision Level: Injury Collisions
Boundary: 27964000: LA PLAYA at LINCOLN WAY
Collision Dates: 08/01/2020 to 07/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

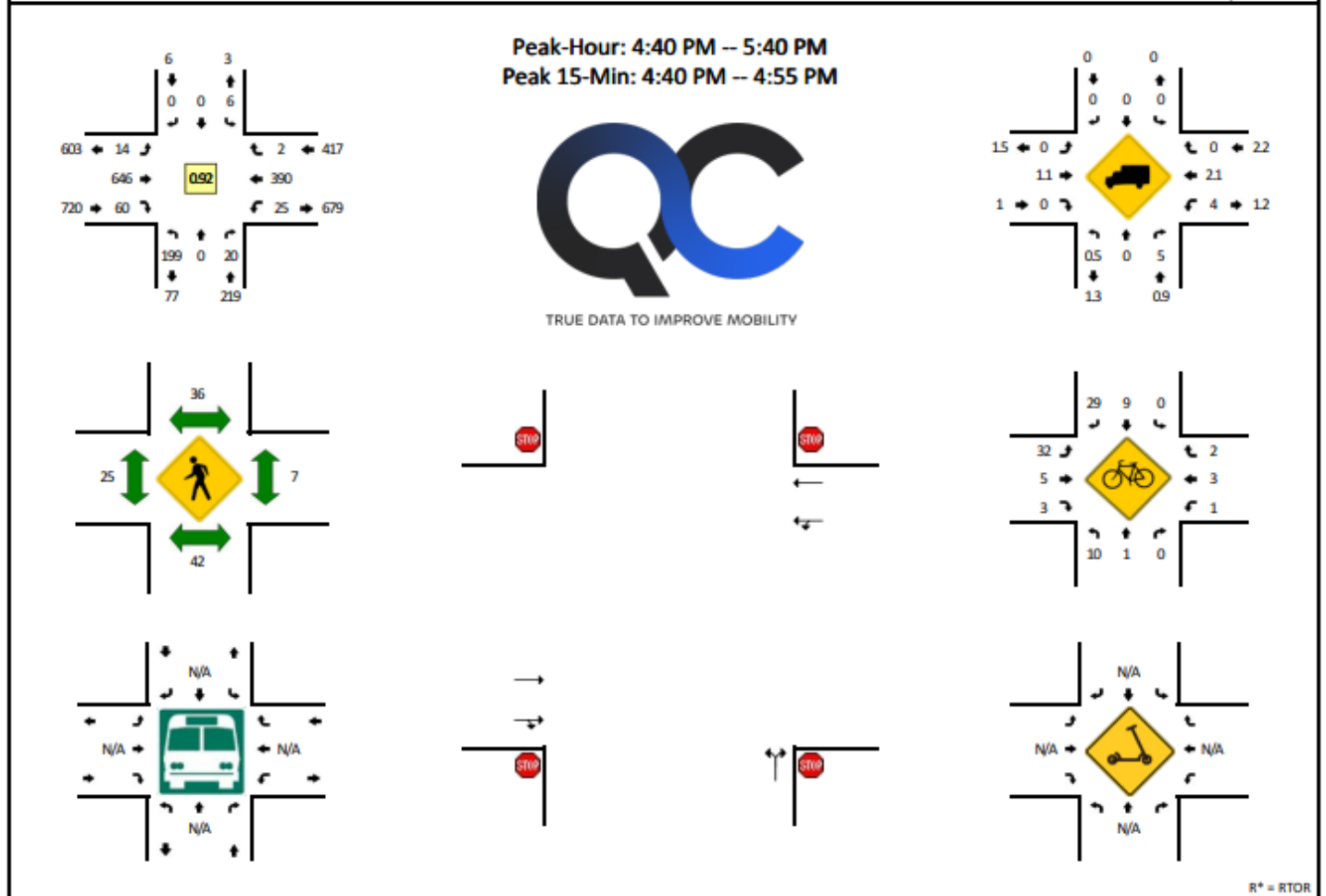
Figure A.3: Martin Luther King Drive at La Playa TMC

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Martin Luther King Jr Dr/La Playa St -- Lincoln Wy
CITY/STATE: San Francisco, CA

QC JOB #: 16980706
DATE: Thu, May 8 2025



Appendix B: Average Daily Traffic (ADT) Counts for Arterials and Avenues

Location	Spring 2025		Fall 2023/Winter 2024		Winter 2022	Winter 2021	Summer 2021	Fall 2020	Pre-Covid
	Mid-Week	Weekend (Avg. Sat/Sun)	Mid-Week	Weekend (Avg. Sat/Sun)	Mid-Week	Mid-Week	Mid-Week	Mid-Week	Mid-Week
Great Highway btwn JFK/ Lincoln	12,191		17,325	11,005					
Chain of Lakes btwn JFK/ MLK	11,206		9,257	7,617			7,974		
Lower Great Highway btwn Judah/Irving	5,121	4,302	1,718	3,283		3,302	3,048		3,121
Lower Great Highway btwn Ortega/ Pacheco	5,222	4,352	2,376	4,976	4,604	5,016	4,512		4,548
Lower Great Highway btwn Wawona/ Vicente	5,519	4,645	2,149	4,410		5,262	4,641		
Lincoln Way btwn 42/ 43	9,368		7,987	10,616					
Lincoln Way btwn 23/ 24	17,860		17,891	16,516					19,266
Sloat Blvd btwn 41/42	18,058		13,725	12,009					
Sloat Blvd btwn 41/ Skyline	19,613		14,108	13,103					15,699
Sloat Blvd btwn Skyline/ Sunset	20,976		16,698	15,692					20,068
Sloat Boulevard btwn 35/ 36	16,363		15,482	13,814					
Skyline Blvd btwn Sloat/ Lake Merced	22,837		15,112	15,606					18,674
Skyline btwn Great Highway Ext/ John Muir	26,021		27,693	20,445					
39th Ave btwn Yorba/ Sloat	980		624	601					
NB Sunset Blvd btwn Ortega/ Pacheco	11,920		9,616	8,954	9,007				13,287
SB Sunset Blvd btwn Moraga/ Noriega	11,755		8,827	9,854				9,527	13,555
41st Ave btwn Kirkham/ Lawton	3,542								
43rd Ave btwn Kirkham/ Lawton	1,247								
45th Avenue btwn Wawona/ Sloat	2,983		2,845	3,840					
46th Ave btwn Irving/ Judah	2,873								
47th Ave btwn Vicente/ Wawona	2,033								