

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving protected bicycle lanes and various traffic and parking modifications on Lake Merced Boulevard between John Muir Drive and Skyline Boulevard to improve bicycle, pedestrian, and traffic safety for the community as part of the Lake Merced Quick-Build Project.

**SUMMARY:**

- The project removes one travel lane on Lake Merced Boulevard in the following sections – southbound between Brotherhood Way and John Muir Drive, northbound between Brotherhood Way and John Muir Drive, and northbound between Font Boulevard and Winston Drive.
- The project removes parking in some sections of Lake Merced Boulevard between Higuera Avenue and Skyline Boulevard and results in a net loss of 324 parking spaces.
- The project narrows travel lane widths to increase driver awareness and lower motor vehicle speeds and upgrades striping and traffic signal lenses at intersections.
- The project installs on-street bikeways separated from traffic lanes by raised concrete islands.
- The project installs “neighborways”, or traffic-calmed, pedestrian, and bike friendly residential streets, to serve as an alternative pathway for active transportation modes in portions of the Lake Merced corridor that are constrained by high speeds and heavy vehicle traffic.
- The project upgrades transit flag stops to transit boarding islands and eliminates bike-bus conflicts.
- The proposed project is not subject to the Board of Supervisors review pursuant to Ordinance 127-18.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Lake Merced Quick-Build Proposed Improvements Summary Diagram
3. Lake Merced Quick-Build Proposed Design by Section: Plan Views and Cross Sections
4. Lake Merced Quick-Build Proposed Striping Drawings

**APPROVALS:**

**DATE**

DIRECTOR



January 11, 2023

SECRETARY



January 11, 2023

**ASSIGNED SFMTAB CALENDAR DATE:** January 17, 2023

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### **PURPOSE**

Approving protected bicycle lanes and various traffic and parking modifications on Lake Merced Boulevard between John Muir Drive and Skyline Boulevard to improve bicycle, pedestrian, and traffic safety for the community as part of the Lake Merced Quick-Build Project.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

### **DESCRIPTION**

#### **Project Background**

The Lake Merced Quick-Build Project (the Project) seeks to provide roadway reallocation and lane narrowing on sections of Lake Merced Boulevard from John Muir Drive to Skyline Boulevard, promoting traffic calming and allowing for multimodal street improvements. The Lake Merced Quick-Build Project has two principal goals:

1. Install traffic calming improvements to reduce collisions and improve comfort for all travelers along Lake Merced Boulevard.
2. Implement safe pedestrian and bicycle connections to or along Lake Merced Boulevard. The area north and east of Lake Merced Park on Lake Merced Boulevard between Font and Sunset boulevards was part of San Francisco's Vision Zero High Injury Network (HIN) in 2021 and there was a fatal collision on the corridor in 2021.

The Project builds upon two previous studies conducted in coordination with District 7:

- The **Lake Merced Bikeway Feasibility Study** was completed in January 2021 using Neighborhood Transportation Improvement Program (NTIP) funding. The primary goal of this study was to understand options for relieving congestion on the multi-use pathway around the lake through near-term options for adding bikeways at road-level on streets adjacent to the lake, and through long-term options for widening the multi-use pathway around the lake.
- The **Lake Merced Pedestrian Community Based Transportation Plan (CBTP)** was completed in October 2021. The CBTP prioritizes recommendations for both spot and corridor wide pedestrian safety improvements on Lake Merced Boulevard from Skyline Boulevard to John Muir Drive. The Quick Build scope incorporates many of these identified improvements.

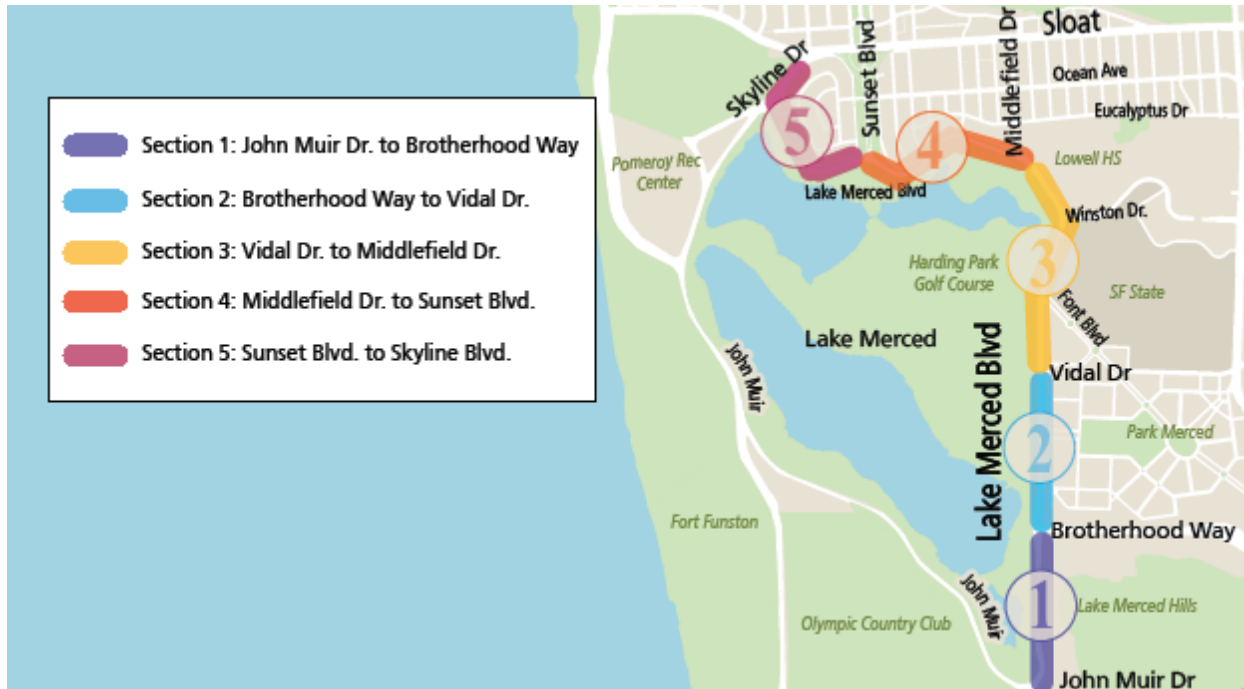
The Project incorporates many of the recommendations of these two plans to propose important traffic calming, bike, and pedestrian safety upgrades on the corridor.

In addition, the SFMTA is working closely to align scope with the Parkmerced development, a 152-acre site that includes comprehensive redesign, redevelopment, and improvement of the site with new residential buildings, retail uses, parks, streets, and other amenities. The changes to Lake Merced Boulevard between Brotherhood Way and Vidal Drive proposed by the Project aligns with the future changes coming to the roadway due to the development, including four new traffic signals at Vidal Drive, Acevedo Avenue, Higuera Avenue, and Gonzales Drive. Together, the Project's proposed changes and Parkmerced's capital scope will transform a high-speed corridor into a much safer, user-friendly boulevard.

### **Existing Conditions**

Lake Merced Boulevard is a 2.6 mile long corridor that runs along Lake Merced and runs north-south from the Daly City border at John Muir Drive and curves east-west to Skyline Boulevard. The west/south side of the street borders Lake Merced whereas the east/north side of the street borders residential neighborhoods and schools, including San Francisco State University and Lowell High School. Between John Muir Drive and Sunset Boulevard, the typical roadway configuration is two to three lanes in each direction with turn pockets at intersections. Between Sunset Boulevard and Skyline Boulevard, the typical roadway configuration is one lane in each direction. Some portions of the corridor have sidewalks while some do not, and there is a multi-use path for shared use between pedestrians and bicyclists that encircles Lake Merced. There are areas in the middle and north end of the Project area with unmetered parking.

Given the length of the Project area and variations in existing conditions, this report divides the corridor into five sections (see image below),



Existing roadway geometries, sidewalks/paths, and parking are detailed from south to north by section below.

Roadway Geometry/Sidewalks and Paths/Parking by Section

Section 1: Lake Merced Boulevard- John Muir Drive to Brotherhood Way

Typical roadway geometries are 60 feet curb-to-curb and include two northbound vehicle travel lanes, a center vehicle left-turn lane, and two southbound vehicle travel lanes. There is a single westbound left turn lane on Brotherhood Way at Lake Merced Boulevard, a southbound left turn lane and northbound right turn lane on Lake Merced Boulevard at Lake Merced Hill (North), a southbound left turn lane on Lake Merced Boulevard at Lake Merced Hill (South) and double eastbound left turn lanes on John Muir Drive at Lake Merced Boulevard. There is a free right turn lane or slip lane from northbound Lake Merced Boulevard to Brotherhood Way and southbound Lake Merced Boulevard to John Muir Drive.

There is no sidewalk on the east side of Lake Merced Boulevard from John Muir Drive to Lake Merced Hill North, and a ten-foot sidewalk on the east side of the street from Lake Merced Hill North to Brotherhood Way.

There is a multi-use path on the west side of Lake Merced Boulevard that varies in width from approximately fourteen to eighteen feet (including vegetation).

There is no parking in this section.

Section 2: Lake Merced Boulevard- Brotherhood Way to Vidal Street

This section of Lake Merced Boulevard has a consistent two vehicle travel lanes in each direction (two northbound and two southbound lanes) but varies from 60 to 82 feet in curb-to-curb width. There are double southbound left turn lanes on Lake Merced Boulevard at Brotherhood Way and a southbound left turn lane on Lake Merced Boulevard at Higuera Avenue. There is a free right turn lane or slip lane from westbound Brotherhood Way to Lake Merced Boulevard.

There is no sidewalk on the east side of the Lake Merced Boulevard in this section, but Vidal Street serves as a frontage road and parallel street to Lake Merced Boulevard for most of this stretch, until Vidal curves to the east and becomes perpendicular to Lake Merced Boulevard.

There is a multi-use path on the west side of the Lake Merced Boulevard that varies in width from fourteen to eighteen feet (including vegetation).

There is unmetered parking on the east side of Lake Merced Boulevard from Higuera Avenue to Vidal Drive.

Section 3: Lake Merced Boulevard-Vidal Drive to Middlefield Drive

Typical roadway geometries vary between 60 to 84 feet curb-to-curb and include two northbound vehicle travel lanes and two southbound vehicle travel lanes. Between Font Boulevard and Winston Drive, there are three northbound vehicle travel lanes. There are southbound left turn lanes on Lake Merced Boulevard at Font Boulevard, State Drive, and Winston Drive. There is a free right turn lane or slip lane from northbound Lake Merced Boulevard to Font Boulevard and a northbound right turn lane on Lake Merced Boulevard at Middlefield Drive.

There is sidewalk on the east side of Lake Merced Boulevard from Vidal Drive to Middlefield Drive that varies in width from six to ten feet.

There is a multi-use path on the west side of the Lake Merced Boulevard that varies in width from ten to eighteen feet (including vegetation).

There is unmetered parking on the east and west sides of Lake Merced Boulevard from Vidal Drive to North State Drive.

Section 4: Lake Merced Boulevard- Middlefield Drive to Sunset Boulevard

Typical roadway geometries vary from 70 to 78 feet curb-to-curb and include two westbound vehicle travel lanes and two eastbound vehicle travel lanes. There is a westbound right turn and eastbound left turn lane on Lake Merced Boulevard at Clearfield Drive. There is an eastbound left turn lane on Lake Merced Boulevard at Middlefield Drive. There is a westbound left turn pocket on Lake Merced Boulevard into Sunset Circle Parking Lot and a westbound left turn pocket on Lake Merced Boulevard at Sunset Boulevard.

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There are no sidewalks on the north side of Lake Merced Boulevard, but there are six-foot sidewalks on the north side of Gellert Drive, which runs parallel to Lake Merced Boulevard in this section.

There is a multi-use path on the south side of the Lake Merced Boulevard that varies in width from twelve to fifteen feet (including vegetation).

There is no parking in this section.

### Section 5: Lake Merced Boulevard- Sunset Boulevard to Skyline Drive

Typical roadway geometries are 60 feet curb-to-curb and include one eastbound vehicle travel lane and one westbound vehicle travel lane. There is an eastbound left turn lane on Lake Merced Boulevard at Sunset Boulevard.

From Sunset Boulevard to Skyline Drive, there are no sidewalks on the north side of Lake Merced Boulevard, but there are six-foot sidewalks on the north side of Lakeshore Drive, which runs parallel to Lake Merced Boulevard in this section.

There is a multi-use path on the south side of the Lake Merced Boulevard that is approximately twenty feet wide in this section (including vegetation).

There is on-street unmetered parking on the north and south sides of Lake Merced Boulevard between Sunset and Skyline Boulevard, however this parking is rarely ever in use in the current conditions.

### Bike Facilities in Project Area

A multi-use path (pedestrians and bicyclists share the same space) exists around the entire lake on the west/south side of Lake Merced Boulevard. This multi-use path is a popular amenity for the surrounding neighborhood and can become congested with bicycles and pedestrians, creating some conflicts between these user groups.

Numerous bike facilities currently connect to Lake Merced including:

- A multi-use path on Sunset Boulevard
- Class II painted bike lanes on Winston Drive (both directions)
- Class II painted bike lanes along Lake Merced Boulevard (both directions), south of the John Muir Drive intersection
- Class III bike routes on Skyline Boulevard south of John Muir Drive and north of Lake Merced Boulevard, on the Great Highway Extension, on Font Boulevard, and on Clearfield Drive and Middlefield Drive

### Parking Lots in the Project Area

There are several parking lots in and around the lake and unmetered parking along John Muir Drive that can be used to access the lake area. For students and San Francisco State campus users, San Francisco State provides daily parking permits and public parking onsite, and shuttles from Daly City BART to campus.

Major Destinations in the Project Area

There are several major destinations in the Project area that encourage multi-modal use of the street network. These include the San Francisco Zoo, Lake Merced Park, Lowell High School, San Francisco State University, Parkmerced Multi-Family Development, and Stonestown Galleria.

Transit in the Project Area

Lake Merced Boulevard serves both Muni and SamTrans bus routes including:

	<b>Route No.</b>	<b>Limits on Lake Merced Blvd.</b>	<b>Weekday Service Frequency (min)</b>
<b>Muni</b>	58 Lake Merced	Brotherhood to John Muir, Sunset to Winston	20
	57 Parkmerced	Font to Winston	20
	18 46th Avenue	Winston to Skyline	20
	29 Sunset	Winston to Sunset	10 to 12
<b>SamTrans</b>	122	John Muir to Winston	20 to 30

Collisions

While Lake Merced Boulevard is not on the 2022 Vision Zero High Injury Network (HIN), the segment between Font and Sunset boulevards was previously on the HIN in 2021. Between 2016 and 2021, 89 collisions occurred in the Project corridor and resulted in 87 injury collisions and two fatalities. There were six pedestrian-vehicle collisions and five bicycle-vehicle collisions. The first fatality occurred on Lake Merced Boulevard at Font Boulevard in 2017 involving a pedestrian and a vehicle. In 2021, the second fatality took place on Lake Merced Boulevard and Higuera Avenue involving a pedestrian and vehicle. Thirty percent of reported incidents cite unsafe speeds as a primary factor of the collision.

Volumes

Traffic volumes on Lake Merced Boulevard were taken on two areas along the corridor and are as follows:

Brotherhood Way (Sept 2021) (not including multi-use path):

- AM Peak (7am -9am)
  - 2,014 vehicles (Lake Merced Boulevard)
  - 1,525 vehicles (Brotherhood Way)
  - 11 pedestrians, 5 bicycles
- PM Peak (4pm-6pm)
  - 2,232 vehicles (Lake Merced Boulevard)
  - 1,500 vehicles (Brotherhood Way)
  - 7 pedestrians, 9 bicycles

Winston Drive (Sept 2021) (not including multi-use path):

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- AM Peak (7am -9am)
  - 3,347 vehicles (Lake Merced Boulevard)
  - 239 vehicles (Winston)
  - 55 pedestrians, 20 bicycles
- PM Peak (4pm-6pm)
  - 3,526 vehicles (Lake Merced Boulevard)
  - 410 vehicles (Winston)
  - 37 pedestrians, 15 bicycles

### Summary of Proposed Improvements

Proposed safety improvements include a vehicle travel lane reduction and removing parking on some sections of the Project area to provide the opportunity to install upgraded pedestrian, bicycle, and transit infrastructure. In general, improvements are as follows:

- *Removal of vehicle travel lanes in the following sections:*
  - Northbound and southbound Lake Merced Boulevard between Brotherhood Way and John Muir Drive (from two lanes in either direction to one lane in either direction)
  - Northbound Lake Merced Boulevard between Font Blvd. and Winston Drive (from three lanes to two lanes)
- *Removal of parking in the following sections:*
  - West side of Lake Merced Boulevard between Vidal Drive and Font Boulevard
  - East side of Lake Merced Boulevard between Higuera Avenue and North State Drive
  - North and south sides of Lake Merced Boulevard between Sunset Boulevard and Skyline Boulevard
  - Project results in a net loss of 324 parking spaces
- *Installation of one 100-foot passenger loading zone* on the west side of Lake Merced Boulevard near Font Boulevard to facilitate necessary pick-ups and drop-off of passengers using the lake and surrounding uses.
- *Narrowing of travel lanes widths* to a typical 12-foot-wide lane on Lake Merced Boulevard between John Muir Drive and Skyline Boulevard to increase driver awareness and lower motor vehicle speeds.
- *Pedestrian safety improvements* throughout the Project area include:
  - Refreshing road paint to improve crosswalk visibility.
  - Installing advanced limit lines to create buffers between crosswalks and vehicles at traffic lights.
  - Upgrading transverse crosswalks (crosswalks outlined by only two parallel lines) to continental ("striped") crosswalks.
  - Closing one slip lane from northbound Lake Merced Boulevard to eastbound Brotherhood Way.
  - Upgrade traffic signal lens size from 8" to 12" to improve visibility.
- *Installation of on-street protected bikeways:*
  - One-way protected bikeways are proposed in the following locations:
    - Northbound and southbound on east and west sides of Lake Merced



- Boulevard from John Muir Drive to Brotherhood Way
  - Northbound on the east side of Lake Merced Boulevard from Acevedo Avenue to Middlefield Drive
  - Eastbound on the south side of Lake Merced Boulevard from Skyline Boulevard to Middlefield Drive
- A two-way protected bikeway is proposed on one section on the north side of Lake Merced Boulevard from Sunset Boulevard to Berkshire Way.
- The bike lanes will be separated from vehicle traffic by raised concrete islands and plastic delineators to provide protection and comfort for cyclists on the road.
- *Implementation of neighborways* to serve as an alternative to constrained streets with high speeds and heavy vehicle traffic. Neighborway street design measures include traffic calming and wayfinding pavement markings to make residential streets friendlier for walking and biking. Neighborways are proposed on Vidal Drive and Gellert Drive.
- *Installation of seven transit boarding islands*, or dedicated passenger waiting areas that are separated from the sidewalk by a bikeway. Seven flag stops will be upgraded to transit boarding islands along Lake Merced Boulevard, which will streamline transit service by enabling in-lane stops and eliminating bike-bus conflicts. Proposed transit boarding islands include:
  - Lake Merced Boulevard, east side, at John Muir Drive
  - Lake Merced Boulevard, east side, at Lake Merced Hill North
  - Lake Merced Boulevard, east side, south of Brotherhood Way
  - Lake Merced Boulevard, east side, at Font Boulevard
  - Lake Merced Boulevard, south side, at Lakeshore Drive
  - Lake Merced Boulevard, west side, at Lake Merced Hill North
  - Lake Merced Boulevard, west side at Lake Merced Hill South

### **Detailed Proposed Improvements by Section**

Proposed improvements for Lake Merced Boulevard from John Muir Drive to Skyline Boulevard are broken down into five sections from south to north and described in detail below.

#### *Section 1: Lake Merced Boulevard- John Muir Drive to Brotherhood Way*

##### ***Bike Improvements and Travel Lane Reconfiguration***

The Project proposes a northbound and southbound Class IV protected bikeway along this section of Lake Merced Boulevard, requiring the removal of one existing travel lane in each direction. The bikeway is proposed to be protected by raised concrete median islands with sufficient gaps for emergency vehicle access. At Brotherhood Way, the Project proposes to close the northbound right turn slip lane and convert one of the two existing northbound through lanes into a right turn only lane.

##### ***Parking and Loading Changes***

There are no parking or loading changes proposed along this section of Lake Merced Boulevard.

##### ***Transit Improvements***

At Lake Merced Hill (South), the existing 60-foot flag stop (west side) is proposed to be

relocated south of the intersection, at John Muir Drive, and replaced with a new 40-foot boarding island/bus stop. On the eastern side of Lake Merced Boulevard, the existing 60-foot existing flag stop is proposed to be relocated south of the intersection, at John Muir Drive, and replaced with a new 90-foot boarding island/bus stop.

At Lake Merced Hill (North), the existing 60-foot flag stop (west-side) is proposed to be replaced by a 60-foot boarding island/bus stop. The existing 60-foot flag stop (east side) at Lake Merced Hill (North) will be shifted slightly north and replaced with a 60-foot boarding island/bus stop.

***Crosswalk Improvements***

The Project proposes advance limit lines and continental crosswalks at all intersections within this section of Lake Merced Boulevard. At the intersection of Lake Merced Boulevard and Lake Merced Hill, the existing traffic signal would be upgraded with larger signal size lens heads to improve visibility.

*Section 2: Brotherhood Way to Vidal Drive*

***Bike Improvements and Travel Lane Reconfiguration***

The Project proposes Class III bike facilities or a shared roadway between vehicles and bicyclists in the northbound direction of Vidal Drive starting at approximately 870 feet north of Brotherhood Way to 445 feet north of Acevedo Drive. Where Vidal Drive turns eastward from Lake Merced Boulevard, bike ramps are proposed on the west side of Vidal Drive to connect the Class III bike facilities back onto the proposed Class IV separated bikeway on Lake Merced Boulevard.

This section of Vidal Drive would be intended to serve as an alternative bicycle route or “neighborway” because protected bikeways are not feasible along the adjacent section of Lake Merced Boulevard. Neighborways are residential streets with lower traffic volumes that are encourage walking and biking.

***Parking and Loading Changes***

The existing on-street parking lanes on both sides along this section of Lake Merced Boulevard are proposed for removal to calm traffic and improve visibility among drivers, resulting in the removal of 31 unmarked parking spaces. There are no designated loading spaces along this section.

As currently existing parking is largely utilized by recreational vehicles (RVs), parking removal in this section will be phased in coordination with the selection of a Safe Sleeping Site. The Safe Sleeping Site effort is currently being managed by District 7.

***Crosswalk Improvements***

The Project proposes advance limit lines and continental crosswalks at all intersections within this section of Lake Merced Boulevard.

*Section 3: Vidal Drive to Middlefield Drive*

***Bike Improvements and Travel Lane Reconfiguration***

Between Vidal Drive (approximately 230 feet south of Font Blvd) and approximately 174 feet

north of Winston Drive, one existing northbound travel lane is proposed for removal to provide space for a Class IV protected bikeway. The bikeway is proposed to be protected by raised concrete median islands with sufficient gaps for emergency vehicle access. A bike ramp is proposed on the south side of Lake Merced Boulevard at Middlefield Drive to connect the proposed Class IV bike facility adjacent to the lakeside's existing multi-use shared pedestrian and bicycle path. The existing northbound right-turn only lane from Middlefield Drive to approximately 370 feet southerly would be retained and new shared road lane markings are proposed here.

***Parking and Loading Changes***

The existing on-street parking lane along both sides of Lake Merced Boulevard between Vidal Drive to North State Drive is proposed for removal for traffic calming and to accommodate the proposed Class IV protected bikeway. There will be a new 100-foot passenger loading zone on the west side of Lake Merced Boulevard just south of Font Boulevard.

As currently existing parking is largely utilized by recreational vehicles (RVs), parking removal in this section will be coordinated closely with Homelessness and Supportive Housing Department, including the potential opening of a Safe Sleeping Site or other relocation opportunities.

***Crosswalk Improvements***

The Project proposes advance limit lines and continental crosswalks at all intersections within this section of Lake Merced Boulevard. Existing traffic signals would be upgraded with larger size signal lens heads at Lake Merced Boulevard and Font Boulevard, State Drive, and Middlefield Boulevard.

***Transit Improvements***

Near Font Drive, the Project proposes shifting an existing bus stop northerly towards State Drive and constructing a new transit boarding island due to a midblock driveway.

***Section 4: Middlefield Drive to Sunset Boulevard***

***Bike Improvements and Travel Lane Reconfiguration***

A westbound Class IV protected bikeway is proposed on Lake Merced Boulevard from Middlefield Drive to the Sunset Circle Parking lot, north of Clearfield Drive. The bikeway would be protected by concrete median islands with sufficient gaps for emergency vehicle access. There would be no removal of existing travel lanes.

Since there are existing Class III bike facilities, this section of Gellert Drive would be intended to serve as a neighborway, or as an alternative bicycle route to this section of Lake Merced Boulevard where protected bikeways were determined not to be feasible. Bike boxes are proposed at this location to connect bicycle facilities on Lake Merced Boulevard and Gellert Drive. A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Their purpose is to provide a safe waiting area for bicyclists that increases their visibility.

Painted median buffers are proposed to be widened on Lake Merced Boulevard from Middlefield Drive to Clearfield Drive. A forced right turn is proposed on Clearfield Drive onto westbound

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Lake Merced Boulevard. Additionally, the proposed design removes the left turn from eastbound Lake Merced Boulevard onto Clearfield Drive.

### ***Parking and Loading Changes***

There are no parking and loading changes proposed along this section of Lake Merced Boulevard.

### ***Crosswalk Improvements***

There are no crosswalk changes proposed along this section of Lake Merced Boulevard.

### ***Transit Improvements***

There are no changes to transit proposed in this section of Lake Merced Boulevard.

### ***Section 5: Sunset Boulevard to Skyline Drive***

#### ***Bike Improvements and Travel Lane Reconfiguration***

On Lake Merced Boulevard between Sunset Boulevard and Skyline Boulevard, a Class IV protected bikeway is proposed in the westbound direction. The bikeway would be protected by concrete median islands with sufficient gaps for emergency vehicle access

A two-way Class IV protected bikeway is proposed on the north side of Lake Merced Boulevard between Sunset Boulevard and Berkshire Way, offering both east and westbound bicycle connectivity to Lakeshore Drive. The two-way bikeway would be protected by concrete median islands with sufficient gaps for emergency vehicle access

Shared lane markings are proposed on the adjacent section of Lakeshore Drive between Berkshire Way and Lancaster Lane in both directions, offering bicycle connectivity to the Skyline and Sloat Boulevard intersection.

#### ***Parking and Loading Changes***

The existing on-street parking lane along both sides of this section of Lake Merced Boulevard would be removed for traffic calming and to accommodate the proposed Class IV protected bikeway. This would result in the removal of 167 unmarked on-street parking spaces. There are no designated loading spaces along this section.

#### ***Transit Improvements***

To improve pedestrian safety, the Project proposes one transit boarding island at the existing stop on the southern side of Lake Merced Boulevard (lakeside) west of Sunset Boulevard.

#### ***Crosswalk Improvements***

At the uncontrolled crosswalk west of Sunset Boulevard, the concrete median and painted median will be extended and widened.

## PROJECT ELEMENTS

### **Street Safety and Traffic Operations**

Proposed street safety improvements on Lake Merced Boulevard include vehicle travel lane reduction and removing parking on some sections of the Project area to install upgraded

pedestrian, bicycle, and transit infrastructure.

The proposed lane reductions and new roadway reconfiguration is a well-documented safety treatment also known as a “road diet”. Nationally, the Federal Highway Administration (FHWA) compiled decades of data on historic crash reductions and operational performance of road diets. FHWA research found that road diet projects reduce collisions between 19 and 47 percent.<sup>1</sup> Locally, San Francisco has completed dozens of road diets on city streets prone to high collision-rates resulting in a reduction of speeds and collisions. Two recent examples include the 7<sup>th</sup> Safety project between Market and Folsom Streets, and the Turk Street Safety project between Market and Gough Streets. These projects implemented several infrastructure improvements, including a road diet. Post evaluation findings found that 85<sup>th</sup> percentile speeds decreased by 16% on 7<sup>th</sup> Street and by 10% on Turk Street.

To help maintain capacity and avoid road congestion, all existing right turn lanes are maintained, even within the roadway sections where vehicle travel lane removals are proposed. There are five free right turn or slip lanes within the Project area. Except for one free right turn lane at the southeast corner of Lake Merced Boulevard and Brotherhood Way, these slip lanes will remain open. The reason for this is to maintain roadway circulation for transit and emergency vehicles, and because it would require significant costs and a capital project to replace the lane with a right-turn pocket and signal.

### **Bicycle Safety and Connectivity Improvements**

The Project proposes the installation of Class IV protected bikeways in both directions on sections of Lake Merced Boulevard, improving safety for people riding bicycles.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. The Project would use a combination of six inch raised concrete buffers, transit boarding islands, and plastic delineators for physical separation. The proposed protected bike lane will improve bicyclist access of bicyclist in and beyond the project area and will relieve congestion on the existing lake-side multi-use pathway.

Separated bikeways are authorized under Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and

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<sup>1</sup> FHWA, Evaluation of Lane Reduction “Road Diet” Measures on Crashes. FHWA Report No. FHWA-HRT-10-053. Washington, D.C. 2010. Accessible at: <https://www.fhwa.dot.gov/publications/research/safety/10053/10053.pdf>

3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed protected bikeways on Lake Merced Boulevard meets these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a senior transportation engineer in the Livable Streets division, and by the San Francisco City Traffic Engineer prior to installation. The alternative criteria for the Project are provide a more inviting experience and greater sense of comfort for bicyclists, provide greater access for bicyclists, and provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board of Directors as part of this calendar item. Lastly, the Project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

- A separated bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeways for Lake Merced Boulevard will conform to these NACTO design guidelines. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The Project design and bikeways were also reviewed by the San Francisco Fire Department.

The new protected bikeways would close an important gap in the bicycle network within the western part of the city and will connect with other multi-modal improvement efforts such as upgrades on Brotherhood Way, at the intersection of Sloat and Skyline boulevards, and various roadway improvements offered through the redevelopment of Parkmerced.

### **Pedestrian Safety Improvements**

The proposed lane reductions, or road diet, on Lake Merced Boulevard will greatly improve the safety and mobility of pedestrians traveling along the Project area. A road diet is a well-documented safety treatment that decreases lane crossing distance and reduces vehicles speeds, leading to fewer and less severe collisions.

The Project also proposes to narrow travel lanes widths to a typical 12-foot-wide lane on Lake Merced Boulevard between John Muir Drive and Skyline Boulevard, which can increase driver awareness and lower motor vehicle speeds.

Lastly, the Project proposes to upgrade existing crossings throughout the Project area. Upgrades include refreshing road paint to improve crosswalk visibility, installing advance limit lines to create buffer between crosswalk and vehicles at stop lights, upgrading transverse crosswalks to continental crosswalks, closing the slip lane at Brotherhood Way, and upgrading traffic signal lens size from 8" to 12" to improve visibility. Together, these intersection upgrades will help improve pedestrian safety in the Project area.

### **Transit Operations**

With the Project, transit travel time for Muni transit lines will not significantly change given the proposed roadway changes as the roadway sections where travel lanes are proposed for removal currently have excess vehicle capacity. Furthermore, Muni travel times will be optimized through the use of transit boarding islands.

Seven of the transit stops in the Project area are utilized by SamTrans and the agency's 122 line. SamTrans transit lines will not be significantly changed and will be optimized through the use of transit boarding islands. SamTrans has consented to changes to their bus stops.

### **Curb Management**

The proposed Project will remove a total of 324 unmetered parking spaces on portions of Lake Merced through tow-away no parking curb assignments and proposes to reallocate that space for the proposed protected bikeway.

There is also existing on-street unmetered parking on the north and south sides of Lake Merced Boulevard between Sunset and Skyline boulevards, however this parking is rarely ever in use in the current conditions, therefore removal of this parking will have little impact.

One 100-foot parking loading zone is proposed on Lake Merced near Font Boulevard to provide drop-off and pick-up access to users of the Project area.

### **PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, east side, from 217 feet to 674 feet north of Higuera Avenue, Lake Merced Boulevard, west side, from 117 feet to 1,125 feet south of Font Boulevard, Lake Merced Boulevard, west side, from 374 feet south of Winston Drive to Font Boulevard
- B. ESTABLISH – CLASS IV BIKEWAY- TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, northbound, east side, from John Muir Drive to Brotherhood Way, Lake Merced Boulevard, northbound, east side, from 445 feet north of Acevedo Avenue to 370 feet south of Middlefield Drive, Lake Merced Boulevard, eastbound, south side, from Skyline Boulevard to Sunset Boulevard, Lake Merced Boulevard, eastbound, south side, from Sunset Circle Parking Lot to east curb line of Middlefield Drive, Lake Merced Boulevard, southbound, west side, from 125 feet south of Brotherhood Way to John Muir Drive
- C. ESTABLISH – TWO-WAY CLASS IV BIKEWAY– TOW-AWAY, NO STOPPING

- ANYTIME- Lake Merced Boulevard, north side, from Sunset Boulevard to Berkshire Way
- D. ESTABLISH – CLASS III BIKEWAY – Vidal Drive, northbound, east side, from 870 feet north of Brotherhood Way to 445 feet north of Acevedo Drive, Lake Merced Boulevard, westbound, north side, from Middlefield Drive to 370 feet southerly, Middlefield Drive, northbound, east leg crosswalk, at Lake Merced Boulevard, Lakeshore Drive, northbound, from Berkshire Way to Lancaster Lane, Lakeshore Drive, southbound, from Berkshire Way to Lancaster Lane
- E. RESCIND – MUNI FLAG STOP – Lake Merced Boulevard, east side, south of Lake Merced Hill (South) (1100 Lake Merced Boulevard) (moving to transit boarding island), Lake Merced Boulevard, west side, north of Lake Merced Hill (South) (1100 Lake Merced Boulevard) (moving to transit boarding island), Lake Merced Boulevard, east side, 113 feet north of Lake Merced Hill (North) (moving to transit boarding island), Lake Merced Boulevard, west side, south of Lake Merced Hill (North) (moving to transit boarding island), Lake Merced Boulevard, east side, 85 feet north of Font Boulevard (moving to transit boarding island), Lake Merced Boulevard, south side, at Lakeshore Drive (moving to transit boarding island)
- F. ESTABLISH – MUNI FLAG STOP – Lake Merced Boulevard, east side, south of Brotherhood Way
- G. RESCIND – BUS FLAG STOP – Lake Merced Boulevard, west side, 233 feet south of Brotherhood Way (Samtrans stop)
- H. ESTABLISH – BUS FLAG STOP – Lake Merced Boulevard, west side, 75 feet south of Brotherhood Way (Samtrans stop)
- I. ESTABLISH – TRANSIT BOARDING ISLAND – TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, east side, from 30 feet to 90 feet north of John Muir Drive (60-foot boarding island), Lake Merced Boulevard, east side, from 128 feet to 188 feet north of Lake Merced Hill (North) (60-foot boarding island), Lake Merced Boulevard, east side, from 422 feet to 362 feet south of Brotherhood Way (60-foot boarding island), Lake Merced Boulevard, east side, from 94 feet to 154 feet north of Font Boulevard (60-foot boarding island), Lake Merced Boulevard, south side, from 170 feet to 230 feet west of Sunset Boulevard (Lakeshore Drive) (60-foot boarding island), Lake Merced Boulevard, west side, from 10 feet to 70 feet south of Lake Merced Hill (North) (60-foot boarding island), Lake Merced Boulevard, west side, from 317 feet to 357 feet south of Lake Merced Hill (South) (40-foot boarding island)
- J. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES – Lake Merced Boulevard, west side, from 17 feet to 117 feet south of Font Boulevard
- K. ESTABLISH – RIGHT TURN ONLY – Clearfield Drive, northbound, at Lake Merced Boulevard
- L. ESTABLISH – NO LEFT TURN – Lake Merced Boulevard, eastbound, at Clearfield Drive
- M. ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI – Lake Merced Boulevard, westbound, at Middlefield Drive
- N. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Lake Merced Boulevard, northbound, at Brotherhood Way



## **EMERGENCY ACCESS**

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the Project team has submitted proposed street designs for interdepartmental reviews. In working with SFFD staff, the Project team has adjusted lane widths, limit lines, buffer areas, and curb features per their feedback. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the conceptual design.

This Project was reviewed at the Transportation Advisory Safety Committee (TASC) on November 16, 2022, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, the San Francisco Department of Public Works, the SFPD, or the SFFD.

## **STAKEHOLDER ENGAGEMENT**

The Project was initiated by and coordinately closely with District 7 Supervisor Myrna Melgar and her staff. From July 2021 to November 2022, the Lake Merced Quick-Build Project team conducted comprehensive community outreach to gather input. Major outreach activities that took place in support of this Project include:

- Reviewed recommendations and information from related projects/plans (July 2021)
- Interviewed Lake Merced Pedestrian Community Based Transportation Plan Steering Committee, which included ten members representing diverse interests and organizations such as Walk SF, Merced Extension Triangle Neighborhood Association, Lakeshore Elementary, San Francisco State University, Pomeroy Recreation and Rehabilitation Center, District 7 staff, residents, and regular commuters. (August- November 2021)
- Ongoing meetings with District 7 staff (July 2021- November 2022)
- Held bi-monthly (every two months) meetings with Coalition on Homelessness and District 7 Staff (April- November 2022)
- Held numerous stakeholder meetings with groups listed below (August 2021- November 2022):
  - Balboa Terrace Homes Association
  - Bicycle Advisory Committee (SFMTA BAC)
  - Caltrans District 4 Bike and Pedestrian Section
  - Coalition on Homelessness
  - City of Daly City
  - Supervisorial District 4
  - Girl Scouts
  - Lakeshore Elementary School
  - Lakeside Property Owners Association
  - Lowell High School
  - Mayor's Office of Economic Workforce Development
  - Merced Extension Triangle Neighborhood Association (METNA)
  - Neighbors of Ardenwood
  - Parkmerced

- Pacific Utilities Commission
- San Francisco Bicycle Coalition (SFBC)
- San Francisco State University (SFSU)
- SamTrans
- WalkSF
- Individual residents and interested parties in the Lake Merced neighborhood
- Held a virtual Town Hall in coordination with District 7 and Supervisor Myrna Melgar's staff. Town Hall was held in multiple languages, utilizing a PowerPoint presentation and Virtual Handout in the form of an ArcGIS StoryMap (April 2022)
- Conducted Lake Merced Quick-Build Public Survey with comment forms (April 2022)
- Published responses to comments and summary of survey responses (June 2022)
- Public outreach including e-blasts, postcards, and flyers leading up to SFMTA Board Meeting (November 2022)

Initial outreach events included a series of over 25 interviews and meetings with key stakeholders in and around the Project area followed by a virtual Town Hall in April 2022 conducted simultaneously in English, Cantonese, and Spanish. The Town Hall was attended by over 70 participants. The focus of the Town Hall was to hear feedback on the recommended design from members of the public. The Town Hall was noticed two weeks in advance through an email to a project listserv, individual phone calls and emails, and posters placed along the corridor. Postcard mailers were mailed two weeks in advance to addresses within a mile radius of Lake Merced Boulevard. All notices included Chinese and Spanish translations.

A public survey was conducted in April 2022. Staff also posted the survey on the SFMTA website and shared it with community groups. The survey was released in English, Chinese, and Spanish. Staff obtained over 350 response and 1000 comments. Survey results showed 70% of respondents fully or partially support the project across the entire length of the corridor. From the comments, we also heard many who partially support the project would like to see more improvements/additional bike infrastructure in the future.

In addition to the public, the Lake Merced Quick-Build Project team reached out and coordinated closely with affected sister agencies and cities, including SamTrans and the City of Daly City. SamTrans has reviewed and approved all changes to their affected transit stops, and the SFMTA is currently coordinating with the City of Daly City to ensure changes connect seamlessly into their Right of Way at the southern end of the Project corridor.

Utilizing the feedback received from these initial events along with internal review from SFMTA Transit, SFMTA Accessibility, and the San Francisco Fire Department, the project team made changes to the design including closing the right turn slip lane from northbound Lake Merced Boulevard to Brotherhood Way, including a 100-foot passenger loading zone near Font Boulevard, and including a two-way protected bike lane on the east side of Lake Merced Boulevard from Sunset Boulevard to Skyline Boulevard. All of these changes were included to address requests for additional pedestrian safety at slip lanes, flexibility for the drop off and pick up of passengers going to nearby destinations, and more connectivity to the Sloat and Skyline Boulevard intersection.

Given the robust outreach performed for this Project to-date, the SFMTA Board Meeting also serves as the Public Hearing for the Lake Merced Quick-Build Project and was noticed ten days in advance through an email to a project listserv, intercept outreach, and posters placed along the corridor. Postcard mailers were mailed two weeks in advance to addresses within a mile radius of Lake Merced Boulevard. All notices included Chinese and Spanish translations.

## ALTERNATIVES CONSIDERED

**One-Way Protected Bicycle Lanes:** This Project was conceived and prioritized to achieve the goal of addressing safety needs and making the corridor more inviting to pedestrians and bicyclists. The protected bikeway alternative allows for the greatest benefits to bicyclists and pedestrians while minimizing impacts to transit and vehicular traffic. One-way protected bike lanes on either side of Lake Merced Boulevard, where feasible, was determined to be the preferred alternative due to allowing for more connectivity to the east side of Lake Merced Boulevard where many major destinations currently exist. One-way protected bike lanes on either side of the street also allow for less crossing of Lake Merced Boulevard and therefore less conflict between vehicles and bicyclists. This alternative was selected through both internal review and a robust public process.

**Neighborways on Parallel Streets:** This Project considered and determined the proposal of neighborways to serve as an alternative to routing bicyclists on constrained streets with high speeds and heavy vehicle traffic. Neighborway street design measures include traffic calming and wayfinding pavement markings to make residential streets friendlier for walking and biking and are proposed on Vidal Drive and Gellert Drive. This alternative was selected through both internal review and a robust public process.

**Widened Sidewalks and Sidewalk Level Bicycle Lanes:** Widening the sidewalks on the west side of Lake Merced Boulevard and incorporating sidewalk level bikeways was investigated as an alternative through the Lake Merced Bike Feasibility Plan, which was completed in January 2021. The land on the west side Lake Merced is also owned by both the San Francisco Pacific Utilities Commission (SFPUC) and San Francisco Recreation and Parks (SF Rec and Park) and is therefore not fully within the purview of the SFMTA. Due to space constraints, feasibility concerns, significant increases to construction costs and timeline, this alternative was not pursued..

**Two-Way Protected Bikeways:** Installing two-way protected bike lanes on the east side of Lake Merced Boulevard was considered. This alternative was found infeasible in most locations due to needed space for transit boarding islands and space constraints. The Project instead prioritized providing an additional bike facility on the neighborhood side for most of the corridor to improve neighborhood connections to and along Lake Merced.

There is one exception that occurs on Lake Merced Boulevard between Sunset and Skyline boulevards. There, due to excess roadway space and no transit stops, the Project proposes a two-way protected bike lane on the east side of the street. This alternative was selected through internal agency review and in response from the community to provide greater connectivity to the intersection of Skyline and Sloat Boulevards.

The final Project utilizes portions of these considered alternatives and includes a combination of one-way protected bikeways on either side of Lake Merced Boulevard, neighborways on the parallel streets of Vidal Drive and Gellert Boulevard, and a two-way protected for a short portion of the north side of Lake Merced Boulevard between Sunset and Skyline Boulevards.

**FUNDING IMPACT**

Funding for the initial planning phase (planning and outreach) and detailed design (final engineering/environmental review/legislative approval) has come from the San Francisco County Transportation Authority (SFCTA) Proposition K Transportation Sales Tax funds. The second phase of work (construction/implementation) is provided by Proposition D TNC Tax funds to support SFMTA’s Vision Zero Quick-Build Program. The total project cost of the Lake Merced Quick Build is \$1,710,000 and is broken down into the following phases and subtasks:

- **Phase 1 (Proposition K Transportation Sales Tax Funds):**
  - Planning and Outreach= \$200,000
  - Detail Design (includes Final Engineering, Environmental Clearance, and Legislative Approval)= \$250,000
- **Phase 2 (Proposition D TNC Tax Funds):**
  - Construction (includes Project Implementation) = \$1,260,000
- **Total Cost for Phase 1 and Phase 2: \$1,710,000**

See *Table 1* below for further detail.

**Table 1: Sources and Uses**

	<b>Proposition K Transportation Sales Tax</b>	<b>Proposition D TNC Tax Funds</b>	<b>Total Uses</b>
<b>Phase 1</b>			
Planning and Outreach	\$200,000		\$ 200,000
<b>Phase 2</b>			
Detail Design	\$250,000		\$ 250,000
Construction		\$1,260,000	\$1,260,000
<b>Total Sources</b>	<b>\$450,000</b>	<b>\$1,260,000</b>	<b>\$1,710,000</b>

**ENVIRONMENTAL REVIEW**

The proposed Lake Merced Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25.

## **PAGE 21**

The Planning Department determined on November 10, 2022 that the proposed Lake Merced Quick-Build Project (Case Number 2022-008842) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2022-005736ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

## **OTHER APPROVALS**

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

[https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

The proposed Project establishes Class III bikeways subject to the Board of Supervisors review.

The City Attorney has reviewed this item.

## **RECOMMENDATION**

SFMTA staff requests that the SFMTA Board approve the proposed parking protected bicycle lanes and various traffic and parking modifications on Lake Merced Boulevard between John Muir Drive and Skyline Boulevard, as set forth in Items A through N above, to improve traffic safety for the community as part of the Lake Merced Quick-Build Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to creating a network of protected bikeways citywide; and

WHEREAS, The San Francisco Municipal Transportation Agency has proposed lane reductions and traffic and parking modifications along Lake Merced Boulevard between John Muir Drive and Skyline Boulevard as follows:

- A. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, east side, from 217 feet to 674 feet north of Higuera Avenue, Lake Merced Boulevard, west side, from 117 feet to 1,125 feet south of Font Boulevard, Lake Merced Boulevard, west side, from 374 feet south of Winston Drive to Font Boulevard
- B. ESTABLISH – CLASS IV BIKEWAY – TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, northbound, east side, from John Muir Drive to Brotherhood Way, Lake Merced Boulevard, northbound, east side, from 445 feet north of Acevedo Avenue to 370 feet south of Middlefield Drive, Lake Merced Boulevard, eastbound, south side, from Skyline Boulevard to Sunset Boulevard , Lake Merced Boulevard, eastbound, south side, from Sunset Circle Parking Lot to east curb line of Middlefield Drive, Lake Merced Boulevard, southbound, west side, from 125 feet south of Brotherhood Way to John Muir Drive
- C. ESTABLISH – TWO-WAY CLASS IV BIKEWAY– TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, north side, from Sunset Boulevard to Berkshire Way
- D. ESTABLISH – CLASS III BIKEWAY – Vidal Drive, northbound, east side, from 870 feet north of Brotherhood Way to 445 feet north of Acevedo Drive, Lake Merced Boulevard, westbound, north side, from Middlefield Drive to 370 feet southerly, Middlefield Drive, northbound, east leg crosswalk, at Lake Merced Boulevard, Lakeshore Drive, northbound, from Berkshire Way to Lancaster Lane, Lakeshore Drive, southbound, from Berkshire Way to Lancaster Lane
- E. RESCIND – MUNI FLAG STOP – Lake Merced Boulevard, east side, south of Lake Merced Hill (South) (1100 Lake Merced Boulevard) (moving to transit boarding island), Lake Merced Boulevard, west side, north of Lake Merced Hill (South) (1100 Lake Merced Boulevard) (moving to transit boarding island), Lake Merced Boulevard, east side, 113 feet north of Lake Merced Hill (North) (moving to transit boarding island), Lake Merced Boulevard, west side, south of Lake Merced Hill (North) (moving to transit boarding island), Lake Merced Boulevard, east side, 85 feet north of Font Boulevard

- (moving to transit boarding island), Lake Merced Boulevard, south side, at Lakeshore Drive (moving to transit boarding island)
- F. ESTABLISH – MUNI FLAG STOP – Lake Merced Boulevard, east side, south of Brotherhood Way
  - G. RESCIND – BUS FLAG STOP – Lake Merced Boulevard, west side, 233 feet south of Brotherhood Way (Samtrans stop)
  - H. ESTABLISH – BUS FLAG STOP – Lake Merced Boulevard, west side, 75 feet south of Brotherhood Way (Samtrans stop)
  - I. ESTABLISH – TRANSIT BOARDING ISLAND – TOW-AWAY, NO STOPPING ANYTIME – Lake Merced Boulevard, east side, from 30 feet to 90 feet north of John Muir Drive (60-foot boarding island), Lake Merced Boulevard, east side, from 128 feet to 188 feet north of Lake Merced Hill (North) (60-foot boarding island), Lake Merced Boulevard, east side, from 422 feet to 362 feet south of Brotherhood Way (60-foot boarding island), Lake Merced Boulevard, east side, from 94 feet to 154 feet north of Font Boulevard (60-foot boarding island), Lake Merced Boulevard, south side, from 170 feet to 230 feet west of Sunset Boulevard (Lakeshore Drive) (60-foot boarding island), Lake Merced Boulevard, west side, from 10 feet to 70 feet south of Lake Merced Hill (North) (60-foot boarding island), Lake Merced Boulevard, west side, from 317 feet to 357 feet south of Lake Merced Hill (South) (40-foot boarding island)
  - J. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES – Lake Merced Boulevard, west side, from 17 feet to 117 feet south of Font Boulevard
  - K. ESTABLISH – RIGHT TURN ONLY – Clearfield Drive, northbound, at Lake Merced Boulevard
  - L. ESTABLISH – NO LEFT TURN – Lake Merced Boulevard, eastbound, at Clearfield Drive
  - M. ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI – Lake Merced Boulevard, westbound, at Middlefield Drive
  - N. ESTABLISH – RIGHT LANE MUST TURN RIGHT – Lake Merced Boulevard, northbound, at Brotherhood Way and

WHEREAS, Although the City Traffic Engineer has the authority to install color curb markings, the SFMTA Board is requested to approve color curb markings for Items A, B, I, and J as part of the Lake Merced Quick-Build Project; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and

WHEREAS, The proposed Lake Merced Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and the associated maintenance, repair, relocation, replacement, or removal of any utility infrastructure pursuant to Public Resources Code Section 21080.25; and

WHEREAS, the Planning Department determined on November 10, 2022, that the proposed Lake Merced Quick-Build Project (Case Number 022-008842) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2022-005736ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking protected bicycle lanes and various parking and traffic modifications, as set forth in items A through N above, along Lake Merced Boulevard between John Muir Drive and Skyline Boulevard associated with the Lake Merced Quick-Build Project. The modifications contained in item A of this Resolution shall become operative on June 1, 2023, unless extended in writing by the Director of Transportation.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of January 17, 2023.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency















# Lake Merced Quick-Build

## Proposed Improvements Summary Diagram



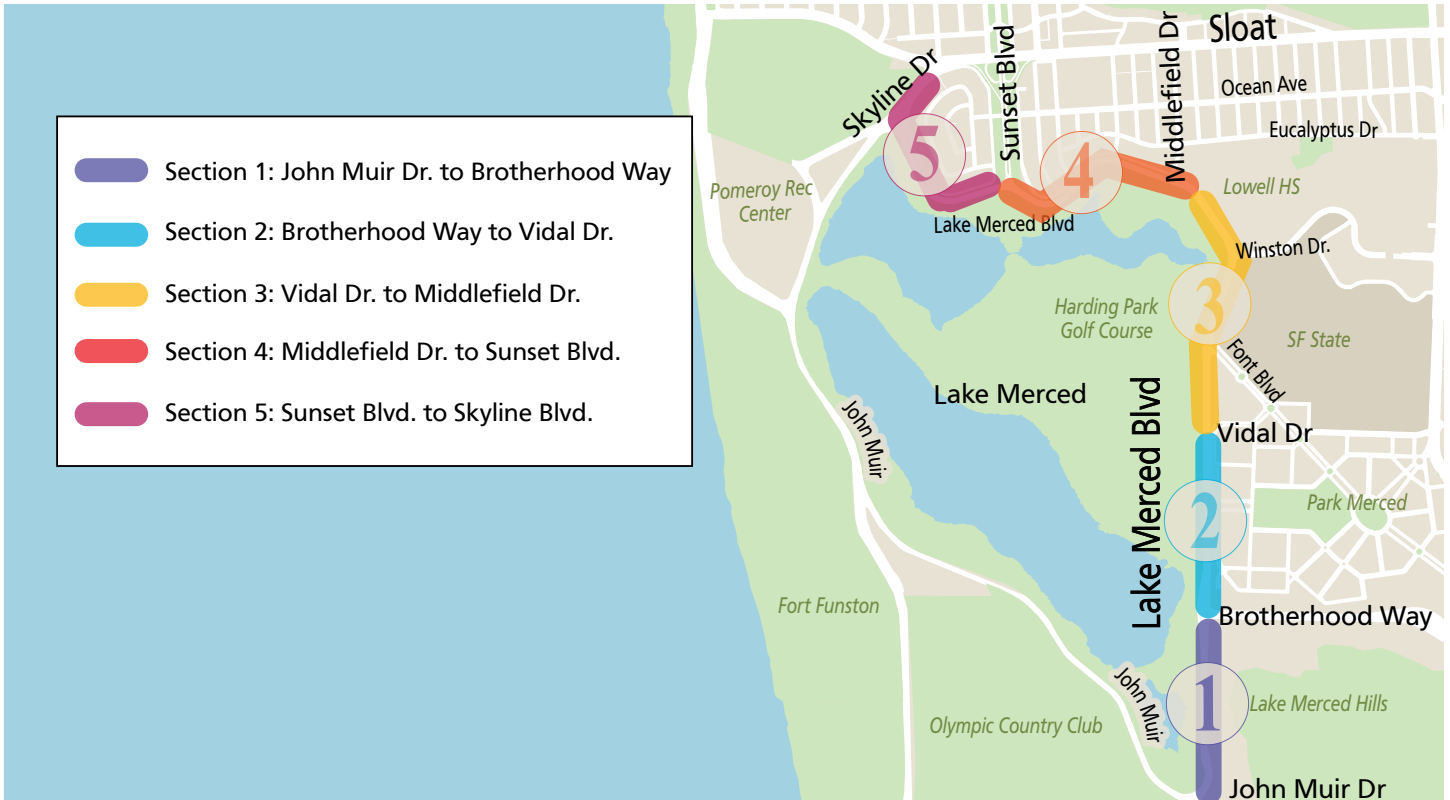
**Legend** 

-  Proposed Northbound/Westbound Protected Bike Lane (on roadway)
-  Proposed Northbound/Westbound Bike Lane through Intersections
-  Existing Northbound/Westbound Shared Use Path
-  Proposed Northbound/Westbound Neighborway\* (on roadway)
-  Existing bike routes (on roadway)
-  Proposed Southbound/Eastbound Protected Bike Lane (on roadway)
-  Existing Southbound/Eastbound Shared Use Path
-  Proposed Bike Ramps
-  Proposed Pedestrian Improvements
-  Proposed Transit Boarding Islands
-  Proposed Relocated Transit Stops
-  Existing Transit Flag Stops
-  Proposed Flag Stop
- M/ST Muni Stop / SamTrans Stop

\* Neighborways focus on improving residential streets by calming vehicle traffic, making them easier to navigate and friendlier for walking and biking



# Lake Merced Quick-Build Proposed Design by Section



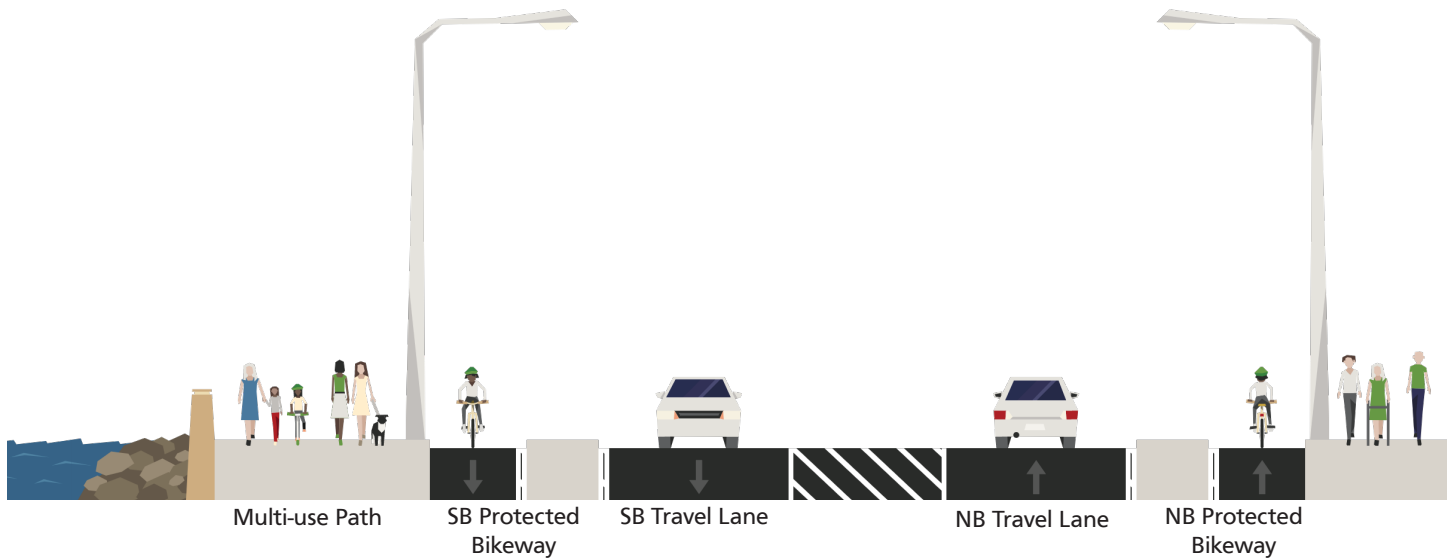
# Section 1: John Muir Dr. to Brotherhood Way

## Existing and Proposed Cross Sections



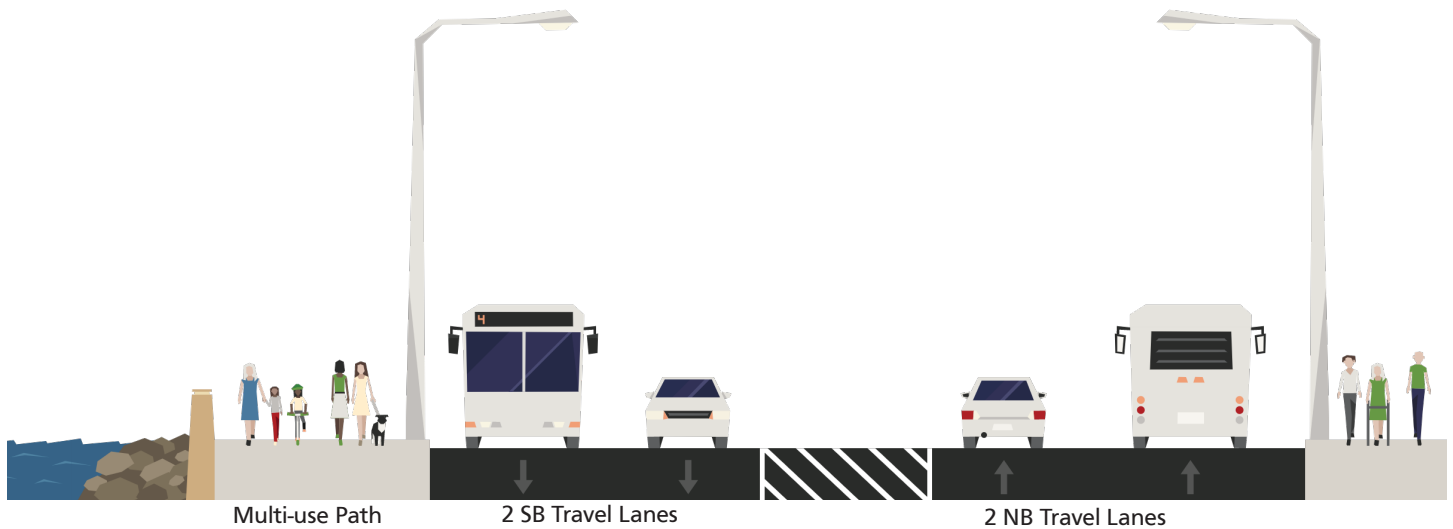
### Proposed

#### Looking North



### Existing

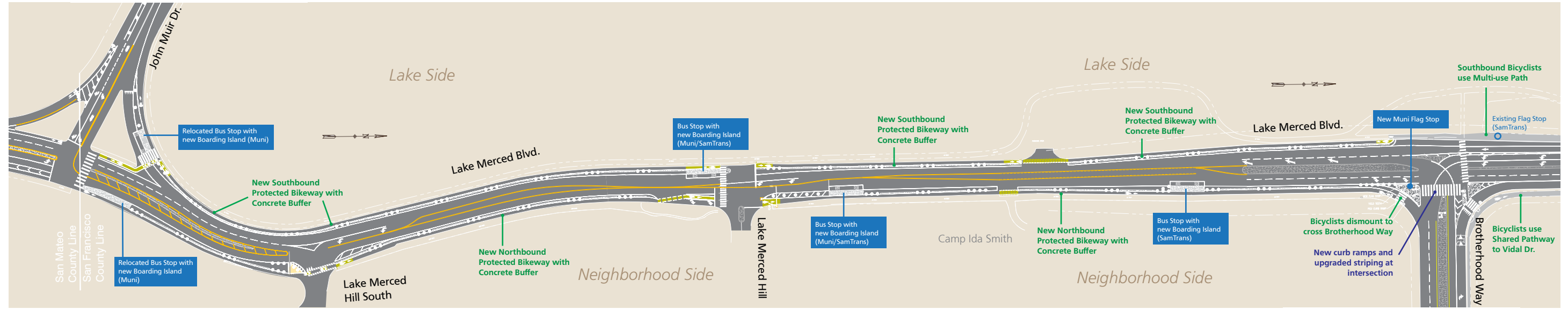
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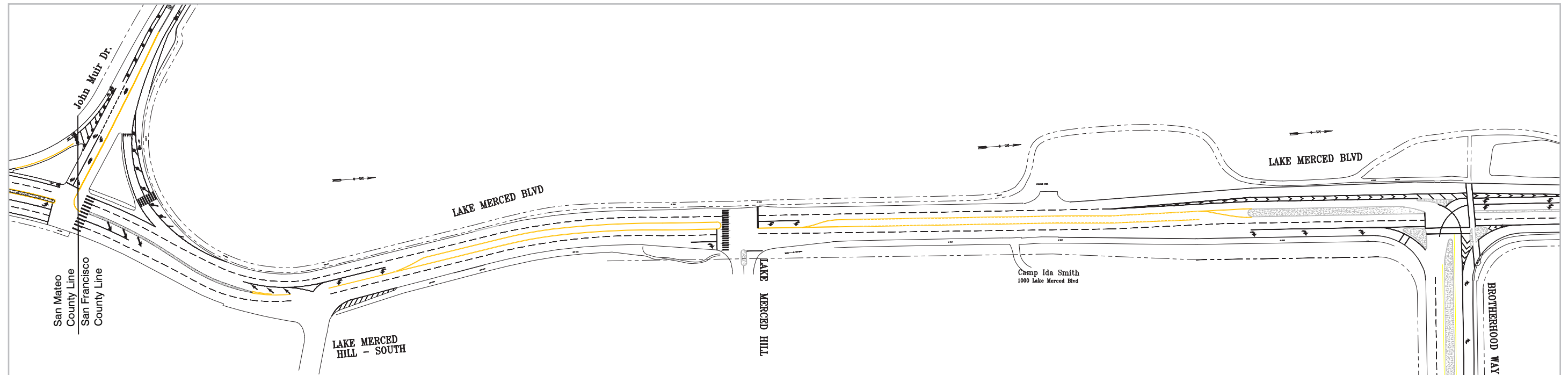
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# Section 1: John Muir Dr. to Brotherhood Way

## Proposed



## Existing



Please see detailed striping drawing for all dimensions

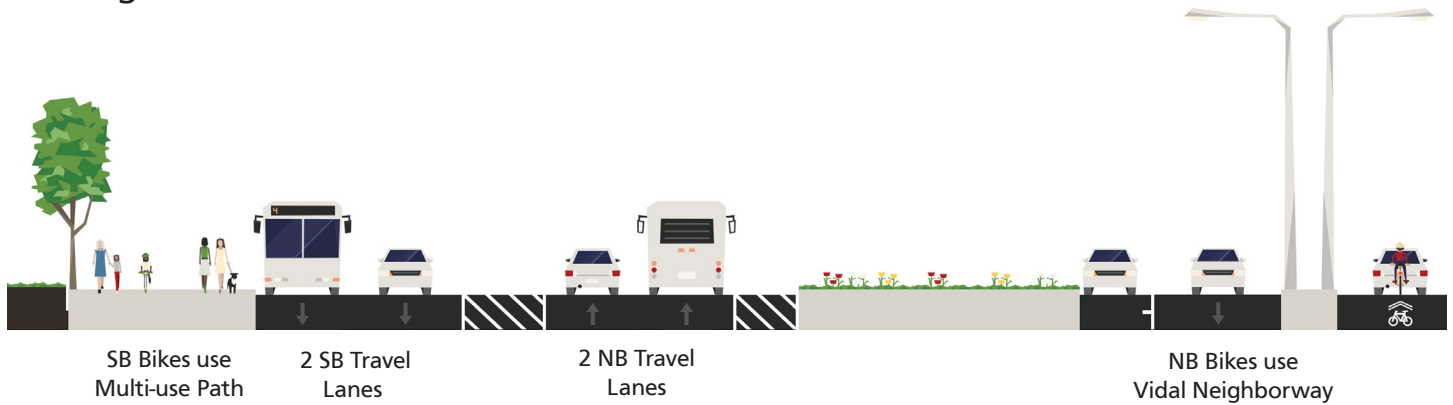
# Section 2: Brotherhood Way to Vidal Dr.

## Existing and Proposed Cross Sections



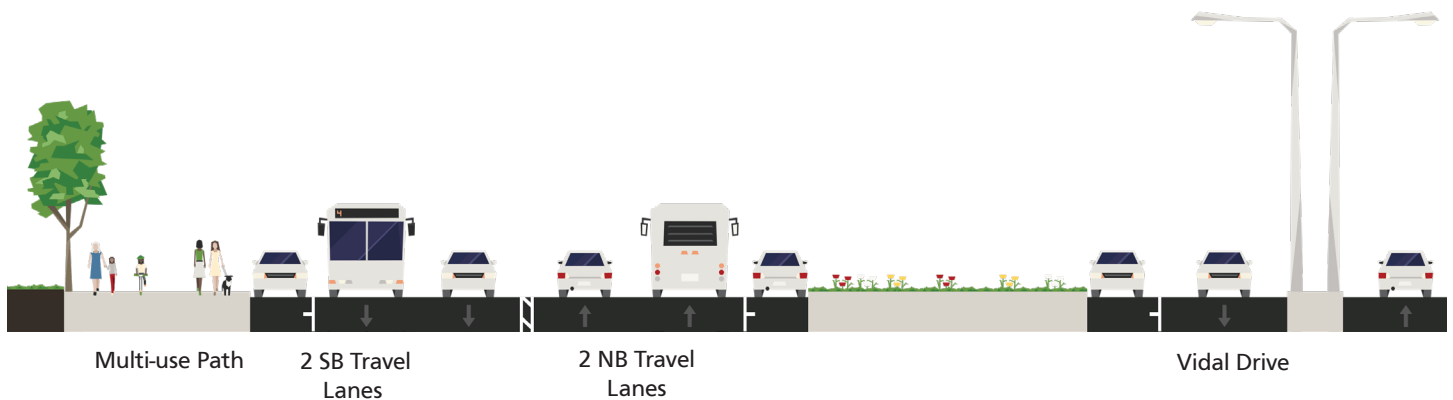
### Proposed

#### Looking North



### Existing

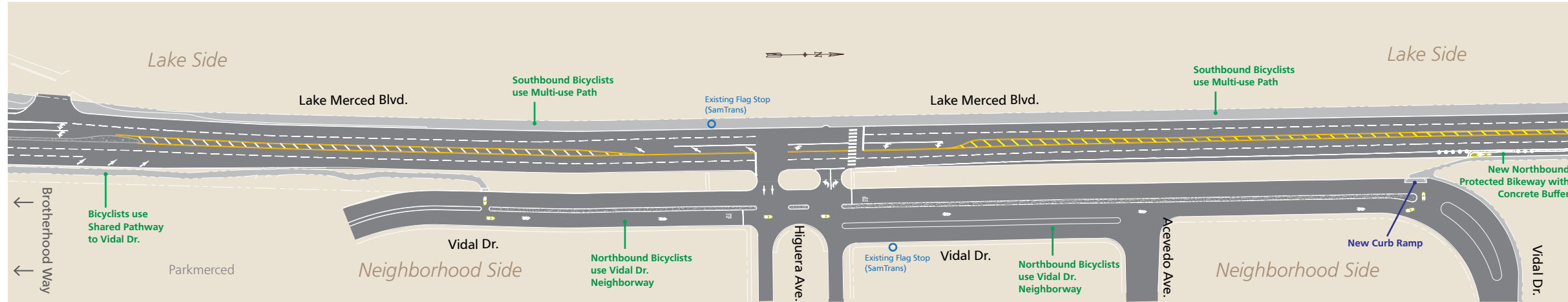
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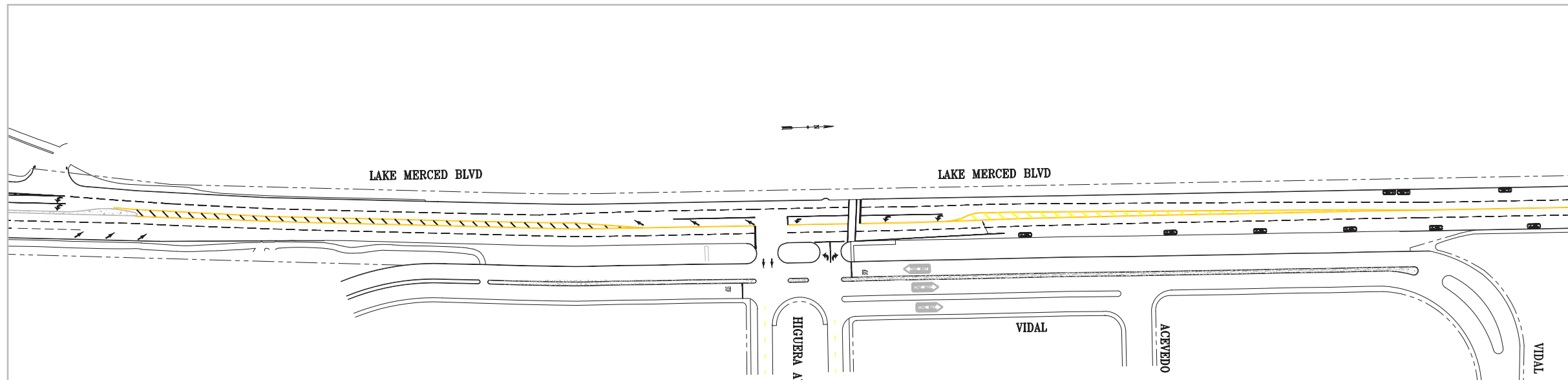
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## Section 2: Brotherhood Way to Vidal Dr.

### Proposed



### Existing



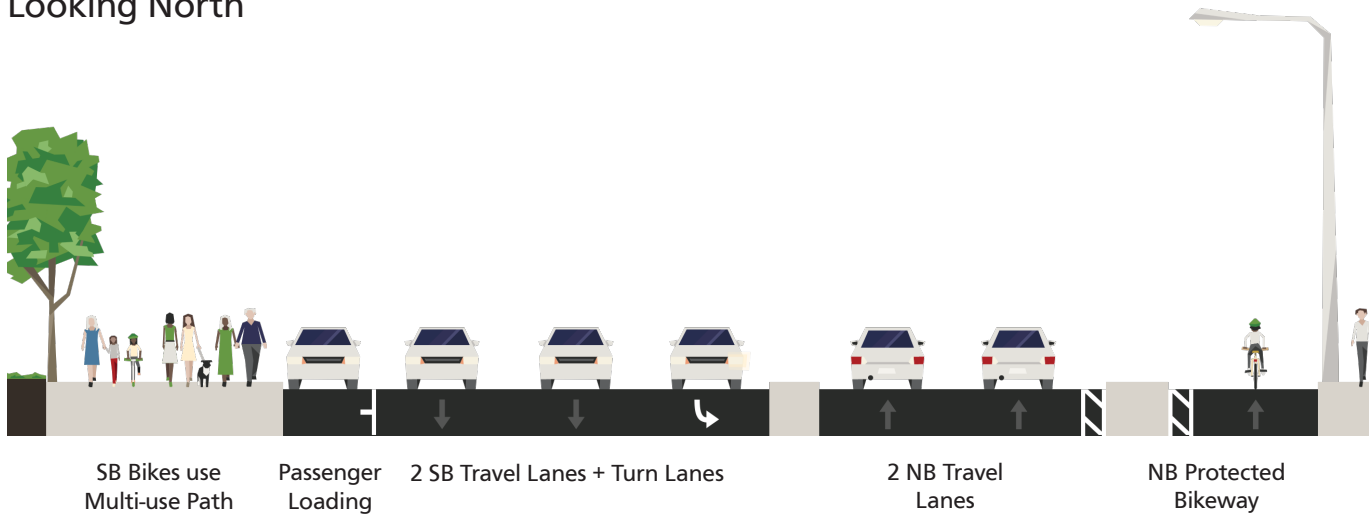
# Section 3: Vidal Dr. to Middlefield Dr.

## Existing and Proposed Cross Sections



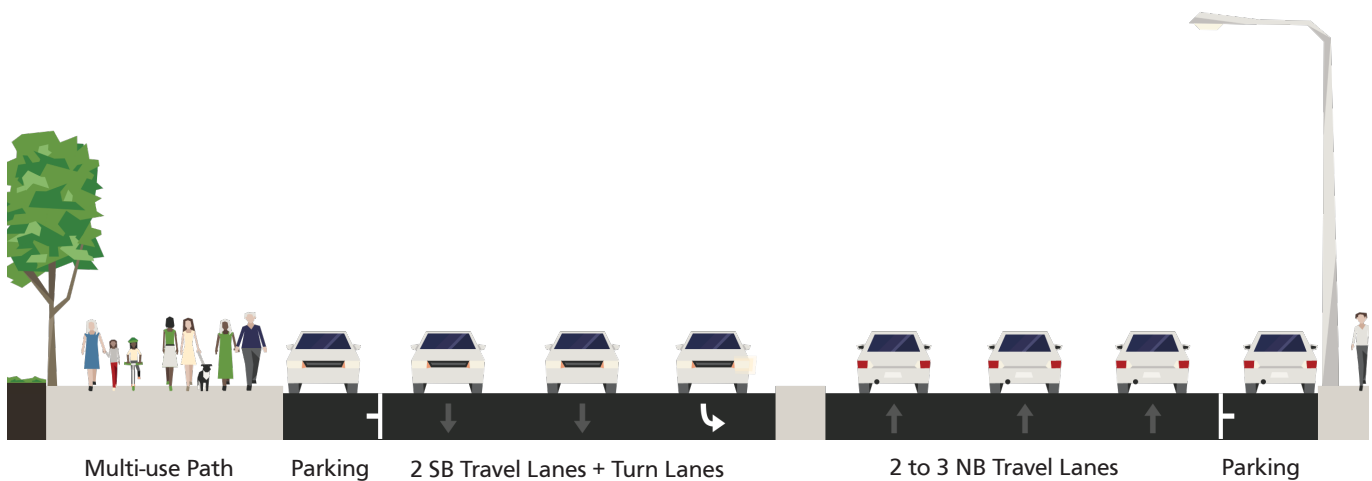
### Proposed

#### Looking North



### Existing

#### Looking North



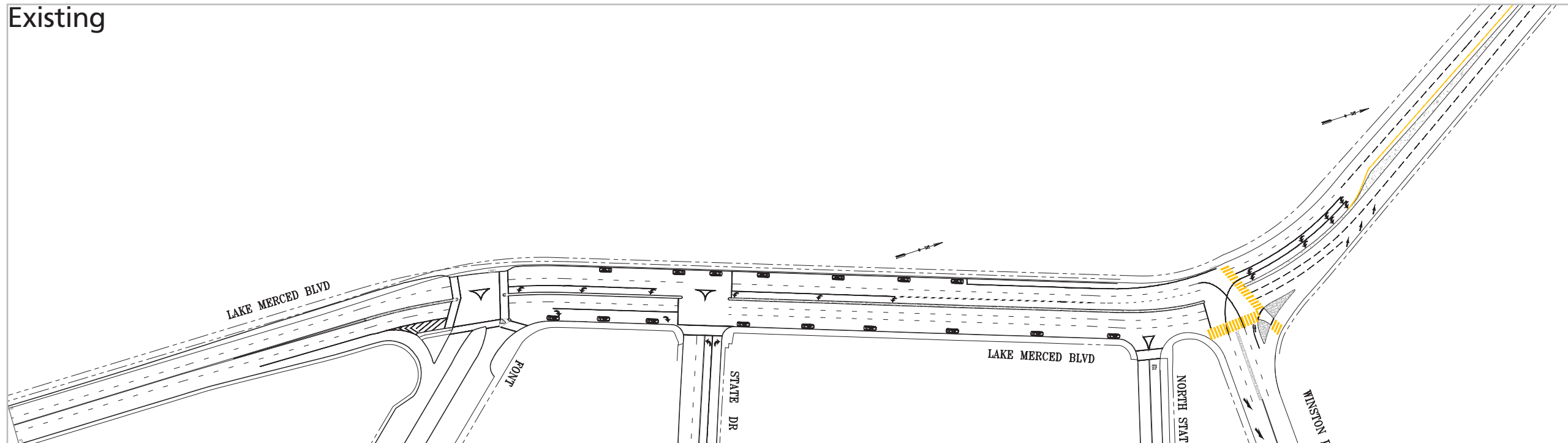
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# Section 3: Vidal Dr. to Middlefield Dr.

## Proposed



## Existing



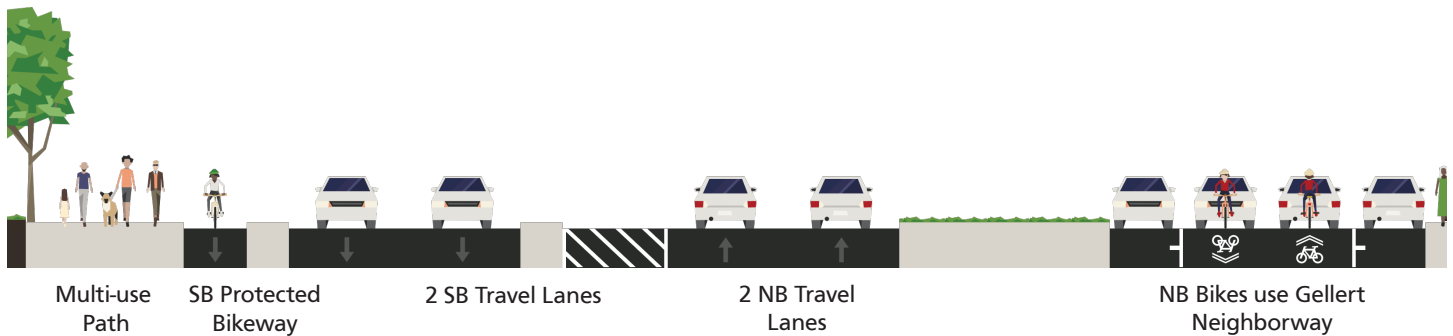
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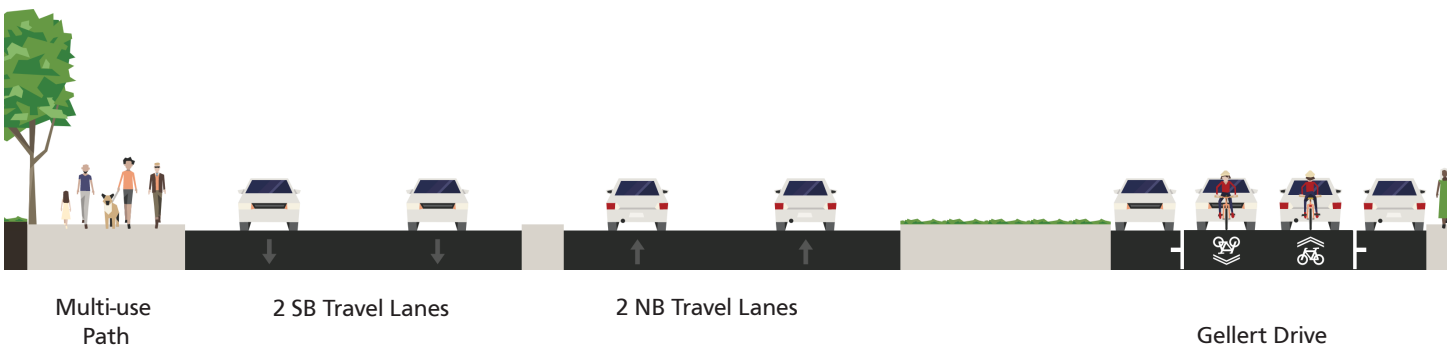
# Section 4: Middlefield Dr. to Sunset Blvd. Existing and Proposed Cross Sections



## Proposed Looking North



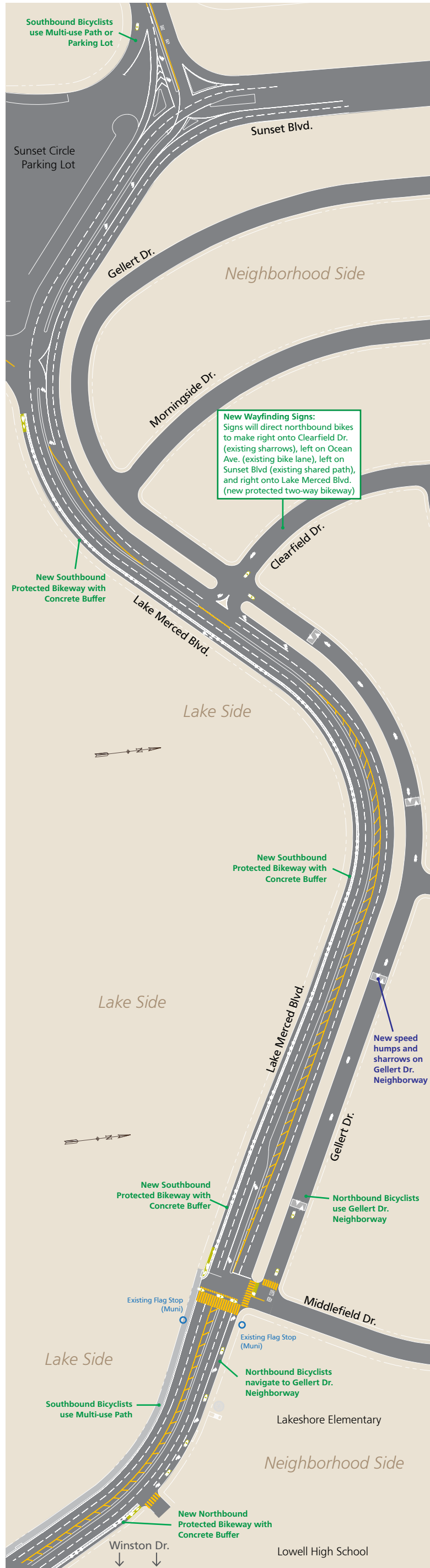
## Existing Looking North



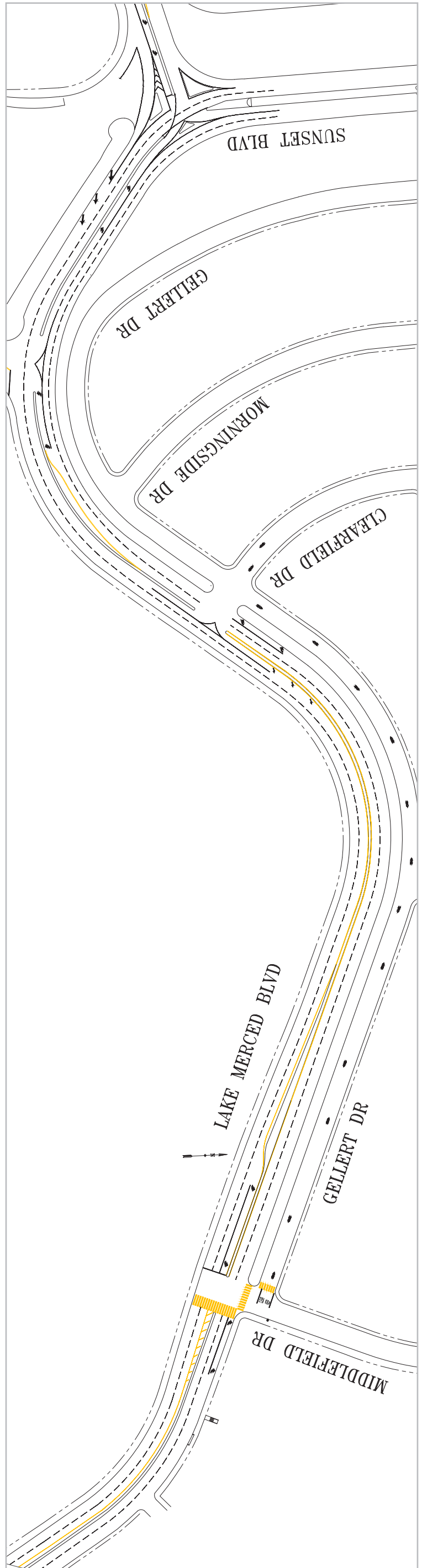
Please see detailed striping drawing for all dimensions

# Section 4: Middlefield Dr. to Sunset Blvd.

## Proposed



## Existing



Please see detailed striping drawing for all dimensions

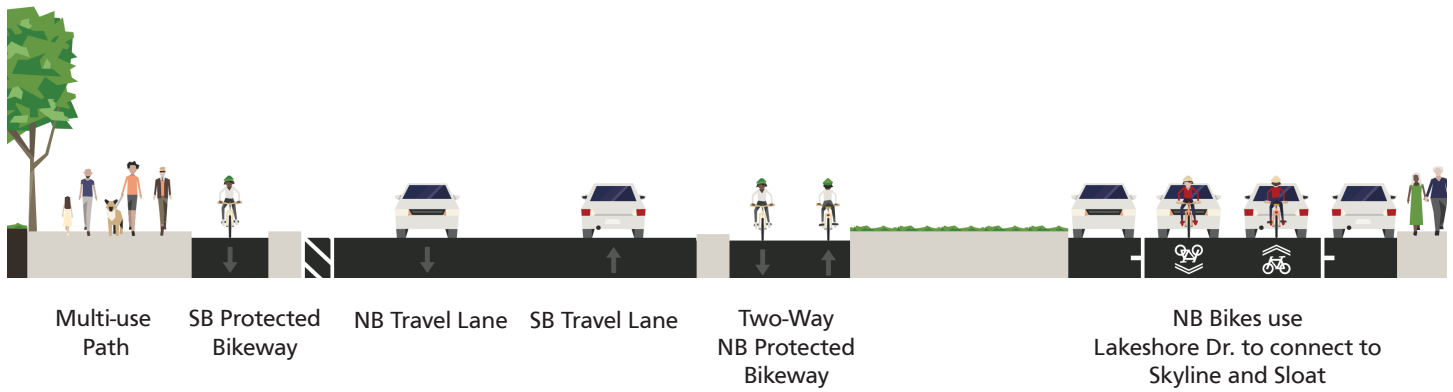
# Section 5: Sunset Blvd. to Skyline Blvd.

## Existing and Proposed Cross Sections



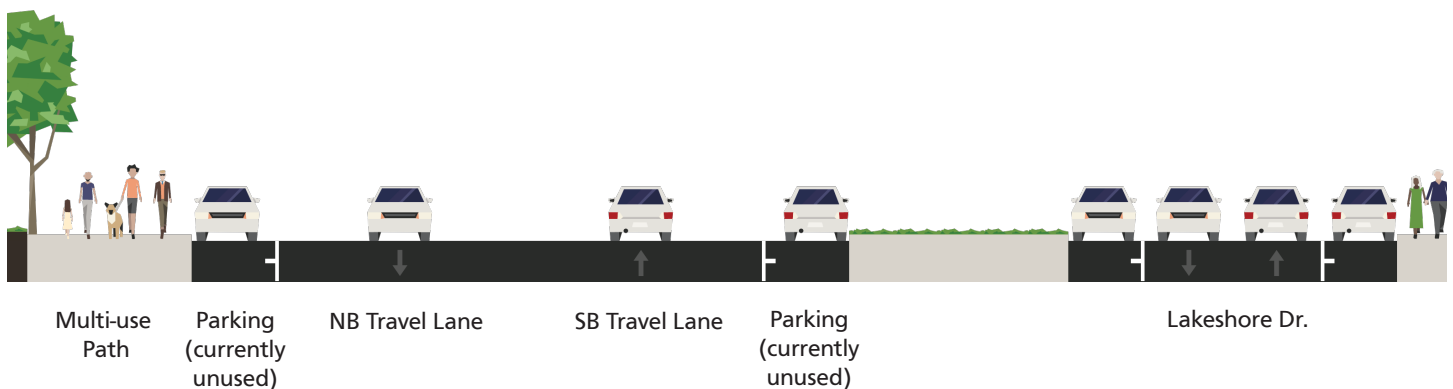
### Proposed

#### Looking North



### Existing

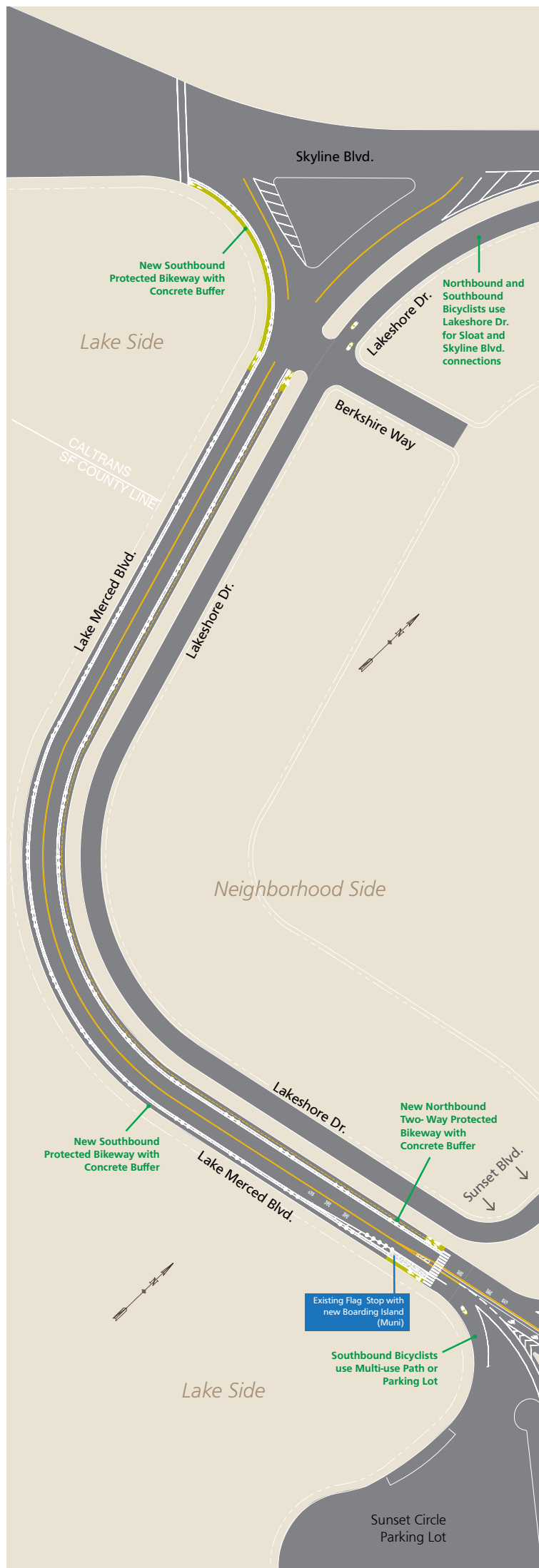
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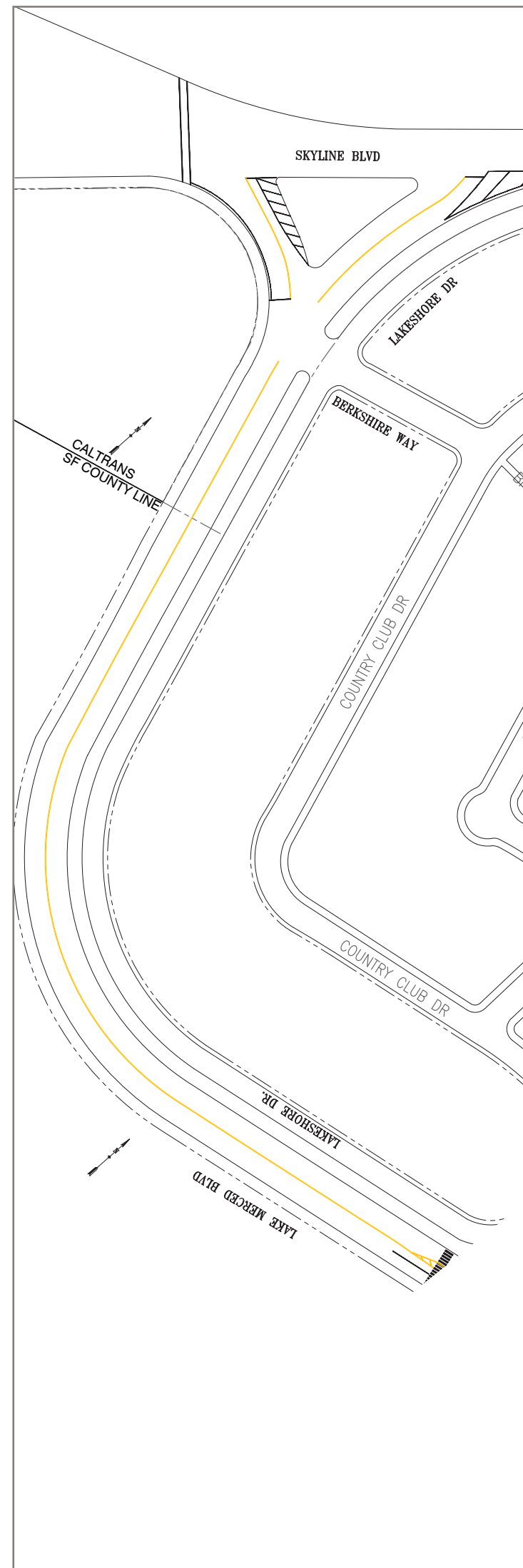
Please see detailed striping drawing for all dimensions

# Section 5: Sunset Blvd. to Skyline Blvd.

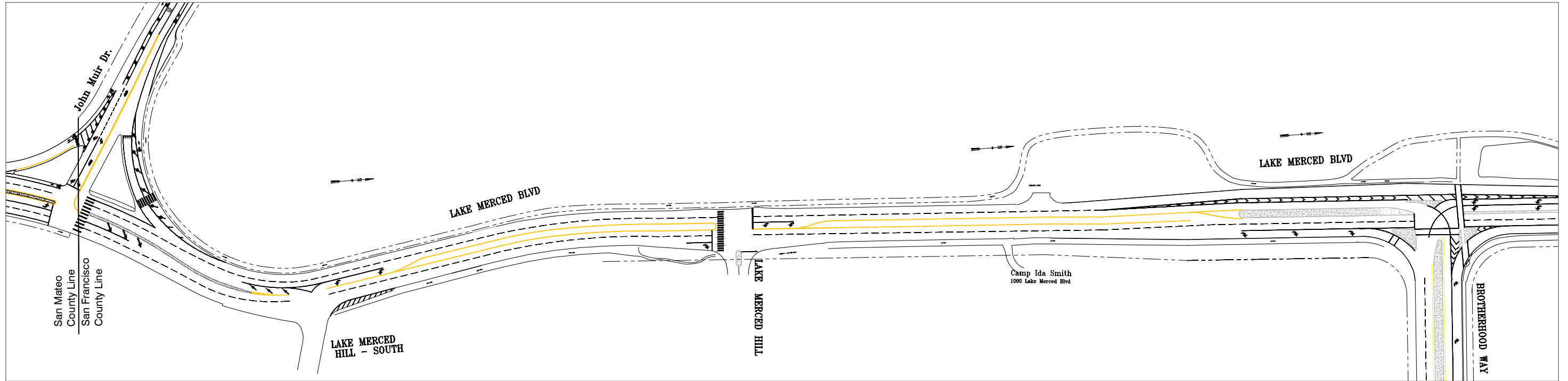
## Proposed



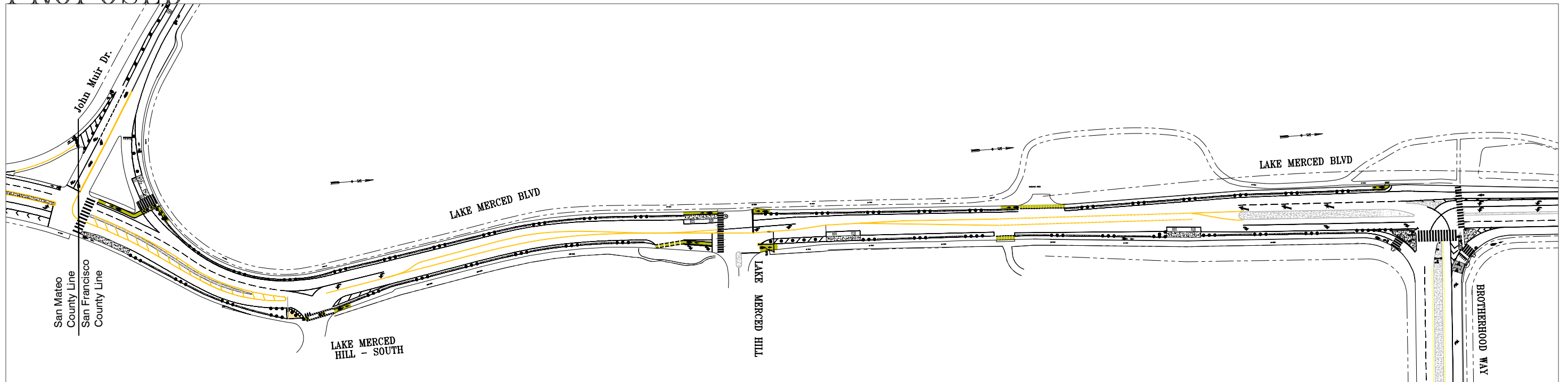
## Existing



# EXISTING



# PROPOSED



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



DRAWN: M. MANALO	DATE: 10/19/2022
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: 2 OF 11
CITY TRAFFIC ENGINEER	

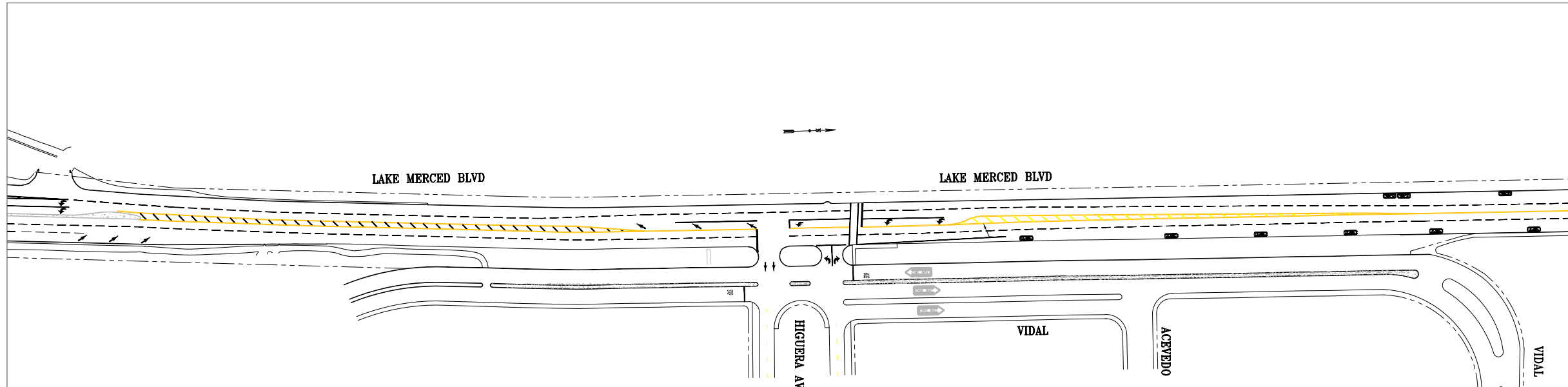
TRAFFIC STRIPING

LAKE MERCED BOULEVARD  
JOHN MUIR DRIVE TO SKYLINE BOULEVARD

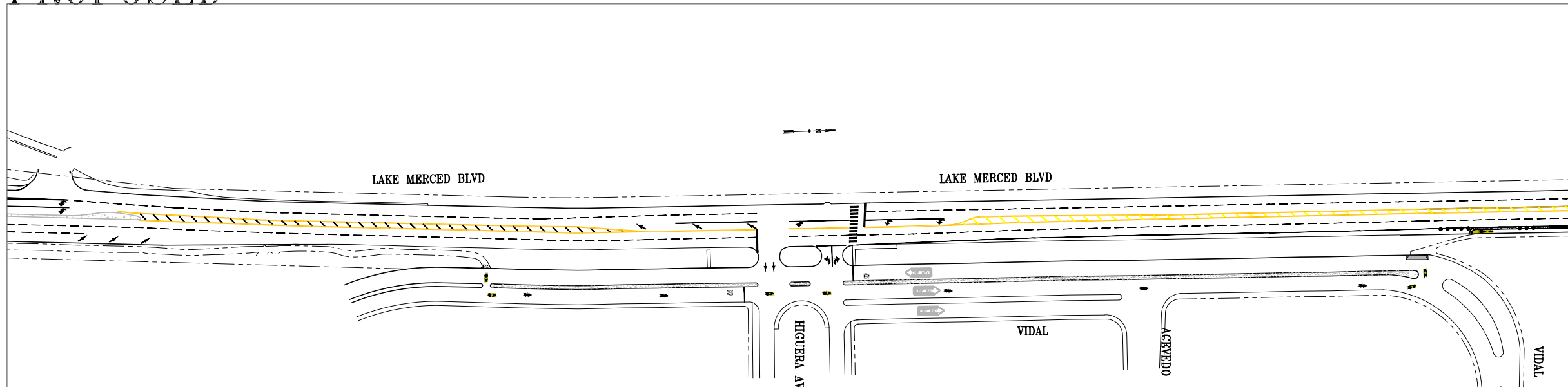
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DRAWING NO. DRAFT
FILE NO. DRAFT
REV. NO. DRAFT

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

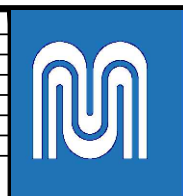
# EXISTING



# PROPOSED



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



**SFMTA**



DRAWN: M. MANALO	DATE: 10/19/2022
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE: 1" = 50'
SENIOR ENGINEER	SHEET/SHEETS: 3 OF 11
CITY TRAFFIC ENGINEER	

TRAFFIC STRIPING

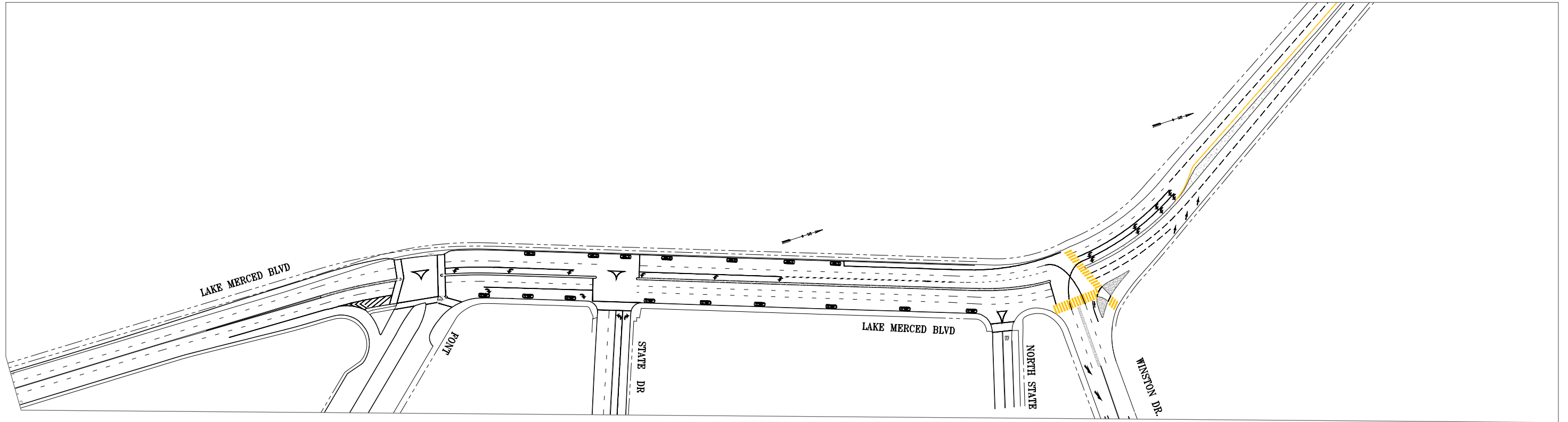
LAKE MERCED BOULEVARD  
JOHN MUIR DRIVE TO SKYLINE BOULEVARD

CONTRACT NO. DRAFT
DRAWING NO. DRAFT
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REV. NO. DRAFT

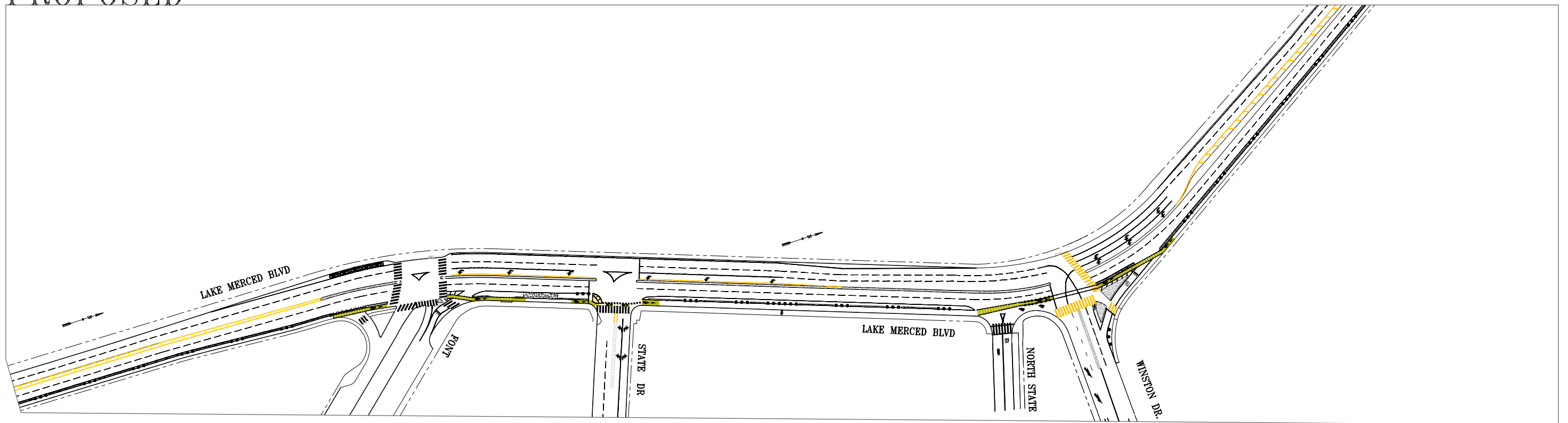
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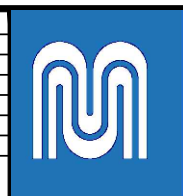
# EXISTING



# PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
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**SFMTA**



DRAWN: M. MANALO	DATE: 10/19/2022
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	3 OF 11

CONTRACT NO.
DRAFT
DRAWING NO.
DRAFT
FILE NO.
DRAFT
REV. NO.
DRAFT

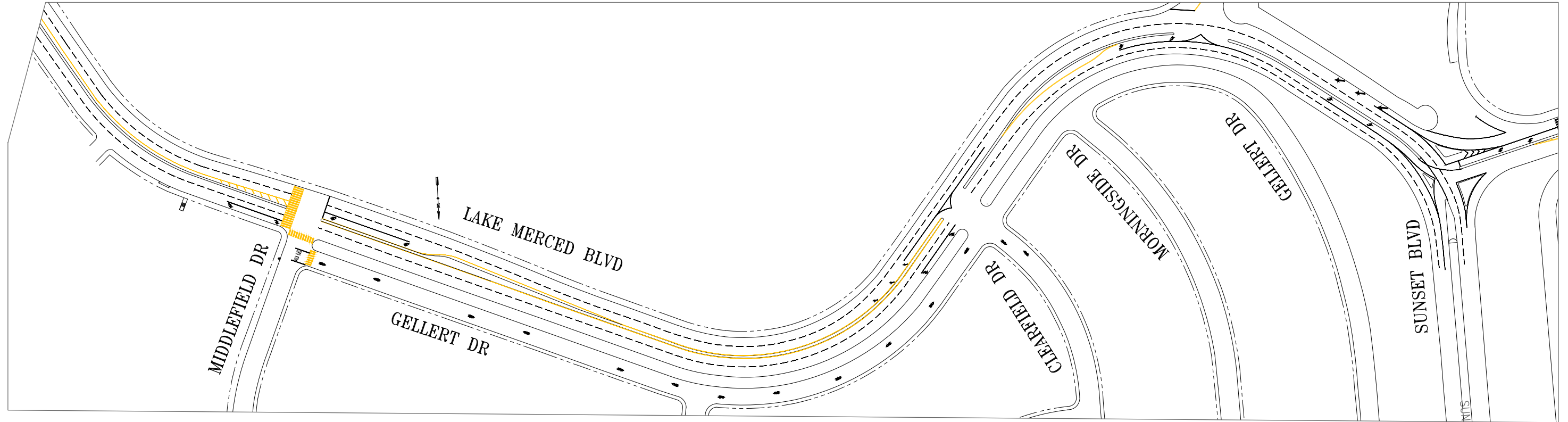
**TRAFFIC STRIPING**

**LAKE MERCED BOULEVARD  
JOHN MUIR DRIVE TO SKYLINE BOULEVARD**

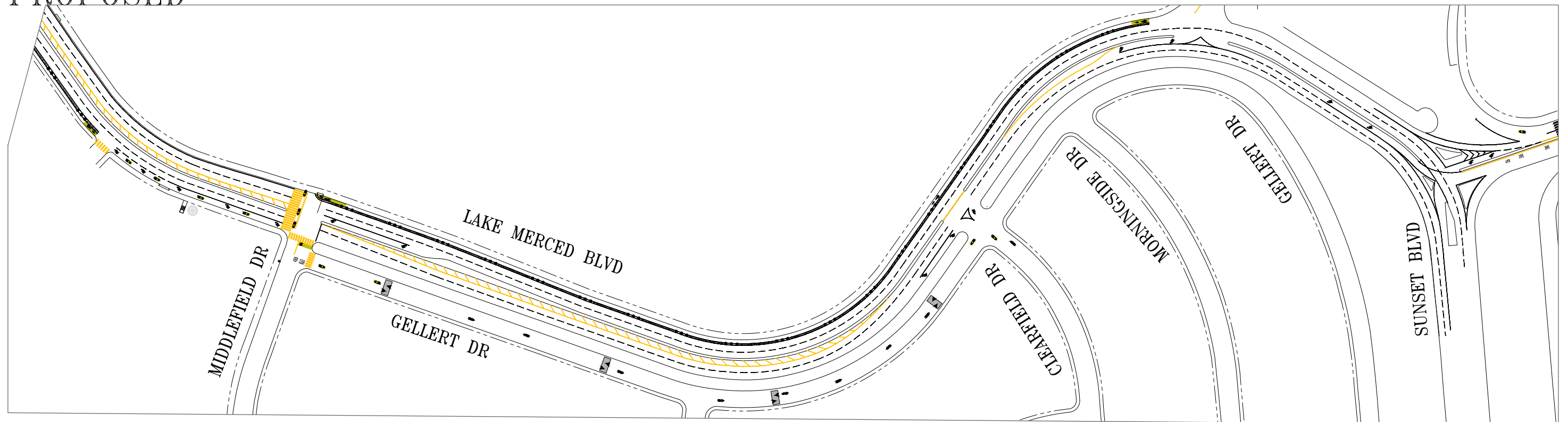
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FILE NO.
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FILE NAME: ---/---/---  
DATE: ---/---/---

# EXISTING



# PROPOSED



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



DRAWN: M. MANALO	DATE: 10/19/2022
CHECKED: X.XXXXXXXXXXXXX	DATE: MM/DD/YY

APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	3 OF 11

**TRAFFIC STRIPING**

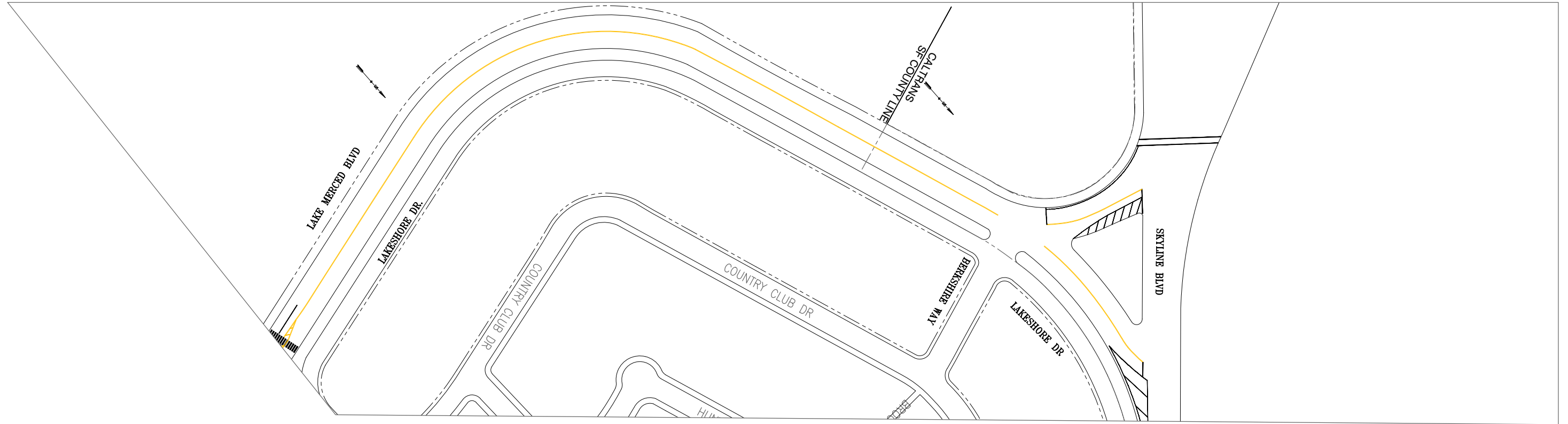
**LAKE MERCED BOULEVARD  
JOHN MUIR DRIVE TO SKYLINE BOULEVARD**

CONTRACT NO.	DRAFT
DRAWING NO.	DRAFT
FILE NO.	DRAFT
REV. NO.	DRAFT

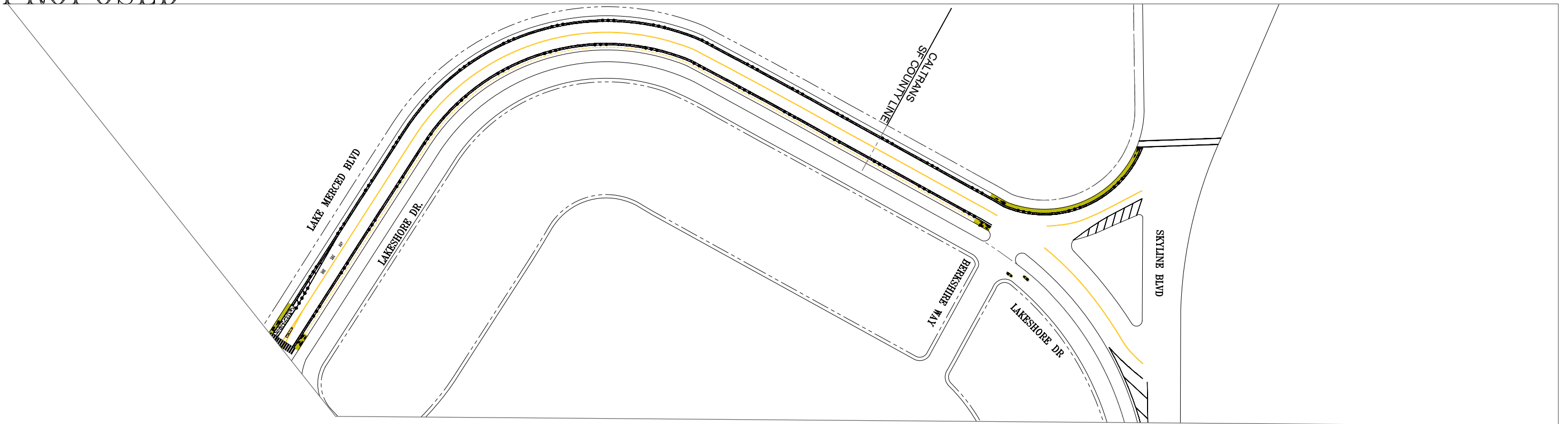
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# EXISTING



# PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
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APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	3 OF 11

TRAFFIC STRIPING

LAKE MERCED BOULEVARD  
JOHN MUIR DRIVE TO SKYLINE BOULEVARD

CONTRACT NO. DRAFT
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DATE: --/--/---