

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving Tow-Away No Stopping zones and a new transit boarding island on Evans Avenue between Rankin Street and Quint Street to modify the interim travel-lane changes and bikeways implemented as part of the Evans Avenue Quick-Build Project in 2022, following removal of temporary construction staging for the completed San Francisco Public Utilities Commission (SFPUC) Headworks facility.

SUMMARY:

- The Evans Avenue Quick-Build project implemented a travel-lane reduction and bikeways on Evans Avenue between Cesar Chavez Street and Newhall Street in 2022.
- In 2022, the block between Rankin Street and Quint Street had all parking restricted for construction fronting the SFPUC Headworks project site (2019 to 2025), and the quick-build project implemented interim Class IV bikeways on this block.
- With the roadway restored after the SFPUC construction project completion, this proposal modifies the quick-build safety features to use the full width of the roadway.
- This proposal would make permanent three temporary Tow-Away No Stopping Any Time zones, upgrade the outbound 19 Polk bus stop with a transit boarding island, add left-turn lanes, restore parking on the south side of the block, and protect the existing Class IV eastbound bikeway with floating parking.
- The San Francisco Planning Department has determined that the Evans Quick-Build Project, including as modified by this action, is statutorily exempted from the California Environmental Quality Act (CEQA).

ENCLOSURES:

1. SFMTAB Resolution
2. Cross-Sectional Diagrams
3. Plan View Diagrams

APPROVALS:

DIRECTOR *John*

DATE

February 12, 2026

SECRETARY *clib*

February 12, 2026

ASSIGNED SFMTAB CALENDAR DATE: February 17, 2026

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PURPOSE

Approving Tow-Away No Stopping zones and a new transit boarding island on Evans Avenue between Rankin Street and Quint Street to modify the interim travel-lane changes and bikeways implemented as part of the Evans Avenue Quick-Build Project in 2022, following removal of temporary construction staging for the completed San Francisco Public Utilities Commission (SFPUC) Headworks facility.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

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

This item would support the following Transit First Policy Principles:

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

DESCRIPTION

Quick-Build Project and Temporary SFPUC Configuration

The Evans Avenue Quick-Build Project, approved by the SFMTA Board of Directors on March 15, 2021 (Resolution No. 220315-023), implemented a travel-lane reduction and protected bikeways on Evans Avenue from Cesar Chavez Street to Newhall Street in 2022. At the time, the block from Rankin Street to Quint Street had all parking restricted for construction fronting the SFPUC Headworks project, which was in place from 2019 to 2025.

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During SFPUC construction, the southern sidewalk and 16 feet of the roadway were closed for construction staging and a temporary pedestrian walkway. All vehicle travel lanes were shifted north and temporary Tow-Away No Stopping Any Time restrictions were placed on both sides of the block, closing approximately 71 parking spaces. The Tow-Away No Stopping Any Time restriction on the north side of Evans from Rankin Street to Quint Street was made permanent with the Evans Avenue Quick Build Project in 2022, permanently removing 30 of those spaces. The Quick-Build project also implemented a Tow-Away No Stopping Any Time restriction on the north side of Evans Avenue for 40 feet west of Rankin Street (2 spaces), and from 40 feet to 220 feet west of Rankin Street under temporary Directive No. 6566 from the City Traffic Engineer (10 spaces).

The purpose of this legislation is to approve the final proposed design for this segment of Evans Avenue, including some elements that were temporarily installed for safety since the removal of the SFPUC construction staging area.

Existing Conditions

Today, Evans Avenue between Rankin Street and Quint Street has one general travel lane in each direction and one curbside Class IV bikeway protected by flexible delineators in each direction. For the entire block, parking is restricted on the north side of the street, as well as 40 feet west of Rankin Street, and from 40 feet to 220 feet west of Rankin Street under a construction Directive No. 6566. Since completion of the SFPUC project, including reopening the southern half of the block, a floating parking lane and eastbound left-turn lane at Quint Street were temporarily striped midblock and curbside parking was restored east of Quint Street, restoring a total of approximately 23 spaces. Parking is temporarily restricted at the east and west ends of the block on the south side of the street to provide clearances for turning vehicles and the rail crossing under construction Directive No. 6912.

Between the Union Pacific rail crossing and the Evans Avenue and Rankin Street intersection, the westbound bike lane is discontinued and two westbound travel lanes are provided, which merge back to one lane west of Rankin Street. This interim configuration preserves lane alignment through the railroad right-of-way and maintains vehicle queuing capacity between the rail crossing and the Evans Avenue and Rankin Street signal. Any changes to this configuration are subject to approval by Union Pacific Railroad.

The intersection of Evans Avenue with Rankin Street is controlled by a traffic signal and the intersection with Quint Street is controlled by a Stop sign for the Quint Street approach.

Transit

The Muni 19 Polk bus travels along this section of Evans Avenue with both inbound (westbound) and outbound (eastbound) pole stops immediately west of Quint Street.

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Collision History

Evans Avenue from Rankin Street to Quint Street is part of the 2022 High Injury Network, the 12 percent of San Francisco streets where 68 percent of severe and fatal collisions occur. Between November 2020 and October 2025, there were five reported injury collisions on Evans Avenue from Rankin Street to Quint Street and of these collisions, one resulted in severe injuries.

Traffic Volumes and Speeds

The posted speed limit on this section of Evans Avenue is 35 miles per hour (MPH). Traffic volumes and speeds were collected in September 2024 on Evans Avenue between Rankin Street and Quint Street and are summarized below.

- Eastbound:
 - 5,890 average weekday daily vehicles
 - 85th percentile speed 33 MPH
 - *Reduced from 39 MPH in 2022 (before the quick-build project)*
 - 54 average weekday bicycles in the morning and afternoon peak periods
- Westbound:
 - 6,350 average weekday daily vehicles
 - 85th percentile speed 33 MPH
 - *Reduced from 35 MPH in 2022 (before the quick-build project)*
 - 48 average weekday bicycles in the morning and afternoon peak periods

Proposed Safety Changes

Proposed safety changes to the Evans Avenue Quick-Build between Rankin Street and Quint Street include a transit boarding island, left-turn lanes, parking protection along the eastbound bikeway, and parking restrictions near the Rankin Street and Quint Street intersections.

The project will make permanent several elements installed temporarily for safety after completion of the SFPUC project as shown on the attached Existing Design and Proposed Design figures. These include relocation of the eastbound protected bikeway that was along the temporary walkway on the south side of the street, an eastbound left-turn lane at Quint Street, a floating parking lane midblock between Rankin and Quint streets, and three Tow-Away No Parking Any Time restrictions in the following locations:

- North side of Evans Avenue, from 40 feet to 220 feet east of Rankin Street (to accommodate the westbound lane transition).

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- South side of Evans Avenue, from Rankin Street to 193 feet east of Rankin Street (to provide 100 feet of clearance from the railroad tracks to the new floating parking lane).
- South side of Evans Avenue from 100 feet west of the Quint Street intersection to 21 feet east of the Quint street intersection (to accommodate a new left-turn pocket and transit boarding island).

The project will also make further changes to the lane configuration and the eastbound 19 Polk bus stop. The outbound bus stop at Quint Street will be upgraded with a transit boarding island. The project will also add a new left-turn lane westbound at Rankin Street and protect the corner at Rankin Street with rubber speed bumps where turning drivers must yield to people on bikes and walking.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items A through C require SFMTA Board Approval:

- A. ESTABLISH – TOW-AWAY NOT STOPPING ANYTIME
 - i. Evans Avenue, south side, from Rankin Street to 193 feet easterly
 - ii. Evans Avenue, south side, from 483 feet to 678 feet east of Rankin
 - iii. Evans Avenue, north side, from 40 feet to 220 feet west of Rankin Street
- B. RESCIND – BUS POLE STOP
 - i. Evans Avenue, south side, west of Quint Street
- C. ESTABLISH – TRANSIT BOARDING ISLAND
 - i. Evans Avenue, south side, 578 feet to 628 feet east of Rankin Street

STAKEHOLDER ENGAGEMENT

The Evans Avenue Quick-Build Project, approved by the SFMTA Board in 2022, was informed by extensive community and stakeholder engagement conducted between 2018 and 2021. That process included multilingual surveys distributed to corridor users and nearby businesses, direct canvassing of approximately 45 businesses along Evans Avenue, mailers to over 1,000 nearby addresses, coordination with six community-based organizations and advocacy groups, two tabling events, 20 stakeholder meetings, and a virtual open house presenting design options and a recommended project alternative. Project staff received more than 360 survey responses, and a majority of respondents supported the option including a travel-lane reduction and protected bikeways, ultimately implemented as the Evans Avenue Quick-Build Project.

The block of Evans Avenue between Rankin Street and Quint Street was included in the original project outreach and approval for the Evans Avenue Quick-Build Project. Due to long-

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term construction staging for the SFPUC Headworks Project and uncertainty regarding the future width of the south sidewalk, the quick-build was implemented without permanent parking changes to the south side of the street while the temporary construction Tow-Away No Stopping restriction remained in place.

Following the completion of the SFPUC construction project and restoration of the full roadway width, SFMTA staff developed the current design modification to retain the safety and transit benefits of the quick-build project while restoring parking on the south side of the block and upgrading the outbound 19 Polk bus stop to a transit boarding island. Because this action does not expand the footprint or scope of the originally approved project, no additional corridor-wide outreach was conducted.

Given that the only fronting land uses on this block are SFPUC facilities—the Southeast Wastewater Treatment Plant and the Flynn Pump Station—SFMTA staff coordinated directly with SFPUC, along with consultation with Union Pacific Railroad regarding operations near the rail crossing. SFPUC staff did not object to the proposed layout on the south side of the block, where parking and pedestrian access are being restored following construction.

This project was reviewed at the Transportation Advisory Safety Committee (TASC) on October 9, 2025, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, San Francisco Public Works, San Francisco Fire Department, and San Francisco Police Department.

Consistent with SFMTA Board and public-hearing requirements, 10-day notices of the proposed parking and transit changes were posted along the block in advance of this hearing.

ALTERNATIVES CONSIDERED

The project team assessed design alternatives before recommending the proposed design. Given direction from the Board at the time of their approval of the Evans Avenue Quick Build Project to work toward further protection of the bikeways on Evans Avenue, the project team recommends maintaining curbside protected bikeways and a single travel lane in each direction on this block, while adding left-turn lanes and a floating parking lane and upgrading the outbound bus pole stop at Quint Street to a transit boarding island. The following are alternatives considered and the associated tradeoffs and constraints.

Continuation of the Napoleon to Rankin configuration: Staff considered a roadway layout similar to the segment of Evans Avenue immediately west of Rankin Street, providing curbside parking on the south side of the block and a floating parking lane along the protected bikeway on the north side of the block. This option would require converting the eastbound bikeway from a Class IV protected bikeway to a Class II buffered bike lane, reintroducing potential

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conflicts with adjacent vehicles and drivers making parking maneuvers. Staff do not recommend this option.

No Build option: The existing parking and traffic legislation for this section of Evans Avenue requires modification, adapting to the full street width. Specifically, parking restrictions at each end of the block are needed to safely manage potential conflicts between vehicles, buses, trains, pedestrians, and bicyclists. A true “No Build” option that restores parking along the entire southern block while also maintaining the existing Class IV bikeway is not possible as it would not provide adequate sight lines between road users.

FUNDING IMPACT

Funding for the proposed adjustments to the Evans Avenue Quick-Build project comes from the San Francisco County Transportation Authority Prop D Transportation Network Company tax and are expected to cost \$160,000.

Source	Amount	Use
SFCTA Prop D TNC Tax	\$160,000	Construction

ENVIRONMENTAL REVIEW

The proposed modifications to the Evans Avenue Quick-Build Project are subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review—pursuant to Public Resources Code Section 21080.25(b)(1)—for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right-of-way.

On January 26, 2026, the Planning Department determined that the proposed modifications to the Evans Avenue Quick-Build Project do not constitute a substantial modification to the statutory exemption issued on February 18, 2022, and are statutorily exempt from environmental review pursuant to Public Resources Code Section 21080.25(b)(1).

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=2021-010651ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Because these changes include Union Pacific Railroad right-of-way at the crossing east of Rankin Street, final implementation requires a permit from the California Public Utilities

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Commission and a revision to the maintenance agreement between Union Pacific Railroad and the City of San Francisco.

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommend that the SFMTA Board of Directors approve Tow-Away No Stopping zones and a new transit boarding island on Evans Avenue between Rankin Street and Quint Street to modify the interim travel-lane changes and bikeways implemented as part of the Evans Avenue Quick-Build Project in 2022, following removal of temporary construction staging for the completed San Francisco Public Utilities Commission (SFPUC) Headworks facility.

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to the Safe System Approach, a nationally recognized roadway safety strategy that minimizes the harm of a crash by recognizing that humans make mistakes but that they should not be fatal by applying multiple layers of approach in the form of Safe People, Safe Roads, Safe Vehicles, Safe Speeds and Post-Crash care; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to the Street Safety Initiative, a citywide strategy grounded in a comprehensive Safe System approach to eliminate preventable traffic fatalities and severe injuries, prioritizing areas on the High Injury Network; and,

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

WHEREAS, Evans Avenue between Rankin Street and Quint Street is on the 2022 Vision Zero High Injury Network, which consists of the 12 percent of streets that account for 68 percent of San Francisco's severe and fatal traffic injuries; and,

WHEREAS, The San Francisco Municipal Transportation Agency Board of Directors approved the Evans Avenue Quick Build Project on March 15, 2022 under Resolution No. 220315-023; and,

WHEREAS, The Evans Quick Build Project was implemented between Rankin Street and Quint Street using an interim configuration to accommodate construction at the fronting SFPUC Headworks project site (2019 to 2025); and,

WHEREAS, The reopening of the full roadway width following a multi-year construction project requires modification of the design of the Evans Avenue Quick Build Project implemented in 2022; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications as follows:

- A. ESTABLISH – TOW-AWAY NOT STOPPING ANYTIME
 - i. Evans Avenue, south side, from Rankin Street to 193 feet easterly

- ii. Evans Avenue, south side, from 483 feet to 678 feet east of Rankin
- iii. Evans Avenue, north side, from 40 feet to 220 feet west of Rankin Street

B. RESCIND – BUS POLE STOP

- i. Evans Avenue, south side, west of Quint Street

C. ESTABLISH – TRANSIT BOARDING ISLAND

- i. Evans Avenue, south side, 578 feet to 628 feet east of Rankin Street; and,

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

WHEREAS, The proposed modifications to the Evans Avenue Quick-Build Project are 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(b)(1); and,

WHEREAS, On February 18, 2022, the Planning Department determined that the Evans Avenue Quick-Build Project (Case Number 2021-010651ENV) is statutorily exempt from environmental review pursuant to Public Resources Code Section 21080.25(b)(1); and,

WHEREAS, On January 26, 2026, the Planning Department determined that the proposed modifications to the Evans Avenue Quick-Build Project do not constitute a substantial modification to the statutory exemption issued on February 18, 2022, and are statutorily exempt from environmental review pursuant to Public Resources Code Section 21080.25(b)(1); and,

WHEREAS, The proposed action is not an Approval Action as defined by the S. F. Administrative Code Chapter 31, Section 31.04(h)(2)(A); the project approved by the SFMTA Board on March 15, 2022, constituted the Approval Action under 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=2021-010651ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore, be it

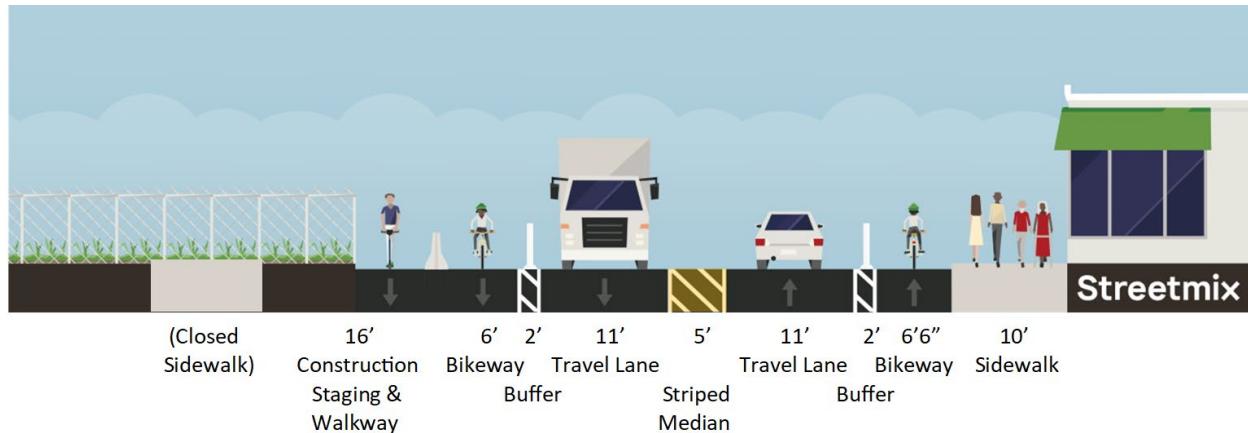
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modification as set forth in Items A through C on Evans Avenue between Rankin Street and Quint Street.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of February 17, 2026.

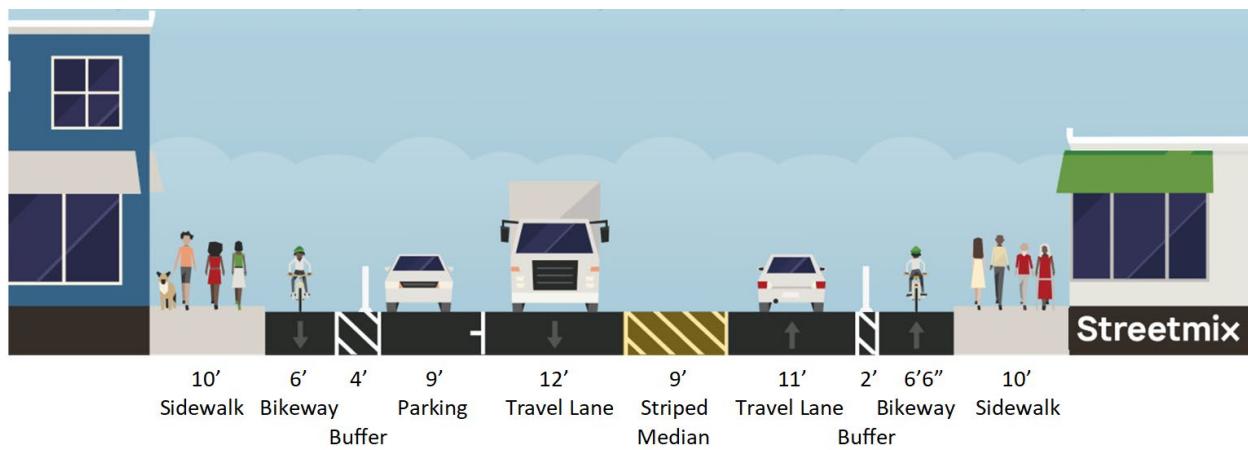
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Cross-Sectional Diagrams

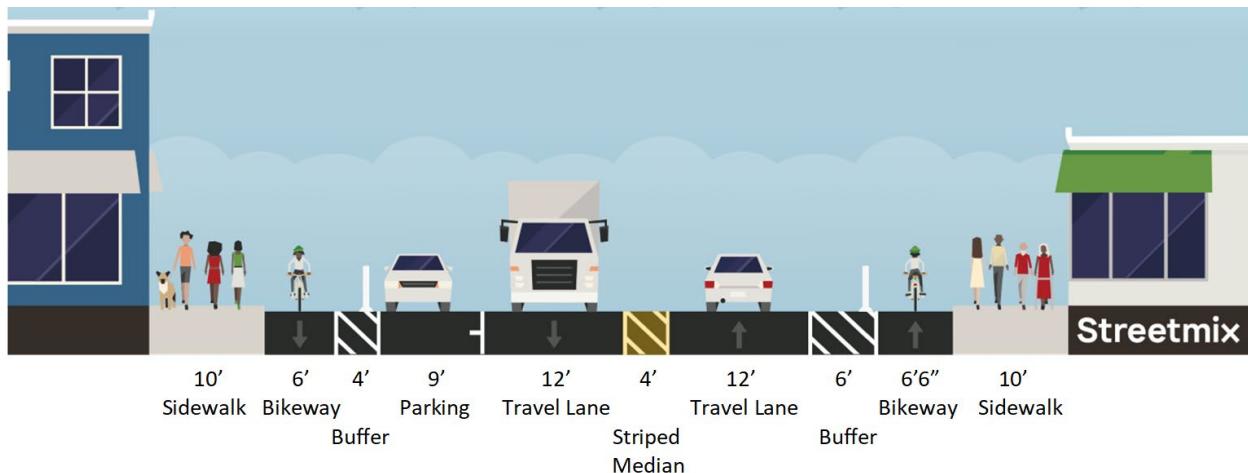
Mid-Block Cross-Section, 2022-2025 Conditions



Mid-Block Cross-Section, Existing Conditions

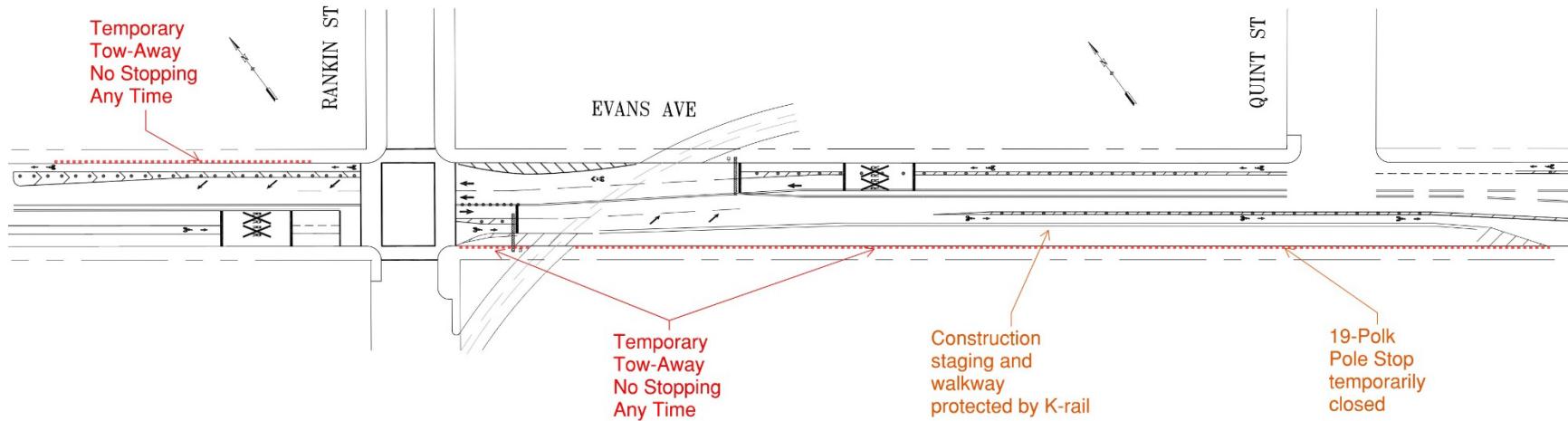


Mid-Block Cross-Section, Proposed

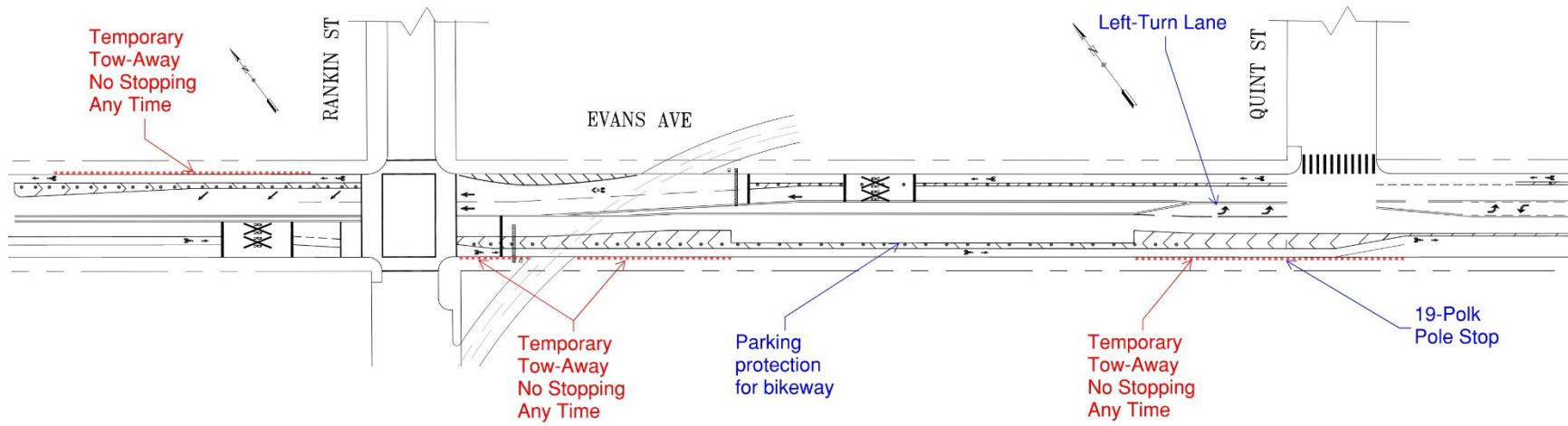


Enclosure 3: Plan-View Diagrams

Construction-Period Design (2022-2025)



Existing Design



Enclosure 3: Plan-View Diagrams

