

TRAFFIC CONSIDERATIONS (Pedestrian/Vehicle/Transit)

Proposed Improvements

Additional “No Left Turn” signs on the north and south sides of the intersection to further enforce the existing left turn restrictions.

Upgrade entire traffic signal infrastructure at the intersection to include:

- **12” traffic signal heads** for better visibility (from existing 8”).
- **Right-turn arrow signals*** for turning traffic.
- **Separated signal phasing*** which would provide protected and separate traffic signal phasing for turning vehicles and pedestrians. This would reduce the potential for conflicts between right-turning vehicles and pedestrians crossing the street.

* These measures would require conduit upgrades and construction within the intersection. Approximate costs would be ~\$1M

Improvements Reviewed

Southbound Bike Lane exiting the park

- Not feasible due to inability of SFFD Trucks to make a clear right turn from westbound Lincoln to northbound 9th Avenue

Northbound Bike Lane on 9th Avenue

- Installing a bike lane on the street would require removing parking on one side of the street, which was noted as undesirable in survey responses.

Pedestrian Bulbouts

- Not feasible on the north side of the street due to the PM peak period tow-away lane for additional vehicle capacity.
- Not feasible on the southeast corner due to the bulbout shifting buses into a vehicle travel lane which would block motorists traveling eastbound, adding to congestion.
- Potentially feasible on the southwest corner, if desired, but would require additional analysis.

Pedestrian Scramble (All-direction crossing phase)

- Not feasible due to the delay to the 44-O'Shaughnessy, causing issues for Muni travel time and on-time performance.

“Garage Full” Signage at 9th Avenue Park Entry

- Garage is not owned and maintained by the City, so signs could not be installed by this project.

