



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Lake Merced Boulevard Quick-Build Project		
Case No.		Permit No.
2022-008842ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>San Francisco Municipal Transportation Agency (SFMTA) proposes to implement traffic calming, pedestrian, and bicycle improvements on segments of Lake Merced Boulevard from Skyline Boulevard to John Muir Drive adjacent to Lake Merced. The street improvements are proposed to reduce collisions between automobiles, pedestrians, and cyclists, improving comfort for all travelers along Lake Merced Boulevard. In general, the project would reconfigure the right of way primarily within the roadway and result in removal of parking on some segments, narrowing or removal of travel lanes in limited locations, upgraded traffic signals, crosswalks, and bicycle facilities.</p> <p>Full project description attached below.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p>FOR ENVIRONMENTAL PLANNING USE ONLY</p>
<input checked="" type="checkbox"/>	<p>Other ____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist.</p>
<input type="checkbox"/>	<p>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment. FOR ENVIRONMENTAL PLANNING USE ONLY</p>

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to The Environmental Information tab on the San Francisco Property Information Map)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to The Environmental Planning tab on the San Francisco Property Information Map)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to The Environmental tab on the San Francisco Property Information Map)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Jennifer M McKellar</p> <p>Please see attached SB 288 Eligibility Checklist.</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. <i>(Attach HRER Part I)</i> <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i> <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA.	
	Project Approval Action: SFMTA Board of Directors approval	Signature: Jennifer M McKellar
		11/10/2022
<p>Once signed or stamped and dated, this document constitutes a n exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>		

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

<input type="checkbox"/>	Result in expansion of the building envelope, as defined in the Planning Code;
<input type="checkbox"/>	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
<input type="checkbox"/>	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
<input type="checkbox"/>	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

<input type="checkbox"/>	The proposed modification would not result in any of the above changes.
If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.	
Planner Name:	Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: November 10, 2022
Record No.: 2022-008842ENV
Project Sponsor: Thalia Leng, San Francisco Municipal Transportation Agency (SFMTA)
Through: Forrest Chamberlain, SFMTA
Staff Contact: Jennifer McKellar, jennifer.mckellar@sfgov.org, 628.652.7563

PROJECT DESCRIPTION

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement traffic calming, pedestrian, and bicycle improvements on segments of Lake Merced Boulevard from Skyline Boulevard to John Muir Drive adjacent to Lake Merced (project area). The street improvements would be intended to reduce collisions between automobiles, pedestrians and cyclists and improve comfort for all travelers along Lake Merced Boulevard. The Lake Merced Quick-Build Project (project) would reallocate and narrow travel lanes on limited segments of Lake Merced Boulevard within the project area to calm traffic and provide for the installation of Class IV protected bikeways and Class III bike facilities. The project would also implement transit boarding islands, crosswalk improvements, and traffic signal upgrades on various intersections within the project area as well as remove on street parking to improve visibility and safety for all modes.

Please refer to the project description in Record No. 2022-008842ENV, for further details on the proposed improvements, including existing and proposed striping drawings.

Constructed by: Contracted through:
 Public Works Public Works
 SFMTA SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input checked="" type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input type="checkbox"/>	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
<input checked="" type="checkbox"/>	Not Applicable. The project would be entirely constructed by SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) “**Affordable housing**” means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

- (4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (7) “**Transit prioritization projects**” means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

- (8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: November 10, 2022
To: Jennifer McKellar, San Francisco Planning Department
From: Thalia Leng, San Francisco Municipal Transportation Agency
Through: Forrest Chamberlain, San Francisco Municipal Transportation Agency
Re: Lake Merced Boulevard Quick-Build Project
Case No.: 2022-008842ENV

The San Francisco Municipal Transportation Agency (SFMTA) proposes to implement traffic calming, pedestrian, and bicycle improvements on segments of Lake Merced Boulevard from Skyline Boulevard to John Muir Drive adjacent to Lake Merced (project area). The street improvements are proposed to reduce collisions between automobiles, pedestrians, and cyclists, improving safety and comfort for all travelers along Lake Merced Boulevard. In general, the project would reconfigure the right of way primarily within the roadway and result in removal of parking on some segments, narrowing or removal of travel lanes in limited locations, upgraded traffic signals, crosswalks, and bicycle facilities as described in detail below.

Existing Conditions

Located in the southwest corner of San Francisco, Lake Merced Boulevard connects people to major recreational, education, and shopping destinations. It is a multimodal corridor that services both Muni and Samtrans bus routes and also serves as an official city bicycle route, where cyclists can either use the shared pedestrian/bicycle path around Lake Merced or share the roadway with drivers. Lake Merced Boulevard between Font and Sunset boulevards is part of San Francisco's Vision Zero High Injury Network (HIN), where 75% of the City's traffic injuries and fatalities occur on just 13% of San Francisco streets. Between John Muir Drive and Middlefield Drive, the western side of Lake Merced Boulevard fronts Lake Merced and the eastern side of the roadway fronts adjacent neighborhoods and San Francisco State University. Between Middlefield Drive and Skyline Boulevard the northern side of Lake Merced Boulevard fronts adjacent neighborhoods and the southern side fronts Lake Merced.

Lake Merced Boulevard between Skyline Drive and Sunset Boulevard currently has one southbound and one northbound vehicle travel lanes with no on-street bicycle facilities. Lake Merced Boulevard between Sunset Boulevard and John Muir Drive currently has



two southbound and two northbound vehicle travel lanes, except between Winston Drive and Font Boulevard where there are three northbound vehicles lanes, with no on-street bicycle facilities. A sidewalk-level multi-use path shared by pedestrians and bicyclists currently exists along the western side of Lake Merced Boulevard (lakeside) and is separated from the roadway by a landscaped area. A landscaped median also separates the roadway from parallel residential streets (Lakeshore Drive, Gellert Drive, and Vidal Drive) or from adjacent sidewalks along the eastern side of Lake Merced Boulevard.

The northbound and southbound travel lanes are separated by an approximately four-foot-wide concrete median on Lake Merced Boulevard from Sunset Boulevard to Font Boulevard, at Brotherhood Way, and from Lake Merced Hill (South) to John Muir Drive. The remaining segments of Lake Merced Boulevard within the project area [Skyline Boulevard to Sunset Boulevard, Font Boulevard to Brotherhood Way, and Brotherhood Way to Lake Merced Hill (South)] have a variation of a painted center median, center turn lane or centerline that separates opposing traffic. On-street parking lanes currently exist along both sides on Lake Merced Boulevard between Skyline Boulevard and Sunset Boulevard, Winston Drive and Vidal Drive, and one on-street parking lane currently exists along the eastern side of the roadway from Vidal Drive to Higuera Avenue. No other on-street parking exists elsewhere on Lake Merced Boulevard in the project area.

There are currently no existing on-street bicycle facilities on Lake Merced Boulevard within the project area. Instead, bicyclists use the existing shared multi-use path or share the roadway with drivers. Numerous bicycle facilities currently exist on streets that connect with Lake Merced Boulevard, including a multi-use path on Sunset Boulevard, bicycle lanes on Winston Drive, John Muir Drive, and Lake Merced Boulevard south of John Muir Drive. The segment of Lake Merced Boulevard south of John Muir Drive is in Daly City's jurisdiction and there are currently bicycle lanes along this segment that lead directly to the intersection of Lake Merced Boulevard and John Muir Drive.

The 18 Muni Route currently runs along Lake Merced Boulevard from Skyline Boulevard to Winston Drive, the 29 Muni Route runs from Sunset Boulevard to Winston Drive, the 57 Muni Route runs from Font Boulevard to Winston Drive, and the 58 Muni Route runs from John Muir Drive to Brotherhood Way. The SamTrans 122 Route currently runs along Lake Merced Boulevard starting from Winston Drive south to San Mateo County.



Please refer to Attachment A for existing roadway cross-sections and Attachment B for detailed existing striping drawings.

Project Description

The Lake Merced Quick-Build Project (project) would reallocate space within the roadway and narrow traffic lanes on segments of Lake Merced Boulevard from Skyline Boulevard to John Muir Drive to promote traffic calming and allow for multimodal street improvements. The project has two principal goals:

1. Install traffic calming improvements to reduce collisions between automobiles, pedestrians, and cyclists, and improve comfort for all travelers along Lake Merced Boulevard.
2. Implement safe pedestrian and bicycle connections to or along Lake Merced Boulevard.

The project would implement improvements on the segments of Lake Merced Boulevard listed in the section below.

John Muir Drive to Brotherhood Way¹

Bike Improvements and Travel Lane Reconfiguration

The project would install a northbound and southbound Class IV protected bikeway along this segment of Lake Merced Boulevard, requiring the removal of one existing travel lane in each direction. The bikeway would be protected by raised concrete median islands. Bike ramps would be installed on the eastern side of Lake Merced Boulevard south of Brotherhood Way to connect the sidewalk to the proposed Class IV bikeway.

Parking and Loading Changes

There would be no parking or loading changes along this segment of Lake Merced Boulevard.

Transit Improvements

At Lake Merced Hill South, the existing 60-foot flag stop (southbound) would be relocated to John Muir Drive and replaced with a new 40-foot boarding island/bus stop.

¹ Please refer to Section 1 in Attachment B – Project Site Locations and sheets 1 and 2 in Attachment C – Existing and Proposed Striping Drawings



On the eastern side of Lake Merced Boulevard at Lake Merced Hill South, the existing 60-foot existing flag stop (northbound) would be relocated to the farside of John Muir Drive and replaced with a new 60-foot boarding island/bus stop.

At Lake Merced Hill North, the existing 60-foot flag stop (southbound) would be relocated slightly south and replaced by a 60-foot boarding island/bus stop. The existing 60-foot flag farside stop (northbound) at Lake Merced Hill North would be shifted slightly north and replaced with a 60-foot boarding island/bus stop.

An existing 60-foot flagstop (southbound) would be shifted to the intersection at Brotherhood Way. An existing 60-foot flagstop (northbound) would be replaced by a 60-foot boarding island/bus stop at the same location and a new 60-foot nearside flagstop (northbound) would be added at Brotherhood Way.

Transit boarding islands would improve pedestrian conditions by locating the transit walking area and transit shelter outside of the primary sidewalk.

Crosswalk Improvements

The project would install advance limit lines and continental crosswalks at all intersections within this segment 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. Signal head upgrades would not require excavation.

This project would also install raised crosswalks in the right turn slip lanes from northbound Lake Merced Boulevard onto Brotherhood Way and westbound Brotherhood Way onto Lake Merced Boulevard.

Brotherhood Way to Vidal Drive²

Bike Improvements and Travel Lane Reconfiguration

The project would install Class III bike facilities (sharrows) in the northbound direction of Vidal Drive starting at approximately 335 feet north of Garces Drive to where Vidal Drive turns eastward from Lake Merced Boulevard. Where Vidal Drive turns eastward from

² Please refer to Section 2 in Attachment B – Project Site Locations and sheets 2 and 3 in Attachment C – Existing and Proposed Striping Drawings



Lake Merced Boulevard, bike ramps would be installed to connect the Class III bike facilities back onto the proposed Class IV Bike Lane on Lake Merced Boulevard.

This segment of Vidal Drive would be intended to serve as an alternative bicycle route because protected bikeways were determined to not be feasible along the adjacent segment of Lake Merced Boulevard.

Parking and Loading Changes

The existing on-street parking lanes on both sides along this segment of Lake Merced Boulevard would be removed 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 segment.

Crosswalk Improvements

The project would install advance limit lines and continental crosswalks at all intersections within this segment of Lake Merced Boulevard.

Vidal Drive to Middlefield Drive³

Bike Improvements and Travel Lane Reconfiguration

Between Vidal Drive and approximately 330 feet south of Middlefield Drive, one existing northbound travel lane would be removed to provide for a Class IV protected bikeway. The bikeway would be protected by raised concrete median islands. Bike ramps would be installed at Lake Merced Boulevard and Middlefield Drive to connect the proposed Class IV Bike Facility adjacent to the lakeside with the existing multi-use shared pedestrian and bicycle path. The existing northbound right-turn only lane from Middlefield Drive to approximately 330 feet southerly would be retained and new sharrows would be installed.

Parking and Loading Changes

The existing on-street parking lane along both sides of Lake Merced Boulevard between Vidal Drive to North State Drive would be removed for traffic calming and to accommodate the proposed Class IV protected bikeway. There would be a new 100'

³ Please refer to Section 3 in Attachment B – Project Site Locations and sheets 4 to 6 in Attachment C – Existing and Proposed Striping Drawings



passenger loading zone on the west side of Lake Merced Boulevard just south of Font Boulevard.

Crosswalk Improvements

The project would install advance limit lines and continental crosswalks at all intersections within this segment 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

To improve pedestrian safety, the project would shift an existing 60-foot bus stop on the farside of Font Avenue (northbound) north past a midblock driveway to the eastern side of Lake Merced Boulevard at State Drive and construct a new transit 60-foot boarding island.

Middlefield Drive to Sunset Boulevard⁴

Bike Improvements and Travel Lane Reconfiguration

A southbound Class IV protected bikeway would be installed 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. There would be no removal of existing travel lanes.

Class III bike facilities (sharrows) and speed humps would be installed along Gellert Drive from Middlefield Drive to Clearfield Drive. This segment of Gellert Drive would be intended to serve as an alternative bicycle route to this segment of Lake Merced Boulevard where protected bikeways were determined not to be feasible. Bike boxes would be installed 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 cyclists that increases their visibility.

⁴ Please refer to Section 4 in Attachment B – Project Site Locations and sheets 7 and 8 in Attachment C – Existing and Proposed Striping Drawings



Median buffers would be widened on Lake Merced Boulevard from Middlefield Drive to Clearfield Drive. A forced right turn would be installed at Clearfield Drive to Lake Merced Boulevard in the northbound direction.

Parking and Loading Changes

There would be no parking and loading changes along this segment of Lake Merced Boulevard.

Sunset Boulevard to Skyline Drive⁵

Bike Improvements and Travel Lane Reconfiguration

On Lake Merced Boulevard between Sunset Boulevard and Skyline Boulevard a Class IV protected bikeway would be installed in the southbound direction. A Class IV protected bikeway would also be installed in the northbound direction from Sunset Boulevard to Berkshire Way. The bikeways would be protected by concrete median islands.

Sharrows would be installed on the adjacent segment of Lakeshore Drive between Berkshire Way and Sloat Boulevard in the northbound direction only.

Parking and Loading Changes

The existing on-street parking lane along both sides of this segment 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 segment.

Transit Improvements

To improve pedestrian safety, the project would construct one 60-foot transit boarding island at the existing stop on the southern side of Lake Merced Boulevard (lakeside) west of Sunset Boulevard.

Crosswalk Improvements

The project would install a raised crosswalk at the intersection of Lake Merced Boulevard north of Sunset Boulevard where the transit boarding island would be installed.

⁵ Please refer to Section 5 in Attachment B – Project Site Locations and sheets 9 and 10 in Attachment C – Existing and Proposed Striping Drawings



Construction

Construction would include installation of standard roadway striping, sharrows, curb painting, signage, traffic signal lens upgrades, transit boarding islands, bike ramps, curb ramps, and concrete islands throughout the project area. This scope of work would be led by SFMTA and Public Works field crews. All work involving concrete elements would be constructed by SFPW crews while all other work (e.g., signage, striping, signal upgrades) would be constructed by SFMTA field crews. The anticipated construction duration is one year. Post installation would not require excavation.

Construction costs would total approximately \$2,675,500 dollars including materials and labor.

Scope	Estimated Cost
Signs	\$8,500
Posts	\$22,000
Striping	\$755,000
Concrete buffer	\$800,000
Transit Boarding Islands (no curb ramps) (4)	\$610,000
Transit Boarding Islands (with curb ramps) (2)	
Bike Ramp (2)	\$120,000
Curb Ramp (6)	\$360,000



Approval Action

In accordance with San Francisco Administrative Code section 31.04(h), the first approval of the project committing the City to carrying out the proposed project would be approval by the SFMTA Board. No approvals from Caltrans would be required.

Attachments

Attachment A – Existing Roadway Conditions

Attachment B – Project Site Locations

Attachment C – Existing and Proposed Striping Drawings

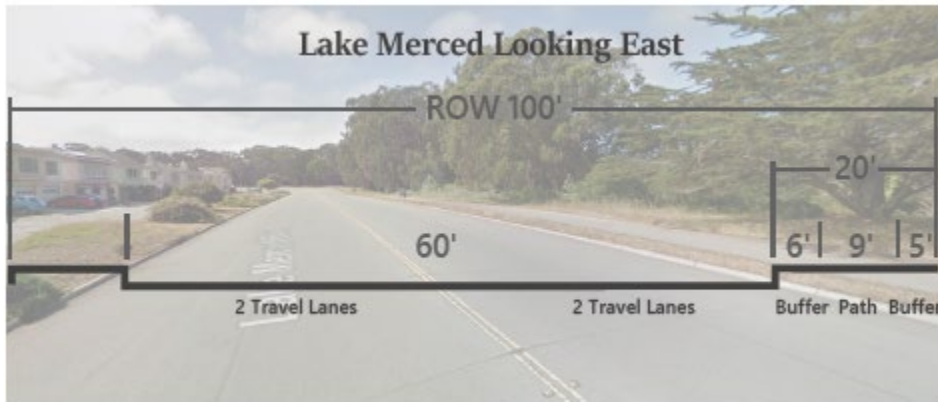


Lake Merced Quick-Build Project: Attachment A – Existing Roadway Conditions

Existing Roadway Conditions in the Project Area

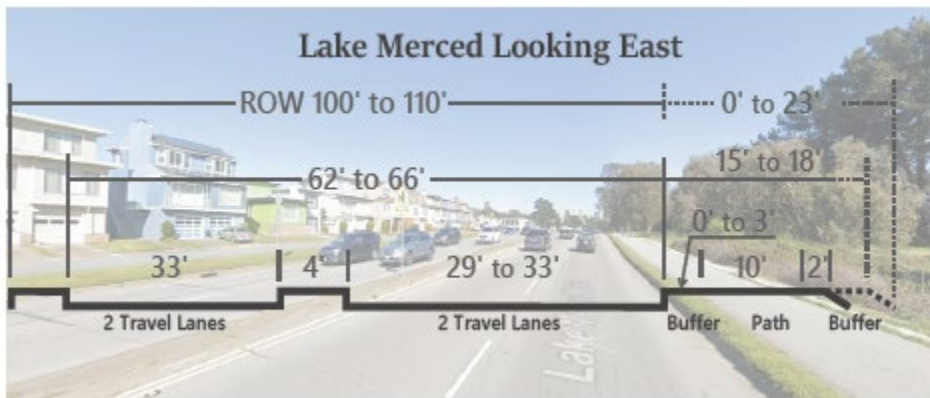
Roadway conditions on Lake Merced Blvd. within the Project Area are generally described by segment from north to south below. *Please note that the roadway geometry of Lake Merced Blvd. between Skyline Drive and John Muir Drive varies greatly with turn pockets, lane transitions, and roadway median widths and materials.* Please refer the existing roadway striping drawings (Appendix B) for exact existing roadway geometry data.

Lake Merced Blvd. from Skyline Blvd. to Sunset Blvd.



The existing roadway here is characterized by two southbound and two northbound vehicle travel lanes, a landscaped area with a path on the lakeside of of the roadway, and a landscaped median on the neighborhood side of the roadway (median is between Lake Merced Blvd. and Lakeshore Drive). See cross section above for general roadway measurements.

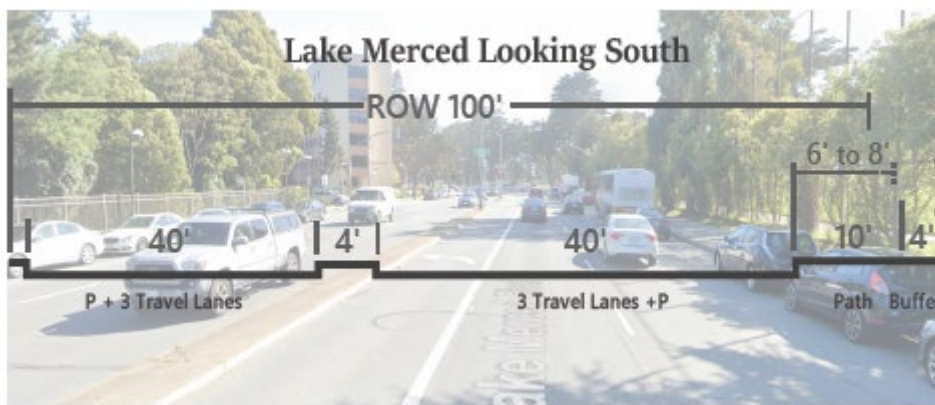
Lake Merced Blvd. from Sunset Blvd. to Winston Dr.





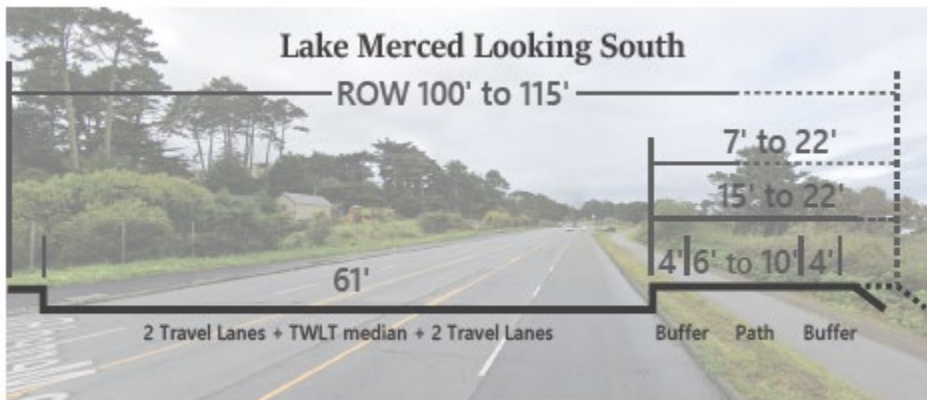
The existing roadway here is characterized by two southbound and two northbound vehicle travel lanes, a 15-18 foot of path/landscaped area on the lakeside of the roadway, and a landscaped median on the neighborhood side of the roadway (median is between Lake Merced Blvd. and Gellert Drive). See cross section above for general roadway measurements..

Lake Merced Blvd. from Winston Dr. to Vidal Dr.



The existing roadway here is characterized by three southbound vehicle travels lanes and southbound one parking lane and three northbound vehicle travel lanes and one northbound parking lane. There is narrow path/landscaped area on the lakeside of the roadway and either a concrete median or striped median between southbound and northbound vehicle travel lanes. See cross section above for general roadway measurements.

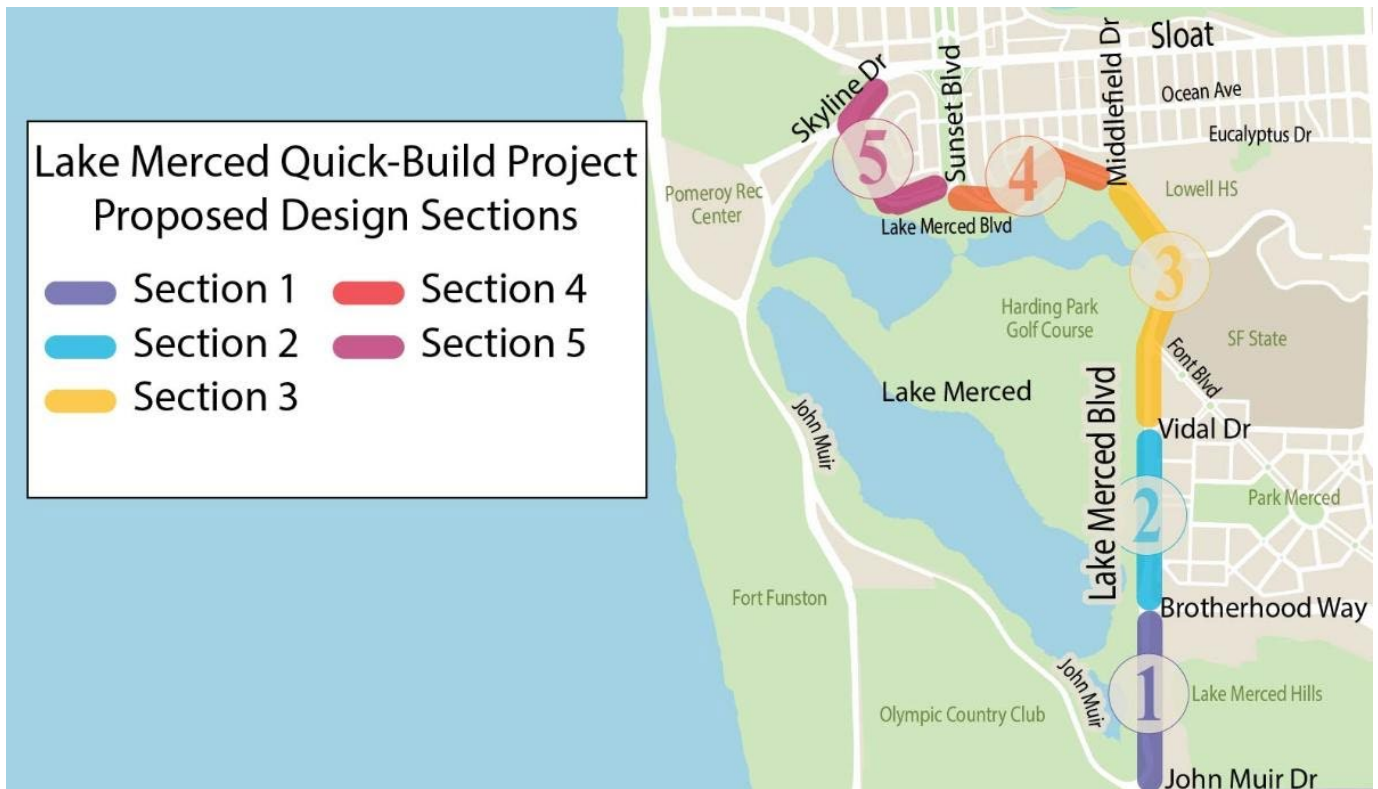
Lake Merced Blvd. from Vidal Dr. to John Muir Dr.



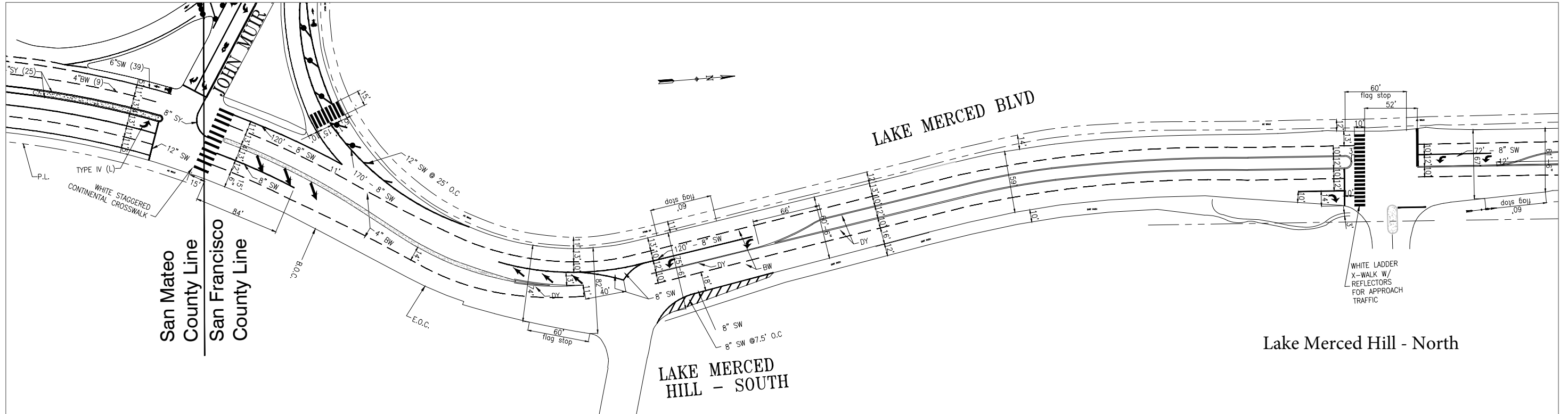


The existing roadway here is characterized by two southbound vehicle travel lanes and two northbound vehicle travel lanes with a center turn lane. There is narrow path/landscaped area on the lakeside of the roadway. See cross section above for general roadway measurements.

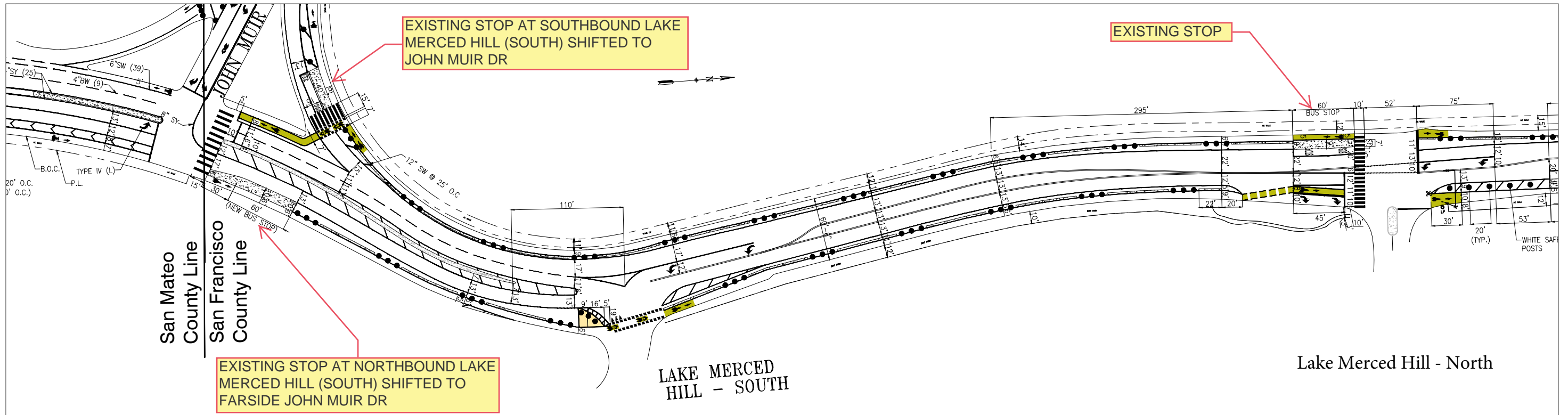
Lake Merced Quick-Build Project: Attachment B – Project Site Locations



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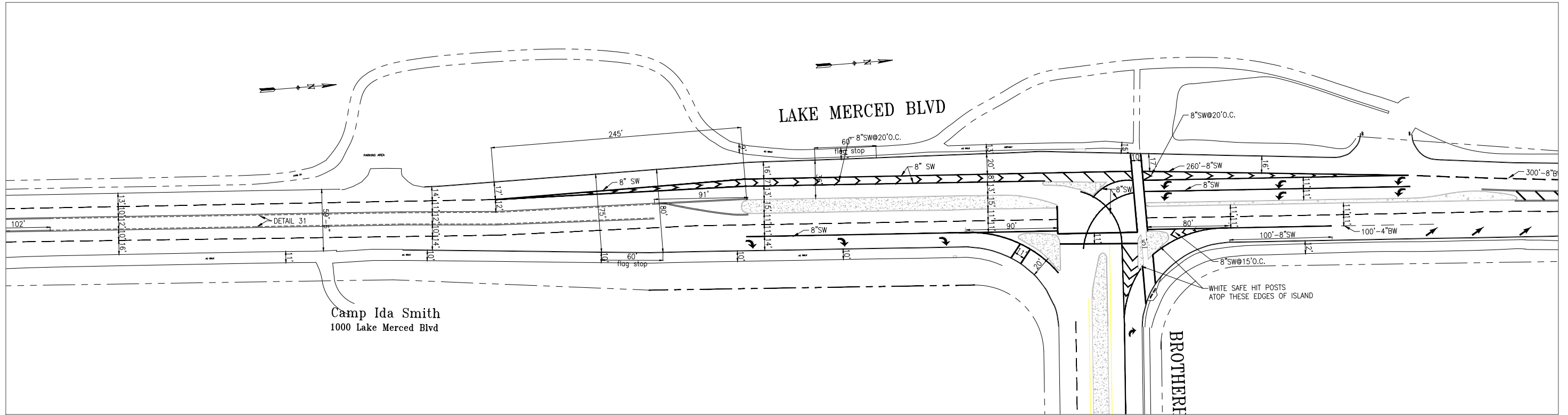
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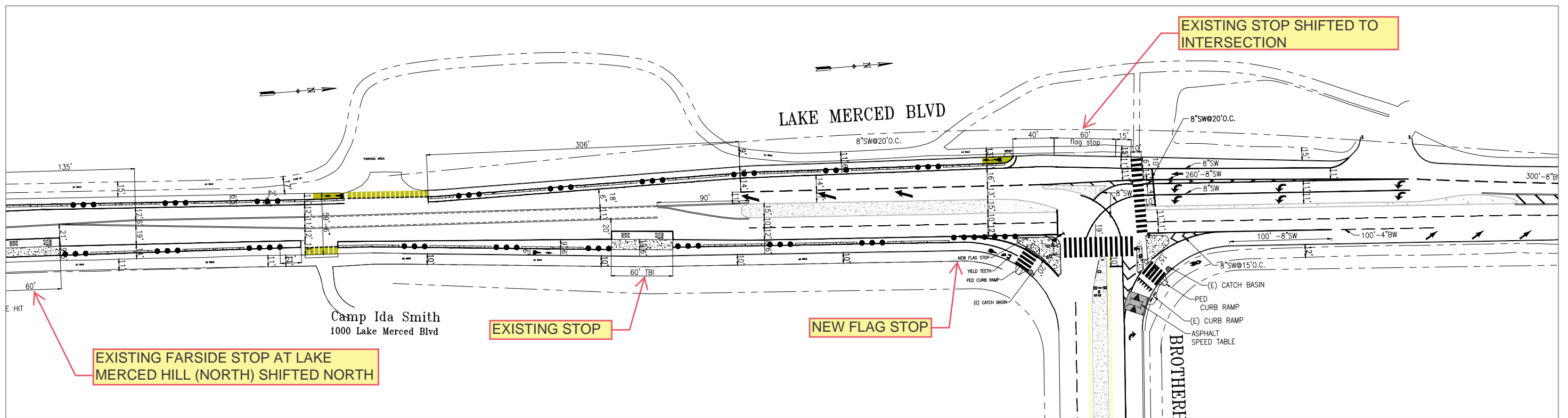
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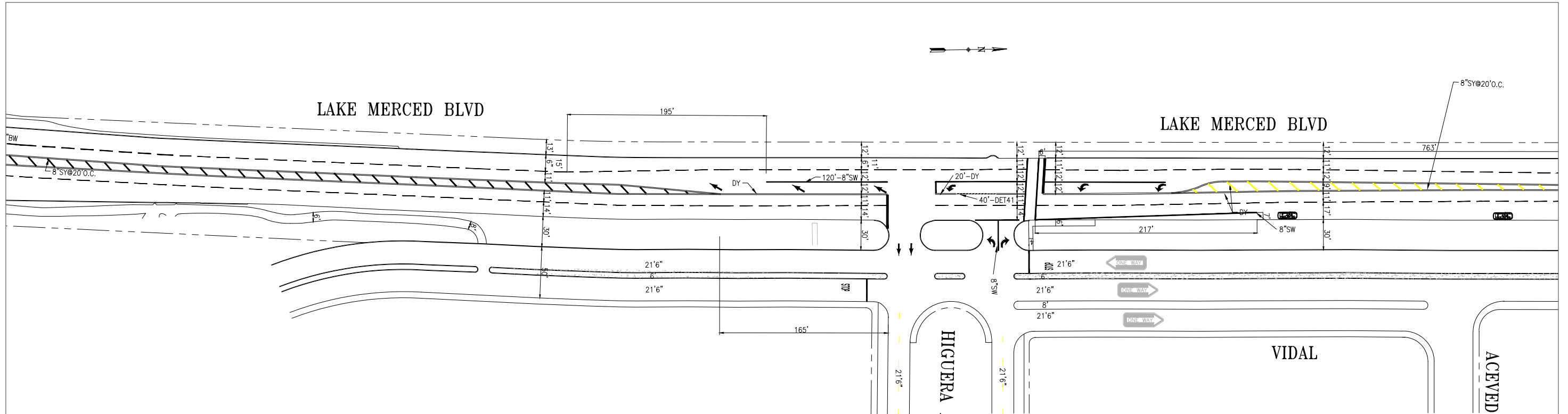
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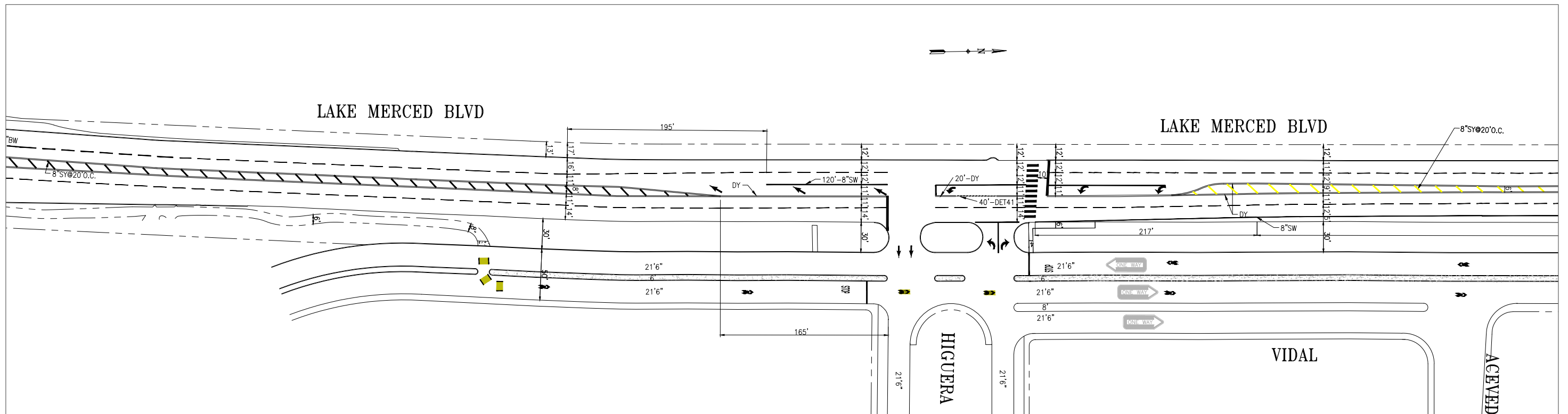
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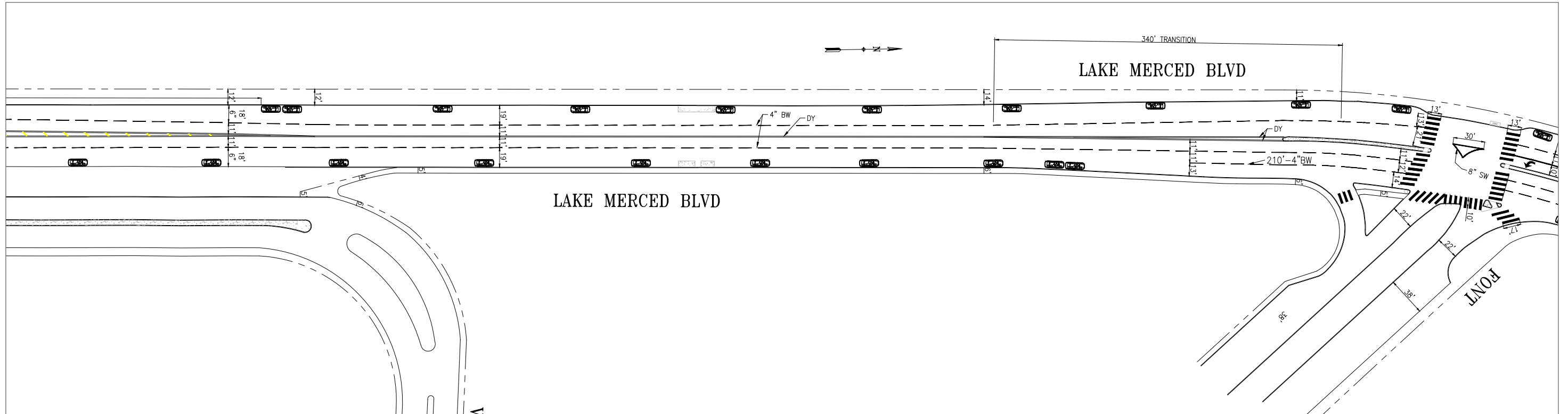
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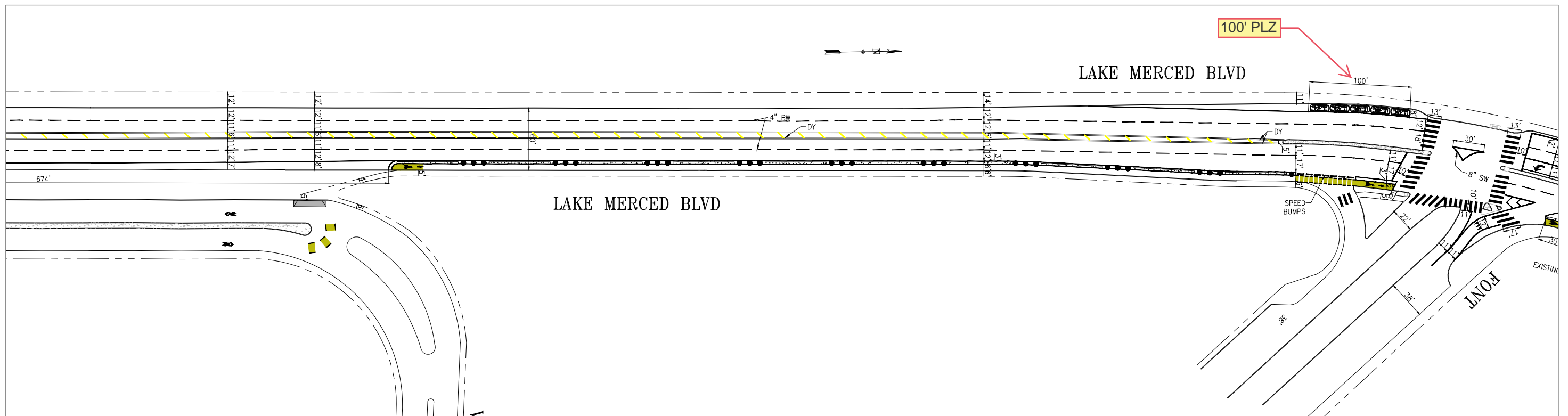
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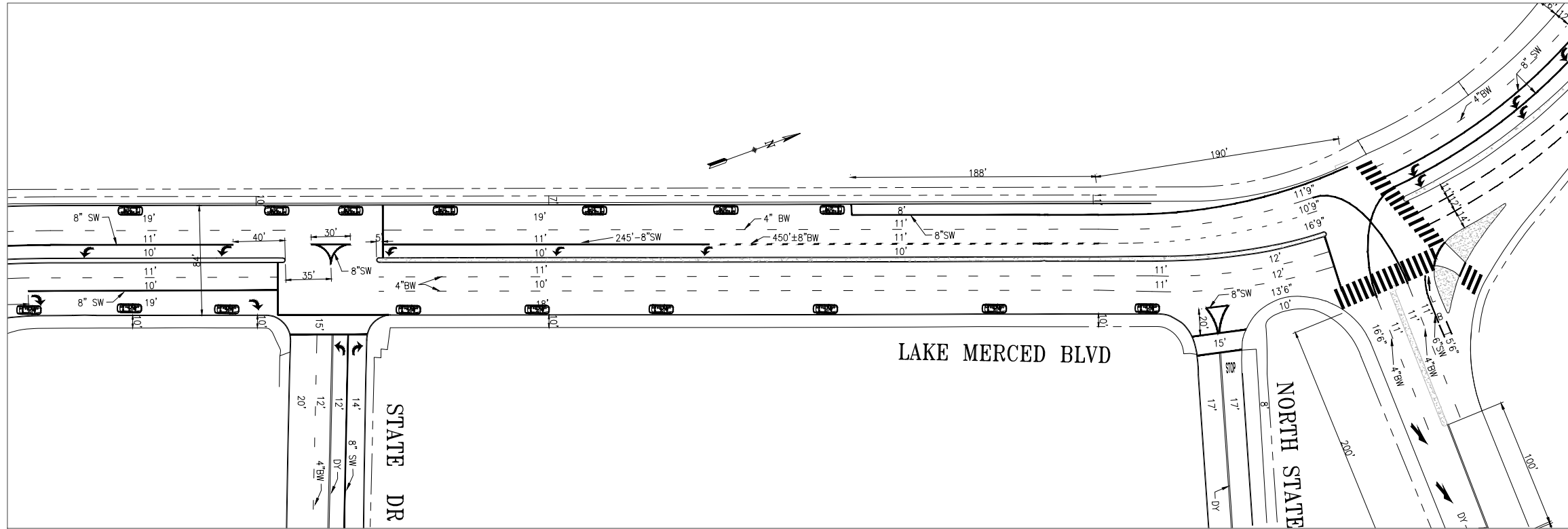
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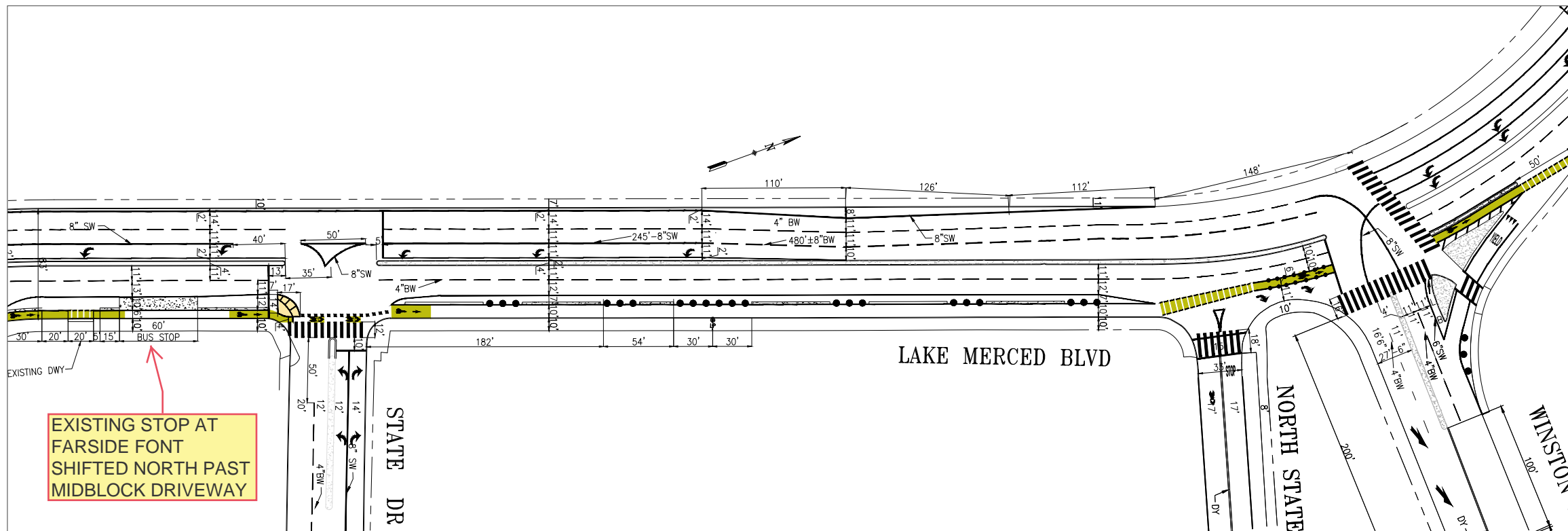
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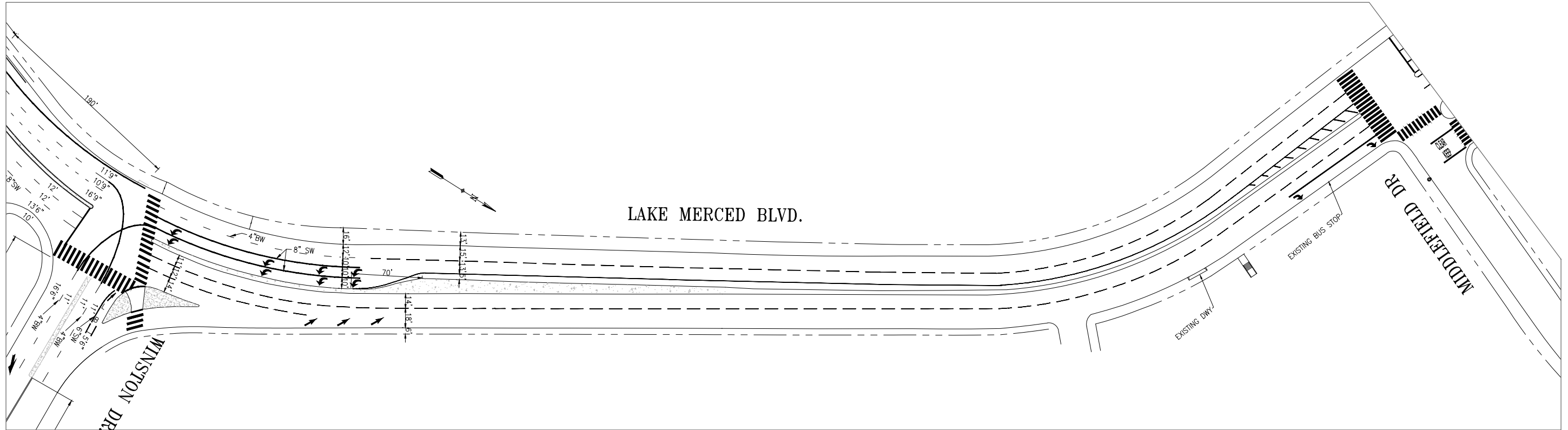
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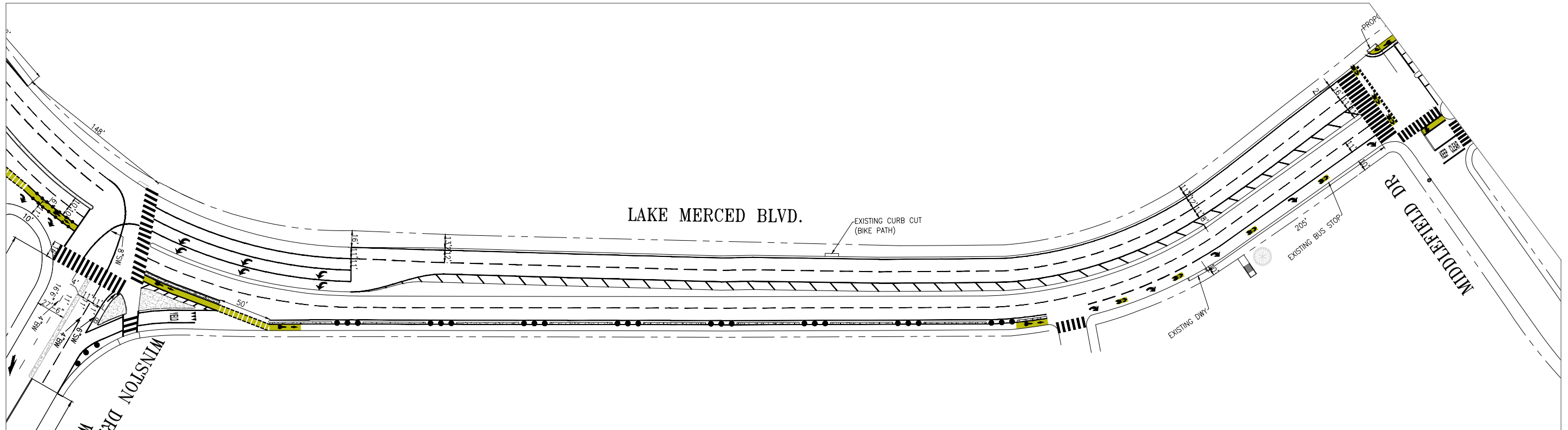
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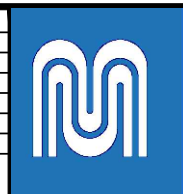
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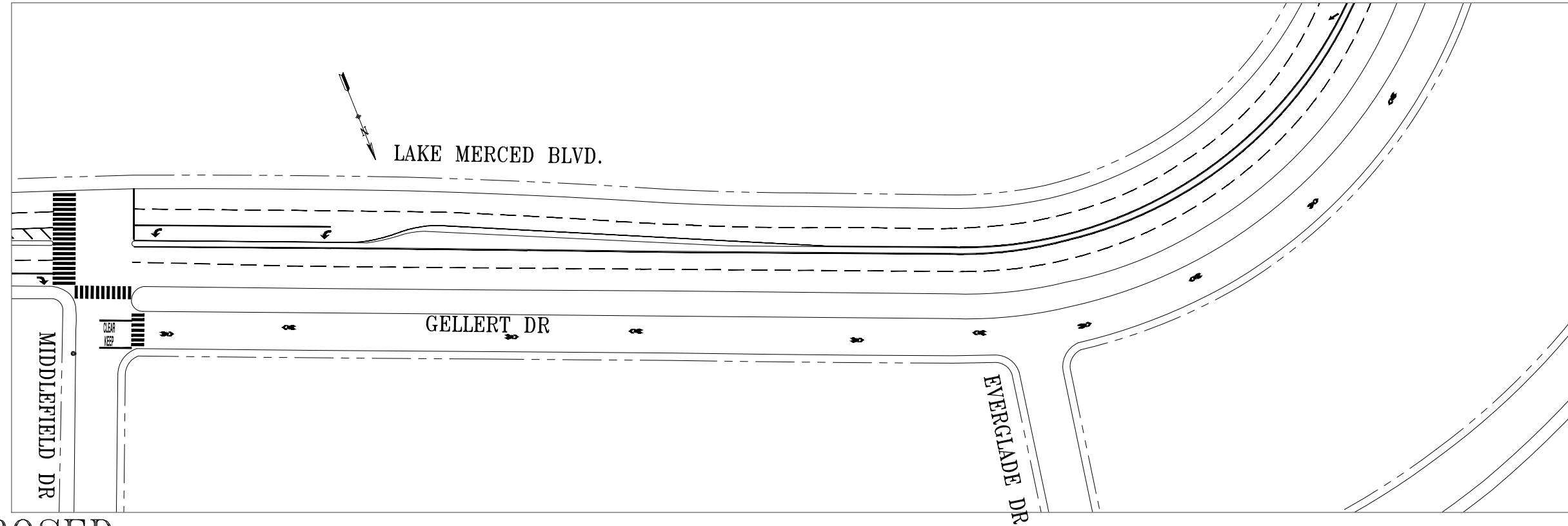
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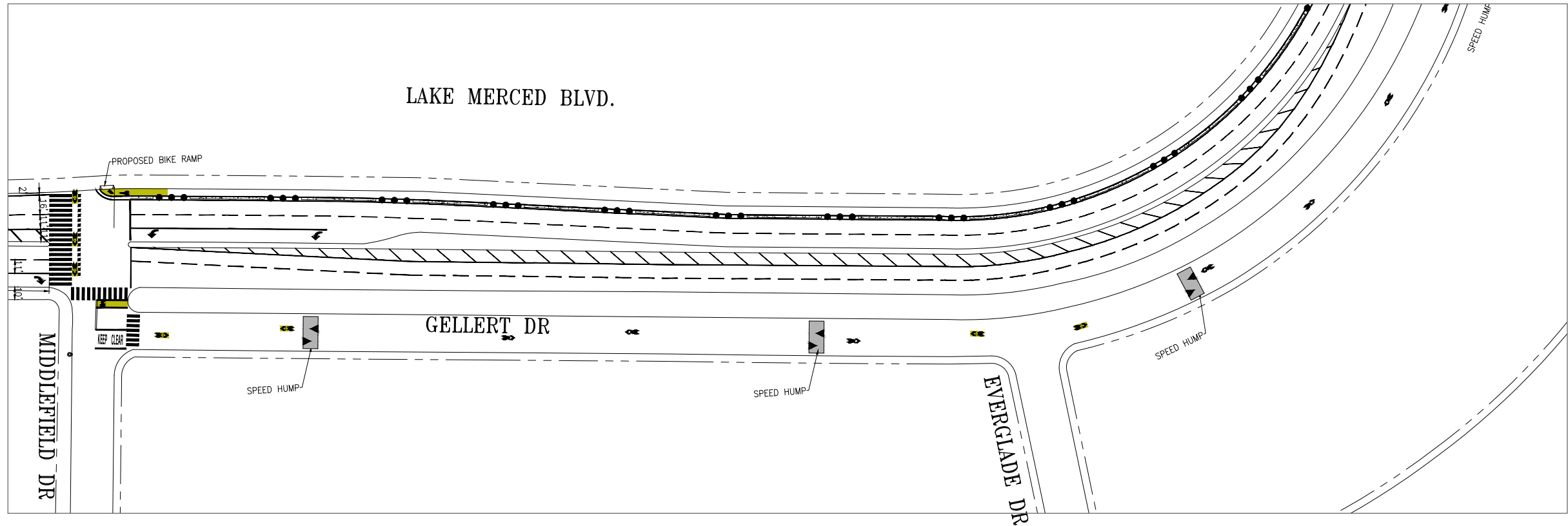
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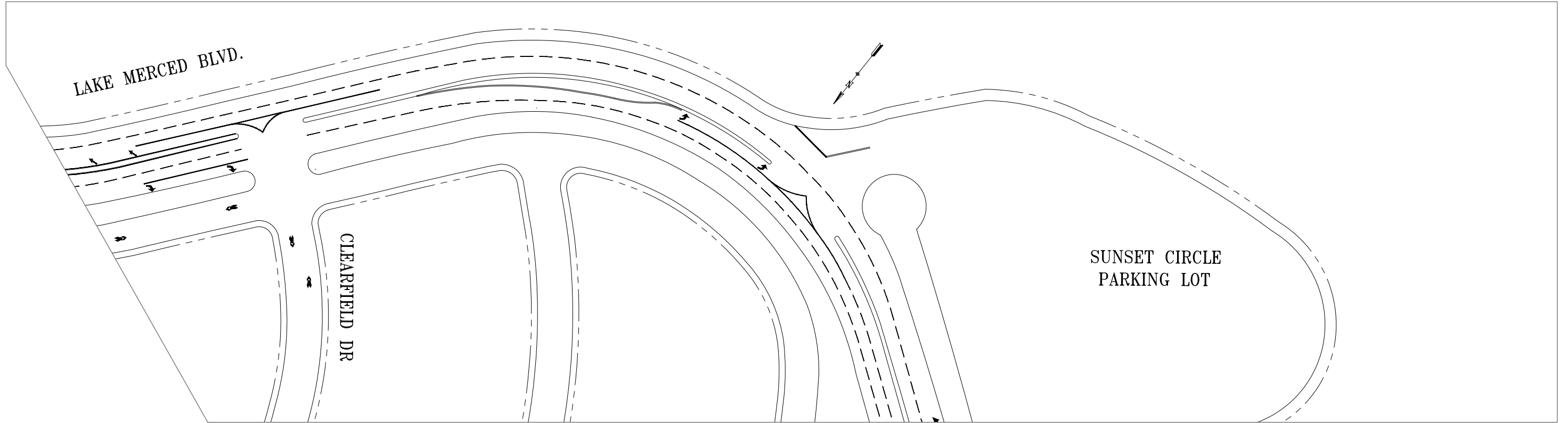
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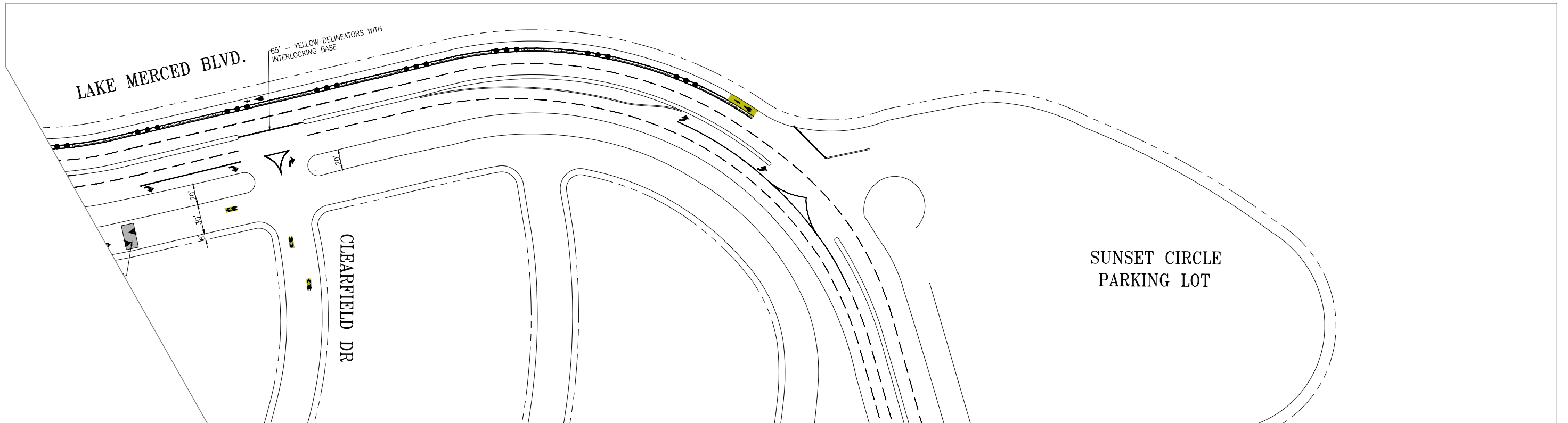
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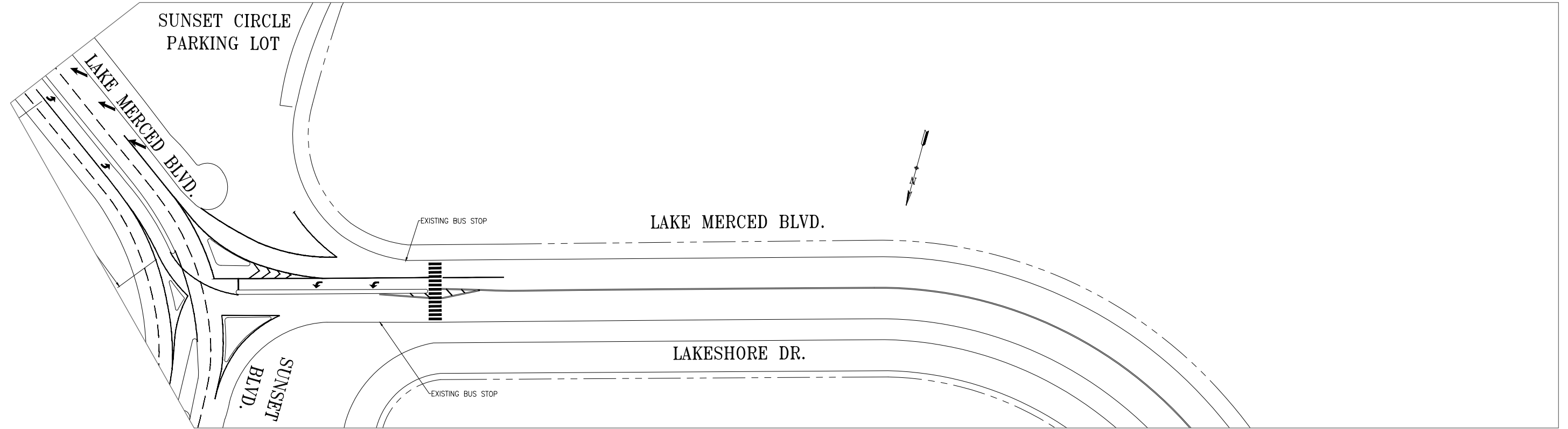
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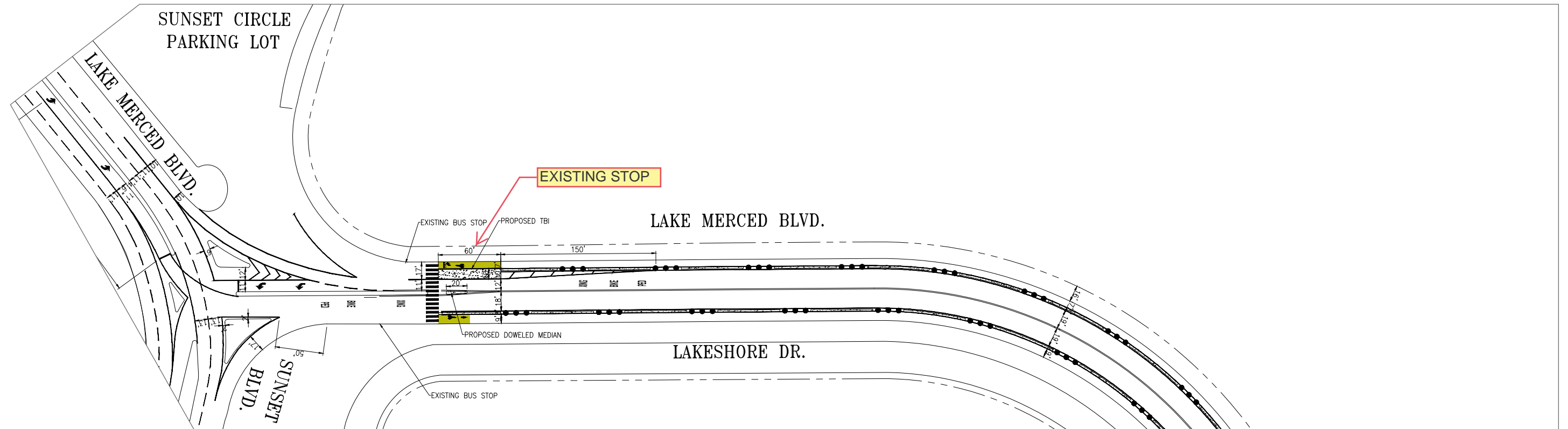
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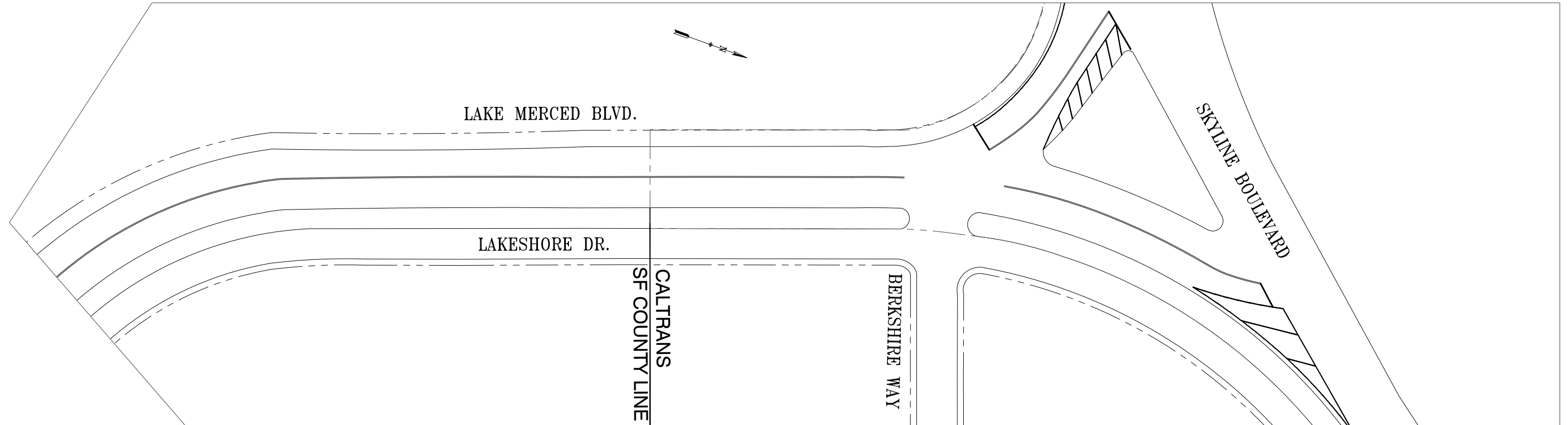
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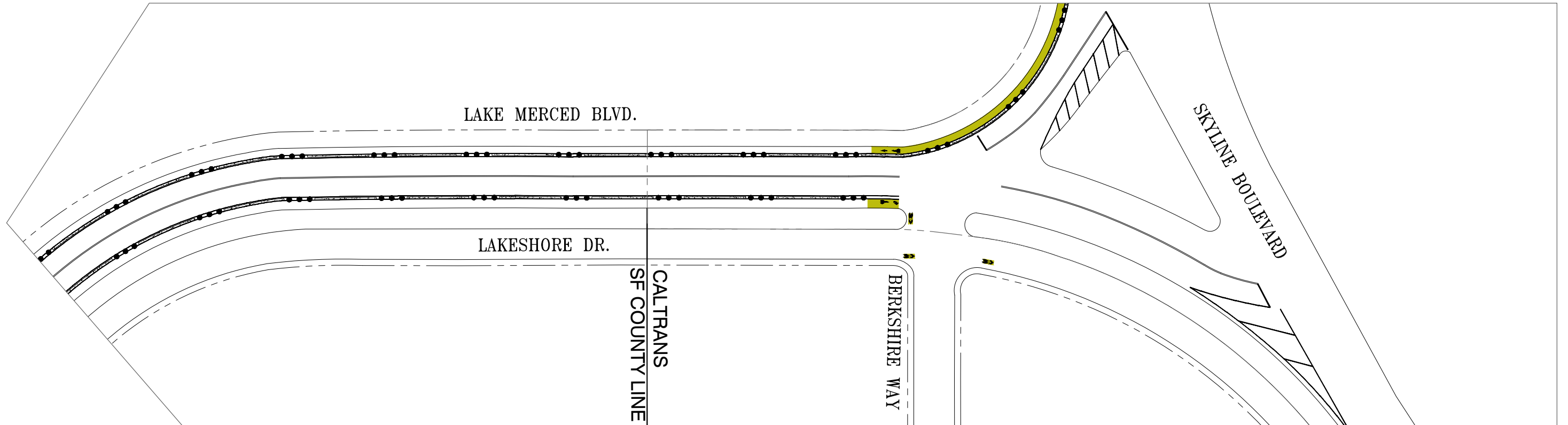
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TRAFFIC STRIPING

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JOHN MUIR DRIVE TO SKYLINE BOULEVARD**

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