

**THIS PRINT COVERS CALENDAR ITEM NO.: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving the Winston Drive Quick-Build Project to improve transportation safety and connectivity, including the conversion of existing Class II bikeways (bike lanes) to a Class IV separated bikeway on Winston Drive between Lake Merced Boulevard and Buckingham Way and other related traffic and parking modifications.

**SUMMARY:**

- The Winston Drive Quick-Build Project converts existing Class II bikeways (bike lanes) on each side of the street to a new Class IV, two-way separated bikeway on the south side of Winston Avenue between Lake Merced Boulevard and Buckingham Way. This project is being coordinated with a San Francisco Public Works paving project planned for late 2025/early 2026.
- The proposed Class IV bikeway will connect the existing northbound Class IV bikeway on Lake Merced Boulevard and the Class I bikeway (shared path) around Lake Merced to planned two-way Class IV bikeways around and through the Stonestown Development.
- The Project also proposes two new transit boarding islands for eastbound transit, which will allow transit operators to not interact with people in the bikeway. A flag stop on the north side of the street near Buckingham Way will be converted to a curbside bus zone, improving access to transit.
- To create space for the Class IV bikeway and a new bus zone on the north side of Winston Drive, 68 parking spaces will be removed. Parking on the street is currently regulated with 4 Hour Parking restrictions and is not heavily used due to the presence of off-street parking lots/garages at Lowell High School, Stonestown Galleria, and San Francisco State University to the north, east, and south, respectively. There will be 50 on-street parking spaces remaining on Winston Drive if the project is approved.
- The Planning Department has determined that the Winston Drive Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

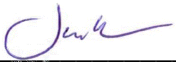
**ENCLOSURES:**


1. SFMTA Board Resolution
2. Existing and Proposed Striping Drawings

**PAGE 2.**

**APPROVALS:**

**DATE**

DIRECTOR  August 28, 2025

SECRETARY  August 28, 2025

**ASSIGNED SFMTAB CALENDAR DATE:** September 2, 2025

**PAGE 3.**

## **PURPOSE**

Approving the Winston Drive Quick-Build Project to improve transportation safety and connectivity, including the conversion of existing Class II bikeways (bike lanes) to a Class IV separated bikeway on Winston Drive between Lake Merced Boulevard and Buckingham Way and other related traffic and parking modifications.

## **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 5: Deliver reliable and equitable transportation services.

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

This action also supports the City's Transit First Policy with the following 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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

## **DESCRIPTION**

### **Background**

Winston Drive between Lake Merced Boulevard and Buckingham Way is an east-west roadway that is approximately 0.3 miles long. The roadway has one vehicle lane in each direction and a Class II bikeway (bike lane) in each direction between the parking and the travel lanes. To the north is Lowell High School, to the south is San Francisco State, to the east is Stonestown Galleria, and to the west is Lake Merced. Along with parking on both sides of the street, there are two bus stops in each direction that serve the following lines: Muni Routes 18, 29, 57, and 58, and SamTtrans Route 122. The two bus stops in each direction consist of a curbside bus zone

**PAGE 4.**

and a flag stop where buses stop in the lane away from the curb. The street also includes an eastbound turn lane into a parking lot for Lowell High School to the north and a midblock crosswalk.

This project was initiated because of a paving project led by San Francisco Public Works. SFMTA coordinates with citywide paving projects as they provide opportunities to improve the street at a lower cost and with reduced construction impact to the public. This paving project provides an opportunity to upgrade unprotected painted bike lanes to a separated Class IV bikeway, consistent with the recently adopted Biking and Rolling Plan, as shown in the Goal 2 Northstar Network Map.

In addition to coordinating with the paving project, this proposal connects to bikeway improvements recently made on Lake Merced Boulevard to the west. And to the east, this proposal will connect with bikeway improvements planned as part of the Stonestown Development Project, which will include the construction of residential units around the existing Stonestown shopping center and a network of redesigned streets and bikeways. This proposed bikeway is intended to create a separated, more comfortable bikeway connection for current and future residents, and between outdoor spaces, retail spaces, and educational institutions.

The proposal is part of a growing network of separated bikeways that safely connects people to recreational opportunities such as Lake Merced, San Francisco Zoo, Sunset Dunes, and Golden Park. It closes a gap in the protected bikeway network so that people have safer access to a variety of businesses and institutions such as the Stonestown Galleria shopping centers, San Francisco State University, Lowell High School, and businesses in Districts 4 and 7.

Figure 1 shows a map of the project corridor.



**Figure 1:** Project overview map

Figure 2 shows an existing typical mid-block cross-section of Winston Drive.



**Figure 2:** Existing typical mid-block cross-section of Winston Drive

The speed limit on Winston Drive is currently 25 miles per hour.

Parking on Winston Drive between Lake Merced Boulevard and Buckingham Way is currently 4-hour parking from 8AM-6PM, Monday-Friday. This parking regulation was instituted in 2024 to address lack of turnover in vehicles that occupied most of the parking on both sides of this

**PAGE 6.**

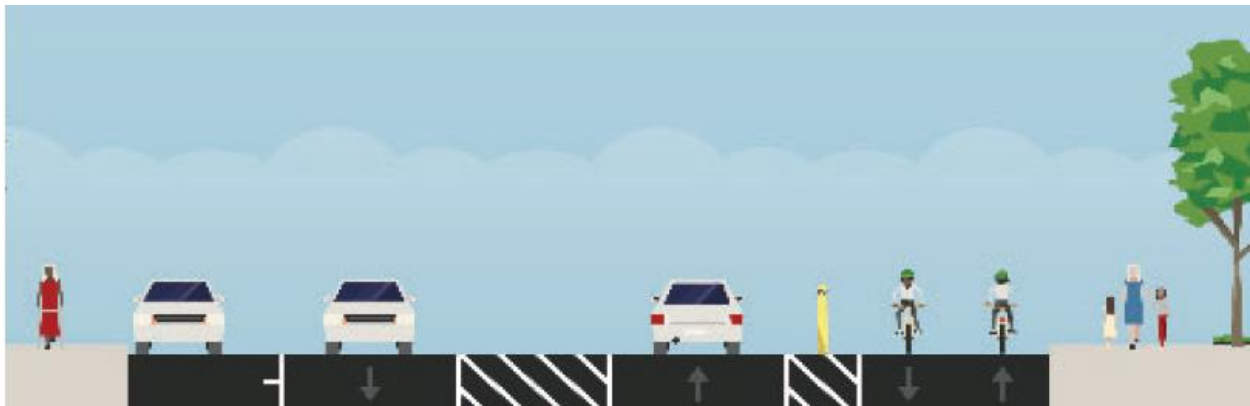
section of Winston Drive. Prior to the 4-hour parking regulation, there was little available parking for day-to-day drivers.

A traffic island with two streetlights exists on Winston Drive near Lake Merced Boulevard that constrains space needed for two southbound left turn lanes (which transit uses) onto Winston Drive and a new two-way bikeway.

Winston Drive is not on the city’s High Injury Network, the 12% of streets where 68% of severe and fatal traffic injuries occur. However, the street is a connection between existing and future separated bikeways, most of which are two-way bikeways, and is identified in the city’s Biking and Rolling Plan as a street to have a separated bikeway.

**Project Elements**

This project proposes replacing existing painted and unprotected bike lanes with a two-way separated bikeway on the south side of the street. See Figure 3. The proposed bikeway would repurpose the parking along the south curb of Winston Drive. The buffer separating the bikeway from travel lanes will consist primarily of paint and posts, with some concrete elements for greater protection near Lake Merced Boulevard where traffic from northbound and southbound Lake Merced Boulevard turns onto eastbound Winston Drive.



**Figure 3:** Typical mid-block cross-section of proposal for Winston Drive.

Additionally, the proposal includes two new transit boarding islands between the bikeway and the travel lanes. One transit boarding island would replace the curbside, eastbound bus stop near Lake Merced while the other would replace a flag stop near Buckingham Way, where transit users currently have to walk between parked cars to/from the bus.

Signal modifications to improve connections to/from the new bikeway are also proposed at Lake Merced Boulevard to create signal-separated crossings for people on bikes, particularly those traveling to/from the existing path around Lake Merced.

## PAGE 7.

The paving project led by Public Works will relocate the median island and two streetlights on Winston Drive near Lake Merced Boulevard to optimize space for the proposed bikeway.

There are currently 118 on-street parking spaces on this section of Winston Drive. This proposal would remove 59 spaces on the south side of the street for the bikeway and transit boarding islands, while 9 spaces on the north side would be removed to improve transit access to a bus zone and to upgrade the westbound transit flag stop at Buckingham Way to a curbside bus zone. There would be 50 parking spaces remaining.

### Class IV Separated Bikeway

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. 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
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed separated bikeway on Winston Drive between Lake Merced Boulevard and Buckingham Way meet these three conditions. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. The alternative criteria for the separated bikeway design have been reviewed and approved by a qualified engineer before installation. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. 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 89-02 Class IV Bikeway Guidance. The NACTO guidelines state that separated bikeways require the following features:

- Like a bike lane, a separated bikeway 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 periodic intervals along the facility based on engineering judgment.

**PAGE 8.**

- 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 bikeway on Winston Drive between Lake Merced Boulevard and Buckingham Way will conform to these NACTO design guidelines. The separated bikeways will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, San Francisco Office on Disability and Accessibility, and San Francisco Public Works to ensure accessibility for all street users. The design was also reviewed by the San Francisco Fire Department.

**PROPOSED TRAFFIC AND PARKING MODIFICATIONS**

Below is a list of the traffic modifications associated with the proposed project. Items A and D, require SFMTA Board approval. Further, although Transportation Code, Division II, Section 201, Subsections (a) and (b) delegate to the City Traffic Engineer the authority to approve items B, C, and E, the City Traffic Engineer recommends that the SFMTA Board approve these items as part of the Winston Drive Quick-Build Project.

**A. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME**

- i. Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way
- ii. Winston Drive, north side, from 198 feet to 248 feet east of Lake Merced Boulevard
- iii. Winston Drive, north side, from Buckingham Way to 30 feet west

**B. RESCIND – CLASS II BIKEWAY**

- i. Winston Drive, north side and south side, Lake Merced Boulevard to Buckingham Way

**C. ESTABLISH – CLASS IV BIKEWAY (TWO-WAY)**

- i. Winston Drive, south side, Lake Merced Boulevard to Buckingham Way

**D. ESTABLISH – BUS ZONE**

- i. Winston Drive, north side, from 98 feet to 198 feet east of Lake Merced Boulevard (converts existing flag stop to a bus zone)
- ii. Winston Drive, north side, from 50 feet to 170 feet west of Buckingham Way (converts existing flag stop to a bus zone)

**E. ESTABLISH – LEFT LANE MUST TURN LEFT**

- i. Winston Drive, eastbound, from Lake Merced Boulevard to 455 feet easterly



**PAGE 9.**

## **STAKEHOLDER ENGAGEMENT**

After briefing District 7 Supervisor Myrna Melgar on the proposal to replace the existing bike lanes with a separated bikeway as part of the Public Works paving project, Supervisor Melgar suggested staff reach out to the D7 Youth Council and the three large institutions surrounding this section of Winston Drive: Lowell High School, San Francisco State University, and Stonestown Galleria. No concerns were shared by any of the above. After reaching out to these stakeholders and the San Francisco Bicycle Coalition, the project went to an SFMTA Engineering Public Hearing, where members of the public were invited to provide formal comments by email and during the virtual public hearing.

The proposal was also presented to transit operators who asked that a bus turn test on Winston Drive take place to confirm the proposal would work for them. Multiple runs were performed and the transit operators involved agreed the design worked for transit.

### **Public Hearing**

An SFMTA Engineering Public Hearing was held on May 2, 2025, and community members were invited to provide formal comments on the proposed Winston Drive Quick-Build project. Two attendees of the public hearing commented: the San Francisco Bicycle Coalition in support of an upgraded bikeway and an SF State student in opposition due to parking loss.

## **ALTERNATIVES CONSIDERED**

**One-way protected bikeways on each side of Winston Drive:** The project team considered one-way parking separated bikeways on each side of Winston Drive. This alternative would have moved parking away from the curb and added a bikeway between the parking and the curb. Given the grades of the street (3.8% to 6.1%) and the desire to provide drivers an edge to curb their wheels, a continuous raised element would need to be added along the floating parking. With the one-way protected bikeway design, curb ramps would be required every 200' at a minimum on each side of the street to provide access to/from the parking lane, and four transit stops would have required new boarding islands rather than the two in the current proposal. These additional design elements would have increased construction costs significantly as two more transit boarding islands would be needed and new curb ramps every 200 feet along every parking lane. Also, having a separated bikeway on the north side of the street was less ideal than just the south side given the four driveways (one to the Lowell High School parking lot and three to SF State lots) and the slip lane from westbound Winston Drive to northbound Lake Merced for drivers and transit, which would increase the number of conflicts between drivers and people on bicycles or scooters.

**Two-way separated bikeway on the north side of Winston Drive:** Staff considered a two-way separated bikeway on the north side of Winston Drive but deemed it inferior to the south side of the street given the four driveways (one to the Lowell High School parking lot and three to SF

**PAGE 10.**

State lots) and the slip lane from westbound Winston Drive to northbound Lake Merced for drivers and transit, which would increase the number of conflicts between drivers and people on bicycles or scooters. Though the parking impact would be less with this alternative, the four driveways and slip lane would reduce safety compared to the south side where there are no driveways or slip lanes.

**Two-way separated bikeway on the south side of Winston Drive with one left turn lane (rather than two) from southbound Lake Merced Boulevard to eastbound Winston Drive:**

Staff initially considered removing one of two left turn lanes from southbound Lake Merced, or converting one of the two left turn lanes to a transit only lane with special signal phasing to give separate green lights for each left turn lane, but both proposals would have resulted in an increase in delay for all traffic at the signal and/or led to a potentially confusing signal timing design for transit operators and drivers. This design was rejected when it was determined the traffic island on Winston Drive could be moved to retain the two left turn lanes and not adversely affect transit.

**No Project:** Staff considered a no-project alternative. However, Winston Drive is identified in the Biking and Rolling Plan as a street to have a separated bikeway and the paving project provided an opportunity to do so at a lower cost and with less construction impact to road users. While the street is currently not heavily used by people on bikes or scooters, the project will better accommodate the greater density of residents at the Stonestown site as part of the Stonestown Development Project in the coming years and will better connect to the network of separated bikeways to the west, south, and north.

**FUNDING IMPACT**

The total project cost is broken down into the following project phases and sources:

<b>Funding Source</b>	<b>Amount</b>	<b>Phase</b>
Prop D TNC Tax*	\$ 44,000	Design
Prop D TNC Tax*	\$ 410,000	Construction
<b>TOTAL</b>	<b>\$ 454,000</b>	

\*Voter-approved Proposition D Transportation Network Company Tax. A Transportation Network Company provides prearranged rides utilizing an online application to connect passengers with drivers using their personal vehicle.

**ENVIRONMENTAL REVIEW**

The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25.

**PAGE 11.**

The Planning Department determined, on May 20, 2025, that the proposed Winston Drive Quick-Build Project (Case Number 2025-003286ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by 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=2025-003286ENV> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

SFMTA staff is coordinating with San Francisco Public Works to ensure the paving project and related work will accommodate this proposal as seamlessly as possible.

The San Francisco Fire Department, San Francisco Police Department, and San Francisco Public Works reviewed the project through the interagency Transportation Advisory Staff Committee (TASC) on March 27, 2025.

The City Attorney has reviewed this item.

**RECOMMENDATION**

Approve the Winston Drive Quick-Build Project to improve transportation safety and connectivity, including the conversion of existing Class II bikeways (bike lanes) to a Class IV separated bikeway on Winston Drive between Lake Merced Boulevard and Buckingham Way and other related traffic and parking modifications.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

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

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to improving the city's bike route network and implementing the Biking and Rolling Plan; and,

WHEREAS, Winston Drive between Lake Merced Boulevard and Buckingham Way is identified as a street to have a separated bikeway as shown in the Northstar Map of the Biking and Rolling Plan, included as part of Goal 2; and,

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

WHEREAS, The SFMTA is committed to creating a network of separated bikeways citywide; and,

WHEREAS, The Winston Drive corridor serves as a connection between existing and proposed separated bikeways, connecting people to schools, retail, and outdoor spaces; and,

WHEREAS, This segment of Winston Drive is being repaved by a contract led by San Francisco Public Works in late 2025/early 2026; and,

WHEREAS, The SFMTA strives to coordinate with paving projects to reduce costs and impacts to the public during construction; and,

WHEREAS, The Winston Drive Quick-Build Project staff have engaged with institutional stakeholders, neighborhood organizations, and advocacy groups; and,

WHEREAS, The SFMTA has proposed the installation of a separated bikeway and parking and traffic modifications along Winston Drive, as follows:

**A. ESTABLISH – TOW-AWAY, NO PARKING ANYTIME**

- i. Winston Drive, south side, from Lake Merced Boulevard to Buckingham Way
- ii. Winston Drive, north side, from 198 feet to 248 feet east of Lake Merced Boulevard
- iii. Winston Drive, north side, from Buckingham Way to 30 feet west

**B. RESCIND – CLASS II BIKEWAY**

- i. Winston Drive, north side and south side, Lake Merced Boulevard to Buckingham Way

**C. ESTABLISH – CLASS IV BIKEWAY (TWO-WAY, SEPARATED)**

- i. Winston Drive, south side, Lake Merced Boulevard to Buckingham Way

D. ESTABLISH – BUS ZONE

- i. Winston Drive, north side, from 98 feet to 198 feet east of Lake Merced Boulevard (converts existing flat stop to a bus zone)
- ii. Winston Drive, north side, from 50 feet to 170 feet west of Buckingham Way (converts existing flag stop to a bus zone)

E. ESTABLISH – LEFT LANE MUST TURN LEFT

- i. Winston Drive, eastbound, from Lake Merced Boulevard to 455 feet easterly; and,

WHEREAS, Although the City Traffic Engineer has the authority to approve Items B, C and E, the SFMTA Board is requested to approve all items as part of the Winston Drive 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, 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 the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The separated bikeways proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The proposed Winston Drive 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 that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on May 20, 2025, that the proposed Winston Drive Quick-Build Project (Case Number 2025-003286ENV) 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=2025-003286ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeway and parking and traffic modifications associated with the Winston Drive Quick-Build Project listed as Items A through E above.

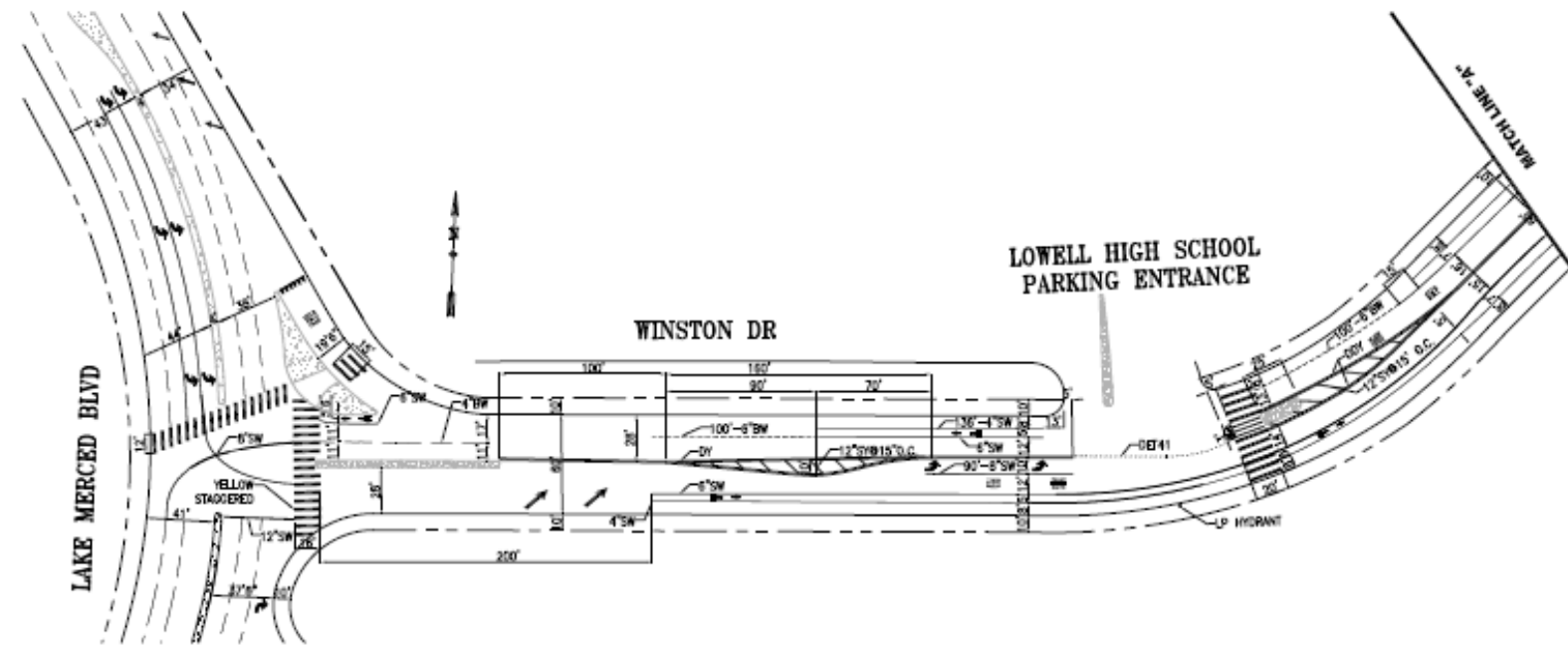
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of September 2, 2025.

---

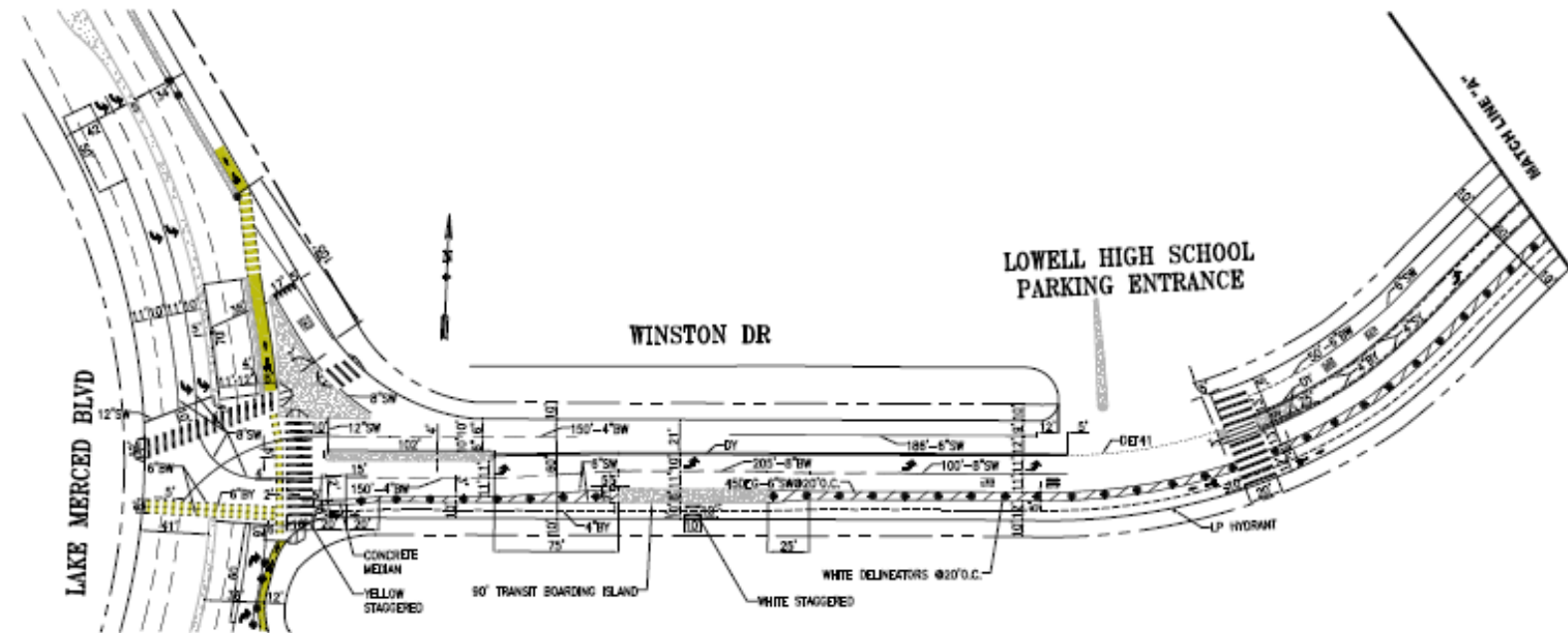
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

*This page intentionally left blank.*

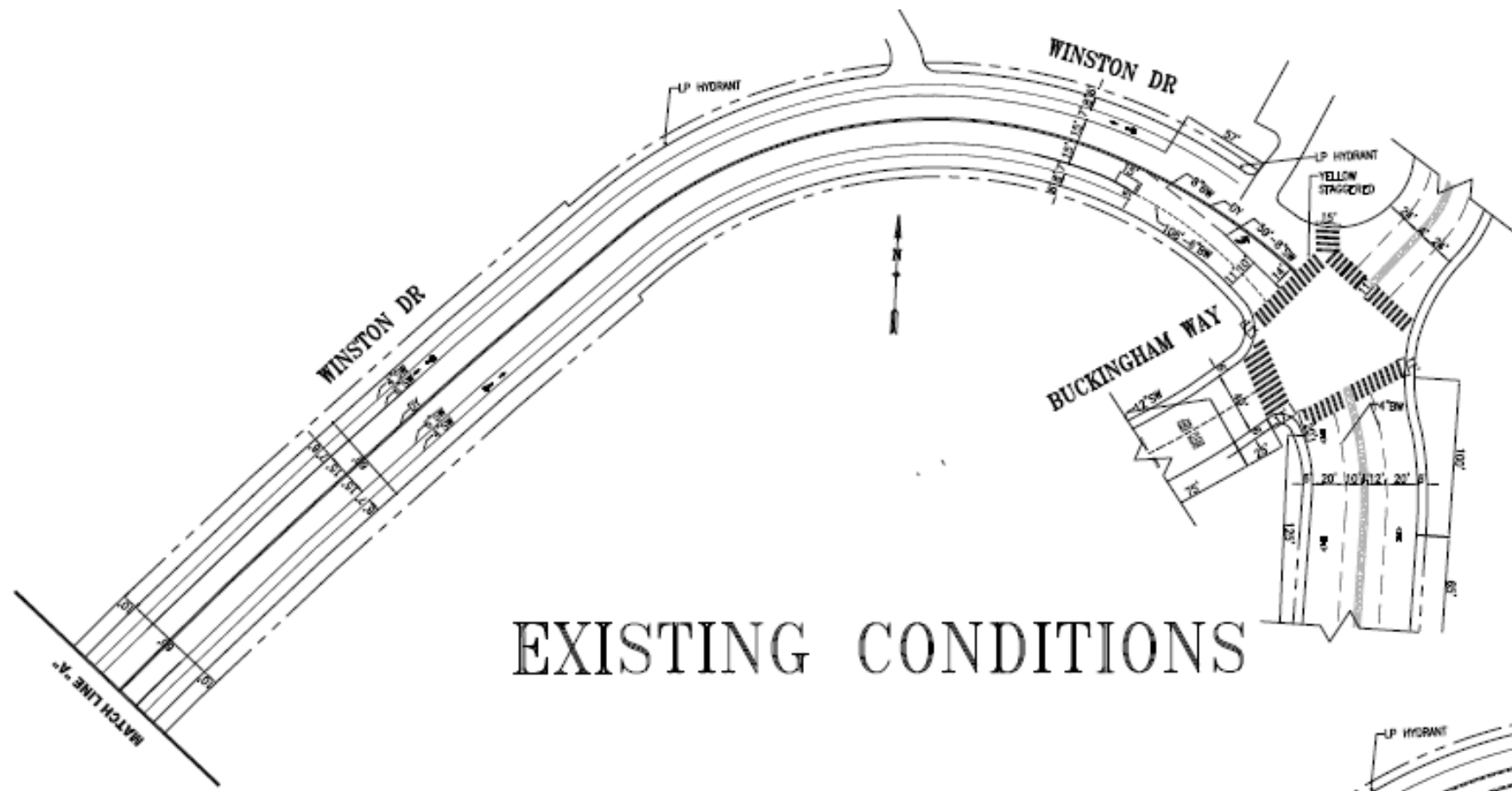
# EXISTING CONDITIONS



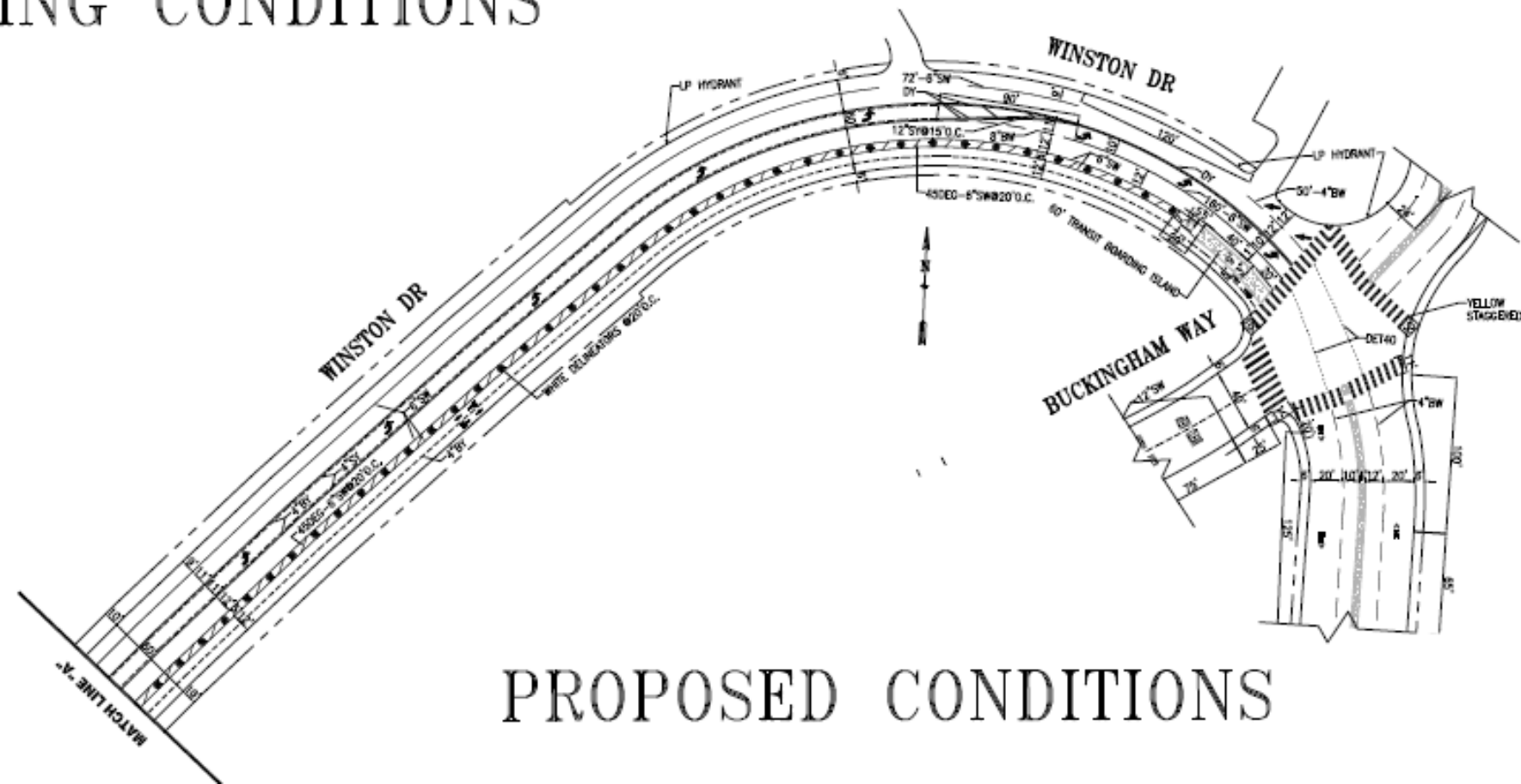
# PROPOSED CONDITIONS







EXISTING CONDITIONS



PROPOSED CONDITIONS