

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving various traffic and parking modifications to improve safety for people walking, bicycling, and riding transit near Third Street as part of the Bayview Community Pathway project.

SUMMARY

- The Bayview Community Pathway project proposes pedestrian, bicycle, and transit improvements on streets east of Third Street, as identified in the 2020 Bayview Community-Based Transportation Plan (CBTP).
- The project includes raised crosswalks, median islands, and traffic calming to slow vehicle speeds and improve pedestrian visibility, safety, and comfort.
- The project also includes a concrete- and parking-separated Class IV bikeway on Mendell Street between Cargo Way and Galvez Avenue to provide a protected bicycle connection to destinations like City College Evans Campus and Youngblood Coleman Park.
- The project proposes placemaking elements, like decorative crosswalks and a widened sidewalk plaza, to emphasize pedestrian space and highlight the project area as part of the African American Arts & Cultural District.
- Street changes would be complemented with community-led education and encouragement through partnerships with the Bayview-Hunters Point YMCA and the SF African American Arts & Cultural District and a media campaign featuring local artists.
- SFMTA project staff conducted extensive outreach through 34 meetings and events to gather community feedback that informed the design proposal.
- Staff presented the item to the SFMTA Board of Directors on November 4, 2025 and conducted additional community outreach based on that feedback.
- The project is consistent with recommendations in the Biking and Rolling Plan.
- The San Francisco Planning Department determined that the Bayview Community Pathway project is statutorily exempt from the California Environmental Quality Act.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Project Map

APPROVALS:

DATE

DIRECTOR



November 25, 2025

SECRETARY



November 25, 2025

ASSIGNED SFMTAB CALENDAR DATE: December 2, 2025

PAGE 2.

PURPOSE

To approve various traffic and parking modifications to improve safety for people walking, bicycling, and riding transit near Third Street as part of the Bayview Community Pathway project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 1: Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.

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.

Goal 7: Build stronger relationships with stakeholders.

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.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian 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

Project Background

The Bayview Community Pathway project aims to expand access to and use of active transportation in Bayview-Hunters Point through street design and community-led programming while preserving mobility for all.

During past SFMTA planning efforts, Bayview residents communicated the need to improve safety and comfort for people walking and biking along, across, and parallel to Third Street, the main arterial in the Bayview neighborhood. Third Street and Lane Street are both on the High Injury Network, the 12% of city streets where 68% of transportation-related severe and fatal injuries occur. Through the Bayview CBTP public engagement process, which reached over 4,000 residents through 56 events between 2018 and 2019, community members identified a low-stress neighborhood route parallel to Third Street as a transportation priority.

The Bayview Community Pathway project is a direct result of that outreach. The project seeks to improve transportation safety and access to community destinations on and immediately east of Third Street, such as the Southeast Community Center, Bayview YMCA, City College Evans Campus, parks, schools, libraries, and transit connections. The project route and scope were developed in consultation with Bayview community organizations, and the project is funded through a California Department of Transportation (Caltrans) Active Transportation (ATP) grant.

During the planning and conceptual design phase, the project team gathered feedback from the community to confirm and refine the proposed design. Approval of this item by the SFMTA Board of Directors would legislate the street changes proposed as part of the Bayview Community Pathway. If approved, the detailed design phase for the project would begin in December 2025, followed by construction from Winter 2027 to Winter 2028. The non-infrastructure component of the project, which includes partnerships with local organizations for bicycle education and an open streets event, is proceeding separately and does not require approval in this calendar item but is complementary to the street changes.

Existing Conditions

The project area extends (as shown in Enclosure 2: Project Map) along Mendell Street between Cargo Way and Newcomb Avenue; Newcomb Avenue from Mendell Street to Lane Street; Lane Street from Newcomb Avenue to Underwood Avenue; Underwood Avenue from Third Street to Keith Street; and Keith Street from Underwood Avenue to Carroll Avenue - all within the Bayview neighborhood. The San Francisco African American Arts & Cultural District encompasses the project area.

All intersections in the project area are all-way stop controlled, except for Keith Street at the Bancroft Avenue and Carroll Avenue intersections (uncontrolled); Mendell Street at Newhall Avenue (side-street stop controlled); and Mendell Street at the Evans Avenue and Cargo Way intersections (signal controlled).

Third Street is a major arterial for north-south travel within and through the Bayview-Hunters Point neighborhood. The T Third Muni light-rail line runs along Third Street, as do the 15 Bayview-Hunters Point Express and 54 Felton Muni lines. Third Street is also a significant freight corridor. While Third Street has shared lane markings for bicyclists, it is a high-stress route for people using active transportation due to high vehicle volumes and speeds. It lacks

PAGE 4.

adequate space for separated bicycle facilities or an expanded pedestrian right-of-way. Third Street is the major commercial corridor in the Bayview and includes many small businesses, services, and community organizations.

Mendell Street between Cargo Way and Newcomb Avenue ranges in width from 34 feet (from Newcomb Avenue to Galvez Avenue) to 64 feet (from Galvez Avenue to Evans Avenue) to 68 feet (from Evans Avenue to Cargo Way). Mendell Street is a two-way, north-south street with a mix of parallel and perpendicular curbside parking. Between Evans Avenue and Newhall Avenue, there is perpendicular parking on the west side of the street and parallel parking on the east side. Destinations on or near Mendell Street in the project area include City College of San Francisco Evans Campus, the Southeast Community Center, Youngblood Coleman Park, and the Bayview Plaza Shopping Center.

This segment of Mendell Street is served by the 91 Third Street/Nineteenth Avenue Owl Muni line, which runs on Mendell Street between Cargo Way and Evans Avenue. The 19 Polk and 44 O'Shaughnessy Muni lines stop on Evans Avenue at Mendell Street, and the 15 Bayview-Hunters Point Express and 54 Felton Muni lines stop on Hudson Avenue at Mendell Street.

Newcomb Avenue between Mendell Street and Lane Street is a 42-foot wide, two-way east-west street with parallel curbside parking on both sides. There are existing asphalt raised crosswalks on the east and west legs of the intersection of Newcomb Avenue and Mendell Street. Destinations on or near this block of Newcomb Avenue include the Bayview Opera House, Joseph Lee Recreational Center, and Leola Havard Early Education School.

Lane Street between Newcomb Avenue and Underwood Avenue is a 34-foot wide, two-way north-south street with parallel parking on both sides. It connects to destinations like the Bayview YMCA and Bayview/Linda Brooks-Burton Library. The 23 Monterey and 44 O'Shaughnessy Muni lines stop on Palou Avenue at Lane Street, and the 54 Felton Muni line stops on Revere Avenue at Lane Street.

Underwood Avenue between Third Street and Keith Street is a 50-foot wide, two-way east-west street. Between Third Street and Lane Street, there is perpendicular parking on the north side of the street and parallel parking on the south side of the street. Between Lane Street and Keith Street, there is parallel parking on both sides of the street.

Keith Street between Underwood Avenue and Carroll Avenue is a 50-foot wide, two-way north-south street with parallel parking on both sides and sharrows. Destinations near Keith Street include the Southeast Health Center, Bayview Park, MLK Pool, 3rd Street Youth Center, and Bayview Senior Services.

Fairfax Avenue, Innes Avenue, Jerrold Avenue, Kirkwood Avenue, and McKinnon Avenue connect to Mendell Street. Each street is a 50-foot, two-way east-west street.

Collision History

In the period between July 2020 and June 2025, there were a total of 75 collisions in the project area, of which 15 involved people walking and 5 involved people riding bicycles. There was also a fatal collision involving a person riding a bicycle on Newhall Street at Evans Avenue, one block from the project corridor. Common collision factors include speeding, failure to stop at STOP signs, and collisions at unmarked crosswalks. This reinforces observations the project team received from community members throughout our outreach process.

In comparison, on Third Street, between Cargo Way and Carroll Avenue, there were a total of 177 collisions in the same period. Of these, 24 collisions involved people walking and 14 involved people biking.

Volumes, Speeds, and Counts

Traffic volumes, vehicle speeds, and turning movement counts were collected at several locations on the project corridor in Spring 2024. The speed limit is 25 mph throughout the project corridor. A selection of the data is as follows:

- Mendell Street, between Cargo Way and Newhall Street
 - 2,745 vehicles per day average northbound and southbound (combined)
 - Median speed 28.9 mph northbound, 29.5 mph southbound
 - 85th percentile speed 34.9 mph northbound and southbound (10 mph over the speed limit)
- Lane Street, between Palou Avenue and Quesada Avenue
 - 4,289 vehicles per day average northbound and southbound (combined)
 - Median speed 20.2 mph northbound, 18.9 mph southbound
 - 85th percentile speed 24.5 mph northbound, 22.1 mph southbound
- Keith Street, between Armstrong Avenue and Bancroft Avenue
 - 1,755 vehicles per day average northbound and southbound (combined)
 - Median speed 19.6 mph northbound, 20.1 mph southbound
 - 85th percentile speed 24.3 mph northbound, 25.5 mph southbound

Third Street, the major arterial within and through the Bayview, sees average daily volumes of over 12,000 vehicles a day.

Proposed Project

The Bayview Community Pathway proposes changes to Mendell Street, Newcomb Avenue, Lane Street, Underwood Avenue, and Keith Street to improve safety for people walking, bicycling, and riding transit. Supplementary changes are also proposed on Innes Avenue, Jerrold Avenue, Kirkwood Avenue, McKinnon Avenue, and Third Street. The project also includes a programming component that does not require approval as part of this calendar item.

Traffic Calming

The project would install traffic calming elements such as raised crosswalks, bulbouts, median islands, and speed cushions to slow vehicle traffic along and across the project corridor.

Raised crosswalks slow vehicle traffic, encourage stopping at stop signs, and increase pedestrian visibility. Concrete raised crosswalks provide an uninterrupted sidewalk-level crossing for pedestrians. They are proposed at the following locations:

- Mendell Street at Galvez Avenue (south crosswalk)
- Mendell Street at Newcomb Avenue (north crosswalk)
- Lane Street at Newcomb Avenue (south crosswalk)
- Lane Street at Oakdale Avenue (west crosswalk)
- Lane Street at Palou Avenue (north and west crosswalks)
- Lane Street at Quesada Avenue (east and south crosswalks)
- Lane Street at Shafter Avenue (east and south crosswalks)
- Keith Street at Van Dyke Avenue (east and south crosswalks)
- Keith Street at Armstrong Avenue (south and east crosswalks)

Median islands help to reduce vehicle speeds and shorten pedestrian crossing distances across wide streets. They are proposed at the following locations:

- Underwood Avenue at Lane Street (east leg)
- Underwood Avenue at Keith Street (west leg)
- Keith Street at Wallace Avenue (west leg)
- Keith Street at Yosemite Avenue (east and west legs)
- Thomas Avenue at Lane Street (east leg)

Bulbouts shorten pedestrian crossing distances and help slow vehicle traffic. They are proposed at the following locations:

- Lane Street at McKinnon Avenue (northwest and northeast corners)
- Lane Street at Underwood Avenue (northwest and southwest corners)
- Underwood Avenue at Third Street (northeast corner)
- Thomas Avenue at Third Street (northeast and southeast corners)

Speed cushions slow vehicle traffic while maintaining access for emergency and transit vehicles. They are proposed at the following locations:

- Innes Avenue between Third Street and Mendell Street
- Jerrold Avenue between Third Street and Mendell Street
- Kirkwood Avenue between Third Street and Mendell Street
- McKinnon Avenue between Mendell Street and Lane Street
- Newcomb Avenue between Mendell Street and Lane Street

Bikeway

PAGE 7.

The project would install a separated Class IV bikeway on the east and west sides of Mendell Street between Cargo Way and Galvez Avenue. The Class IV bikeway would consist of one-way bikeways on each side of Mendell Street, separated from vehicle lanes by concrete islands and floating parking. Existing vehicle lanes would be reduced in width from up to 26 feet to 12 feet along Mendell Street to accommodate the new Class IV bikeway. No existing lanes would be removed except for the southbound right-turn lane at Mendell Street and Galvez Avenue. Between Galvez Avenue and Evans Avenue, floating parallel parking is proposed, with the bikeway between the parking and the sidewalk. Floating 60-degree back-in angled parking is proposed on the east side of Mendell Street between Evans Avenue and Cargo Way and floating parallel parking is proposed on the west side.

Protected intersection treatments would be added on Mendell Street at the intersections of Fairfax Avenue, Evans Avenue, and Newhall Street by installing corner islands and setback crossings to shorten crossing distances and separate people walking and biking from turning traffic. Signal phasing would be updated at the intersections of Mendell Street at Evans Avenue and Cargo Way to better accommodate people biking and walking.

The project would install shared lane markings for bicyclists on Mendell Street from Galvez Avenue to Newcomb Avenue; Newcomb Avenue from Mendell Street to Lane Street; Lane Street from Newcomb Avenue to Underwood Avenue; and Underwood Avenue from Lane Street to Keith Street. Existing sharrows would be maintained on Keith Street from Underwood Avenue to Carroll Avenue.

Transit Changes

Transit boarding islands allow for faster transit service since buses can stay in the vehicle lane. They also provide physical protection for people on bikes at bus stops and remove the need for bus operators to cross the path of bicyclists. Two transit boarding islands would be installed on Evans Avenue at Mendell Street to serve the 19 Polk, 44 O'Shaughnessy, and 91 Third Street/Nineteenth Avenue OWL Muni lines in eastbound and westbound directions.

Five new transit boarding islands would be installed on Mendell Street between Cargo Way and Evans Avenue to serve the 91 Third Street/Nineteenth Avenue OWL Muni line in the northbound and southbound directions.

Transit bulbouts are widened sidewalks at bus stops that allow buses to stop for passengers without having to pull over. They also provide more sidewalk space for passengers to wait for their bus. Transit bulbouts would be installed at the northeast and southwest corners of the intersection of Mendell Street and Hudson Avenue to serve the 15 Bayview-Hunters Point Express and 54 Felton Muni routes in both directions.

Placemaking

The project includes several placemaking elements that were developed with community input.

PAGE 8.

The sidewalk on Underwood Avenue between Third Street and Lane Street would be widened from 15 feet to 29 feet to create a plaza that could be used for special events and as a pedestrian-friendly gathering space. Decorative crosswalks would be installed at all crossings in the project area from Mendell Street and Galvez Avenue to Keith Street and Carroll Avenue to demarcate the pedestrian-priority corridor. The design of the decorative crosswalks would be decided with input from community members and highlight the African American Arts & Cultural District.

Parking

The project team has heard throughout the outreach process that many people in the project area and neighborhood depend on parking. While the design process prioritized improving safety for active transportation users, it also sought to preserve access and mobility for users of all modes. The project team found opportunities to mitigate parking removal impacts through innovative roadway configurations and parking conversion to perpendicular parking on a side street, Fairfax Avenue. Both options were possible due to the wide streets in part of the project area.

The project would remove a total of approximately five parking spaces. Since parking in the project area is unmetered, all estimates are approximate and assume an average vehicle length of 20 feet. The design also assumes that 20 feet of daylighting at each intersection will be the existing condition, as required by Assembly Bill 413 (Lee). Approximately 60 parking spaces along the corridor at intersections would be removed due to state required daylighting.

Approximately 39 parking spaces would be removed on Mendell Street between Cargo Way and Hudson Avenue to accommodate new protected bikeways and transit bulbouts. On Mendell Street between Evans Avenue and Newhall Street, perpendicular curbside parking on the west side of the street would be converted to floating parallel parking. To offset this, parallel curbside parking on the east side of Mendell Street between Evans Avenue and Cargo Way would be replaced with floating 60-degree back-in angled parking. Approximately eight parking spaces would be removed on Lane Street and Underwood Avenue to accommodate median islands and a sidewalk extension. Parking on Fairfax Avenue between Mendell Street and Newhall Street would be converted from parallel to perpendicular, adding approximately 42 parking spaces.

Programmatic Elements

The project also includes a non-infrastructure component. Partnerships with community organizations for active transportation-related education and encouragement will complement the proposed changes to the built environment. A partnership with the Bayview-Hunters Point YMCA will bring bicycle education and programming to youth and seniors in the neighborhood. A contract with the San Francisco African American Arts & Cultural District will plan and implement an Open Streets event to activate street space along the corridor to support local businesses and celebrate Bayview history and culture. A messaging campaign will partner with local artists to create and share media related to transportation safety in the Bayview. These contracts are underway and will be in effect through Summer 2028; they are not part of this approval action.

Class IV Separated Bikeway

As discussed above, the project proposes to establish one-way Class IV bikeways on the east and west sides of Mendell Street between Cargo Way and Galvez Avenue.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. Separated bikeways are authorized under California State law (Assembly Bill 1193, effective January 1, 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 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 bikeways on Mendell Street between Cargo Way and Galvez Avenue 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 an 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.
- 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 on Mendell Street between Cargo Way and Galvez Avenue 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,

Mayor's Office on Disability, and San Francisco Public Works (SFPW) to ensure accessibility for all street users.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items A-D, F-H, J, and P-W 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 all other items, the City Traffic Engineer recommends that the SFMTA Board approve Items E, I, K-O, and X as part of the Bayview Community Pathway.

- A. RESCIND – CLASS III BIKEWAY, Keith Street, northbound and southbound, from Underwood Avenue to Palou Avenue (to be replaced by Bayview Community Pathway)
- B. ESTABLISH – CLASS II BIKEWAY, Underwood Avenue, eastbound and westbound, from Keith Street to Lane Street; Lane Street, northbound and southbound, from Underwood Avenue to Newcomb Avenue; Newcomb Avenue, eastbound and westbound, from Mendell Street to Lane Street; Mendell Street, northbound and southbound, from Newcomb Avenue to Galvez Avenue
- C. ESTABLISH – CLASS IV BIKEWAY (ONE-WAY), Mendell Street, northbound and southbound, from Cargo Way to Galvez Avenue (establishes one-way protected bikeway on each side of street)
- D. ESTABLISH – RAISED CROSSWALK, Keith Street at Armstrong Avenue, south crossing (relocates blue zone for accessibility purposes); Armstrong Avenue at Keith Street, east crossing; Keith Street at Van Dyke Avenue, south crossing; Van Dyke Avenue at Keith Street, east crossing; Lane Street at Palou Avenue, north crossing; Palou Avenue at Lane Street, west crossing; Oakdale Avenue at Lane Street, west crossing; Lane Street at Newcomb Avenue, south crossing; Lane Street at Quesada Avenue, south crossing; Quesada Avenue at Lane Street, east crossing; Lane Street at Shafter Avenue, south crossing; Shafter Avenue at Lane Street, east crossing; Newcomb Avenue at Mendell Street, north crossing; Mendell Street at Galvez Avenue, south crossing
- E. ESTABLISH – TRAFFIC CUSHION, Newcomb Avenue, between Mendell Street and Lane Street (two 3-lump cushions); Innes Avenue, between Third Street and Mendell Street (two 3-lump cushions); Jerrold Avenue, between Third Street and Mendell Street (one 3-lump cushion); Kirkwood Avenue, between Third Street and Mendell Street (one 3-lump cushion); McKinnon Avenue, between Mendell Street and Lane Street (one 3-lump cushion)
- F. RESCIND – BUS FLAG STOP; Van Dyke Avenue, south side, east of Keith Street; Hudson Avenue, north side, east of Mendell Street; Hudson Avenue, south side, west of Mendell Street; Mendell Street, east side, from Evans Avenue to 74 feet northerly; Mendell Street, east side, north of Newhall Street; Mendell Street, west side, north of Newhall Street; Mendell Street, east side, south of Cargo Way; Mendell Street, west side, south of Cargo Way
- G. ESTABLISH – BUS FLAG STOP, Van Dyke Avenue, southwest corner of Van Dyke Avenue and Keith Street (establishes new OB flag stop, replacing existing flag stop on Van Dyke Avenue)

- H. ESTABLISH – BUS STOP, Hudson Avenue, south side, from Mendell Street to 47 feet westerly; Hudson Avenue, north side, from Mendell Street to 52 feet easterly; Mendell Street, east side, from 100 feet to 140 feet northerly of Evans Avenue; Mendell Street, east side, from Newhall Street to 72 feet southerly; Mendell Street, west side, from Newhall Street to 30 feet northerly; Mendell Street, west side, from 95 feet to 140 feet south of Cargo Way; Mendell Street, east side, from Cargo Way to 55 feet southerly
- I. ESTABLISH – SIDEWALK WIDENING, Lane Street, west side, from Underwood Avenue to 20 feet southerly (6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (6-foot bulb); Underwood Avenue, north side, from Lane Street to Third Street (14-foot sidewalk extension); Third Street, east side, from Underwood Avenue to 15 feet northerly (4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb); Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Hudson Avenue, south side, from Mendell Street to 47 feet westerly (for 6-foot bus-bulb); Hudson Avenue, north side, from Mendell Street to 52 feet easterly (for 14-foot bus-bulb)
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, ESTABLISH – TRANSIT BOARDING ISLAND, Evans Avenue, north side, from Mendell Street to 96 feet westerly; Evans Avenue, south side, from Mendell Street to 102 feet easterly
- K. ESTABLISH – RED ZONE, Keith Street, east side, from Yosemite Avenue to 10 feet northerly (for traffic island); Yosemite Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Keith Street, east side, from Wallace Avenue to 10 feet northerly (for traffic island); Wallace Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Underwood Avenue, south side, from Lane Street to 10 feet easterly (for traffic island); Lane Street, east side, from Thomas Avenue to 10 feet northerly (for traffic island); Thomas Avenue, south side, from Lane Street to 10 feet easterly (for traffic island)
- L. RESCIND – BLUE ZONE, Keith Street, west side, from Armstrong Avenue to 27 feet southerly (for raised crosswalk)
- M. ESTABLISH – BLUE ZONE, Keith Street, west side, from Bancroft Avenue to 27 feet southerly (for raised crosswalk); Mendell Street, east side, from 15 feet to 39 feet southerly of Evans Avenue (1 accessible parking space)
- N. RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from Yosemite Avenue to 39 feet northerly (for traffic island)
- O. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from 10 feet to 43 feet north of Yosemite Avenue (for traffic island)
- P. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Lane Street, west side, from

Underwood Avenue to 20 feet southerly (for 6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (for 6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (for 6-foot bulb); Third Street, east side, from Underwood Avenue to 15 feet northerly (for 4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (for 6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (for 6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (for 8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (for 9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb); Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Mendell Street, west side, from Galvez Avenue to 30 feet northerly; Mendell Street, west side, from 114 feet to 134 feet north of Galvez Avenue; Mendell Street, west side, from Fairfax Avenue to 36 feet southerly; Mendell Street, east side, from 62 feet to 82 feet north of Galvez Avenue; Mendell Street, east side, from Fairfax Avenue to 30 feet southerly; Mendell Street, east side, from 82 feet to 102 feet south of Fairfax Avenue; Fairfax Avenue, north side, from Mendell Street to 24 feet westerly; Fairfax Avenue, south side, from Mendell Street to 24 feet easterly; Mendell Street, west side, from Fairfax Avenue to 35 feet northerly; Mendell Street, west side, from Evans Avenue to 15 feet southerly; Mendell Street, east side, from Fairfax Avenue to 39 feet northerly; Mendell Street, east side, from Evans Avenue to 59 feet southerly; Mendell Street, west side, from Evans Avenue to Newhall Street; Mendell Street, east side, from Evans Avenue to 142 feet northerly (for transit boarding island and fire hydrant); Mendell Street, east side, from 254 feet to 267 feet north of Evans Avenue; Evans Avenue, north side, from Mendell Street to 46 feet easterly; Mendell Street, east side, from Newhall Street to 113 feet southerly; Mendell Street, east side, from 145 feet to 205 feet south of Newhall Street; Newhall Street, north side, from Mendell Street to 36 feet westerly; Newhall Street, south side, from Mendell Street to 36 feet easterly; Mendell Street, east side, from Newhall Street to 15 feet northerly; Mendell Street, east side, from 114 feet to 128 feet north of Newhall Street; Mendell Street, east side, from 332 feet to 349 feet north of Newhall Street; Mendell Street, west side, from Newhall Street to 30 feet northerly (for transit boarding island); Mendell Street, west side, from 143 feet to 163 feet north of Newhall Street; Mendell Street, west side, from Cargo Way to 65 feet southerly; Mendell Street, west side, from 95 feet to 135 feet south of Cargo Way; Mendell Street, west side, from 237 feet to 257 feet south of Cargo Way; Mendell Street, west side, from 284 feet to 336 feet south of Cargo Way

- Q. RESCIND – PERPENDICULAR PARKING, Mendell Street, west side, from Evans Avenue to Newhall Street
- R. RESCIND – PARALLEL PARKING, Mendell Street, east side, from Evans Avenue to Newhall Street; Mendell Street, east side, from Newhall Street to Cargo Way; Fairfax Avenue, north side, from Newhall Street to 260 feet easterly
- S. ESTABLISH – 60-DEGREE BACK-IN ANGLED PARKING, Mendell Street, east side, from 142 feet to 250 feet north of Evans Avenue; Mendell Street, east side, from 113 feet to 145 feet south of Newhall Street; Mendell Street, east side, from 205 feet to 238 feet

- south of Newhall Street; Mendell Street, east side, from 18 feet to 116 feet north of Newhall Street; Mendell Street, east side, from 167 feet to 332 feet north of Newhall Street; Mendell Street, east side, from 349 feet to 405 feet north of Newhall Street
- T. RESCIND – TOW-AWAY, NO PARKING ANY TIME, Mendell Street, west side, from Evans Avenue to Fairfax Avenue; Fairfax Avenue, north side, from 260 feet east of Newhall Street to Mendell Street; Evans Avenue, south side, from 49 feet to 240 feet west of Mendell Street
 - U. ESTABLISH – PERPENDICULAR PARKING, TOW-AWAY, NO STOPPING, 10 PM TO 6 AM; Fairfax Avenue, north side, from Mendell Street to Newhall Street
 - V. ESTABLISH – PARALLEL PARKING, TOW-AWAY, NO STOPPING, 10 PM TO 6 AM, Mendell Street, west side, from 40 feet to 165 feet south of Evans Avenue; Evans Avenue, south side, from 49 feet to 240 feet west of Mendell Street
 - W. RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Third Street, east side, from Thomas Street to 27 feet northerly (removes short-term parking meter #5173-G for bulb)
 - X. RESCIND – RIGHT LANE MUST TURN RIGHT, Mendell Street, southbound, at Galvez Avenue

EMERGENCY ACCESS

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the project team submitted proposed street designs for interdepartmental reviews and conducted multiple walkthroughs of the project corridor with SFFD. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the conceptual design.

This project was reviewed at the Transportation Advisory Safety Committee (TASC) on September 11, 2025, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, SFPW, the SFPD, or the SFFD.

STAKEHOLDER ENGAGEMENT

The project team engaged in extensive community outreach for this project and generally heard support for the project. The community outreach process for the project began in Fall 2023. The project was also informed by previous outreach completed during development of the Bayview CBTP from 2018-2020 and during the ATP grant application process in 2021.

In addition to the outreach described in the subsequent section, an additional round of outreach was conducted in November 2025 following direction from the SFMTA Board of Directors at their November 4th meeting. On November 20th, the project team hosted a pop-up engagement event at the Bayview Opera House, where approximately 40 community members dropped by and learned about the project. Additionally, the project team presented at the BMo'MAGIC Convener meeting on November 20th, informing representatives from several Bayview community-based organizations about the project. The team also presented to the Bayview

PAGE 14.

Merchants Association general membership meeting on the same day. Finally, the project team shared flyers and project information at the Bayview Shuttle anniversary celebration at the Southeast Community Center on November 13th. New stakeholders engaged during this round of outreach included the Bayview Merchants Association, the San Francisco Unified School District African American Parent Advisory Council, the Supervisorial District 10 representative of the San Francisco County Transportation Authority (SFCTA) Community Advisory Committee, and the Bayview Opera House.

Themes

In general, the project team heard support for this project from Bayview residents, and many people expressed that these changes are long overdue. On-street parking removal was a key concern for some community members, however. The project team heard this feedback and found opportunities to add parking on cross streets to reduce parking impacts in the project area. Other themes from outreach include concerns about the impacts of the upcoming Islais Creek Bridge closure, the need for investment in workforce development, developing a dignified transportation system in the Bayview, and the desire for more safety treatments throughout the neighborhood.

Direct Stakeholder Engagement

Prior to the SFMTA Board of Directors meeting in November 2025, from Fall 2023 through Fall 2025, SFMTA staff engaged Bayview stakeholders through email correspondence, five in-depth workshops and walkthroughs, eleven meetings with stakeholder groups, and 14 tabling events. The groups and institutions engaged during the process include:

- B'MAGIC (a convener group for several community organizations in the neighborhood)
 - B'MoMAGIC Street Safety Subcommittee
- Economic Development on Third
- Bayview-Hunters Point YMCA
- Bayview Hill Neighborhood Association
- Bayview Senior Services
- Bayview Shuttle Committee
- City College of San Francisco Evans Campus
- San Francisco African American Arts & Cultural District
- Youth4Earth (Bay Spark organization)
- Young Community Developers

Engagement Events

BaySpark Youth Transportation Justice Workshop

On September 20, 2024, the project team facilitated a transportation justice workshop at the Southeast Community Center as part of the BaySpark youth environmental justice summit. The workshop was attended by about 15 youths, who elected to attend as one of the self-guided

PAGE 15.

programming options for the day. During the workshop, attendees and the project team discussed transportation in the Bayview, highlighting what does and does not make them feel safe. The project team shared the project proposal and solicited feedback.

YMCA Youth Transportation Workshop

On November 15, 2024, the SFMTA hosted a youth transportation and career development workshop at the Bayview-Hunters Point YMCA. The event was attended by approximately 30 young Bayview residents, with eight transportation professionals as guest speakers. Programming included a project presentation, discussion of youth transportation safety needs and concerns, and career mentorship group sessions with professionals across city agencies. Attendees were provided with dinner and SFMTA-branded giveaways, and they were given an opportunity to network and perform mock interviews.

Third Street Walkthrough

On January 10 and February 18, 2025, the project team conducted door-to-door outreach with businesses on Third Street in partnership with the San Francisco African American Arts & Cultural District. This event was an opportunity for SFMTA teams to meet directly with business owners and staff on Third Street, understand more about their transportation concerns, and introduce the Bayview Community Pathway project.

Senior Transportation Panel

On April 14, 2025, the project team spoke as part of the Bayview Senior Transportation Panel at the Dr. George W. Davis Senior Center. The panel was attended by about 25 seniors and brought representatives from various SFMTA projects to seniors at an existing programming event to maximize engagement. The project team gave a brief presentation on the Bayview Community Pathway Project while residents provided feedback and questions.

Bayview Transportation Open House

On October 14, 2025, the project team hosted a Bayview Transportation Open House at the Southeast Community Center. This event was created to give residents of the Bayview an opportunity to learn about various projects and programs in the area and provide their feedback on them. The open house was staffed by representatives from eight City projects in the Bayview.

Tabling Events

In addition to facilitating workshops, the project team attended multiple events where a booth or table was dedicated to the Bayview Community Pathway Project. These events allowed for more one-on-one conversations about the project, helping foster relationships between the neighborhood and community, while providing an opportunity to collect feedback. Events that the project team have tabled include:

- B'MAGIC Back to School Backpack giveaway – August 12, 2023, and August 10, 2024
- Bayview National Night Out – October 13, 2023
- Resilient Bayview Climate Summit – December 5, 2023
- Lunar New Years/Black History Month Celebration, Bayview YMCA – February 3, 2024, and January 25, 2025

PAGE 16.

- Black History Month Parade – February 24, 2024
- YMCA Bike Giveaway – April 10, 2024
- Bayview Juneteenth Festival – June 16, 2024
- Biking and Rolling Plan D10 Open House – July 15, 2024
- Sunday Streets Bayview – August 4, 2024, and August 24, 2025
- Vision Zero Listening Session – August 13, 2024
- BaySpark, Southeast Community Center - September 20, 2025

ALTERNATIVES CONSIDERED

The project team assessed design alternatives prior to recommending the proposed design, while following the general project scope approved in the Caltrans ATP grant application.

Two-way bikeway: The project team considered a two-way protected bikeway along the west side of Mendell Street between Cargo Way and Galvez Avenue to help maintain perpendicular parking in this section of the corridor. Ultimately, this option is not recommended due to:

- 1) Traffic signal impacts at the intersection of Mendell Street and Evans Avenue. A two-way bikeway on Mendell Street would require adjusting signal phasing for protected left turns or a protected bicycle phase to separate turn movements from crossing two-way bicycle traffic. This would increase the signal cycle length, impacting transit on Evans Avenue. It would also require major changes to signal infrastructure, which may conflict with a future project on Evans Avenue.
- 2) Non-signalized intersection crossings and driveway crossings. A two-way bikeway on the west side of Mendell Street would create an uncommon movement of vehicles turning across a two-way bikeway at a side-street or all-way stop-controlled intersections. This could be mitigated by changing the side-street stop-controlled intersection at Mendell Street and Newhall Street to all-way stop controlled or adding a raised crossbike at this intersection, but these options would impact emergency vehicle response times and would not completely solve for the uncommon turning movement.

Green infrastructure: The project team explored opportunities for collaborating with the San Francisco Public Utilities Commission (SFPUC) to include green infrastructure in the project scope, but ultimately this was not recommended. Including green infrastructure elements like rain gardens or permeable pavers would risk delaying the project timeline and require tradeoffs like parking removal. While SFMTA staff heard general community support for green infrastructure, the opportunities along the project corridor did not easily align. The SFPUC will continue to pursue opportunities for green infrastructure in the Bayview separately from the Bayview Community Pathway project.

No Build: A no-build option was rejected because this project was clearly identified as a community priority in the Bayview CBTP. Throughout different outreach phases the project team consistently heard the need to improve pedestrian safety in the project area. Third Street, the main north-south alternative route, is a major arterial street and is on the High Injury Network, with 38 collisions involving people walking or biking in the last five years.

PAGE 17.

Additionally, the SFMTA was awarded an ATP grant for this project and is committed to implementation by May 2028.

FUNDING IMPACT

Funding for this project comes from a Caltrans Active Transportation Program Grant (\$12,325,000) and a local match from General Fund Streets Population Baseline (\$2,532,482) and SFCTA Prop AA (\$598,915). The infrastructure costs include planning, design, and construction for the changes proposed in this calendar item. The non-infrastructure component of the project does not require SFMTA Board approval and is advancing separately. The total project cost of the Bayview Community Pathway project is \$15,456,397 and is broken down into the following project phases and sources:

Project Phase		Caltrans ATP Grant	Local Match		Total
			General Fund Prop B	SFCTA Prop AA	
Infrastructure	Planning	\$300,000	-	-	\$300,000
	Design	\$1,650,000	-	-	\$1,650,000
	Construction	\$9,518,000	\$2,532,482	\$598,915	\$12,649,397
Infrastructure subtotal		\$11,468,000	\$2,532,482	\$598,915	\$14,599,397
Non-Infrastructure subtotal		\$857,000	-	-	\$857,000
Project Total		\$12,325,000	\$2,532,482	\$598,915	\$15,456,397

ENVIRONMENTAL REVIEW

The proposed infrastructure component of the Bayview Community Pathway 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; for projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way; and for transit prioritization projects pursuant to Public Resources Code Section 21080.25.

The Planning Department determined on September 19, 2025, that the proposed Bayview Community Pathway (Case Number 2025-007772ENV) 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

PAGE 18.

Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2025-007772ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approves the parking and traffic modifications set forth in Items A-X above to improve safety for people walking, bicycling, and riding transit near Third Street as part of the Bayview Community Pathway project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The Bayview Community Pathway proposes pedestrian, bicycle, and transit improvements on streets east of Third Street, as identified in the 2020 Bayview Community-Based Transportation Plan; and,

WHEREAS, The project proposes installing raised crosswalks, median islands, and traffic calming to slow vehicle speeds and improve pedestrian safety, visibility, and comfort; and,

WHEREAS, The project proposes concrete- and parking-separated bikeways on Mendell Street between Cargo Way and Galvez Avenue to provide a protected bicycle connection to destinations like City College Evans Campus and Youngblood Coleman Park; and,

WHEREAS, Placemaking elements like decorative crosswalks and a widened sidewalk plaza would emphasize pedestrian space and highlight the project area as part of the SF African American Arts & Cultural District; and,

WHEREAS, Street changes would be complemented with community-led education and encouragement with the Bayview-Hunters Point YMCA and the SF African American Arts & Cultural District partnerships and a media campaign featuring local artists; and,

WHEREAS, SFMTA project staff conducted extensive outreach through 34 meetings and events to gather community feedback that informed the design proposal; and,

WHEREAS, staff presented the item to the SFMTA Board of Directors on November 4, 2025 and conducted additional community outreach based on that feedback; and,

WHEREAS, The project is consistent with the Biking and Rolling Plan, which envisions a citywide network connecting communities, making it easy for people of all ages and abilities to travel to school, work, shops, and parks by bike, scooter, skateboard, and other low-speed wheeled devices; and,

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

- A. RESCIND – CLASS III BIKEWAY, Keith Street, northbound and southbound, from Underwood Avenue to Palou Avenue (to be replaced by Bayview Community Pathway)
- B. ESTABLISH – CLASS II BIKEWAY, Underwood Avenue, eastbound and westbound, from Keith Street to Lane Street; Lane Street, northbound and southbound, from Underwood Avenue to Newcomb Avenue; Newcomb Avenue, eastbound and westbound, from Mendell Street to Lane Street; Mendell Street, northbound and southbound, from Newcomb Avenue to Galvez Avenue
- C. ESTABLISH – CLASS IV BIKEWAY (ONE-WAY), Mendell Street, northbound and

southbound, from Cargo Way to Galvez Avenue (establishes one-way separated bikeway on each side of street)

- D. ESTABLISH – RAISED CROSSWALK, Keith Street at Armstrong Avenue, south crossing (relocates blue zone for accessibility purposes); Armstrong Avenue at Keith Street, east crossing; Keith Street at Van Dyke Avenue, south crossing; Van Dyke Avenue at Keith Street, east crossing; Lane Street at Palou Avenue, north crossing; Palou Avenue at Lane Street, west crossing; Oakdale Avenue at Lane Street, west crossing; Lane Street at Newcomb Avenue, south crossing; Lane Street at Quesada Avenue, south crossing; Quesada Avenue at Lane Street, east crossing; Lane Street at Shafter Avenue, south crossing; Shafter Avenue at Lane Street, east crossing; Newcomb Avenue at Mendell Street, north crossing; Mendell Street at Galvez Avenue, south crossing
- E. ESTABLISH – TRAFFIC CUSHION, Newcomb Avenue, between Mendell Street and Lane Street (two 3-lump cushions); Innes Avenue, between Third Street and Mendell Street (two 3-lump cushions); Jerrold Avenue, between Third Street and Mendell Street (one 3-lump cushion); Kirkwood Avenue, between Third Street and Mendell Street (one 3-lump cushion); McKinnon Avenue, between Mendell Street and Lane Street (one 3-lump cushion)
- F. RESCIND – BUS FLAG STOP; Van Dyke Avenue, south side, east of Keith Street; Hudson Avenue, north side, east of Mendell Street; Hudson Avenue, south side, west of Mendell Street; Mendell Street, east side, from Evans Avenue to 74 feet northerly; Mendell Street, east side, north of Newhall Street; Mendell Street, west side, north of Newhall Street; Mendell Street, east side, south of Cargo Way; Mendell Street, west side, south of Cargo Way
- G. ESTABLISH – BUS FLAG STOP, Van Dyke Avenue, southwest corner of Van Dyke Avenue and Keith Street (establishes new OB flag stop, replacing existing flag stop on Van Dyke Avenue)
- H. ESTABLISH – BUS STOP, Hudson Avenue, south side, from Mendell Street to 47 feet westerly; Hudson Avenue, north side, from Mendell Street to 52 feet easterly; Mendell Street, east side, from 100 feet to 140 feet northerly of Evans Avenue; Mendell Street, east side, from Newhall Street to 72 feet southerly; Mendell Street, west side, from Newhall Street to 30 feet northerly; Mendell Street, west side, from 95 feet to 140 feet south of Cargo Way; Mendell Street, east side, from Cargo Way to 55 feet southerly
- I. ESTABLISH – SIDEWALK WIDENING, Lane Street, west side, from Underwood Avenue to 20 feet southerly (6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (6-foot bulb); Underwood Avenue, north side, from Lane Street to Third Street (14-foot sidewalk extension); Third Street, east side, from Underwood Avenue to 15 feet northerly (4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb);

- Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Hudson Avenue, south side, from Mendell Street to 47 feet westerly (for 6-foot bus-bulb); Hudson Avenue, north side, from Mendell Street to 52 feet easterly (for 14-foot bus-bulb)
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, ESTABLISH – TRANSIT BOARDING ISLAND, Evans Avenue, north side, from Mendell Street to 96 feet westerly; Evans Avenue, south side, from Mendell Street to 102 feet easterly
 - K. ESTABLISH – RED ZONE, Keith Street, east side, from Yosemite Avenue to 10 feet northerly (for traffic island); Yosemite Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Keith Street, east side, from Wallace Avenue to 10 feet northerly (for traffic island); Wallace Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Underwood Avenue, south side, from Lane Street to 10 feet easterly (for traffic island); Lane Street, east side, from Thomas Avenue to 10 feet northerly (for traffic island); Thomas Avenue, south side, from Lane Street to 10 feet easterly (for traffic island)
 - L. RESCIND – BLUE ZONE, Keith Street, west side, from Armstrong Avenue to 27 feet southerly (for raised crosswalk)
 - M. ESTABLISH – BLUE ZONE, Keith Street, west side, from Bancroft Avenue to 27 feet southerly (for raised crosswalk); Mendell Street, east side, from 15 feet to 39 feet southerly of Evans Avenue (1 accessible parking space)
 - N. RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from Yosemite Avenue to 39 feet northerly (for traffic island)
 - O. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from 10 feet to 43 feet north of Yosemite Avenue (for traffic island)
 - P. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Lane Street, west side, from Underwood Avenue to 20 feet southerly (for 6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (for 6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (for 6-foot bulb); Third Street, east side, from Underwood Avenue to 15 feet northerly (for 4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (for 6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (for 6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (for 8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (for 9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb); Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Mendell Street, west side, from Galvez Avenue to 30 feet northerly; Mendell Street, west side, from 114 feet to 134 feet north of Galvez Avenue; Mendell Street, west side, from Fairfax Avenue to 36 feet southerly; Mendell Street, east side, from 62 feet to 82 feet north of Galvez Avenue; Mendell Street, east side, from Fairfax Avenue to 30 feet southerly; Mendell Street, east side, from 82 feet to 102 feet south of Fairfax Avenue; Fairfax Avenue, north side, from Mendell Street to 24 feet westerly; Fairfax Avenue, south side, from Mendell Street to 24 feet easterly;

Mendell Street, west side, from Fairfax Avenue to 35 feet northerly; Mendell Street, west side, from Evans Avenue to 15 feet southerly; Mendell Street, east side, from Fairfax Avenue to 39 feet northerly; Mendell Street, east side, from Evans Avenue to 59 feet southerly; Mendell Street, west side, from Evans Avenue to Newhall Street; Mendell Street, east side, from Evans Avenue to 142 feet northerly (for transit boarding island and fire hydrant); Mendell Street, east side, from 254 feet to 267 feet north of Evans Avenue; Evans Avenue, north side, from Mendell Street to 46 feet easterly; Mendell Street, east side, from Newhall Street to 113 feet southerly; Mendell Street, east side, from 145 feet to 205 feet south of Newhall Street; Newhall Street, north side, from Mendell Street to 36 feet westerly; Newhall Street, south side, from Mendell Street to 36 feet easterly; Mendell Street, east side, from Newhall Street to 15 feet northerly; Mendell Street, east side, from 114 feet to 128 feet north of Newhall Street; Mendell Street, east side, from 332 feet to 349 feet north of Newhall Street; Mendell Street, west side, from Newhall Street to 30 feet northerly (for transit boarding island); Mendell Street, west side, from 143 feet to 163 feet north of Newhall Street; Mendell Street, west side, from Cargo Way to 65 feet southerly; Mendell Street, west side, from 95 feet to 135 feet south of Cargo Way; Mendell Street, west side, from 237 feet to 257 feet south of Cargo Way; Mendell Street, west side, from 284 feet to 336 feet south of Cargo Way

- Q. RESCIND – PERPENDICULAR PARKING, Mendell Street, west side, from Evans Avenue to Newhall Street
- R. RESCIND – PARALLEL PARKING, Mendell Street, east side, from Evans Avenue to Newhall Street; Mendell Street, east side, from Newhall Street to Cargo Way; Fairfax Avenue, north side, from Newhall Street to 260 feet easterly
- S. ESTABLISH – 60-DEGREE BACK-IN ANGLED PARKING, Mendell Street, east side, from 142 feet to 250 feet north of Evans Avenue; Mendell Street, east side, from 113 feet to 145 feet south of Newhall Street; Mendell Street, east side, from 205 feet to 238 feet south of Newhall Street; Mendell Street, east side, from 18 feet to 116 feet north of Newhall Street; Mendell Street, east side, from 167 feet to 332 feet north of Newhall Street; Mendell Street, east side, from 349 feet to 405 feet north of Newhall Street
- T. RESCIND – TOW-AWAY, NO PARKING ANY TIME, Mendell Street, west side, from Evans Avenue to Fairfax Avenue; Fairfax Avenue, north side, from 260 feet east of Newhall Street to Mendell Street; Evans Avenue, south side, from 49 feet to 240 feet west of Mendell Street
- U. ESTABLISH – PERPENDICULAR PARKING, TOW-AWAY, NO STOPPING, 10 PM TO 6 AM; Fairfax Avenue, north side, from Mendell Street to Newhall Street
- V. ESTABLISH – PARALLEL PARKING, TOW-AWAY, NO STOPPING, 10 PM TO 6 AM, Mendell Street, west side, from 40 feet to 165 feet south of Evans Avenue; Evans Avenue, south side, from 49 feet to 240 feet west of Mendell Street
- W. RESCIND – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY, Third Street, east side, from Thomas Street to 27 feet northerly (removes short-term parking meter #5173-G for bulb)
- X. RESCIND – RIGHT LANE MUST TURN RIGHT, Mendell Street, southbound, at Galvez Avenue; and,

WHEREAS, The San Francisco Planning Department determined that the Bayview Community Pathway project is statutorily exempt from the California Environmental Quality Act (CEQA); and,

WHEREAS, The proposed action is the Approval Action as defined by the SF 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=2025-007772ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors finds the project consistent with the Bayview Community Based Transportation Plan and the Biking and Rolling Plan; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in Items A-X to improve safety for people walking, bicycling, and riding transit near Third Street as part of the Bayview Community Pathway.

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

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

ENCLOSURE 2

