

**THIS PRINT COVERS CALENDAR ITEM NO. : 10.4**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving traffic modifications at the McAllister Street and Fillmore Street intersection and at the McAllister Street and Webster Street intersection to improve safety for bicyclists and motorists.

**SUMMARY:**


- McAllister Street is an existing bicycle route between Market Street and Masonic Avenue, with sharrows in the westbound direction, and it also serves the Muni 5 and 5 Limited bus routes.
- As part of Muni Transit Effectiveness Project to improve the 5 and 5 Limited lines, the SFMTA is installing a bus bulb on the north side of the street on the western (far) side of the Fillmore Street intersection.
- The implementation of a bus bulb on the far side of the McAllister Street and Fillmore Street intersection will constrict westbound bicyclists and buses into a 12-foot lane.
- A bike box on the near side of the intersection with a Class II bike lane leading into it will provide bicyclists a designated space while waiting for the signal and allow them to clear the intersection and bus bulb prior to through westbound traffic.
- Providing two-stage left turns from Webster Street to McAllister Street will help facilitate bicycle left turns at this intersection, providing an alternative to merging across multiple vehicle lanes to make the turn.
- These minor improvements constitute design changes to Bicycle Plan Project 3-3 and have received the necessary environmental review from the Planning Department.

**ENCLOSURES:**

1. SFMTAB Resolution
2. McAllister and Fillmore Improvement Project Design
3. Two-Stage left turn design at McAllister and Webster

**APPROVALS:**

DIRECTOR



**DATE**

10/8/14

SECRETARY

10/8/14

**ASSIGNED SFMTAB CALENDAR DATE:** October 21, 2014

## **PURPOSE**

This project, at the intersection of McAllister and Fillmore Streets and McAllister and Webster Streets, will improve safety for bicyclists and motorists.

## **GOAL**

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

## **DESCRIPTION**

The SFMTA proposes traffic improvements on McAllister Street on the near side of the westbound approach to the Fillmore Street intersection and at the McAllister Street and Webster Street intersection. This project is in District Five within the Western Addition neighborhood. The proposed project will add a 70 foot bicycle lane and a ten foot by 11 foot bicycle box to the Fillmore Street intersection, providing designated space for bicycles and motor vehicles when approaching and travelling through the intersection. A bicycle box is a waiting area in front of the motor vehicle queue at an intersection. It prioritizes bicyclists' movements and provides a space for cyclists to wait. Furthermore, bike boxes can increase pedestrian safety by improving visibility and decreasing vehicle and bicycle encroachment into the crosswalk. It also includes No Turn On Red restrictions for vehicles on McAllister at Webster, providing designated space for two-stage bicycle left turns from Webster to McAllister.

The existing condition at Fillmore is a 13 foot wide right-turn lane and an 11 foot wide through lane in the westbound direction. The receiving through lane is 19 feet wide. There is an existing far side bus stop that serves the 5 and 5L Muni lines. Currently, when bikes and traffic (including Muni buses) stop at a red light, bicyclists tend to enter the crosswalk to travel through the intersection ahead of other traffic.

As part of the Transit Effectiveness Project, Muni staff is making street improvements to McAllister Street to improve 5 and 5 Limited service. These Muni improvements include the implementation of a six foot wide bus bulb on the far side of the intersection, resulting in the McAllister Street receiving lane width of 12 feet. With the implementation of the bike lane and bike box in the proposed project, bicyclists will cross and travel through the intersection ahead of traffic, and when a bus is present, bicycle traffic will be able to proceed ahead of the bus rather than attempt to pass to the left of a bus loading or unloading passengers. Additionally, with this improvement, bicyclists will be able wait at the red light in the bike box rather than encroach into the crosswalk.

The SFMTA is restriping the existing bike lanes on Webster Street with buffers to provide a more comfortable riding experience for bicyclists. Completion of the Webster Street restriping should occur by January 2015. To help enhance the bike lane restriping, this project will add two-stage left turn boxes at the McAllister intersection, improving the ease for bicyclists turning east or west onto this existing bike route. Two-stage left turns are considered an easier turning movement than merging through the Webster Street travel lanes.

#### **ITEM FOR APPROVAL TO SUPPORT THE PROJECT:**

##### **ESTABLISH – BIKE LANE**

McAllister Street from Fillmore Street to 70 feet easterly (westbound McAllister)

##### **ESTABLISH – NO RIGHT TURN ON RED**

McAllister Street, westbound, at Webster Street

McAllister Street, eastbound, at Webster Street

#### **ALTERNATIVES CONSIDERED**

Two alternatives were considered for the Fillmore Street intersection:

Option 1: No project

Option 2: Bike Lane with Bike Box

Option 2 was chosen as the preferred alternative since it provides a designated, separate space in the roadway for bicycles and vehicular traffic. This will allow bicycles and motor vehicles separate space at the intersection.

Two alternatives were considered for the Webster Street intersection:

Option 1: No project

Option 2: Two Stage Left Turns with No Turn on Red Restrictions

Option 2 was chosen as the preferred alternative since it is a simpler crossing behavior for bicyclists than crossing vehicle traffic lanes.

#### **PUBLIC OUTREACH**

On September 5, 2014, a SFMTA Transportation Engineering public hearing was held at San Francisco City Hall and there were no members of the public who commented on the proposed traffic improvements. At least two hearing notices were posted 14 days prior to the public hearing in the affected neighborhood.

#### **PROJECT BACKGROUND**

A McAllister Street bike lane project was planned as part of the 2005 San Francisco Bicycle Plan. Project 3-3 in the 2009 San Francisco Bicycle Plan Environmental Impact Report analyzed the environmental impacts of bicycle lanes on McAllister between Franklin and Fillmore Streets by narrowing the travel lanes from approximately 14 feet and 4.5 inches to 12 feet wide and adding a five-foot wide westbound Class II bicycle lane. Additionally, the project described in

the EIR included westbound sharrows between Market and Franklin Streets and between Fillmore Street and Masonic Avenue. However, given that this a priority route for the Muni 5 and 5 Limited bus routes, the bike lanes were never implemented. SFMTA staff determined that rather than decrease the travel lane width and implement the bike lane on this section of McAllister, sharrows should be installed for the length of the project area.

With the new bulb installation at Fillmore, SFMTA staff determined that a short segment of bike lane and a bike box would improve traffic for all modes of transportation through the intersection.

### **FUNDING IMPACT**

This project is part of the McAllister Street repaving project, funded by Proposition AA.

### **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

Since adoption of the San Francisco Bicycle Plan Environmental Impact Report (EIR) and approval of the Bicycle Plan, SFMTA has revised the design of Project 3-3 as discussed above. An Abbreviated CEQA Checklist was issued on July 10, 2014, which addresses the environmental review of the bike box proposed by SFMTA. The Planning Department concluded that the analyses conducted and the conclusions reached in the FEIR certified on June 25, 2009 remain valid, and that no supplemental environmental review is required for the proposed bike box and other project elements described herein.

The No Right Turn On Red restrictions are a traffic modification approved by the City Traffic Engineer.

The City Attorney's Office has reviewed this calendar item.

### **RECOMMENDATION**

SFMTA staff recommends approval of the proposed bicycle lane on McAllister Street east of Fillmore Street and the No Right Turn On Red restrictions on McAllister Street at Webster Street.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS  
RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency has received a request, or identified a need for traffic modifications as follows:

- A. ESTABLISH – BIKE LANE - McAllister Street from Fillmore Street to 70 feet easterly (westbound McAllister)
- B. ESTABLISH – NO RIGHT TURN ON RED - McAllister Street, westbound, at Webster Street and McAllister Street, eastbound, at Webster Street

WHEREAS, At its hearing on June 25, 2009, the Planning Commission certified by Motion No. 17912 a Final Environmental Impact Report for the 2009 San Francisco Bicycle Plan pursuant to the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Reg. Sections 15000 et seq.) and Chapter 31 of the Administrative Code, which certification was affirmed by the San Francisco Board of Supervisors on July 15, 2009 in Board of Supervisors’ Motion M09-136; and,

WHEREAS, On June 26, 2009, the San Francisco Municipal Transportation Agency Board of Directors adopted in Motion 09-105 the 2009 Bicycle Plan, and approved, in Motion 09-106 the traffic changes necessary to implement 45 of the 60 proposed near-term improvements analyzed in the Bicycle Plan EIR, including Project 3-3 “McAllister Street Bicycle Lane, Market Street to Masonic Avenue;” and,

WHEREAS, On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan, re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA, a copy of which is on file with the Secretary to the SFMTA Board of Directors and is incorporated in this Resolution by reference; and,

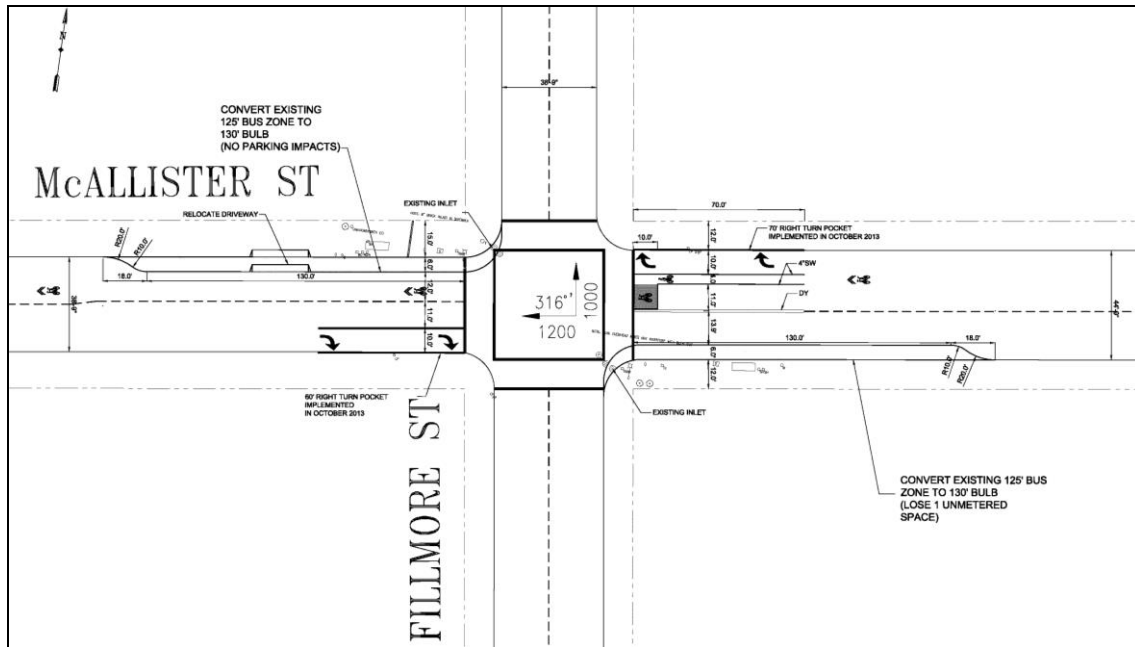
WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic modification, to implement the McAllister Bike Lane and the No Right Turn On Red restrictions that are included in the McAllister and Webster Street two-staged bicycle left turn box design.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of October 21, 2014.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Attachment A – McAllister and Fillmore Improvement Project Design



Attachment B – Two-Stage left turn design at McAllister and Webster

