



Lake Merced Project Updates

3/9/2021

Transportation Authority Board

Agenda

Background

Update on Lake Merced Projects:

- Lake Merced Bikeway Feasibility Study
(NTIP- Neighborhood Transportation Improvement Program)
- Lake Merced Pedestrian Study
(CBTP- Community Based Transportation Plan)

Other Related Projects

Potential Next Steps



Background

Lake Merced 85th Percentile Speeds

Location	Year	Speed Limit	NB/EB	SB/WB
Lake Merced Blvd between Skyline and Sunset Blvd	2020	35	39	41
Lake Merced Blvd between Higuera Ave and Font Blvd	2019	40	44	45

85th Percentile Speed= the speed or below which 85% of all vehicles are observed to travel under free-flowing conditions past a monitored point.

Collision History

Collision data over 5-year period between 2015-2019 indicate a total of **154 collisions** on roads around Lake Merced.

Of those 154 crashes, 10 involved a bicyclist and a vehicle and 10 involved pedestrians and vehicles, and there were 3 fatalities.

Following a fatality that occurred on John Muir Blvd. in March 2019, the SFMTA installed 3 sequential raised crosswalks in late Fall 2019. The 85th Percentile speeds fell here by 14mph or from 43- 29mph.

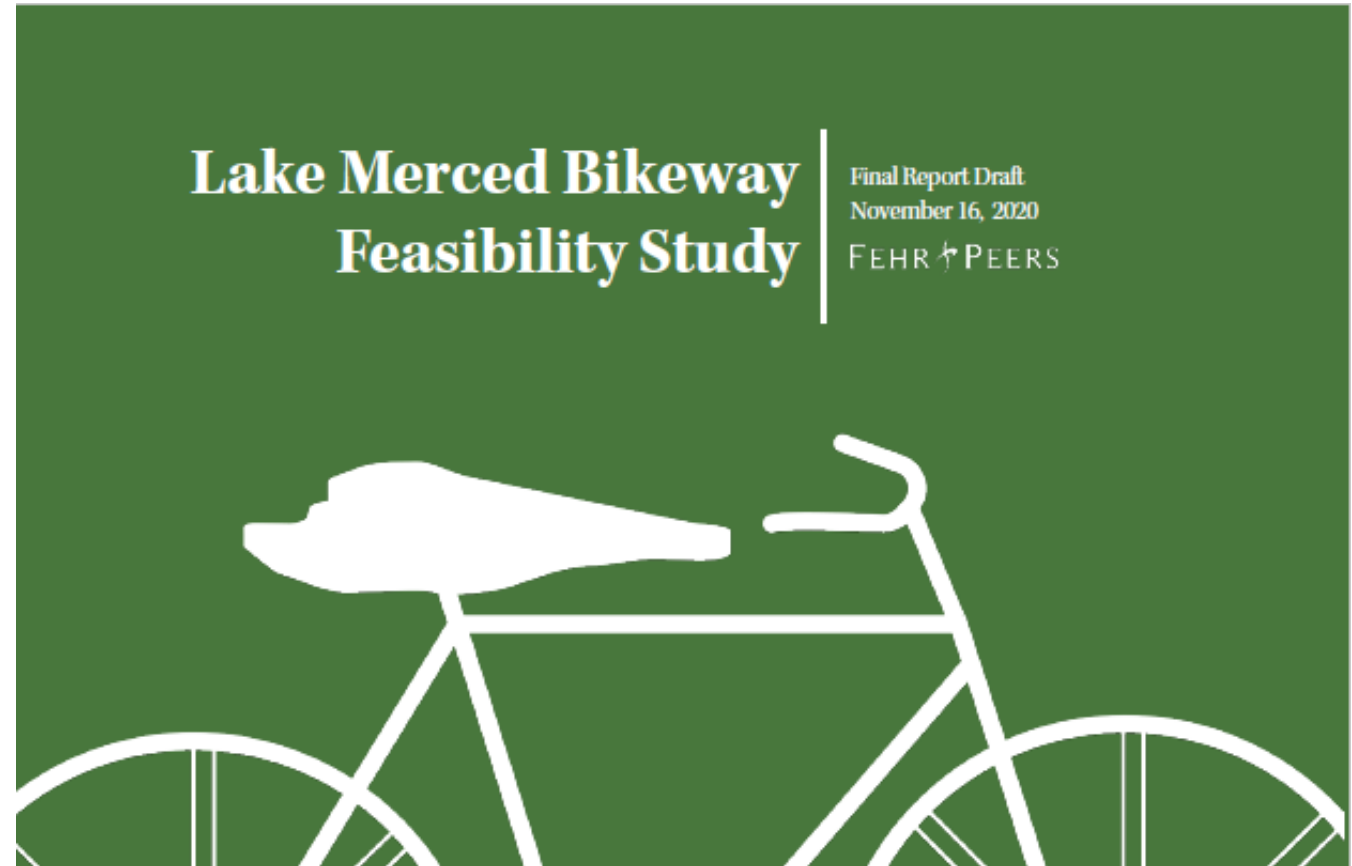
Lake Merced Bikeway Feasibility Study

NTIP study requested under former Board President Yee

Goals of the study:

- Address crowding on the multi-use pathway through widening or on-street bikeways
- Consider needs for safe bike facilities around the lake

Completed in January 2021



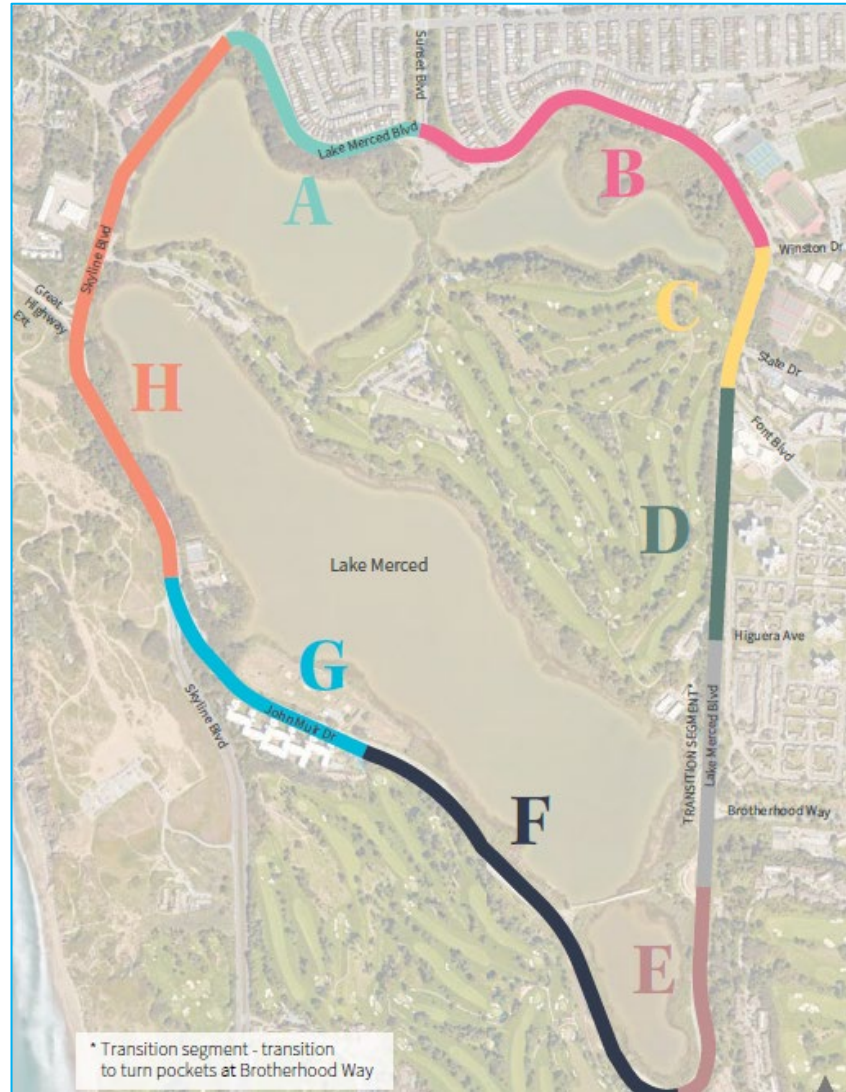
Lake Merced Bikeway Feasibility Study Process

Existing conditions analysis

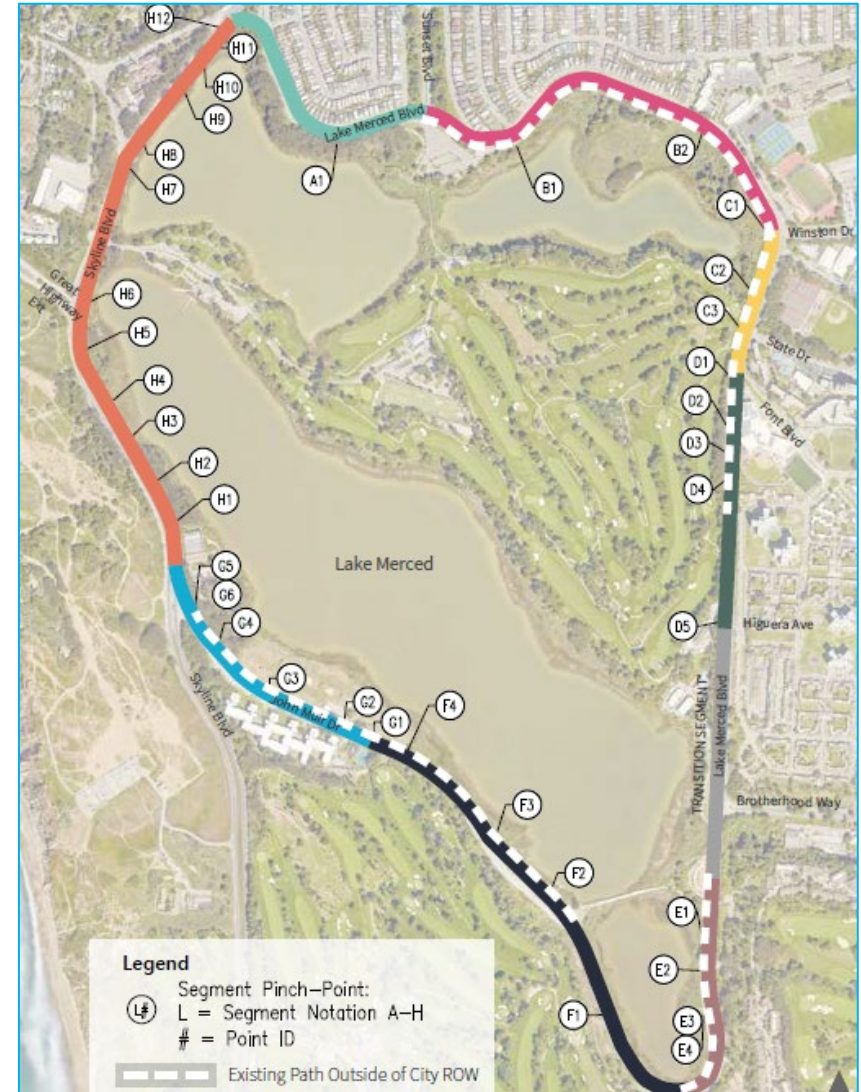
Key stakeholder outreach

Alternatives development

High level costs/implementation proposal



Segments for Analysis



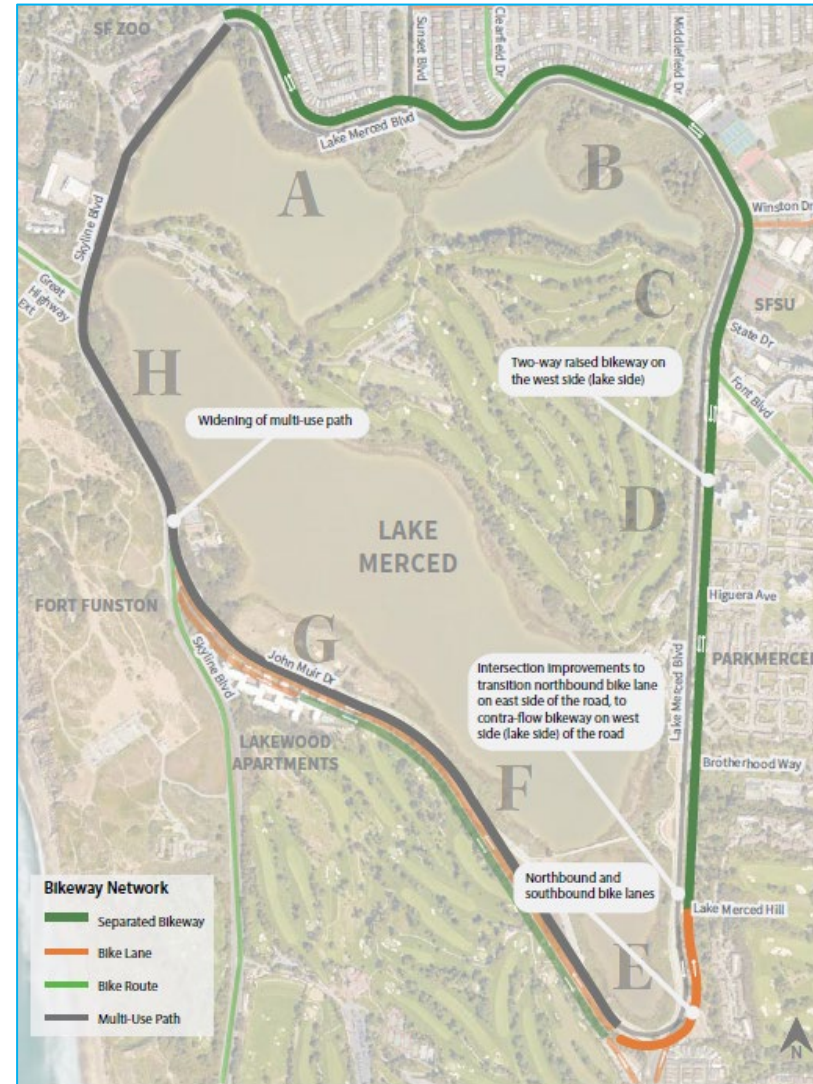
Pinch Points

Lake Merced Bikeway Feasibility Study: Proposals

Near-Term Phase



Long-Term Phase


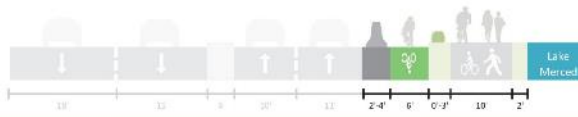
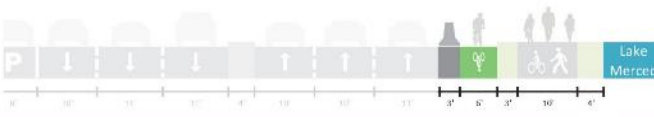







Lake Merced Bikeway Feasibility Study: Near Term

Contra-flow NB bikeway on the lake side from Skyline Blvd to Lake Merced Hill

Bike lanes in both directions between Lake Merced Hill and John Muir Dr

Cost \$7.5M

	Near Term	Parking or Lane Removal?
	On-Street Two-Way Bikeway; No Path Improvements	
A 2,200ft		No
B 3,600ft		No
C 1,100ft		Parking lane removal southbound (lake side)
D 2,100ft		Parking lane removal southbound (lake side)
Transition	Cross Section Varies	No
E 1,200ft		Travel lane removal southbound (lake side)
F 4,100ft	Same as existing 	No
G 2,000ft	Same as existing 	No
H 5,000ft	Same as existing 	No

Lake Merced Bikeway Feasibility Study: Long Term

Raised two-way bikeway on the lake side from Skyline Blvd to Lake Merced Hill

Bike lanes in both directions between Lake Merced Hill and John Muir Dr.

Widening of the existing multi-use path along John Muir Dr and Skyline Blvd

Cost \$56.4M

	Long Term	Parking or Lane Removal?
Raised Two-Way Bikeway & Enhanced Path		
A 2,200ft		No
B 3,600ft		No
C 1,100ft		Parking lane removal on both sides
D 2,100ft		Parking lane removal on both sides
Transition Cross Section Varies		
E 1,200ft		Travel lane removal southbound (lake side)
F 4,100ft		No
G 2,000ft		No
H 5,000ft		No

Lake Merced Pedestrian Safety Project

Purpose:

Develop a prioritized list of projects for pedestrian safety on Lake Merced Blvd. from Skyline to John Muir Drive with a focus on the high injury network segment from Sunset Blvd to Font Blvd.

Process:

- Baseline conditions analysis
- Needs assessment
- Outreach including Steering Committee
- Prioritized list of recommendations



Lake Merced Pedestrian Safety Project

Steering Committee:

Committee includes 11 members with diverse interests/backgrounds including WalkSF, Merced Extension Triangle Neighborhood, Lakeshore Elementary, SFSU, Pomeroy Recreation and Rehabilitation Center, District 7 staff, residents, and regular commuters.

Project Timeline:

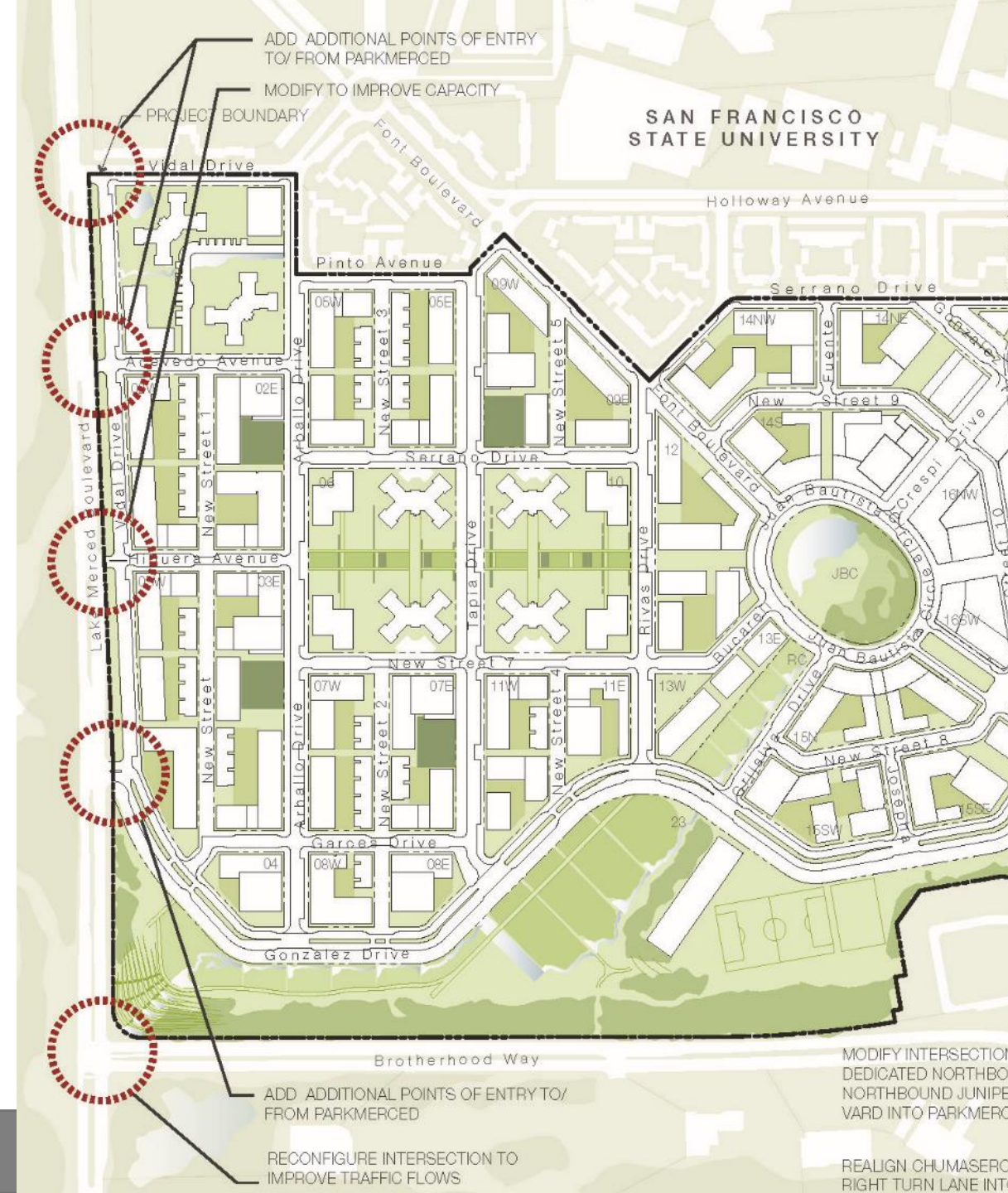
- Steering Committee Meetings – monthly through May 2021
- Virtual Public Outreach- Spring 2021
- Final CBTP report- June 2021
- SFMTA Board approval- late July/early August 2021
- Construction of highest priority recommendations to follow (late 2021/mid 2020 dependent on scope)

Related Projects

SFMTA recently completed signal timing improvements across D7 (pedestrian head starts and more crossing time)

San Francisco Recreation and Parks currently implementing improvements to northern portion of pathway include restoring asphalt, shoulder, and new curb ramps

Park Merced development will add signals and pedestrian improvements (bulbs/pedestrian refuge areas/automatic pedestrian signals) at Vidal, Acevedo, Higuera and Gonzalez (in 2-7 years)



Potential Next Steps

- Both studies can inform a future quick-build.
- Additional planning, outreach and design are needed prior to construction of a site specific quick build project.
- Potential tools to help improve safety include both spot improvements and corridor level changes. Tools could include:
 - Narrowing traffic lanes
 - Install protected bike facilities
 - Upgrade striping/crosswalks
 - Additional signage
 - Pedestrian refuge islands
- Corridor level changes may include certain trade-offs such as road lane reductions and some spot parking removal

The full Lake Merced Bikeway Feasibility Study can be found here:
www.sfcta.org/projects/lake-merced-bikeway-feasibility-study

More information and updates on both projects can be found here:
www.sfmta.com/LakeMercedWalk and www.sfmta.com/LakeMercedBike