



May 4, 2023

Tom Maguire
Director, Streets Division
San Francisco Municipal Transportation Agency
One South Van Ness Ave.
San Francisco, CA 94103

Re: The strongest possible design is needed for Lincoln Way Quick Build project

Dear Director Maguire,

Since Vision Zero was adopted in 2014, over 260 people have been seriously injured in traffic crashes on Lincoln Way; last year four pedestrians were hit while waiting for the bus at 9th and Irving. Two people have died on Lincoln since 2015: 26-year-old Ryan Kennedy was killed in a collision on 15th and Lincoln and 38-year-old Barry McGrath was killed on 46th and Lincoln in a hit-and-run crash.

Walk SF members and neighbors near Lincoln consistently share stories of dangerous speeds and close calls. With thousands of people crossing Lincoln Way to visit Golden Gate Park every day, it's crucial for this street to be safe.

We are grateful that the SFMTA is bringing a Vision Zero Quick Build project to this high-injury street in 2023. The proposal includes some of the much-needed safety improvements to this designated high-injury corridor, including 1) basic pedestrian safety features like continental crosswalks, daylighting, pedestrian safety zones, and left turn calming; and 2) adding some speed radar signs and retiming signals to reduce speeds on the corridor. **However, we think the Lincoln Quick Build project must go further in order to maximize safety benefits.**

In April, Walk SF conducted a walk audit of Lincoln from 2nd Avenue to the Great Highway. Nearly 30 residents of neighborhoods abutting Lincoln joined us in a detailed assessment of pedestrian safety, comfort, and accessibility along the entire length of the corridor.

Our audit highlighted several dangers that people walking, biking, and driving currently face on Lincoln Way. We urge SFMTA to use our findings to shape the strongest possible safety improvements for Lincoln.

Crosswalks: High visibility continental crosswalks increase the likelihood of a driver yielding to a pedestrian by 30-40%. Our audit found continental crosswalks at only 48% of intersections. For example, 47th and Lincoln, where one of our audit participants was nearly hit by a turning vehicle, has continental crosswalks from north to south, but not east to west. **Continental crosswalks are needed at 100% of the numbered street crossings and at every park entrance.** Out of the existing continental striping, less than half of the crosswalks are clear. Fresh paint is required on all blocks of the project. *SFMTA's proposal does not match these basic standards, with only 19 intersections getting new or fresh paint.*

Daylighting: Removing parked cars within a minimum of 10 feet of a crosswalk or intersection reduces crashes by up to 30% by creating a clear sightline for drivers. Daylighting should be a standard treatment along all high-injury corridors. **Currently, there's only daylighting at 11 intersections; it's needed at 100%.** *SFMTA's proposal is recommending daylighting at only half of the intersections.*

Unsignalized crosswalks should get the most extensive pedestrian safety features.

Crossing Lincoln at an intersection without a traffic signal is incredibly risky, and there are a dozen intersections like this with several near bus stops. Pedestrians need more protection and drivers need more cues to slow and yield. Yet the current plans only call for fresh paint at many of these crossings. At these intersections, we were clocking vehicles at 35MPH, a speed at which a pedestrian would suffer life-threatening injuries if hit. If there is parking at an unsignalized intersection, that crossing needs to be more protected, with daylighting and pedestrian-safety zones (like 45th Ave currently).

More prominent signage is needed too, because current signage is insufficient to alert drivers of vehicles traveling 30MPH+ that there is a pedestrian in the crosswalk. And in the future, the SFMTA should consider adding Rapid Flash Beacons on unsignalized crossings, especially near bus stops.



Dangerous Vehicle Speeds: Reducing the speed on Lincoln is crucial to protect our safety. At our walk audit, we collected vehicle speed data mid-block with a top speed observed of 58MPH, a speed at which no pedestrian would survive if hit. Many of our senior participants did not feel comfortable crossing Lincoln Way to get to and from the park due to high speeds.

With the passage of California Assembly Bill 43 in 2021, Lincoln Way will soon be eligible for the speed limit to be lowered from 30MPH to 25MPH. Therefore, we want to ask the SFMTA to retime the lights for achieving this speed now. The SFMTA plans slow speeds along Lincoln by improving signal heads, retiming lights, and adding just two speed

radar signs. If these treatments do not do enough to significantly slow speeds on Lincoln, then more must be done.

Lincoln has a serious issue with drivers making fast turns off of it into neighborhood streets, putting pedestrians in the crosswalk on the south side of Lincoln at great risk.

The Quick Build project as currently proposed includes left turn calming at 16 intersections; Walk SF believes it should be at all unsignalized intersections and especially from Arguello to 19th Ave, where there are very high numbers of pedestrians.

Popular, high-foot traffic crossings into the park, especially in the Inner Sunset including 5th, 7th, 9th, 11th, and 25th Aves, should receive every possible Quick Build tool. We're surprised Pedestrian Safety Zones, which shorten the crossing distance for pedestrians and slow turning drivers, are included at only 3 locations (40th, 41st, 45th Aves).

A crosswalk should be added at 6th Ave. This is an opportunity to remove the prohibitive walking signs (No Ped Crossing) and provide infrastructure to encourage people to safely get to the park, especially since there is a sidewalk on the north side of Lincoln Way.

The walk audit found that many of the existing traffic signals need upgrades. More than half of the Lincoln Way traffic signal requires a person to push or "beg" to be given the walk sign, and do not have functioning auditory or tell a person when it is safe to cross. This makes people living with disabilities particularly vulnerable. This request goes beyond a Quick Build project, and we ask our agency to prioritize Lincoln Way for traffic signal upgrade funding.

Once this Quick Build project has been installed, Walk SF requests a six-month evaluation to ensure the new treatments are reaching the City's goals for lowering speeds, reducing the number of crashes, and keeping people safe in the crosswalk.

Thank you for considering this information as you move forward with refined designs. As the project progresses in the next weeks, I'd appreciate the opportunity to hear how these recommendations are being considered for the final design, and I am available to answer any questions you may have.

Best,



Jodie Medeiros, Executive Director

Cc: Jamie Parks, Livable Streets Director, SFMTA; Sup. Myrna Melgar; Sup. Joel Engardio