

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the implementation of transportation safety improvements including establishing new Class IV protected bikeways and Class II bike lanes and relocating bus stops on Evans Avenue between Cesar Chavez and Newhall streets as part of the Evans Avenue Quick-Build Project.

SUMMARY:

- On March 17, 2020 the SFMTA Board approved the Evans Avenue Quick-Build Project as one of a group of seven corridor quick-build projects on the City's High Injury Network.
- Evans Avenue from Cesar Chavez Street to 3rd Street is an industrial corridor that is part of San Francisco's Vision Zero High Injury Network, the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur.
- The Evans Avenue Quick-Build Project proposes a road diet, removing one travel lane in each direction between Cesar Chavez and 3rd streets to reduce traffic speeds and improve pedestrian safety, establishing a combination of Class IV protected bikeways and Class II bike lanes, and implementing pedestrian safety improvements and parking and bus stop changes.
- The Planning Department has determined that the Evans Avenue 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. SFMTAB Resolution
2. Evans Avenue Existing and Proposed Cross-Section Graphics
3. Evans Quick-Build Project Plans

APPROVALS:

DIRECTOR  _____
SECRETARY  _____

DATE

March 9, 2022

March 9, 2022

ASSIGNED SFMTAB CALENDAR DATE: March 15, 2022

PURPOSE

Approving the implementation of transportation safety improvements including establishing new Class IV protected bikeways and Class II bike lanes and relocating bus stops on Evans Avenue between Cesar Chavez and Newhall streets as part of the Evans Avenue Quick-Build Project.

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 will 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.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Existing Conditions

The project area extends along Evans Avenue between Cesar Chavez and 3rd streets in the Bayview neighborhood. Commercial retail, light and heavy industrial, and government activities exist along this segment of Evans Avenue. The corridor and surrounding community are experiencing increased use by local employees and visitors due to new development of the Department of Homelessness and Supportive Housing Bayview Navigation Center (January 2021), San Francisco Police Department (SFPD) Traffic Company and Forensic Services Division facility (October 2021) and Southeast Community Center (scheduled for completion in 2022). The San Francisco Public Utilities Commission (SFPUC) is currently undertaking the Headworks Facility and Biosolids Digester Facilities projects to upgrade and modernize the aging

Southeast Treatment Plant, which is adjacent to Evans Avenue. Construction for both projects will continue until approximately 2026. During construction of these projects, Jerrold Avenue is closed and Evans Avenue is designated as a traffic detour route.

Evans Avenue, west of 3rd Street, has four travel lanes, two westbound and two eastbound, with Class III shared lane markings (i.e., “sharrows”) in the outside lanes. There is generally on-street parking on both sides of the street, with the exception of one-half block east and west of Napoleon Street for turning clearances and due to a sidewalk bulb, and between Rankin and Quint streets due to construction of the SFPUC Southeast Treatment Plant Headworks Facility and Biosolids Digester projects, and railroad tracks crossing Evans Avenue east of at Rankin Street.

East of 3rd Street, Evans Avenue has six lanes, three westbound and three eastbound, separated by a planted median and eastbound and westbound Class II painted bike lanes. There is generally on-street parking on both sides of the street on this segment, with the exception of the north side immediately east of 3rd Street due to a right-turn lane.

All intersections in the project area are signalized except the following, which are controlled by stop signs on the side-street approaches:

- Evans Avenue and Marin Street
- Evans Avenue and Selby Street
- Evans Avenue and Quint Street

The Muni 19 Polk bus route travels on Evans Avenue inbound (west) towards Fisherman’s Wharf and outbound (east) towards the Hunters Point Shipyard.

The 19 Polk stops within the project area include:

- Evans Avenue/Cesar Chavez Street
- Evans Avenue/Napoleon Street
- Evans Avenue/Selby Street
- Evans Avenue/Quint Street (the outbound stop is closed due to SFPUC construction)
- Evans Avenue/Phelps Street
- Evans Avenue/3rd Street (outbound only)

Additional Muni lines such as the T Third light rail, 15 Bayview Hunters Point Express, 44 O’Shaughnessy, and 91 3rd/19th Avenue Owl buses run along 3rd Street and on Evans Avenue east of 3rd Street.

Evans Avenue is on the San Francisco Bicycle Network with existing Class III shared lane markings west of 3rd Street and Class II bike lanes east of 3rd Street. The project segment connects to Class IV protected bikeways to the north on Cesar Chavez Street and to the Class II bike lanes continuing on Evans Avenue east of 3rd Street. Current pedestrian and bicycle challenges along the corridor include:

- High vehicle volumes, fast vehicle speeds, heavy truck traffic and multiple travel lanes.

- Lack of exclusive bicycle facilities to connect the Potrero and Mission neighborhoods to the Bayview-Hunters Point neighborhood.

Project Goals

Evans Avenue between Cesar Chavez and Newhall streets is part of San Francisco's Vision Zero High Injury Network. In the five year period from 2015 to 2020 there have been 81 reported injury collisions on Evans Avenue between Cesar Chavez and 3rd streets. Twelve of these collisions involved pedestrians, five resulted in severe injuries. Three collisions involved a person on a bicycle, resulting in one severe injury. Causes for vehicle-bicycle and vehicle-pedestrian collisions were proceeding straight, unsafe turning, and making a left turn.

As part of the SFMTA Quick-Build Program objectives, Evans Avenue between Cesar Chavez and 3rd streets is one of the seven corridors on the City's High-Injury Network that the SFMTA Board approved for a quick-build safety project on March 17, 2020 (SFMTA Board Resolution No. 200317-032).

A quick-build project is defined to include reversible and/or adjustable project installations and parking and traffic modifications such as daylighting, turn restrictions, converting Class II bike lanes to Class IV protected bike lanes, and other treatments.

Based on public input, data analysis and our Strategic Plan goals, the following project goals were developed for the Evans Avenue Quick-Build Project:

- Support the City's Vision Zero goal to eliminate traffic deaths.
- Slow traffic speeds to make it safer for drivers and Muni transit service to operate on the roadway.
- Improve visibility, safety and comfort for bicyclists and pedestrians.
- Ensure businesses along the corridor are able to access their driverways and nearby parking spaces.
- Safely accommodate people living in vehicles that are parking along the corridor.
- Accommodate large vehicles and trucks that travel on Evans Avenue.
- Ensure that emergency response vehicles can travel on Evans Avenue.
- Facilitate safe and efficient Muni operations along the corridor.

Evans Avenue Quick-Build Project Design Options

To help achieve Evans Quick-Build Project goals, the SFMTA project team developed three road diet design options for Evans Avenue between Cesar Chavez and 3rd streets. Pedestrian safety treatments such as high-visibility crosswalk markings, leading pedestrian intervals (pedestrian head-starts at traffic signals) and advance limit lines were presented as included with all of the design options.

Option 1 – Two lanes (one in each direction) with a center turn lane and new Class II bike lanes. This option would result in the removal of up to 20 parking spaces along the corridor.

Option 2 – Two lanes (one in each direction) and new Class II buffered bike lanes. Turn lanes would be provided only at intersections where needed for safety and to maintain traffic and Muni operations. This option would result in the removal of up to 20 parking spaces along the corridor.

Option 3 – Two lanes (one in each direction), a new protected Class IV bikeway with floating parking westbound and a new Class II buffered bike lane eastbound. Turn lanes would be provided only at intersections where needed for safety and to maintain traffic and Muni operations. This option would result in the removal of an estimated 40 to 60 parking spaces along the corridor.

Evans Avenue Quick-Build Project Recommendation

Based on an evaluation of the three options and the project goals and public feedback, SFMTA staff recommend implementing a design based on Option 3, generally removing one travel lane in each direction and providing a new Class IV parking-protected bikeway in the westbound direction and a new Class II buffered bike lane in the eastbound direction. Option 3 meets the project goals as it combines improved traffic, bicycle and pedestrian access and safety, ensures parking opportunities near business activities, and accounts for large vehicle travelling and parking along the corridor. Additionally, pedestrian safety treatments will be installed along the corridor:

- Advance limit lines at all multi-lane intersection approaches
- Leading pedestrian intervals at the Evans Avenue/Napoleon Street and Evans Avenue/Rankin Street intersections
- Painted safety zones at the Evans Avenue/Napoleon Street intersection
- Continental crosswalk markings at the Evans Avenue/Rankin Street intersection

The final proposed design is described for each segment below. See the attached project plan drawing for details (Enclosure 3).

Cesar Chavez to Napoleon Street

The northwesternmost segment of Evans Avenue between Cesar Chavez and Napoleon streets experiences high volumes of turning traffic and relatively low parking demand. For these reasons, the project proposes to restrict parking on the northeast side of this section of Evans Avenue to accommodate turn lanes at the Cesar Chavez Street, Marin Street and Napoleon Street intersections. A new delineator-protected Class IV bikeway will be added in the northwest direction and a new Class II bikeway will be added in the southeast direction.

Napoleon Street to Rankin Street

From Napoleon Street to Rankin Street, the project proposes to remove one travel lane in each direction of Evans Avenue and establish a new westbound Class IV parking-protected bikeway on the north side and a new eastbound Class II bikeway adjacent to curbside parking on the south side. Parking will be restricted near driveways and the Rankin Street intersection for visibility and to accommodate large vehicle turns. A striped median is proposed to help emergency vehicles pass stopped traffic when necessary.

Rankin Street to Quint Street

The block of Evans Avenue from Rankin Street to Quint Street is partially occupied by a construction staging area for the SFPUC Headworks Project. This condition, restricting on-street parking and providing a concrete barrier-protected pedestrian walkway due to the closure of the southern sidewalk, is planned to continue until 2023. On this block, the Evans Avenue Quick-Build Project proposes to replace one travel lane in each direction with new east- and westbound Class IV delineator-protected bikeways. A striped median will be provided to help emergency vehicles pass stopped traffic.

Quint Street to Phelps Street

The block of Evans Avenue from Quint Street to Phelps Street is characterized by frequent commercial driveways on the north side, precluding a parking-protected westbound bikeway. The project proposes new Class II buffered bike lanes on this segment, restricting parking on the north side and preserving curbside parking on the south side. One travel lane will be removed in each direction and a two-way left turn lane will be provided on this block to facilitate driveway access and emergency vehicle passage.

Phelps Street to 3rd Street

An existing bus bulb on the north side and turn lanes on the south side of Evans Avenue constrain available roadway width on this short block. The project proposes to remove one westbound travel lane and provide a new westbound Class II bike lane. Eastbound, the existing Class III shared lane markings will be maintained and the eastbound curb lane widened to reduce the existing lateral lane shift through the Phelps Street intersection and provide more operating width for the 19-Polk bus. Parking will be restricted near the Evans Avenue and Phelps Street intersection to improve visibility and accommodate large vehicle turns.

3rd Street to Newhall Street

Evans Avenue widens and is divided by a raised median east of 3rd Street. The project proposes to convert the westbound curb lane between Newhall Street and 3rd Street to a Right Turn Only lane to transition to the road diet at 3rd Street. In the westbound direction, the existing Class II bike lane will be relocated between the through travel lane and the right-turn lane approaching 3rd Street. A speed hump will be installed to slow vehicles in the right-turn lane before they cross the bike lane. A striped buffer will be added along the existing Class II bike lane on this block, with delineators in the buffer along the portion of the bike lane that is between the through and right-turn lanes.

Class IV Protected Bikeway

As discussed above, a Class IV protected bikeway is proposed on Evans Avenue westbound from Quint Street to Cesar Chavez Street and eastbound from Rankin Street to Quint Street.

A Class IV bikeway is a bikeway for the exclusive use of bicycles and includes a required separation between the bikeway and vehicle traffic. The project will use a combination of parking lanes and plastic delineators as physical separation. Vehicular encroachment into

unprotected bike lanes is a frequent occurrence, forcing people who ride bikes to merge into the vehicle lane when blocked. The proposed protected bike lane will reduce the frequency of vehicles stopped in the bike lanes, improve safety, and provide a more inviting facility and a greater sense of comfort for bicyclists.

Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1st, 2015). 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 protected bikeways on Evans Avenue meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer before installation. 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 SFMTA Board of Directors will adopt these alternative criteria as part of this calendar item. 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 Class IV Bikeway Guidance. The NACTO guidelines state that parking-protected 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.
- 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 bikeways for Evans Avenue will conform to these NACTO design guidelines. The separated bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of

Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department.

Bus Stop Relocations

The project proposes to relocate the following bus stops:

- Inbound 19 Polk stop located on the east side of Evans Avenue at Cesar Chavez Street will be relocated to the east side of Evans Avenue at Marin Street.
- Outbound 19 Polk stops located on the west side of Evans Avenue at Cesar Chavez Street and at Napoleon Street will be relocated to the west side of Evans Avenue at Marin Street.

These changes will reduce conflicts between stopped buses and right-turning vehicles approaching the intersections of Evans Avenue with Cesar Chavez Street and Napoleon Street.

Emergency Access

To maintain appropriate emergency access for the San Francisco Fire Department, San Francisco Police Department, and other first responders, the project proposal will:

- Provide a striped median on Evans Avenue between Marin Street and Rankin Street to help emergency vehicles pass stopped traffic
- Establish a clearly marked fire lane within the left turn center lane between Quint and Phelps streets
- Install optical signal receivers on traffic signals along the project corridor to allow emergency vehicle priority

Parking Changes

The project proposes to restrict parking on the north side of Evans Avenue on two segments to accommodate the new westbound bikeway: from Cesar Chavez Street to Napoleon Street and from Quint Street to Phelps Street. Short segments of parking will also be restricted near intersections and driveways to improve visibility and accommodate large vehicle turns. Several parking spaces will be restored on the north side of Evans Avenue between Napoleon Street and Selby Street and east of 3rd Street. All parking on Evans Avenue is unmarked and unmetered. The proposed project results in a net removal of approximately 58 parking spaces in the project area.

Proposed Project Parking and Traffic Modifications

- A. ESTABLISH - CLASS IV PROTECTED BIKEWAY - Evans Avenue, westbound, from Quint Street to Cesar Chavez Street (parking-protected bikeway); Evans Avenue, eastbound, from Rankin Street to Quint Street

- B. ESTABLISH - CLASS II BIKEWAY - Evans Avenue, westbound, from 3rd Street to Quint Street; Evans Avenue, eastbound, from Cesar Chavez Street to Rankin Street; Evans Avenue, eastbound, from Quint Street to Phelps Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Evans Avenue, northeast side, from Cesar Chavez Street to Napoleon Street; Evans Avenue, southwest side, from Cesar Chavez Street to 62 feet southeasterly; Evans Avenue, southwest side, from 130 feet to 253 feet northwest of Napoleon Street; Evans Avenue, north side, from 30 feet west of Selby Street to 56 feet east of Selby Street; Evans Avenue, north side, from 220 feet to 453 feet west of Rankin Street; Evans Avenue, north side, from Rankin Street to 40 feet westerly; Evans Avenue, north side, from Rankin Street to Phelps Street
- D. RESCIND – TOW-AWAY NO STOPPING ANYTIME - Evans Avenue, north side, from 272 feet to 331 feet east of Napoleon Street
- E. ESTABLISH – RED ZONE - Evans Avenue, south side, from Rankin Street to 25 feet westerly; Marin Street, north side, from Evans Avenue to 15 feet easterly; Napoleon Street, north side, from Evans Avenue to 22 feet easterly; Napoleon Street, south side, from Evans Avenue to 22 feet westerly; Phelps Street, west side, from Evans Avenue to 20 feet southerly; Phelps Street, east side, from 32 feet to 47 feet south of Evans Avenue
- F. ESTABLISH – SPEED HUMP - Evans Avenue, westbound, east of 3rd Street in right-turn lane
- G. RESCIND – BUS ZONE - Evans Avenue, northeast side, from 130 feet to 205 feet southeast of Cesar Chavez Street; Evans Avenue, southwest side, from 165 feet to 237 feet southeast of Cesar Chavez Street
- H. ESTABLISH – BUS ZONE - Evans Avenue, southwest side from Marin Street to 90 feet northwest
- I. RESCIND – BUS POLE STOP - Evans Avenue, southwest side, northwest of Napoleon Street
- J. ESTABLISH – BUS POLE STOP - Evans Avenue, northeast side at Marin Street east corner; Evans Avenue, south side, 110 feet east of Toland Street

STAKEHOLDER ENGAGEMENT

Through extensive community outreach conducted in 2018, the [Bayview Community-Based Transportation Plan](#) identified a number of projects in the community, one of which was installing protected bike lanes on Evans Avenue.

SFMTA staff led a public outreach and engagement process in spring 2021 that targeted users of Evans Avenue, stakeholder groups, and residents within the area. The following public

participation activities were conducted during the Evans Avenue Quick-Build Project:

- Multilingual survey – A multilingual survey (English, Spanish and Chinese languages) was distributed online and hard copy surveys were distributed while canvassing approximately 45 businesses along the Evans Avenue corridor and Bayview Plaza Shopping Center. Approaches to further publicize the survey included sending project mailers to 1,068 addresses within 900-feet of the project, posting signage along the project area and asking the following groups to share the survey with their networks:
 - District 10 Supervisor office
 - Walk SF
 - San Francisco Bicycle Coalition
 - India Basin Neighborhood Association
- Stakeholder meetings – Significant external outreach, along with internal city agency coordination took place to develop the recommended design proposal. In-person and virtual community meetings took place with approximately 19 internal and external stakeholders.
- Virtual open house – A virtual open house was conducted in October 2021 that comprised of an overview and goals of the project, community outreach and engagement that took place thus far, survey results and community comments received, the proposed design options, the recommended design option and next steps. The virtual open house recording is located on the project page for all to access at anytime.
- Tabling events – During October 2021, staff tabled on Evans Avenue near Phelps Street and at the Potrero Hill Festival to discuss the project and answer questions.
- Parking turnover study – SFMTA staff conducted a parking turnover assessment during the month of August to understand parking demand on Evans Avenue and adjacent side streets.
- Project updates, survey information and results were included on the project webpage ([SFMTA.com/EvansQuickBuild](https://sfmta.com/EvansQuickBuild)) and the SFMTA blog. Stakeholders also received additional project information through email updates, SFMTA Twitter and Facebook social media with specific targeting messages to customers on the 15 Bayview/Hunters Point Express, 19 Polk, T Third, 54 Felton, 91 Owl Muni lines.

Public Survey

In May 2021, the SFMTA released and distributed a survey seeking public feedback on how to improve transportation safety on Evans Avenue. The survey was essentially broken into four sections:

1. The survey respondents' relationship to the Project Area, including the frequency and mode of travel used
2. Whether survey respondents agree safety improvements are needed in the area and their transportation safety goals
3. Rating of the three proposed design options provided and any additional input
4. Demographic profile questions.

Over 360 people responded (326 online and 38 hard copy) to the survey with the following

overall results:

- Over half (58%) of survey respondents commute or make trips on Evans Avenue. 34% of respondents live on or near Evans Avenue and 29% work in or near the project area.
- 68% of survey respondents indicated that they drive a car or motorcycle on Evans Avenue. 43% stated they ride Muni or walk or use a mobility aid and 42% stated they ride a bicycle or scooter.
- 60% of survey respondents indicated that Evans Avenue is somewhat unsafe or very unsafe.
- Respondents overwhelmingly requested to reduce speeding through “traffic calming measures” (52%), safer pedestrian crossings (44%), include bicycle facilities (42%), provide reliable transit (42%) and incorporate pedestrian visibility (31%).
- 37% of survey respondents favored design Option 1 – Two lanes (one in each direction) with a center turn lane and bike lanes
- 46% of survey respondents favored design Option 2 – Two lanes (one in each direction) and buffered bike lanes.
- 58% of survey respondents favored design Option 3 – Two lanes (one in each direction), protected bike lane with floating parking westbound and a buffered bike lane eastbound.

Emails and Survey Comments

The primary issues raised by members of the public include:

- Concerns about reckless driving and traffic speeds
- Accounting for the amount of truck traffic that on Evans Avenue
- Accommodating construction-related traffic (including construction workers, trucks and drivers detoured from Jerrold Avenue)
- Including improvements to road conditions (i.e., pavement)
- Implementing streetscape (i.e. lighting and trash removal) and pedestrian safety improvements
- Implementing traffic calming and enforcement measures
- Installing fully protected bike lanes or two-way fully protected bike lane

All quick-build projects go through an evaluation process after implementation through the [Safe Streets Evaluation Program](#). The SFMTA will continue to work with SFPUC, SFPD, SFFD, and community groups to ensure that Evans Avenue improves safety and access for all who utilize the road.

ALTERNATIVES CONSIDERED

As described above, SFMTA staff considered a three road diet design options for the Evans Avenue Quick-Build Project:

Option 1 – Two lanes (one in each direction) with a center turn lane and bike lanes.

Option 2 – Two lanes (one in each direction) and buffered bike lanes.

Option 3 – Two lanes (one in each direction), protected bike lane with floating parking westbound and a buffered bike lane eastbound.

Option 3 is supported as the preferred design option in several aspects. This option received the highest level of support from survey respondents, a parking analysis confirmed that parking demand can be met even with the parking removal west of Napoleon Street required by this option, and this option is expected to provide the largest safety benefit for all roadway users.

SFMTA staff also considered two additional options:

No Road Diet – A No Road Diet option would maintain the existing lane configuration on Evans Avenue, installing only isolated traffic and pedestrian safety improvements such as advance limit lines, painted safety zones, continental crosswalk markings and leading pedestrian intervals. Provided the history of collisions on the project corridor, the high proportion of heavy vehicles using the street, the expected growth in pedestrian and bike traffic with building developments along the corridor, and the level of safety improvement that could be expected from such treatments in the absence of a lane reduction, the project team instead recommended a road diet with dedicated bike facilities.

Two-Way Protected Bikeway – A road diet option with a single two-way bikeway on the north side of Evans Avenue. Staff considered this option as a potential strategy to provide bikeway protection for bicyclists eastbound and westbound and reduce the number of conflict points between bicyclists and drivers along the corridor. This option was determined to require traffic signal modifications that are outside of the scope and budget of the Quick-Build program in order to manage counterflow bike movements at intersections.

FUNDING IMPACT

Funding for the proposed traffic modifications is provided by San Francisco County Transportation Authority Prop K funds in the amount of \$560,000. This funding covers the construction of the project pending SFMTA Board approval.

ENVIRONMENTAL REVIEW

The proposed Evans Avenue 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, including new facilities, pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on February 18, 2022, that the proposed Evans Avenue Quick-Build Project (Case Number 2021-010651ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the 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=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

Caltrans is required to review and approve the final design for the segment of the project area that is within State Right-of-Way (under the U.S. 101 and I-280 freeway structures in the vicinity of the Evans Avenue/Selby Street intersection) before project construction. As Evans Avenue is a local facility that does not connect to a state highway, the design is not required to meet Caltrans design standards for state facilities.

The City Attorney has reviewed this report.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve the implementation of transportation safety improvements, as set forth in Items A through J above, including establishing new Class IV protected bikeways and Class II bike lanes and relocating bus stops on Evans Avenue between Cesar Chavez and Newhall streets as part of the Evans Avenue Quick-Build Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goal of eliminating transportation related fatalities; and,

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

WHEREAS, Evans Avenue is an industrial corridor that is part of San Francisco's Vision Zero High Injury Network, the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur, will help eliminate transportation-related fatalities; and,

WHEREAS, The Evans Avenue Quick-Build Project was initiated to support the City's Vision Zero goal to eliminate traffic deaths. A quick-build project is defined to include only reversible and/or adjustable project installations and parking and traffic modifications; and,

WHEREAS, The Bayview Community Based Transportation Plan identifies protected bikeways on Evans Avenue from Cesar Chavez Street to 3rd Street as a proposed project; and,

WHEREAS, To help achieve the Evans Avenue Quick-Build Project goals, the SFMTA project team developed three design options for Evans Avenue between the Cesar Chavez and 3rd streets that were vetted by SFMTA, city departments, and community stakeholders; and,

WHEREAS, To allow safe access for all users, SFMTA staff is recommending a road diet based on Option 3 – Two travel lanes (one in each direction), a new Class IV parking-protected bikeway westbound and a new Class II buffered bike lane eastbound; and,

WHEREAS, the proposed design will enhance safety and comfort for all users of Evans Avenue, as well as a safer connection to the Bayview neighborhood from the Mission and Potrero Hill neighborhoods.

WHEREAS, The SFMTA has proposed lane reductions and traffic and parking modifications along Evans Avenue as follows:

- A. ESTABLISH - CLASS IV PROTECTED BIKEWAY - Evans Avenue, westbound, from Quint Street to Cesar Chavez Street (parking-protected bikeway); Evans Avenue, eastbound, from Rankin Street to Quint Street
- B. ESTABLISH - CLASS II BIKEWAY - Evans Avenue, westbound, from 3rd Street to Quint Street; Evans Avenue, eastbound, from Cesar Chavez Street to Rankin Street; Evans Avenue, eastbound, from Quint Street to Phelps Street

- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Evans Avenue, northeast side, from Cesar Chavez Street to Napoleon Street; Evans Avenue, southwest side, from Cesar Chavez Street to 62 feet southeasterly; Evans Avenue, southwest side, from 130 feet to 253 feet northwest of Napoleon Street; Evans Avenue, north side, from 30 feet west of Selby Street to 56 feet east of Selby Street; Evans Avenue, north side, from 220 feet to 453 feet west of Rankin Street; Evans Avenue, north side, from Rankin Street to 40 feet westerly; Evans Avenue, north side, from Rankin Street to Phelps Street
- D. RESCIND – TOW-AWAY NO STOPPING ANYTIME - Evans Avenue, north side, from 272 feet to 331 feet east of Napoleon Street
- E. ESTABLISH – RED ZONE - Evans Avenue, south side, from Rankin Street to 25 feet westerly; Marin Street, north side, from Evans Avenue to 15 feet easterly; Napoleon Street, north side, from Evans Avenue to 22 feet easterly; Napoleon Street, south side, from Evans Avenue to 22 feet westerly; Phelps Street, west side, from Evans Avenue to 20 feet southerly; Phelps Street, east side, from 32 feet to 47 feet south of Evans Avenue
- F. ESTABLISH – SPEED HUMP - Evans Avenue, westbound, east of 3rd Street in right-turn lane
- G. RESCIND – BUS ZONE - Evans Avenue, northeast side, from 130 feet to 205 feet southeast of Cesar Chavez Street; Evans Avenue, southwest side, from 165 feet to 237 feet southeast of Cesar Chavez Street
- H. ESTABLISH – BUS ZONE - Evans Avenue, southwest side from Marin Street to 90 feet northwest
- I. RESCIND – BUS POLE STOP - Evans Avenue, southwest side, northwest of Napoleon Street
- J. ESTABLISH – BUS POLE STOP - Evans Avenue, northeast side at Marin Street east corner; Evans Avenue, south side, 110 feet east of Toland Street

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 are adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adhere to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway 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 a greater sense of comfort for bicyclists, and 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 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, The proposed Evans Avenue 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, including new facilities, pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On February 18, 2022, the Planning Department determined that the proposed Evans Avenue Quick-Build Project (Case Number 2021-010651ENV) 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=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 proposed parking and traffic modifications associated with the Evans Avenue Quick-Build Project listed as Items A-J above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 15, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 1: Evans Avenue Existing and Proposed Cross-Section Graphics

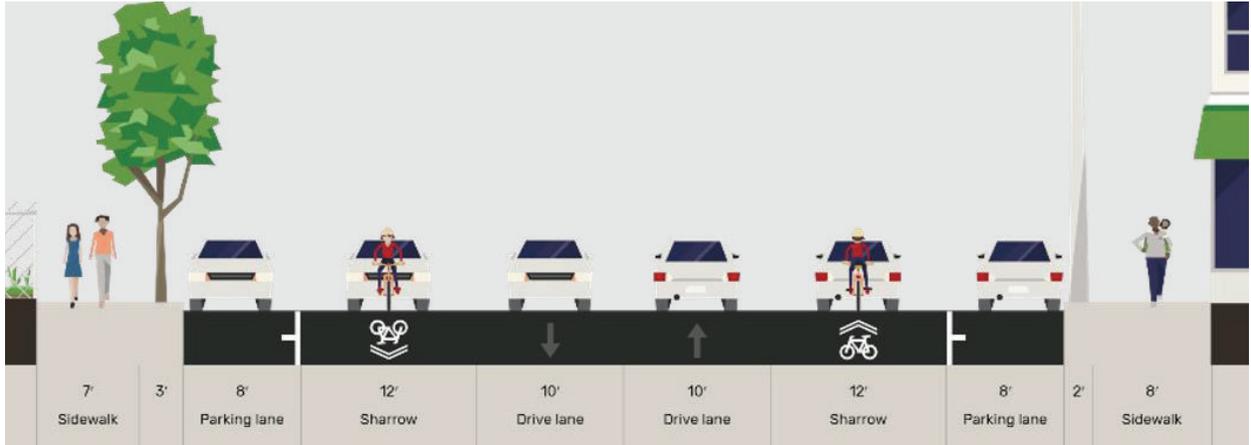


Figure 1: Typical Existing Evans Avenue Cross-Section

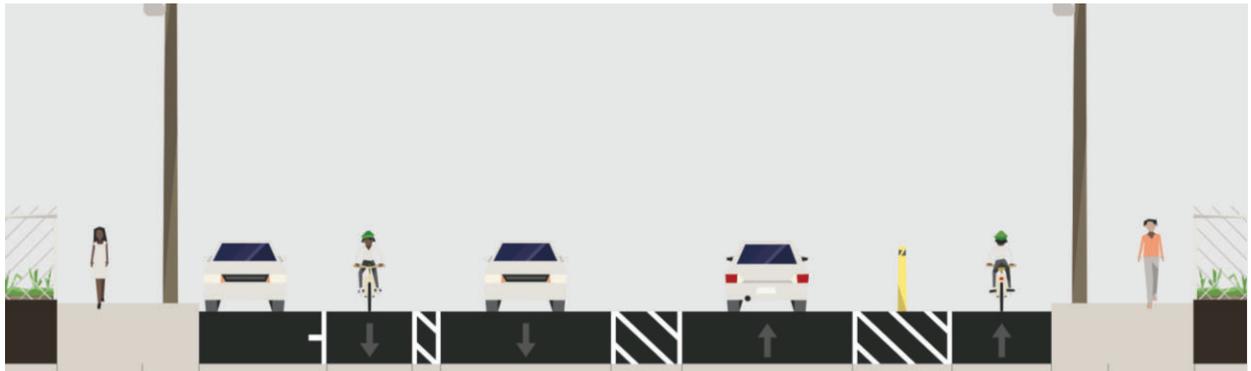


Figure 2: Proposed Cross Section of Evans Avenue between Cesar Chavez and Napoleon streets, looking northwest

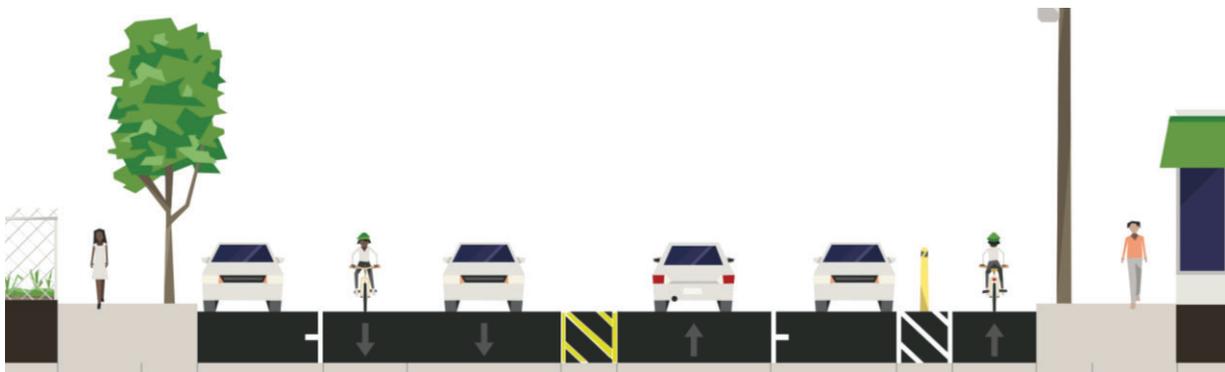


Figure 3: Proposed Cross Section of Evans Avenue between Napoleon and Rankin streets, looking west

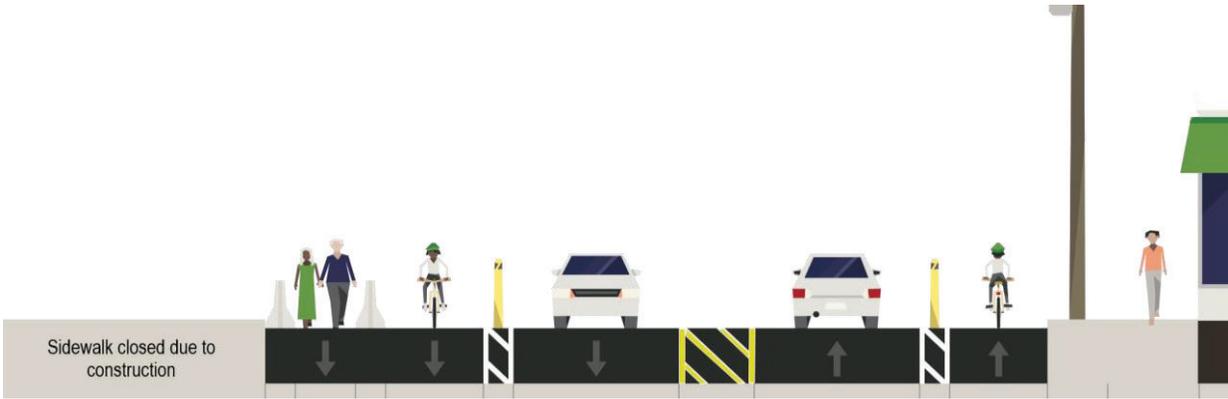


Figure 4: Proposed Cross Section of Evans Avenue between Rankin and Quint Streets, looking west

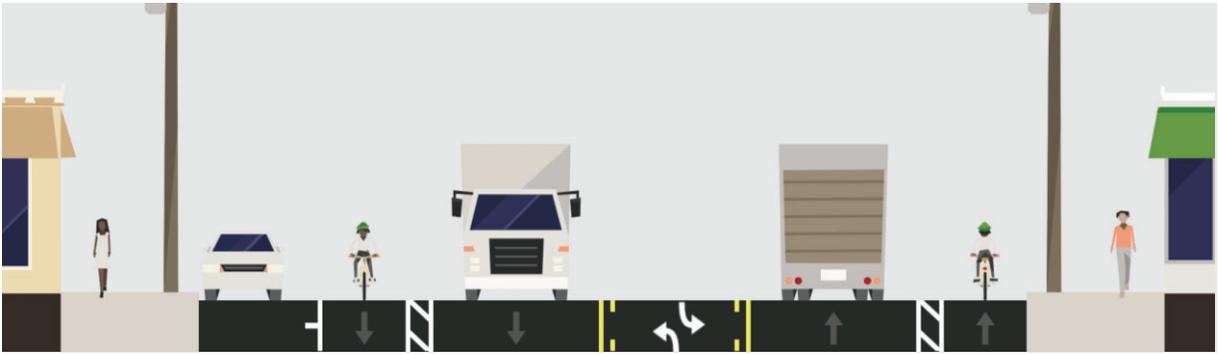


Figure 5: Proposed Cross Section of Evans Avenue between Quint and Phelps Streets, looking west

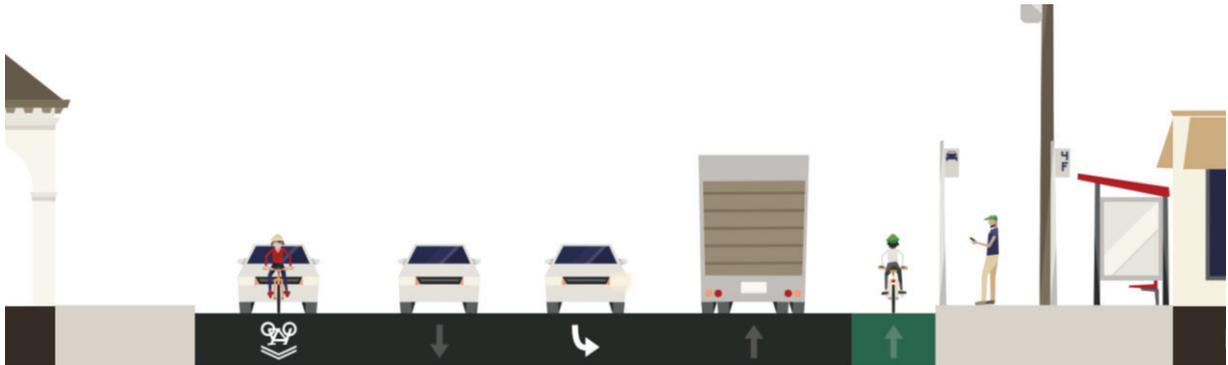


Figure 6: Proposed Cross Section of Evans Avenue between Phelps and 3rd Streets, looking west

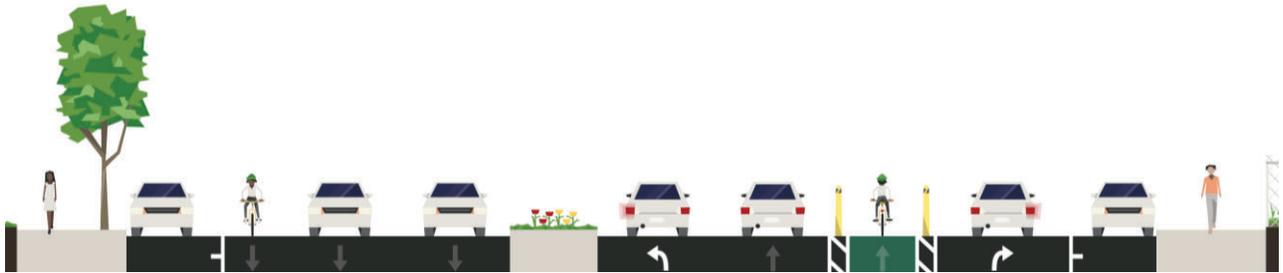


Figure 7: Proposed Cross Section of Evans Avenue on the east side of 3rd Street, looking west

EVANS QUICK BUILD PROPOSED PROJECT

GENERAL NOTES:

1. ALL DELINEATORS SHALL BE IN THE CENTER OF THE HATCHED AREA UNLESS OTHERWISE NOTED

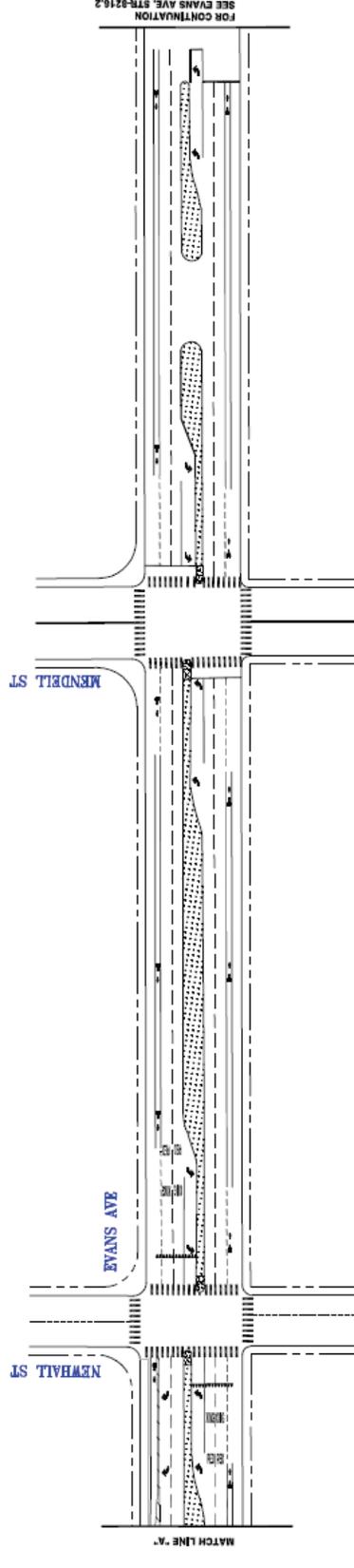
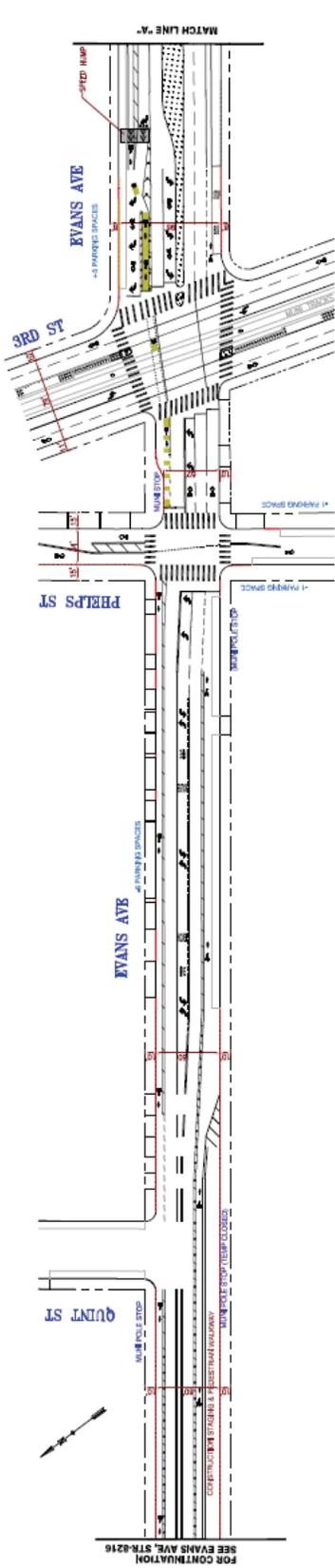


Figure 2: Proposed Evans Avenue Quick-Build traffic striping from Quint Street to Mendell Street (Project changes end at Newhall Street)