SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 6/17/2025 ***Requested_by:*** SFMTA ***Handled:*** Ellen Robinson ***Section Head :*** MS MS	☐ ***Public Hearing Consent*** ☒ ***Public Hearing Regular*** ☐ ***Informational / Other*** PH - Regular	***No objections:***_____ ***Item Held:***_____ ***Other:***_____

Location: Evans Avenue, from Rankin Street to Quint Street

Subject: Parking-Protected Bikeway, Transit Boarding Island

PROPOSAL / REQUEST:

ESTABLISH – TOW AWAY NO PARKING ANY TIME
Evans Avenue, south side, from Rankin Street to 193 feet easterly (removes 7 unmetered parking spaces in the vicinity of rail crossing)
Evans Avenue, south side, from 483 feet to 678 feet east of Rankin Street (removes 9 unmetered parking spaces)
Evans Avenue, north side, from Rankin Street to 220 feet westerly (makes permanent removal of 10 parking spaces)

RESCIND – BUS POLE STOP
Evans Avenue, south side, west of Quint Street (replaced by boarding island)

ESTABLISH – TRANSIT BOARDING ISLAND
Evans Avenue, south side, 578 feet to 628 feet east of Rankin Street (Evans outbound boarding island in Quint Street "T" intersection)

Proposal to convert the parking lane on the south side of Evans Avenue from Rankin Street to Quint Street (currently closed for an ongoing construction project) to floating parking with a curbside bikeway following partial block repaving. Increases the length of parking restriction around the midblock Union Pacific Railroad

BACKGROUND INFORMATION / COMMENTS

Prior to 2020, Evans Avenue from Rankin Street to Quint Street had one general travel lane in each direction and curbside parking on both sides of the street. That year, construction for the PUC facilities on the south frontage began occupying the south sidewalk and 16 feet of the roadway for staging and a k-rail protected pedestrian walkway, removing the parking lanes and shifting the travel lanes north. In 2022, the Evans Avenue Quick-Build Project converted one lane in each direction to delineator-protected bikeways and legislated removal of the north-side parking lane. In the vicinity of the Union Pacific Rail crossing near the west end of the block, the bikeways are dropped to preserve two general travel lanes in each direction.

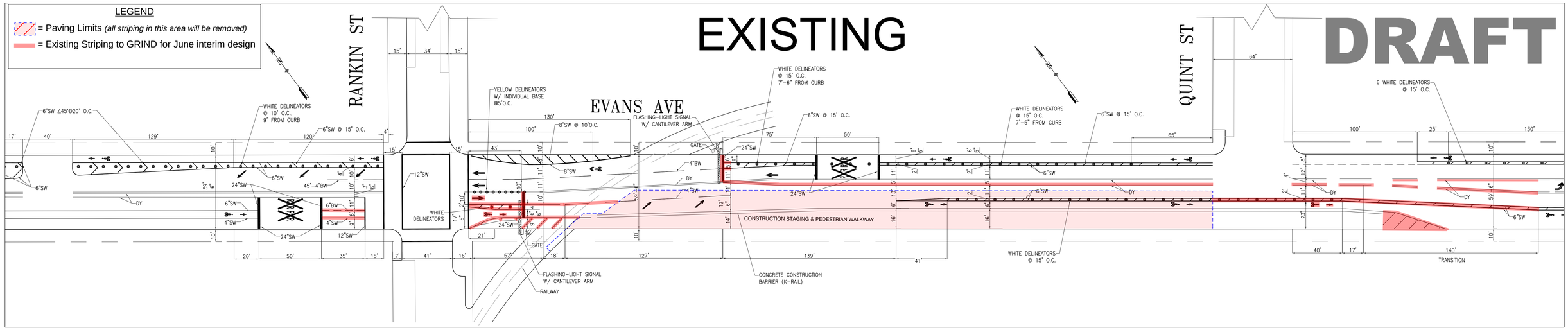
With completion of the sidewalk reconstruction and paving of the southern half of the roadway by the PUC project, this proposal restores the south-side parking lane as floating parking outside of a curbside bikeway. A total of 26 tepmorarily-removed, unmetered parking spaces are permanently removed to provide more clearance from the rail crossing, for lane transitions and for conversion of the outbound 19-Polk pole stop at Quint Street to a new boarding island. Once permitted by Union Pacific, general travel lanes through the rail crossing will be reduced to one in each direction with left-turn lanes westbound at Rankin and eastbound at Quint, and the westbound protected bikeway extended with a mountable protected corner at Rankin Street.

Evans Avenue speed limit: 35 mph
Average weekday traffic: 12,240 vehicles per day
Muni: 19-Polk

HEARING NOTIFICATION AND PROCESSING NOTES:	***ENVIRONMENTAL CLEARANCE BY:*** ☐ ***SFMTA*** ☒ ***Attached*** ☐ ***Pending***

CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: ☐

EXISTING



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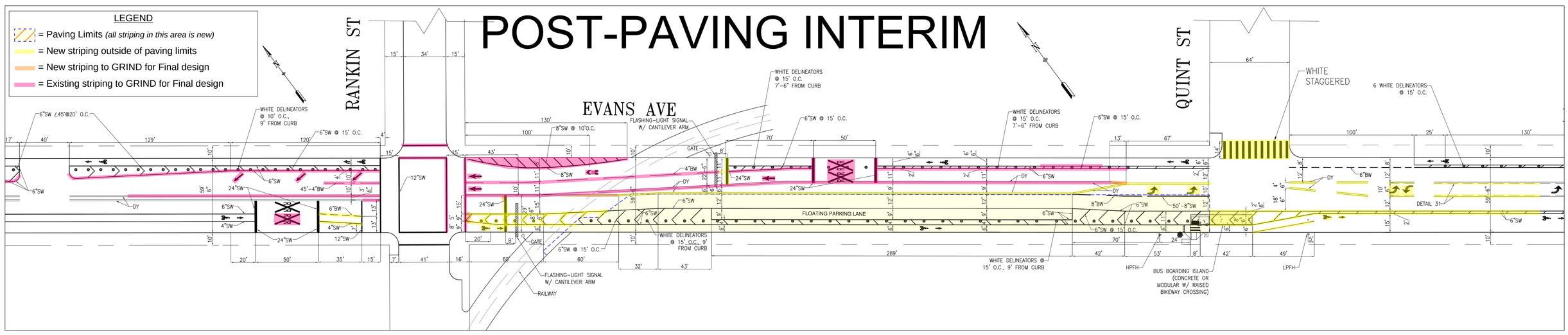

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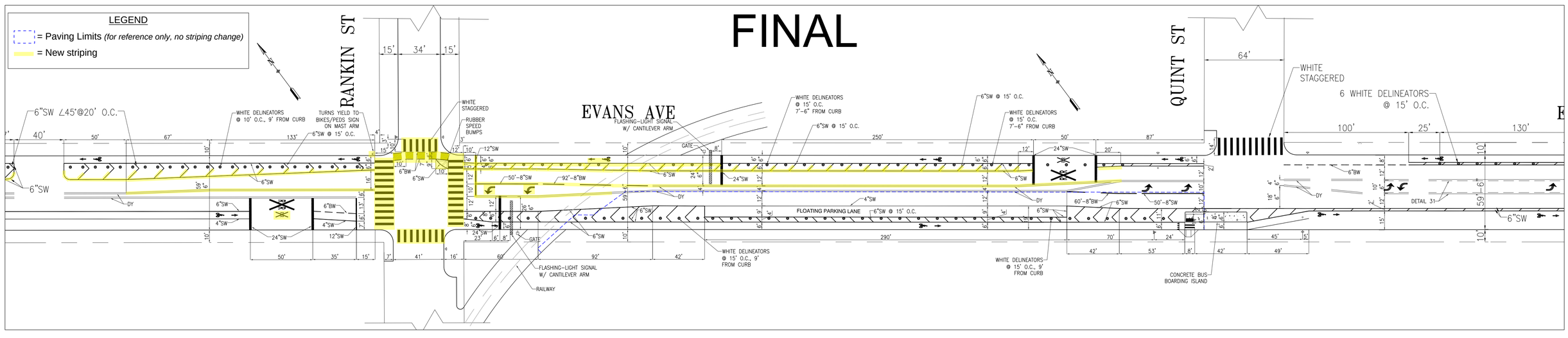

GENERAL NOTES:

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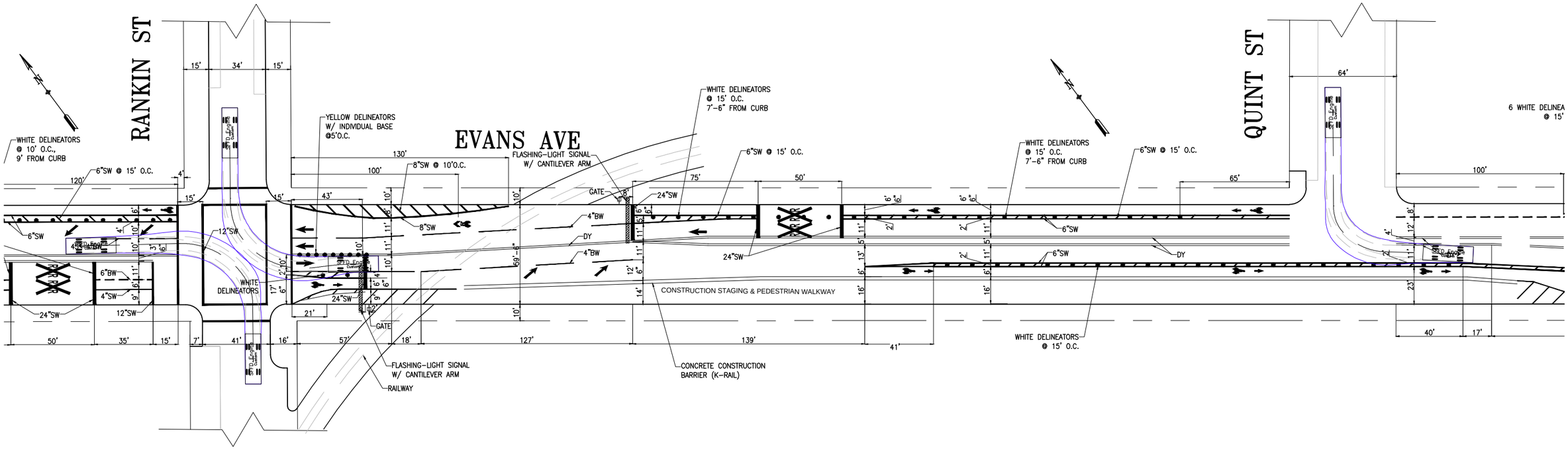
SFFD Engine Left Turns Existing



NO.	DATE	DESCRIPTION	BY	APP

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CHECKED: DATE:

APPROVED

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CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 30'

SHEET/SHEETS:

EXISTING TRAFFIC STRIPING

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TRUCK TURNS

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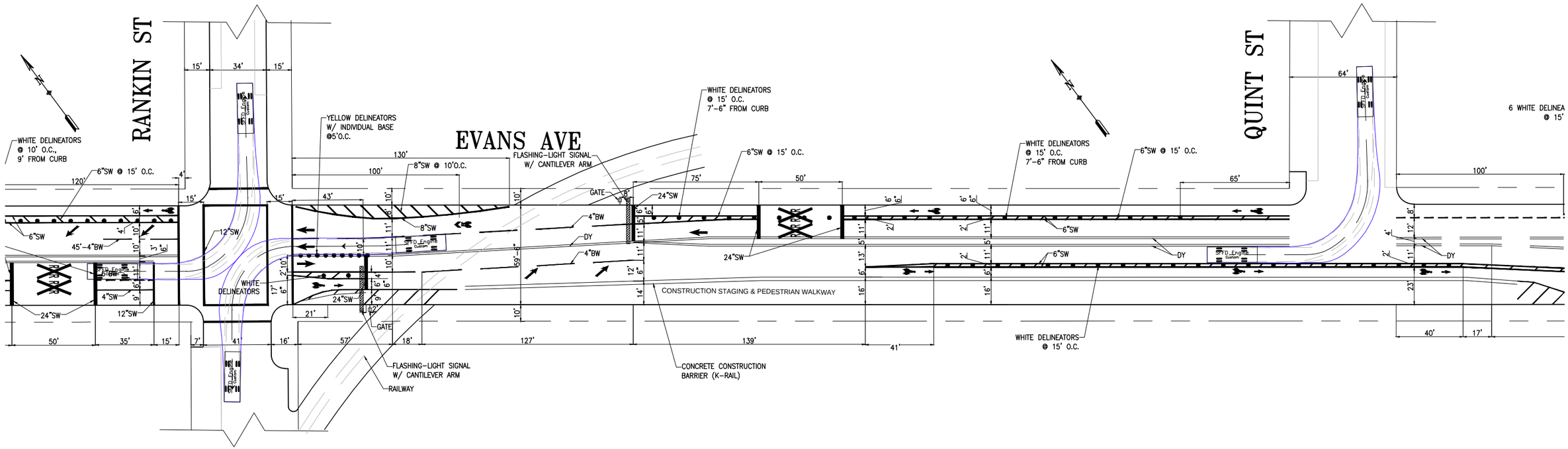

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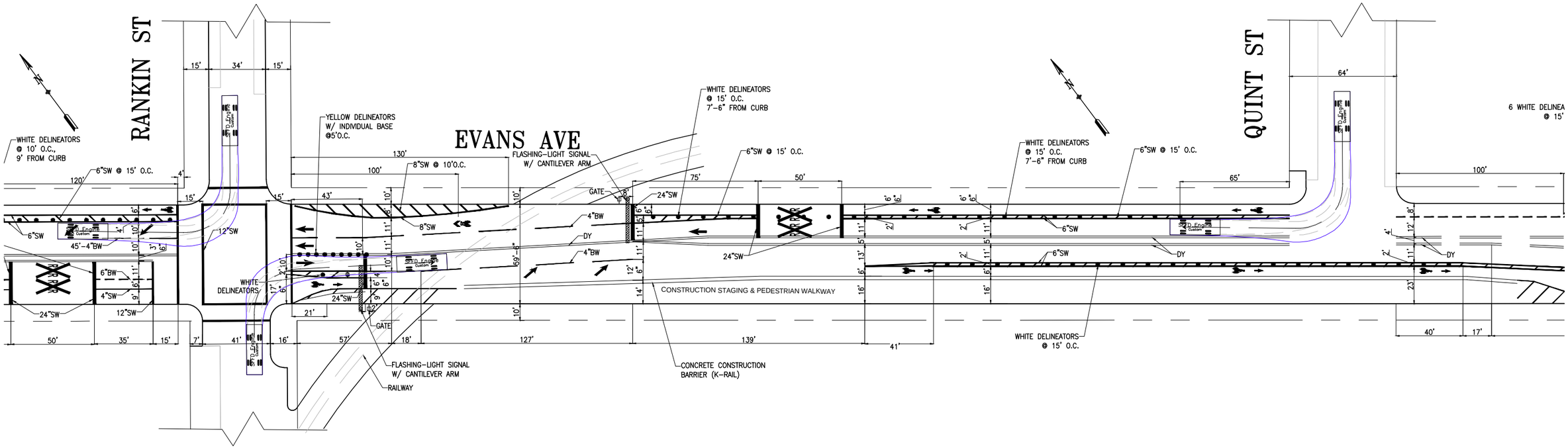

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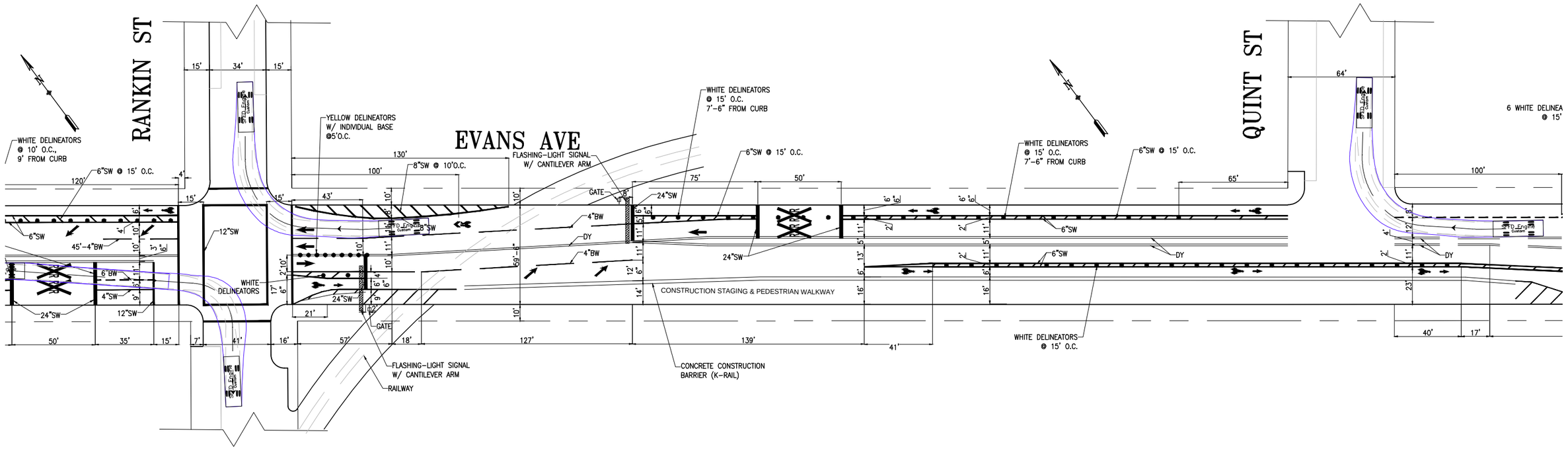

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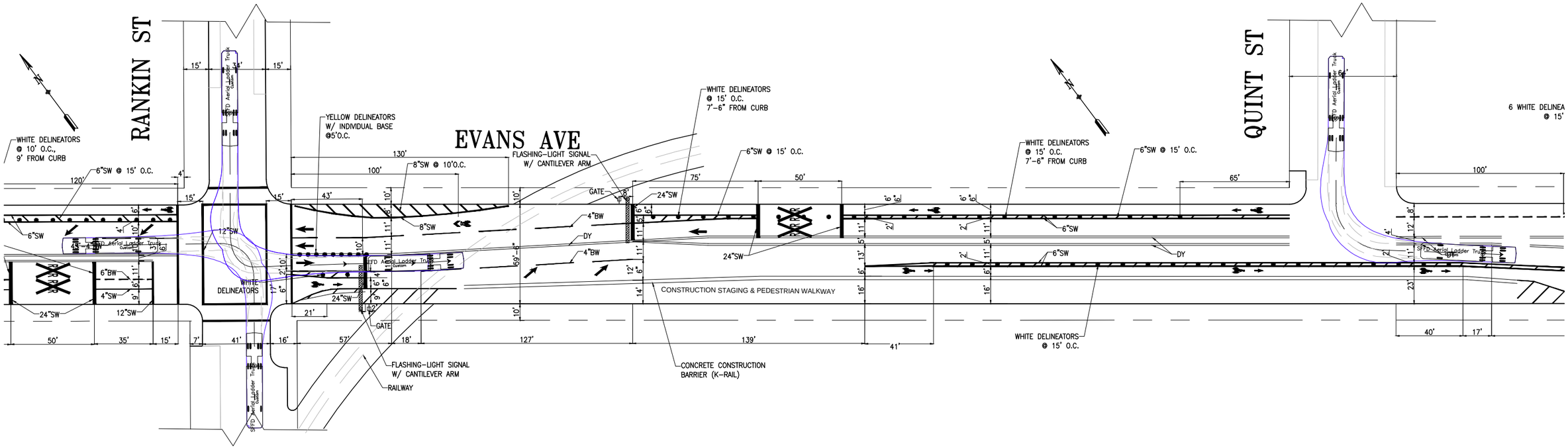

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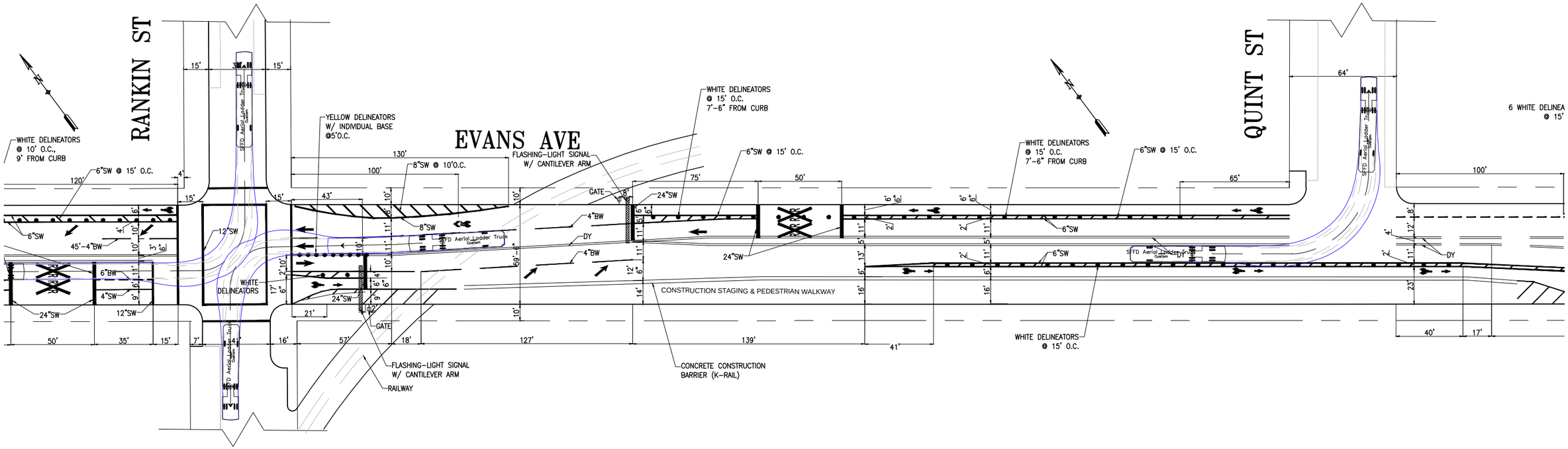

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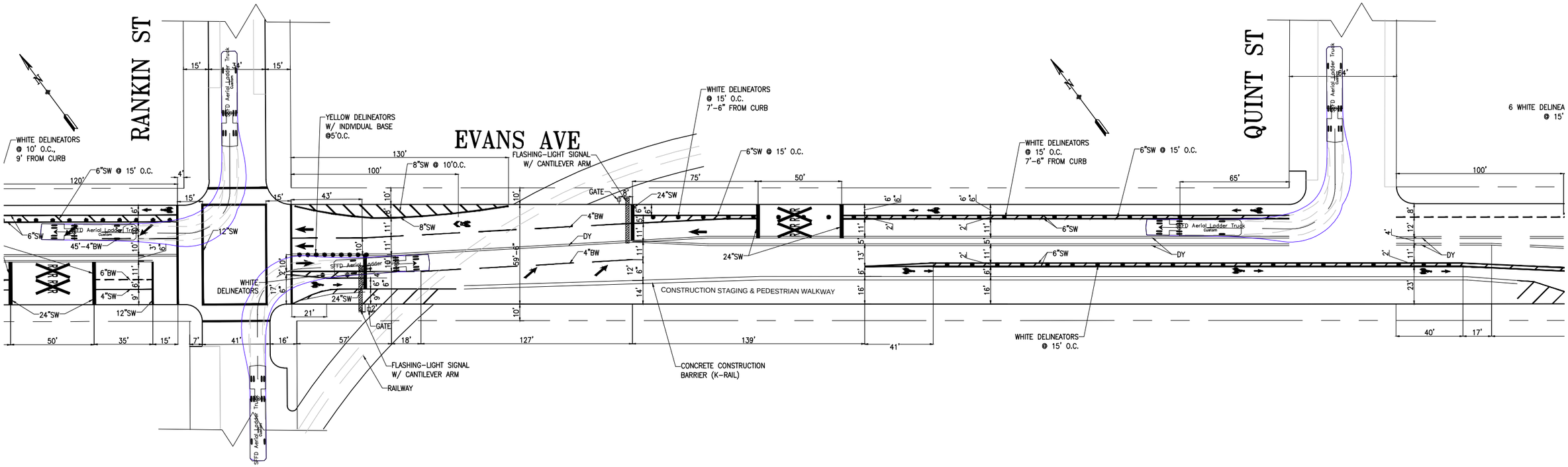

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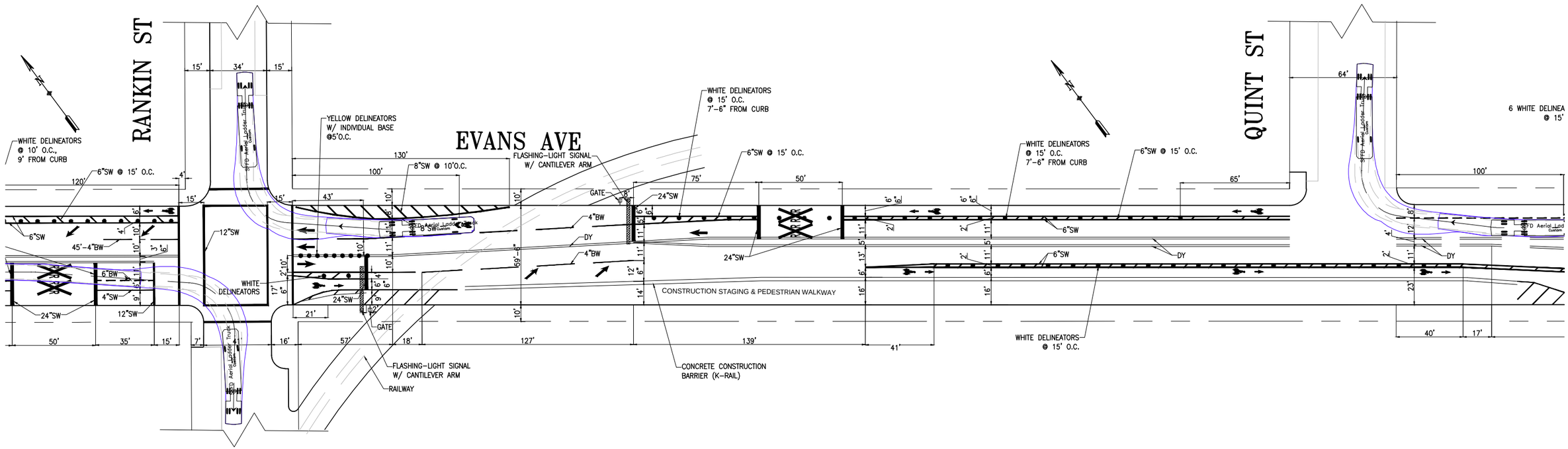

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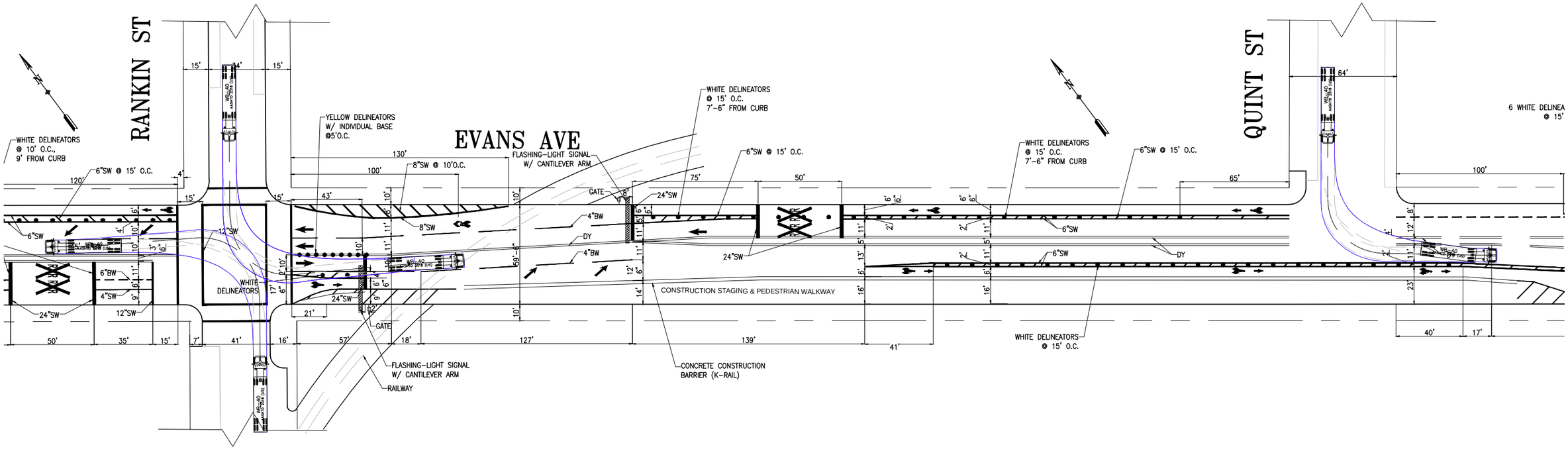
40-ft. Truck Left Turns Existing



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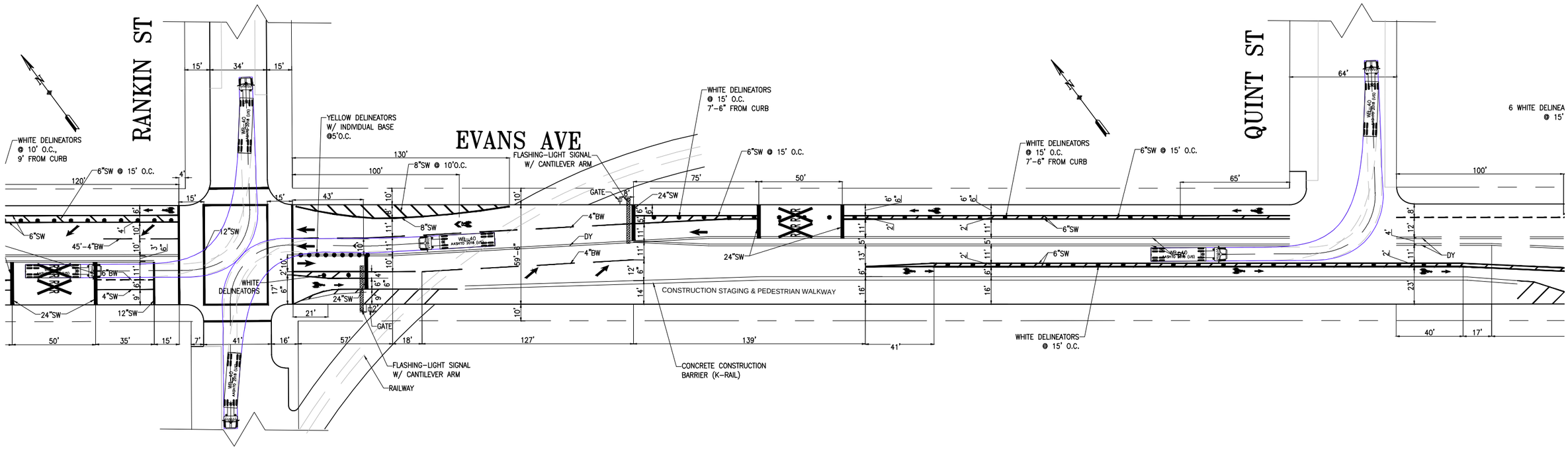

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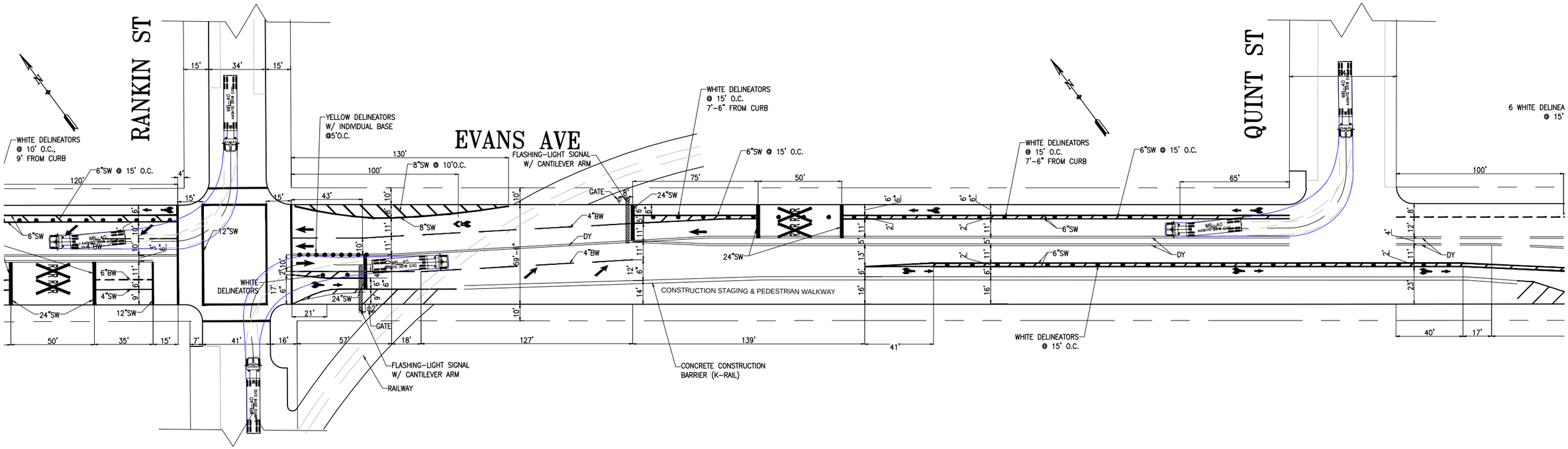

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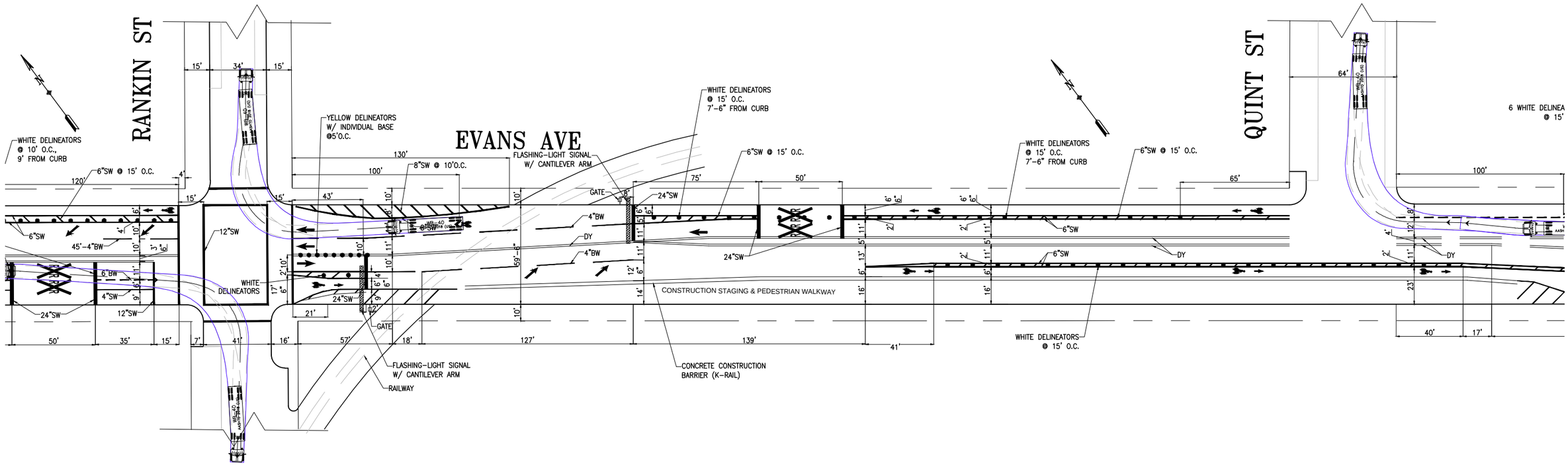

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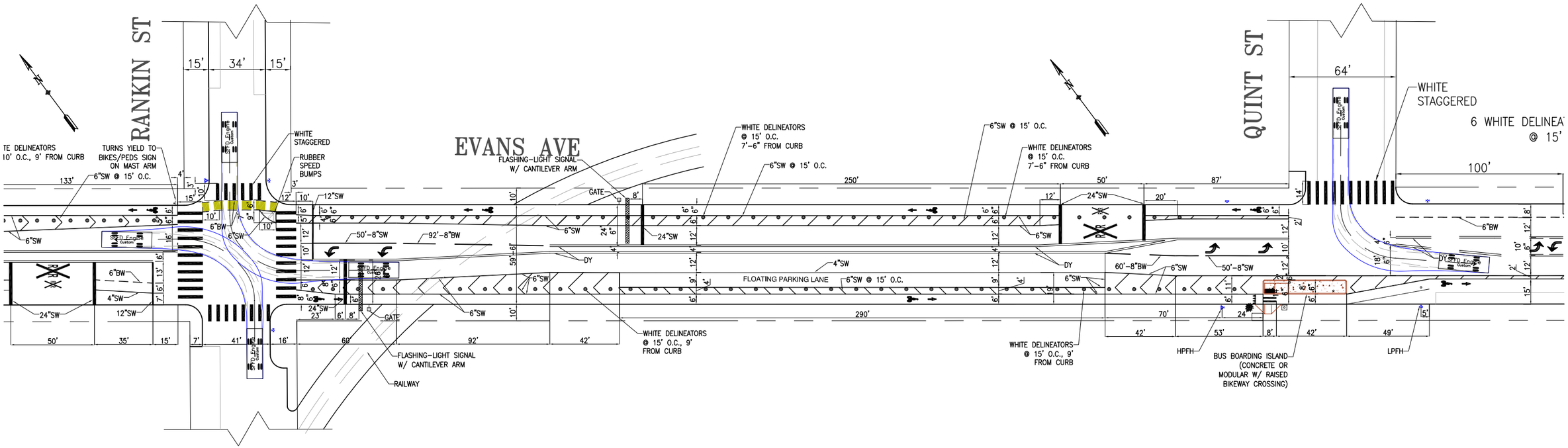

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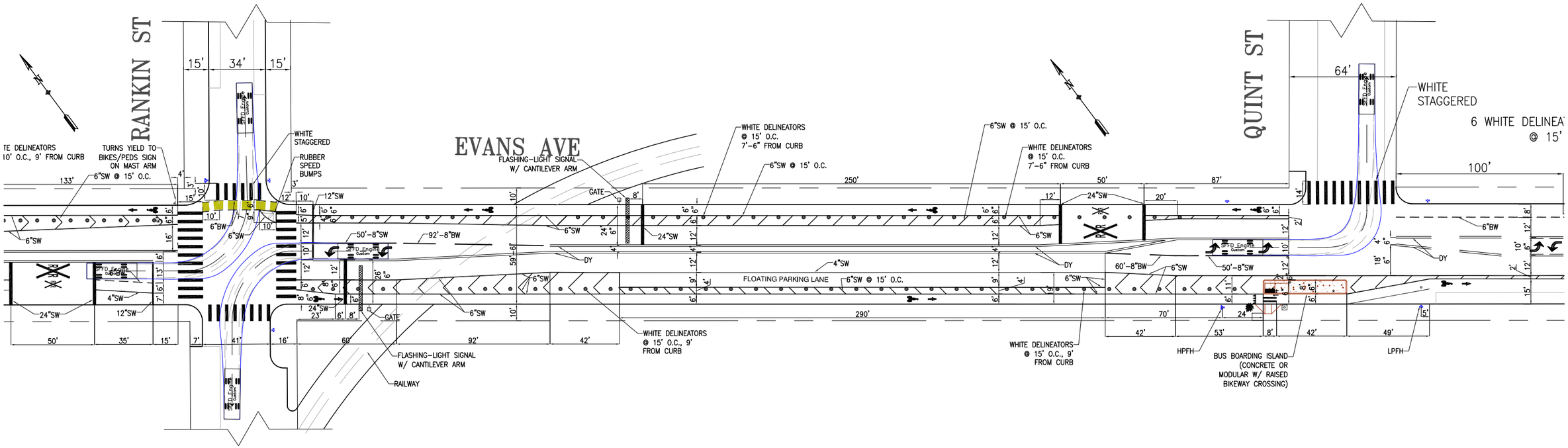

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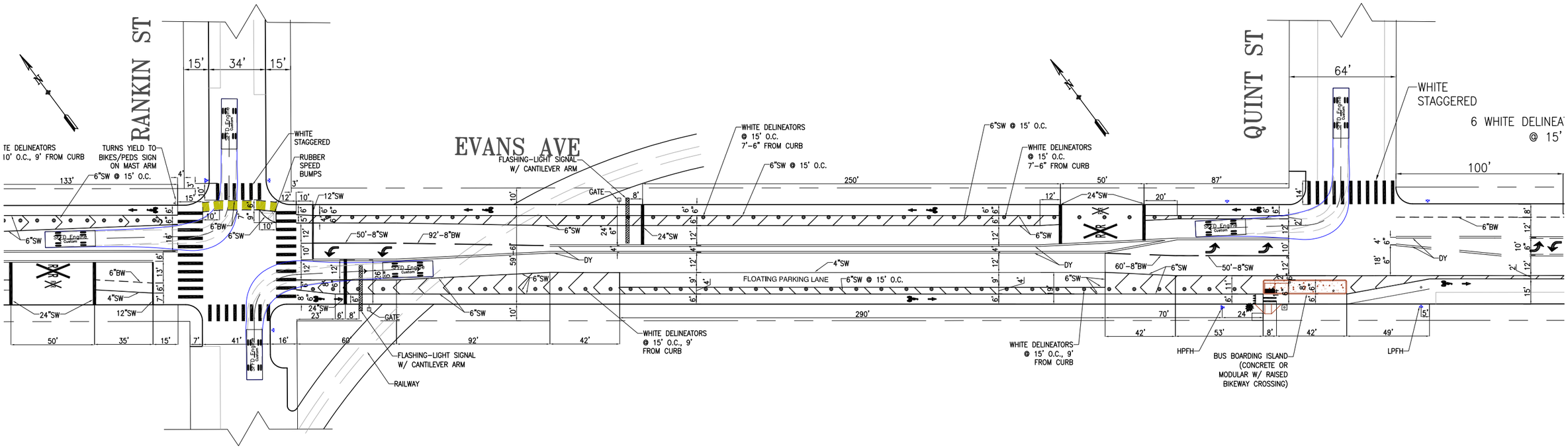

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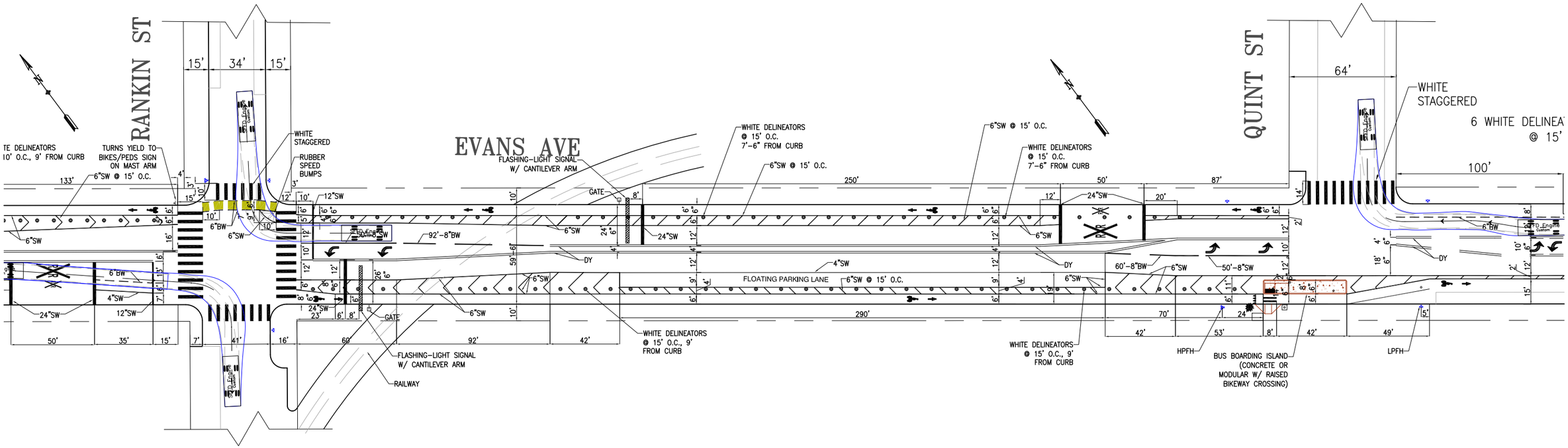

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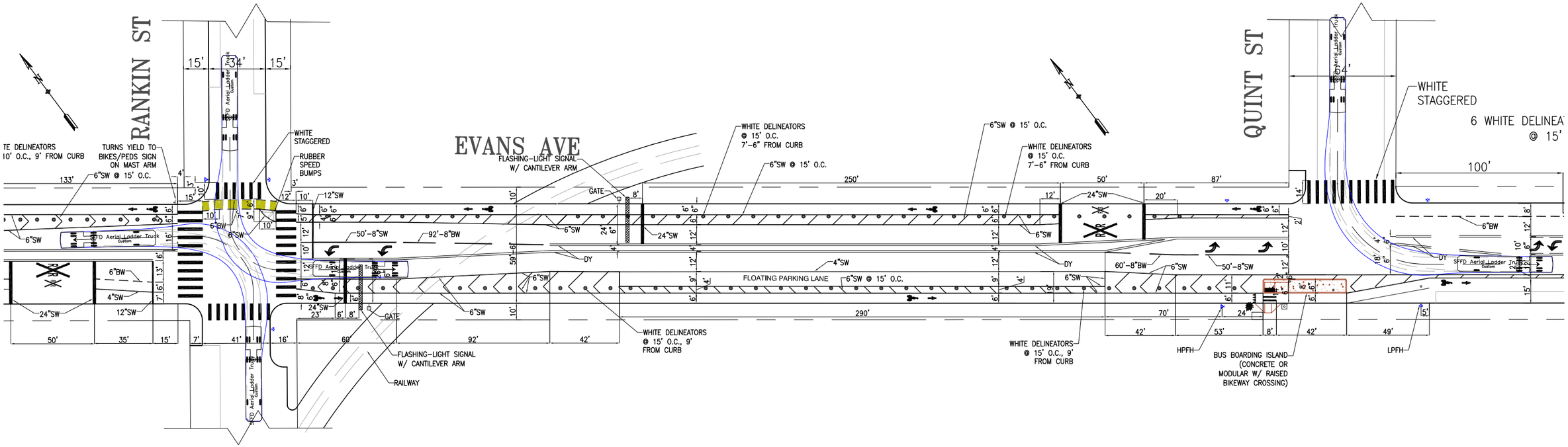

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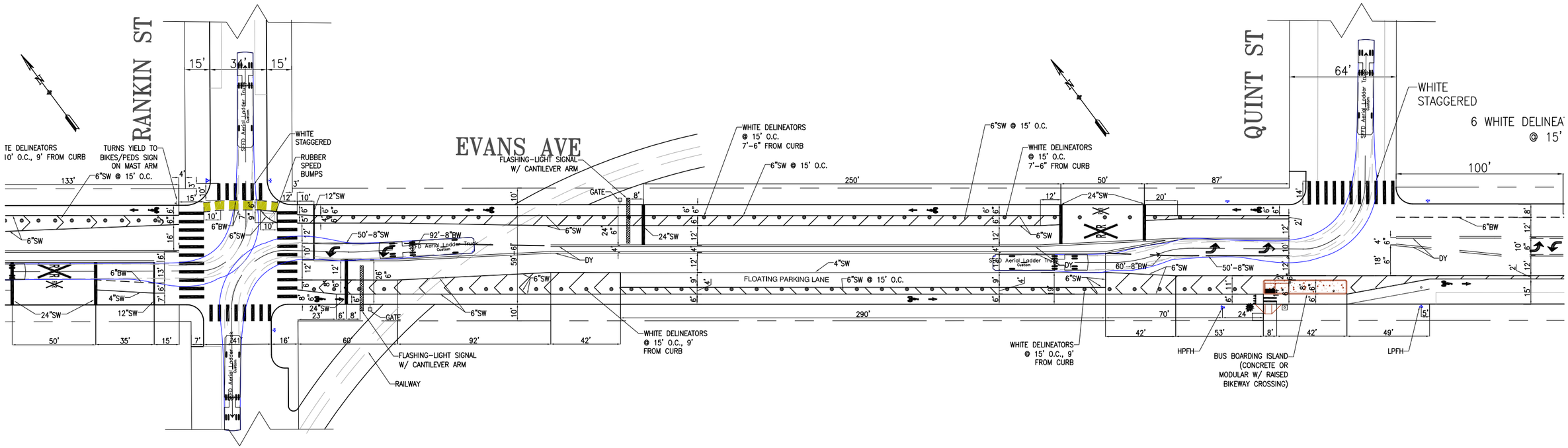

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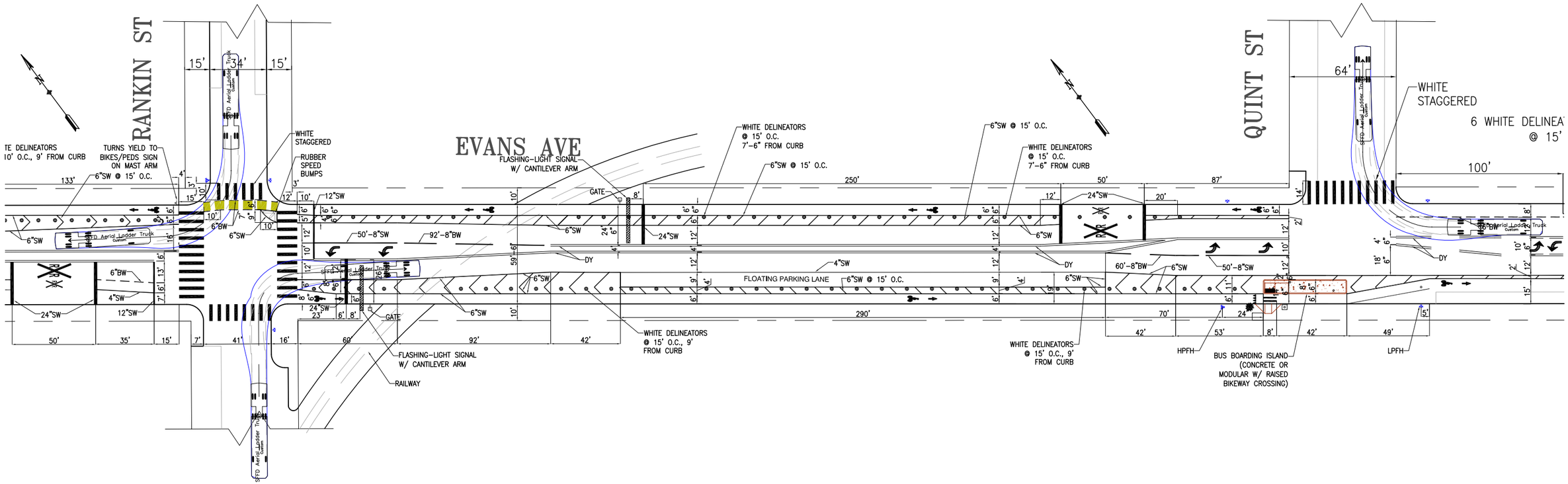

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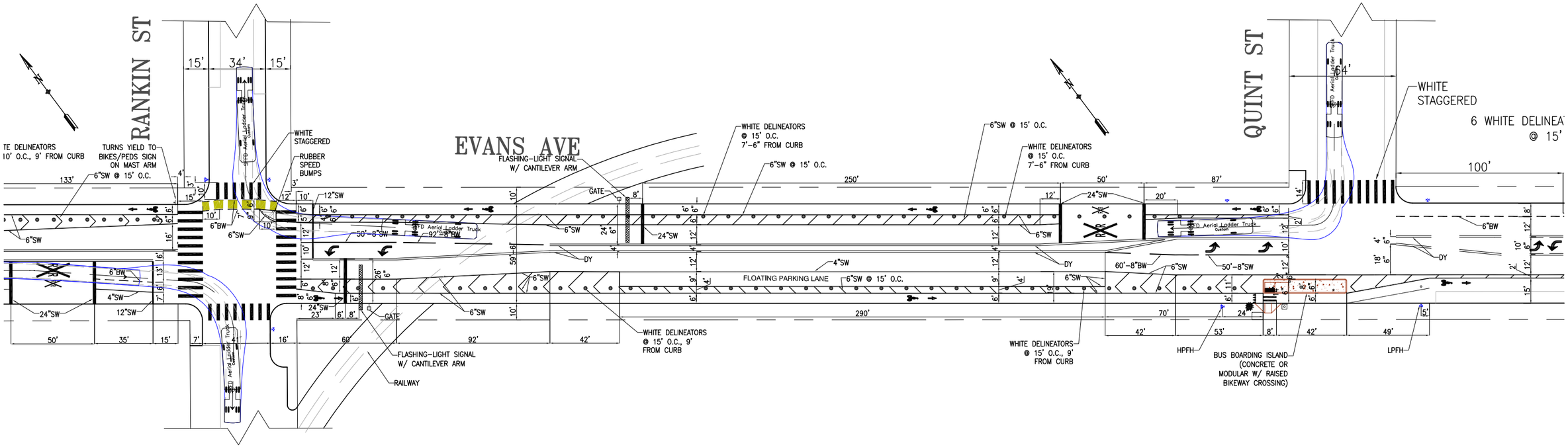


NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

SUPERSEDES: STR-6763 REV16

DRAWN: DATE:

CHECKED: DATE:

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 30'

SHEET/SHEETS:

PROPOSED TRAFFIC STRIPING

EVANS AVENUE
TRUCK TURNS

CONTRACT NO.

DRAWING NO. 1.2

FILE NO.

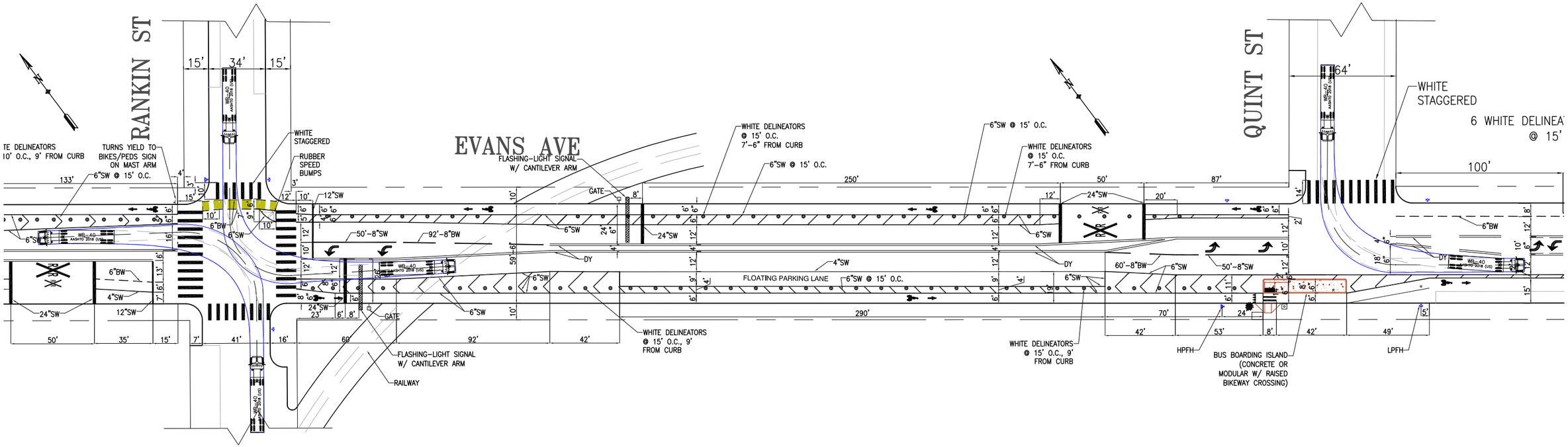
REV. NO. 0

FILE NAME:
DATE: --/--/--

GENERAL NOTES:

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

40-ft. Truck Left Turns Proposed



NO.	DATE	DESCRIPTION	BY	APP

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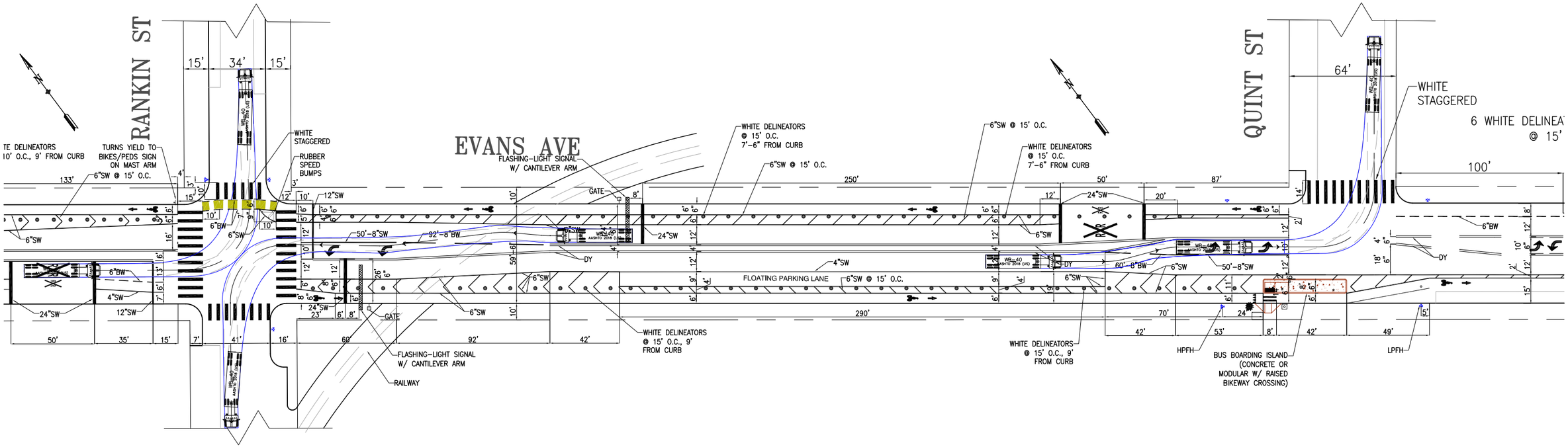

NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

THE CITY AND COUNTY OF SAN FRANCISCO

SUPERSEDES: STR-6763 REV16	
DRAWN: DATE:	
CHECKED: DATE:	

APPROVED	
SENIOR ENGINEER DATE:	
CITY TRAFFIC ENGINEER DATE:	

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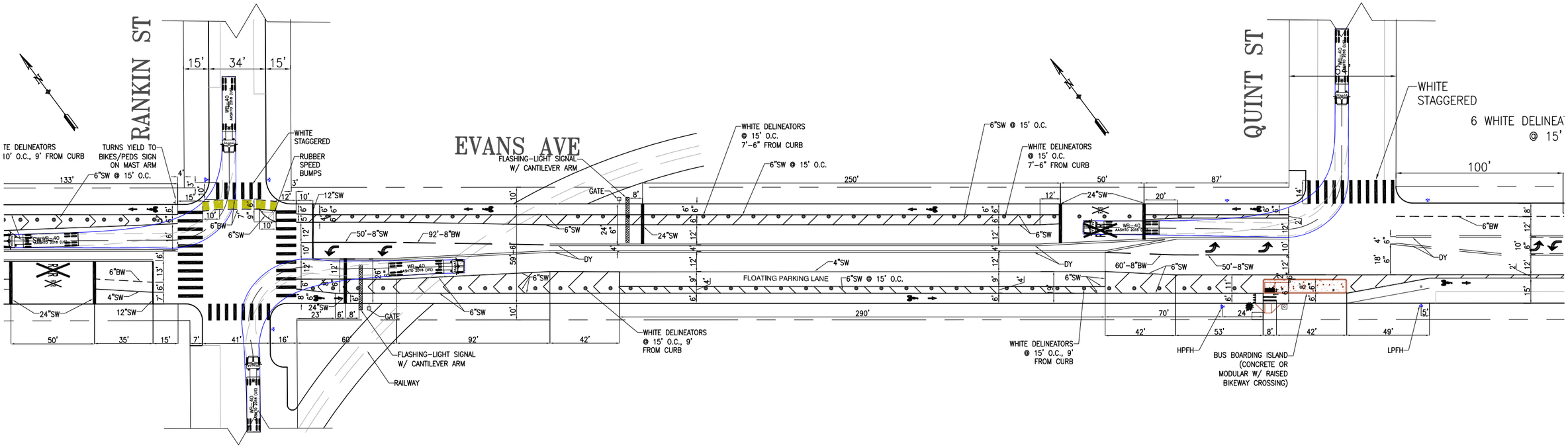

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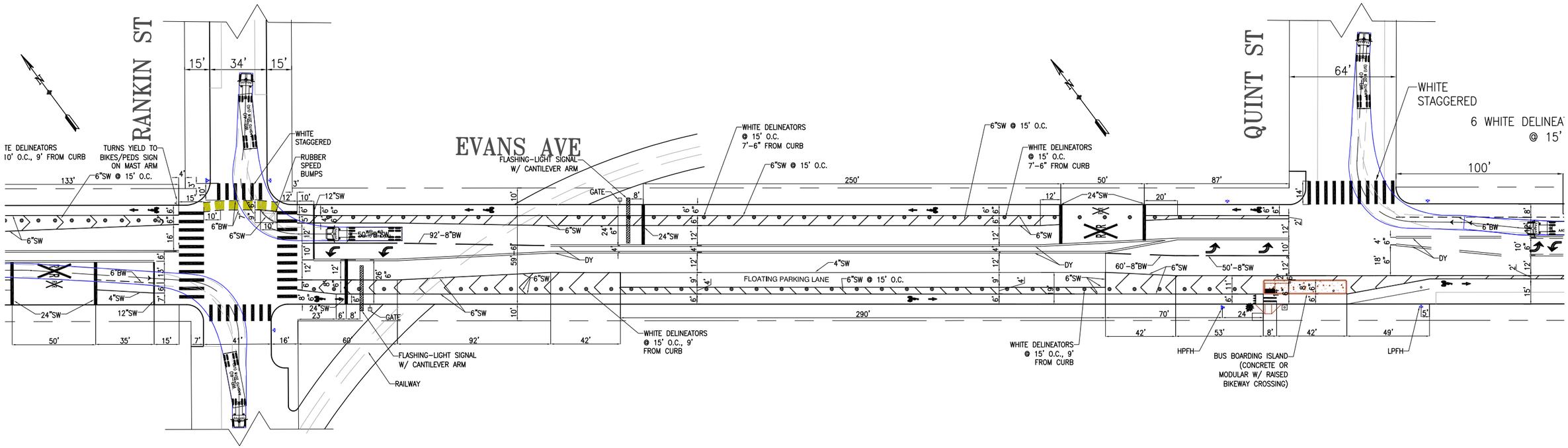

NO.	DATE	DESCRIPTION	BY	APP

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SHEET/SHEETS:

PROPOSED TRAFFIC STRIPING

EVANS AVENUE
TRUCK TURNS

CONTRACT NO.

DRAWING NO. 1.2

FILE NO.

REV. NO. 0

FILE NAME:
DATE: --/--/--

LOCATION: Rankin St & Evans Ave

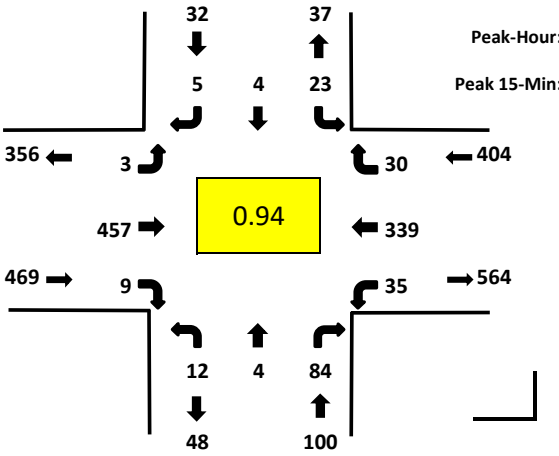
QC JOB #: 16742107

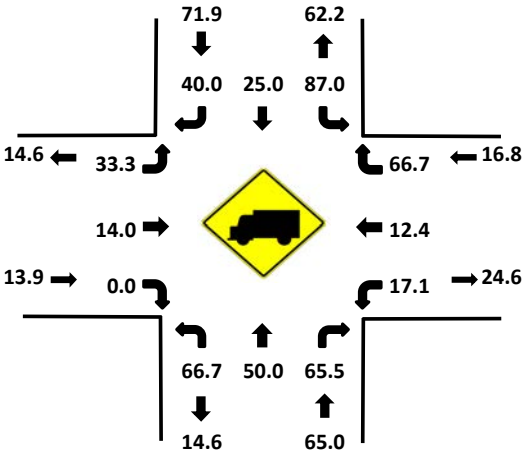
CITY/STATE: San Francisco, CA

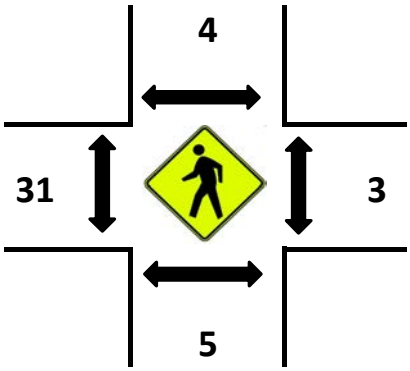
DATE: 9/25/2024

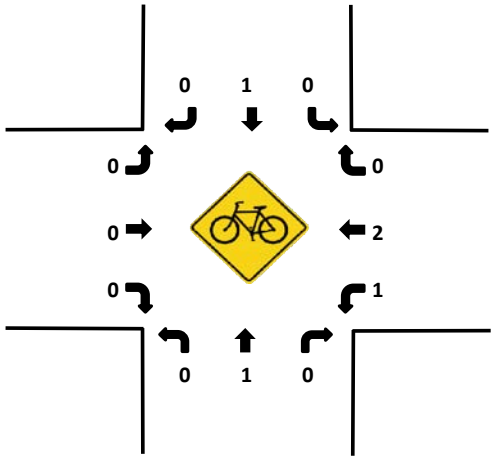
Peak-Hour: 7:00 AM - 8:00 AM

Peak 15-Min: 7:20 AM - 7:35 AM









Count Period	Rankin St Northbound				Rankin St Southbound				Evans Ave Eastbound				Evans Ave Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
7:00 AM	0	1	15	0	0	0	0	0	1	44	4	0	4	31	5	0	105	
7:05 AM	0	0	11	0	3	1	0	0	0	28	1	0	3	27	1	0	75	
7:10 AM	4	0	13	0	0	0	0	0	1	31	0	0	2	29	2	0	82	
7:15 AM	1	2	9	0	2	1	0	0	0	35	1	0	2	25	2	0	80	
7:20 AM	1	0	7	0	4	0	0	0	0	32	0	0	4	28	4	0	80	
7:25 AM	1	0	5	0	2	1	1	0	0	32	0	0	6	32	6	0	86	
7:30 AM	3	0	2	0	2	0	1	0	0	52	0	0	1	36	3	0	100	
7:35 AM	0	0	5	0	3	1	1	0	1	42	0	0	1	20	3	0	77	
7:40 AM	2	0	4	0	4	0	1	0	0	46	1	0	4	22	1	0	85	
7:45 AM	0	0	6	0	2	0	1	0	0	36	2	0	2	29	0	0	78	
7:50 AM	0	1	5	0	1	0	0	0	0	44	0	0	2	25	0	0	78	
7:55 AM	0	0	2	0	0	0	0	0	0	35	0	0	4	35	3	0	79	1005
8:00 AM	1	0	5	0	4	0	0	0	0	34	1	0	4	32	2	0	83	983
8:05 AM	0	0	8	0	1	0	0	0	0	37	0	0	2	31	1	0	80	988
8:10 AM	0	0	1	0	2	0	0	0	1	40	0	0	3	33	2	0	82	988
8:15 AM	2	0	1	0	0	0	0	0	1	25	1	0	1	34	1	0	66	974
8:20 AM	1	1	0	0	2	0	0	0	0	32	0	0	3	30	1	0	70	964
8:25 AM	1	0	5	0	0	0	0	0	1	41	0	0	3	22	3	0	76	954
8:30 AM	0	0	1	0	2	0	0	0	1	41	0	0	2	25	2	0	74	928
8:35 AM	0	0	3	0	2	0	0	0	0	23	1	0	2	26	1	0	58	909
8:40 AM	0	1	5	0	0	0	2	0	3	35	0	0	1	31	3	0	81	905
8:45 AM	0	1	2	0	4	0	2	0	1	35	1	0	3	37	2	0	88	915
8:50 AM	3	0	4	0	1	0	0	0	0	43	0	0	0	30	3	0	84	921
8:55 AM	0	0	2	0	4	0	1	0	0	36	0	0	3	42	2	0	90	932

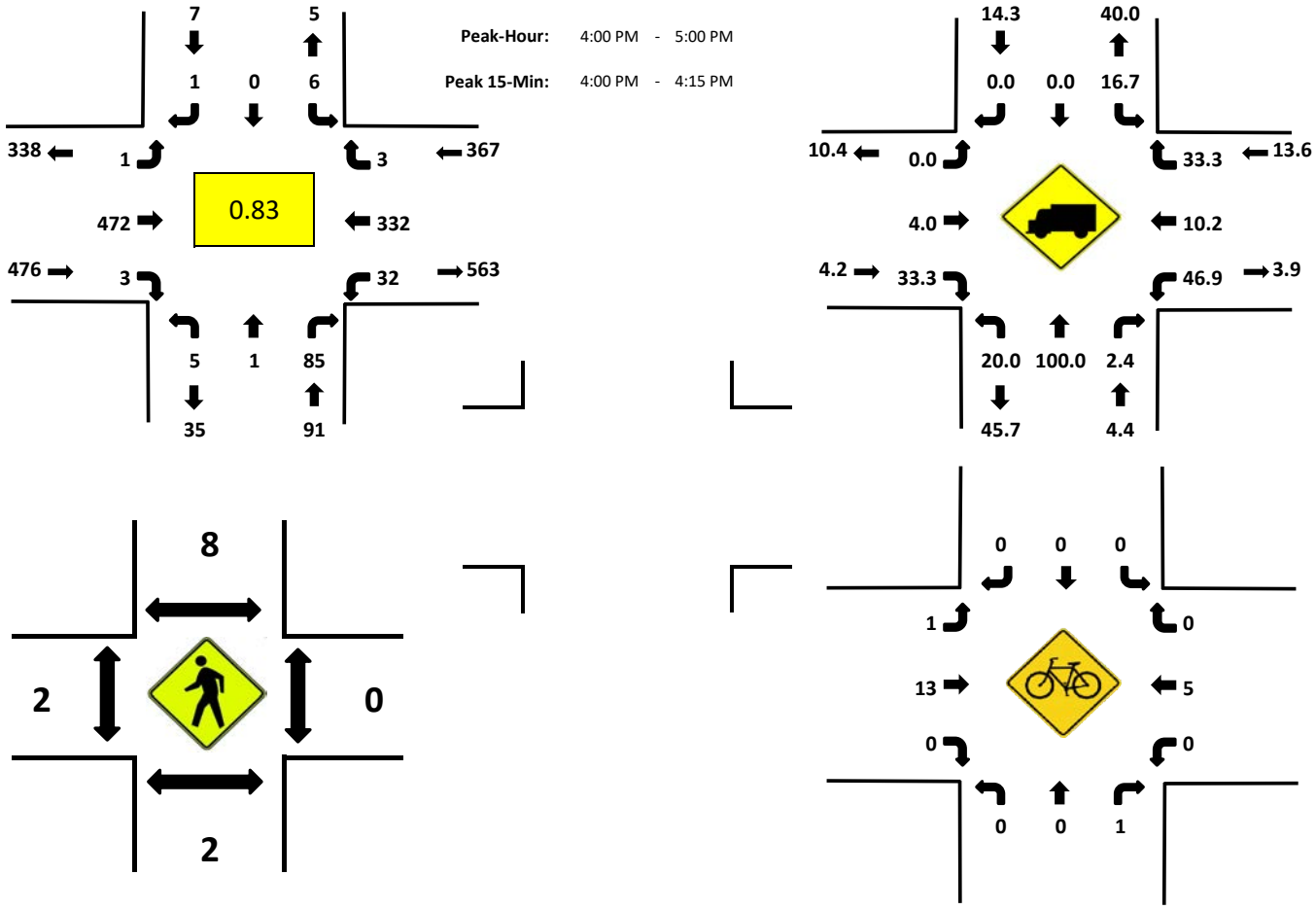
Peak 15-Min Flowrates	NB				SB				EB				WB				Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
All Vehicles	20	0	56	0	32	4	8	0	0	464	0	0	44	384	52	0	1064
Heavies	8	0	40		32	0	8		0	92	0		0	24	36		240
Peds		0				4				16				4			24
2HR Bikes	0	1	0		0	1	0		0	3	0		1	9	0		15

LOCATION: Rankin St & Evans Ave

QC JOB #: 16742108

CITY/STATE: San Francisco, CA

DATE: 9/25/2024



Count Period	Rankin St Northbound				Rankin St Southbound				Evans Ave Eastbound				Evans Ave Westbound				Total	Hourly Totals
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U		
4:00 PM	2	1	12	0	2	0	0	0	0	43	1	0	5	34	0	0	100	
4:05 PM	0	0	12	0	0	0	1	0	0	43	0	0	4	28	0	0	88	
4:10 PM	0	0	14	0	0	0	0	0	0	44	1	0	4	34	0	0	97	
4:15 PM	1	0	5	0	0	0	0	0	0	31	0	0	4	30	0	0	71	
4:20 PM	0	0	3	0	0	0	0	0	0	33	0	0	4	25	1	0	66	
4:25 PM	0	0	9	0	0	0	0	0	0	36	0	0	1	26	0	0	72	
4:30 PM	0	0	9	0	0	0	0	0	0	42	0	0	1	29	0	0	81	
4:35 PM	1	0	2	0	1	0	0	0	1	42	1	0	2	31	0	0	81	
4:40 PM	0	0	1	0	0	0	0	0	0	36	0	0	3	22	1	0	63	
4:45 PM	0	0	11	0	1	0	0	0	0	42	0	0	2	23	0	0	79	
4:50 PM	0	0	3	0	2	0	0	0	0	46	0	0	2	22	1	0	76	
4:55 PM	1	0	4	0	0	0	0	0	0	34	0	0	0	28	0	0	67	941
5:00 PM	1	0	6	0	0	0	0	0	0	38	0	0	2	31	0	0	78	919
5:05 PM	0	0	3	0	0	0	0	0	0	43	0	0	1	21	0	0	68	899
5:10 PM	0	0	1	0	0	0	0	0	0	35	1	0	1	42	0	0	80	882
5:15 PM	0	0	5	0	0	0	0	0	0	26	0	0	0	28	0	0	59	870
5:20 PM	0	0	3	0	0	0	0	0	0	21	0	0	1	30	0	0	55	859
5:25 PM	0	0	2	0	0	0	0	0	0	31	0	0	2	27	0	0	62	849
5:30 PM	0	0	5	0	0	0	0	0	0	35	2	0	2	42	0	0	86	854
5:35 PM	0	0	3	0	0	0	0	0	0	18	0	0	3	40	0	0	64	837
5:40 PM	0	0	1	0	0	0	0	0	0	27	0	0	1	28	0	0	57	831
5:45 PM	0	0	1	0	0	0	1	0	0	19	0	0	1	28	0	0	50	802
5:50 PM	0	0	3	0	0	0	0	0	0	35	0	0	1	26	0	0	65	791
5:55 PM	0	0	0	0	0	0	0	0	0	32	1	0	1	33	0	0	67	791

Peak 15-Min Flowrates	NB				SB				EB				WB				Total
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U	
All Vehicles	8	4	152	0	8	0	4	0	0	520	8	0	52	384	0	0	1140
Heavies	0	4	4		0	0	0		0	28	4		28	56	0		124
Peds		0				12				4				0			16
2HR Bikes	0	0	3		0	0	1		2	17	0		2	7	0		32

Location/Site: 16742115 - Evans btwn Rankin and Quint

Data Collector (Name): Quality Counts

DATA COLLECTION INFORMATION

Site Characteristics		
FOR DATA COLLECTOR TO COMPLETE		
Location (primary street name)	Evans	
Between (minor street name)	Rankin	
And (minor street name)	Quint	
Direction 1	Westbound	
Direction 2	Eastbound	
CNN		
Time Period(s)	48 hrs	
Date Range (incl. days of week)		
Date Day 1 (date)	9/24/2024	Tuesday
Date Day 2 (date)	9/25/2024	Wednesday
Date Day 3 (date)		

* Data wrapping present,see data page for details.

Location Coordinates		
Latitude / Longitude Location of Tube	37.7445900000	-122.3912900000

VEHICLE VOLUME AND SPEED SUMMARY

Select Time Group	
Time Group:	Total Day
Use drop down menu	

Traffic Direction - N/W

Volume and Speed Data

Time Period		Vehicle Counts					Vehicle Speed			
Traffic Direction 1	**Date**	**Volume**	**% Vol w/out Speed**	**% Vol Exceed 20 mph**	**% Vol Exceed 30 mph**	**% Vol Exceed 40 mph**	**Mean**	**1 STDev**	**Median Speed**	**85th Percentile**
Westbound	9/24/2024	6251	1.6%	88.1%	31.1%	3.5%	27	7	26	33
Westbound	9/25/2024	6456	1.3%	87.1%	31.4%	3.5%	27	7	26	33
Westbound	1/0/1900	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Summary (Average over # of days)		**6354**	**1%**	**88%**	**31%**	**3%**	**27**	**7**	**26**	**33**

Traffic Direction - S/E

Volume and Speed Data

Time Period		Vehicle Counts					Vehicle Speed			
Traffic Direction 2	**Date**	**Volume**	**% Vol w/out Speed**	**% Vol Exceed 20 mph**	**% Vol Exceed 30 mph**	**% Vol Exceed 40 mph**	**Mean**	**1 STDev**	**Median Speed**	**85th Percentile**
Eastbound	9/24/2024	5800	0.4%	95.4%	40.3%	3.0%	28	6	28	33
Eastbound	9/25/2024	5975	0.6%	96.7%	41.9%	2.8%	29	5	28	33
Eastbound	1/0/1900	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Summary (Average over # of days)		**5888**	**0%**	**96%**	**41%**	**3%**	**29**	**6**	**28**	**33**

EXISTING SIGNAL TIMING SHOWN. PROPOSED CHANGES: Add 3-sec. leading ped. interval, restore pedestrian actuation on Rankin, emergency vehicle preemption (via optical receiver)

Evans and Rankin

DESCRIPTION: Place phases 4P and 8P on recall for construction

CHANGE: 8
CNN #: 20700000
ENGINEER: Sam Lam
8/20/2021
Programmed by: RDL
Installed by: RDL
10:26
Date Completed: 09/10/21

NOTES: NB Rankin has a 4-section head and the $\vec{R}$ is on only during preemption and blank during normal operation; page 1 of 4

PHASE	STREET	EmerFlash	ProgFlash
2	Evans WB	R	--
4	Rankin NB	R	--
6	Evans EB	R	--
8	Rankin SB	R	--

Controller:	2070
Cabinet	MSF
Oper. Date:	7/19/1994
System:	Isolated
Master:	n/a
Cascade:	n/a

ATTACHMENTS

[X] Base Timing [ ] Actuation [ ] Transit Priority [X] Preemption

Steady Demand Sequence

X = YES -- = NO	S	M	T	W	T	F	S	CYCLE	SPLIT	OFFSET	FLASH
AT ALL TIMES	X	X	X	X	X	X	X	1	1	--	--

STREET	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Evans WB	2	G		Y		R										
Rankin NB	4	R				G		Y	R							
Evans EB	6	G		Y		R										
Rankin SB	8	R				G		Y	R							
Peds Xing Rankin NS	2P		FRH		RH											
Peds Xing Evans ES	4P	RH					FRH		RH							
Peds Xing Rankin SS	6P		FRH		RH											
Peds Xing Evans WS	8P	RH					FRH		RH							

ws3.0

CSO	CYCLE (seconds)	OFFSET (seconds)	SIGNAL INTERVALS (seconds) 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
11-	75.0	--	31.5	9.0	4.5	1.0	7.5	16.0	4.0	1.5							

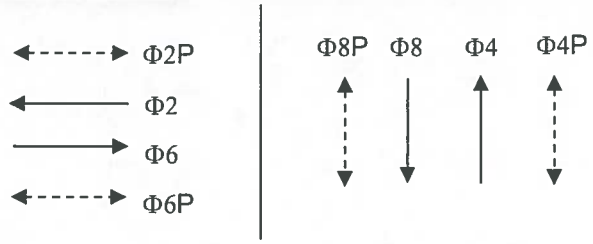
Evans and Rankin

CHANGE 8

PAGE 2: BASE TIMING, ACTUATION, COORDINATION SETTINGS

Evans and Rankin

PHASE DIAGRAM



Are there conflicting protected left turn phases? n/a

Φ2

(No Right Turn for phase 4)

Preempt Track Clearance 2

All-red

(No Right Turn for phase 4)

Preempt Dwell

BASE TIMINGS:

Phase	1	2	3	4	5	6	7	8
Movement		WB		NB		EB		SB
Absolute Min Green (whole #)		7		7		7		7
Early Walk		0		0		0		0
Yellow		4.5		4.0		4.5		4.0
Red Clearance		1.0		1.5		1.0		1.5
Absolute Min Walk (whole #)		7		7		7		7
FRH (whole #)		9		16		9		16

ACTUATION: ** if Actuation setting vary by plan, use special comments.

Phase	1	2	3	4	5	6	7	8
Vehicle Detection Type		NONE		wireless		NONE		wireless
Ped Detection Type		NONE		NONE		NONE		NONE
Vehicle Recall (Max, Min, Soft or None)		MAX		NONE		MAX		NONE
Absolute Min Green (same as above)		7		7		7		7
Vehicle Extension (seconds)		--		3		--		3
Max Green (only used for FREE)		40.5		23.5		40.5		23.5
Pedestrian Recall (Yes or No)		YES		YES		YES		YES
Ped Recycle (Yes or No)		YES		YES		YES		YES
"WALK EXPAND" (Yes or No)		YES		NO		YES		NO

COORDINATION (phase splits = Max G + Y + R Clearance)

Phase	Cycle length	1	2	3	4	5	6	7	8
Dial 1 Splits									
Max Trans									
Min Trans									
Dial 2 Split									
Max Trans									
Min Trans									
Dial 3 Splits									
Max Trans									
Min Trans									
Dial 4 Splits									
Max Trans									
Min Trans									
Coordinated Phases									

Special Comments

startup all-red = 6 seconds

PAGE 3: PREEMPTION

Preempt for Railroad (NB and SB low-speed heavy rail)

MOVEMENTS: Preempt for Railroad

DESCRIPTION: The preempt call from the Railroad Controller is made when a northbound train on Rankin St, south of Evans Ave, hits the railroad circuit at a distance of 325 feet south of Evans Ave, or when a southbound train, north of Evans Ave, hits the railroad circuit at a distance of 525 feet north of Evans Ave. When a call is received, immediately go to FRH (aborting the Walk) and time out FRH, yellow and all-red normally. Then show Track Clearance 1 of a 1-second all-red, and then show Track Clearance 2 (green for phase 2 vehicle only and red for all other phases) for 30 seconds and show $\vec{R}$ for NB Rankin traffic. Then dwell in all-red and continue showing $\vec{R}$ for NB Rankin traffic. Dwell until the "clearance" call is received from the Railroad Controller or up to a maximum of 255 seconds. At the end of preempt, signal exits to phases 2 and 6, with $\vec{R}$ for NB Rankin traffic extinguished. If "clearance" call is not received within 255 seconds, then signal will enter preempt fail mode. Preempt max fail action is all-red flash.

	1	2	3	4	5	6	7	8
Track Clearance 1 (s)		all-red		all-red		all-red		all-red
Track Clearance 2 (s)		Veh		--		--		--
Dwell state (Veh, VP, Ped)		all-red		all-red		all-red		all-red
Exit Phase		X				X		
Exit Mode	Normal							

Track Clearance 1	1
Track Clearance 2	30
Dwell (min time)	10
Min Green**	
Min Walk**	0
Min FRH**	
Preemption Max Override	255
Checkout Limit	
Change Phasenext	Yes

** Minimum timing entering Track Clearance 1 state (X = "X" second minimum, 0 = abort interval, blank = time normally)

Outputs: $\vec{R}$ for NB Rankin traffic is shown during Track Clearance 1, Track Clearance 2 and Dwell

Detectors: Northbound train's railroad circuit is located at a distance of 325 feet south of Evans Ave.
Southbound train's railroad circuit is located at a distance of 525 feet north of Evans Ave.

Note: All Railroad signals are blanked. See next page for additional notes on Railroad Operation.

General Notes

1. All Railroad signals are blanked.

2. The cross buck (Green and Red) signals indication will not be shown.

3. **Railroad Operation**

a) As the northbound train on Rankin Street, south of Evans Avenue hits the railroad circuit at a distance of 325 feet south of Evans Avenue, or southbound train north of Evans Avenue, hits the railroad circuit at a distance of 525 feet north of Evans Avenue, the Railroad Controller sends the **FIRST pre-emption call** to the Traffic Signal Controller.

b) The Traffic Signal Controller starts the pre-emption sequence at this stage.

c) The train is proceeding at a low speed of 15 to 20 mph. It will take 10 to 25 seconds for the train to travel up to a point just north or south of Evans Avenue, where the island circuit which activates the railroad gates is located. The train will stop and wait for 20 seconds just south or north of Evans Avenue at the location of the signs. Santa Fe Railway Company installed the following signs:

"STOP HERE FOR 20 SECONDS FOR ISLAND CIRCUIT"

d) After waiting for 20 seconds, the train will creep further and activate the "Gate Circuit". The Railroad Controller sends the "SECOND" call to the Traffic Signal Controller at this time. This is a confirmatory call, that the train is ready to cross Evans Avenue. The gates will start lowering. The signals on the gates will start flashing RED at this time and bell will also start ringing. The train will cross Evans Avenue, **only** after the gates have been lowered, without any railroad signals indications from the Traffic Signal Controller.

e) After the train crosses Evans Avenue, the Railroad controller sends the "Clearance" call to the Traffic Signal Controller. The Traffic Signal Controller reverts to normal operation.

4. Railroad signals 45X, 46X, (Rankin Street) and 25X, 27X, 475X and 66X for crossing Evans Avenue are blanked at all times (out of service).

5. Advance Signals # 45, 46, 85, 86 on Rankin Street south of Evans Avenue are covered at all times (out of service).

RJ

Evans Avenue/Rankin Street
Traffic Analysis Summary

	PM Peak Hour - Current/Interim Striping				PM Peak Hour - Proposed			
Approach	Volume/ Capacity	Avg. Veh. Delay (s)	50th %ile Queue (ft)	95th %ile Queue (ft)	Volume/ Capacity	Avg. Veh. Delay (s)	50th %ile Queue (ft)	95th %ile Queue (ft)
Evans Northwestbound	0.23	5.3	25	75	0.44	10.1	60	180
Evans Southeastbound	0.56	10.3	80	275	0.67	15.7	105	315
Rankin Northeastbound	0.35	9.1	5	30	0.37	10.1	5	30
Rankin Southwestbound	0.03	0.3	0	0	0.03	0.3	0	0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	472	3	32	332	3	5	1	85	6	0	1
Future Volume (vph)	1	472	3	32	332	3	5	1	85	6	0	1
Confl. Peds. (#/hr)	8		2	2		8	2					2
Confl. Bikes (#/hr)						5						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	50%	6%	2%	33%	6%	67%	2%	50%	2%	2%	2%	5%
Parking (#/hr)		5	5									
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	574	0	0	443	0	0	109	0	0	8	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	46.0	46.0		46.0	46.0		12.5	12.5		12.5	12.5	
Total Split (s)	46.0	46.0		46.0	46.0		29.0	29.0		29.0	29.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.7%	38.7%		38.7%	38.7%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		45.1			45.1			9.9			9.9	
Actuated g/C Ratio		0.72			0.72			0.16			0.16	
v/c Ratio		0.56			0.23			0.35			0.03	
Control Delay (s/veh)		10.3			5.3			9.1			0.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		10.3			5.3			9.1			0.3	
LOS		B			A			A			A	
Approach Delay (s/veh)		10.3			5.3			9.1			0.3	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		81			23			2			0	
Queue Length 95th (ft)		277			75			29			0	
Internal Link Dist (ft)		601			571			226			210	
Turn Bay Length (ft)												
Base Capacity (vph)		1018			1901			608			543	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.23			0.18			0.01	

Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 62.4
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 8.2	Intersection LOS: A
Intersection Capacity Utilization 52.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 4: Rankin Street & Evans Avenue

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	1	472	3	32	332	3	5	1	85	6	0	1
Future Volume (vph)	1	472	3	32	332	3	5	1	85	6	0	1
Satd. Flow (prot)	0	1434	0	1031	1549	0	0	1434	0	0	1398	0
Flt Permitted				0.431				0.984			0.741	
Satd. Flow (perm)	0	1434	0	468	1549	0	0	1415	0	0	1081	0
Satd. Flow (RTOR)		1			1			102			95	
Confl. Peds. (#/hr)	8		2	2		8	2					2
Confl. Bikes (#/hr)						5						
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	4%	33%	47%	10%	33%	20%	100%	2%	17%	2%	0%
Parking (#/hr)		5	5									
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	574	0	39	404	0	0	109	0	0	8	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	6	6		2	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	42.0	42.0		42.0	42.0		12.5	12.5		12.5	12.5	
Total Split (s)	42.0	42.0		42.0	42.0		25.0	25.0		25.0	25.0	
Total Split (%)	56.0%	56.0%		56.0%	56.0%		33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)		5.5		5.5	5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		Min	Min	
Act Effct Green (s)		36.9		36.9	36.9			9.2			9.2	
Actuated g/C Ratio		0.60		0.60	0.60			0.15			0.15	
v/c Ratio		0.67		0.14	0.44			0.37			0.03	
Control Delay (s/veh)		15.7		9.2	10.1			10.1			0.3	
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		15.7		9.2	10.1			10.1			0.3	
LOS		B		A	B			B			A	
Approach Delay (s/veh)		15.7			10.0			10.1			0.3	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)		106		5	61			2			0	
Queue Length 95th (ft)		#316		26	179			32			0	
Internal Link Dist (ft)		601			571			226			210	
Turn Bay Length (ft)				50								
Base Capacity (vph)		854		279	922			519			408	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.67		0.14	0.44			0.21			0.02	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 61.9	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay (s/veh): 12.8	Intersection LOS: B
Intersection Capacity Utilization 46.1%	ICU Level of Service A
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Rankin Street & Evans Avenue

Site Photos (August 2024)

Evans Ave at Rankin, looking east

Evans Ave between Rankin Street & Quint Street, looking east:

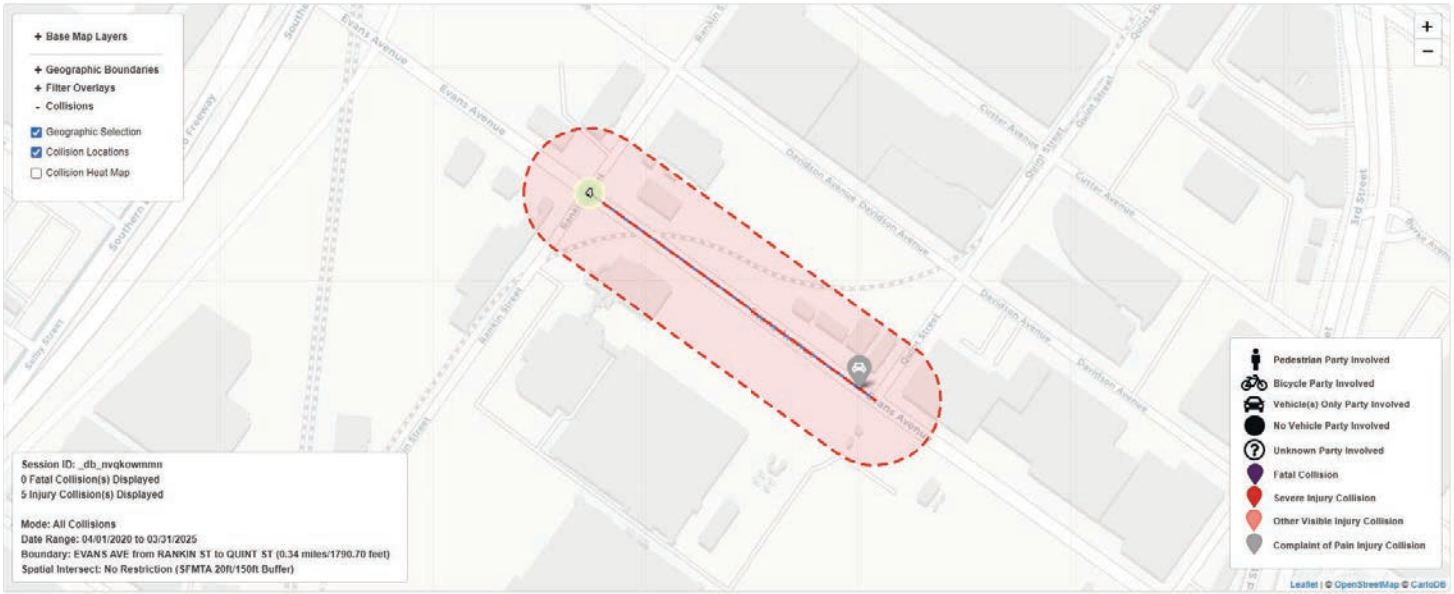
Evans Ave at Quint Street, looking east:

Evans Ave at Quint Street, looking west:

TransBASE Internal Dashboard

Geographic Extent: EVANS AVE from RANKIN ST to QUINT ST (0.34 miles/1790.70 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 04/01/2020 to 03/31/2025
Pull Date: 6/12/2025

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: EVANS AVE from RANKIN ST to QUINT ST (0.34 miles/1790.70 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 04/01/2020 to 03/31/2025
Pull Date: 6/12/2025

Collision/Party/Victim Table
Showing 1 to 5 of 5 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 5
Total Count of Fatal/Non-Fatal Injury Collisions: 5

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
240652166	10/16/2024	16:19	Wednesday	EVANS AVE	QUINT ST	38	West	Driver	West	Making Right Turn	Driver	West	Proceeding Straight	CVC 21800(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
230763416	10/25/2023	06:24	Wednesday	EVANS AVE	RANKIN ST	0	Not Stated	Driver	North	Making Left Turn	Driver	West	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights
220554491	08/18/2022	08:34	Thursday	EVANS AVE	RANKIN ST	0	Not Stated	Driver	West	Other	Driver	West	Proceeding Straight	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight
210117980	02/21/2021	21:37	Sunday	EVANS AVE	RANKIN ST	0	Not Stated	Driver	East	Traveling Wrong Way	Driver	West	Proceeding Straight	CVC 21658(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights
200577178	09/25/2020	05:25	Friday	EVANS AVE	RANKIN ST	0	Not Stated	Pedestrian	South	Not Stated	Driver	North	Proceeding Straight	CVC 21954(a)	Injury (Severe)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: EVANS AVE from RANKIN ST to QUINT ST (0.34 miles/1790.70 feet)
Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)
Data Range: 04/01/2020 to 03/31/2025
Pull Date: 6/12/2025

Metadata Information

Collision Filters
Database Source: TransBASESF.org
Database Pull Date: 6/12/2025
Collision Level: Injury Collisions
Boundary: EVANS AVE from RANKIN ST to QUINT ST (0.34 miles/1790.70 feet)
Collision Dates: 04/01/2020 to 03/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/Midblock: No Restriction (SFMTA 20ft/150ft Buffer)

Party Filters
Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters
Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters
Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 220315-023

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 modications; 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; and be in further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to use the Evans Street Quick-Build Project and process to iterate towards the Board's goal of a 100% safe protected bike lane design on this corridor; and be in further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to use the quick-build implementation as an opportunity to continue and expand outreach to key stakeholders, and to use best efforts to work with and coordinate with sister agencies to support their efforts to maximize options for the vehicularly housed populations that will be directly impacted by this project.

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

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Evans Avenue Quick-Build Project		
Case No.		**Permit No.**
2021-010651ENV		
■ **Addition/ Alteration**	☐ **Demolition (requires HRE for Category B Building)**	☐ **New Construction**

Project description for Planning Department approval.

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), is proposing to implement transportation safety improvements on Evans Avenue between Cesar Chavez and Newhall streets as part of the Evans Avenue Quick Build Project (proposed project).

Evans Avenue between Cesar Chavez and Newhall streets is part of San Francisco's Vision Zero High Injury Network. In the past five years (2015 – 2020) there have been 81 collisions on Evans Avenue between Cesar Chavez and 3rd streets. Twelve of these collisions involved pedestrians, five of which resulted in severe injuries. Three collisions involved a person on a bicycle, resulting in one severe injury. The proposed project would create safer conditions for pedestrians and cyclists along the project corridor by reducing speeding, installing pedestrian and bicycle facilities, and implementing pedestrian safety treatments. One travel lane would be removed in each direction (road diet) to upgrade a Class III bike route to Class II and Class IV bike lanes and would also decrease traffic speed along the project corridor.

Full project description attached below.

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).

☐	**Class 1 - Existing Facilities.** Interior and exterior alterations; additions under 10,000 sq. ft.
☐	**Class 3 - New Construction.** Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
☐	**Class 32 - In-Fill Development.** New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
■	**Other** ____ Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist.
☐	**Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).** It can be seen with certainty that there is no possibility of a significant effect on the environment.

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

☐	**Air Quality:** Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (*refer to the Environmental*
☐	**Hazardous Materials:** ☐ **Maher or** ☐ **Cortese** Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? *if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.* **Note that a categorical exemption shall not be issued for a project located on the Cortese List**
☐	**Transportation:** Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or
☐	**Archeological Resources:** Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.
☐	**Subdivision/Lot Line Adjustment:** Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (*refer to the Environmental Information tab on https://sfplanninggis.org/PIM/*) **If box is checked, Environmental Planning must issue the exemption.**
☐	**Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:** Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (*refer to the Environmental Information tab on https://sfplanninggis.org/PIM/*) **If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.**
☐	**Seismic Hazard:** ☐ **Landslide or** ☐ **Liquefaction Hazard Zone:** Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? *(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)* **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**

Comments and Planner Signature (*optional*): Jennifer M McKellar

Please see attached SB288 Eligibility Checklist.

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: *(refer to Property Information Map)*	
☐	**Category A:** Known Historical Resource. **GO TO STEP 5.**
☐	**Category B:** Potential Historical Resource (over 45 years of age). **GO TO STEP 4.**
■	**Category C:** Not a Historical Resource or Not Age Eligible (under 45 years of age). **GO TO STEP 6.**

STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. **Change of use and new construction.** Tenant improvements not included.
☐	2. **Regular maintenance or repair** to correct or repair deterioration, decay, or damage to building.
☐	3. **Window replacement** that meets the Department's *Window Replacement Standards*. Does not include storefront window alterations.
☐	4. **Garage work.** A new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	5. **Deck, terrace construction, or fences** not visible from any immediately adjacent public right-of-way.
☐	6. **Mechanical equipment installation** that is not visible from any immediately adjacent public right-of-way.
☐	7. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin No. 3: Dormer Windows*.
☐	8. **Addition(s)** that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
☐	Project is not listed. **GO TO STEP 5.**
☐	Project **does not conform** to the scopes of work. **GO TO STEP 5**.
☐	Project involves **four or more** work descriptions. **GO TO STEP 5.**
☐	Project involves **less than four** work descriptions. **GO TO STEP 6.**

STEP 5: ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
☐	1. **Reclassification of property status**. *(Attach HRER Part I)* ☐ Reclassify to Category A a. Per HRER b. Other *(specify)*: ☐ Reclassify to Category C *(No further historic review)*
☐	2. Project involves a **known historical resource (CEQA Category A)** as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	3. **Interior alterations to publicly accessible spaces that do not** remove, alter, or obscure **character defining features**.
☐	4. **Window replacement** of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	5. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.

☐	6. **Raising the building** in a manner that does not remove, alter, or obscure character-defining features.
☐	7. **Restoration** based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
☐	8. **Work consistent** with the *Secretary of the Interior Standards for the Treatment of Historic Properties* (*Analysis required*):
☐	9. **Work compatible** with a historic district (Analysis required):
☐	10. **Work that would not materially impair** a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
☐	**Project can proceed with exemption review**. The project has been reviewed by the Preservation Planner and can proceed with exemption review. **GO TO STEP 6.**
Comments (*optional*):	
Preservation Planner Signature:	

STEP 6: EXEMPTION DETERMINATION

TO BE COMPLETED BY PROJECT PLANNER

■	**No further environmental review is required. The project is exempt under CEQA.**	
	Project Approval Action: SFMTA Board of Directors approval	**Signature:** Jennifer M McKellar 02/18/2022
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

☐	The proposed modification would not result in any of the above changes.

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

Planner Name:	**Date:**

San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: February 15, 2021
Record No.: 2021-010651ENV, **Evans Avenue Quick-Build Project**
Project Sponsor: Adrienne Heim, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, jennifer.mckellar@sfgov.org, 628.652.7563

PROJECT DESCRIPTION

The SFMTA proposes to implement transportation safety improvements on Evans Avenue between Cesar Chavez and Newhall streets as part of the Evans Avenue Quick-Build Project (proposed project).

The proposed project would create safer conditions by increasing bicyclist and pedestrian visibility and safety along the project corridor by upgrading a Class III bike route to Class II and Class IV bike lanes and decreasing traffic speed along the project corridor through a road diet. Additional proposed pedestrian improvements include pedestrian median refuges, upgraded pedestrian crossings to continental crosswalks, traffic signal improvements to give pedestrians a head start to cross the intersection, daylighting, and painted safety zones throughout the project corridor.

Please see the Evans Avenue Quick-Build Project memo and drawings (Case No. 2021-010651ENV) for a more detailed description of the project.

Constructed by:	Contracted through:
☒ Public Works	☐ Public Works
☒ SFMTA	☐ SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
☒	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, "bicycle facilities" include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
☐	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
☐	(3) Transit prioritization projects.
☐	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
☐	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
☐	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
☐	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
☐	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
☐	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c) The project must meet **all** the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
☒	(1) A public agency is carrying out the project and is the lead agency for the project.
☒	(2) The project is located in an urbanized area.
☒	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
☒	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
☒	(5) The construction of the project shall not require the demolition of affordable housing units.
☒	(6) The project would **not** exceed one hundred million dollars ($100,000,000) in 2020 United States dollars.[1]
[1] If the project exceeds $100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d) In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
☐	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
☒	Not Applicable. [The project would be constructed by SFMTA and Public Works Shops and would not require the use of contractors for labor.]

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

(1) **"Affordable housing"** means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) **"Highway"** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Highway" includes a street.

(3) **"New automobile capacity"** means any new lane mileage of any kind other than sidewalks or bike lanes.

(4) **"Project labor agreement"** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(5) **"Skilled and trained workforce"** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(6) **"Transit lanes"** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(7) **"Transit prioritization projects"** means any of the following transit project types on highways:

(A) Signal coordination.
(B) Signal timing modifications.
(C) Signal phasing modifications.
(D) The installation of wayside technology and onboard technology.
(E) The installation of ramp meters.
(F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

(8) **"Very high occupancy vehicle"** means a vehicle with six or more occupants.

(9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. "Bikeway" means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:

(a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is "a general term denoting improvements and provisions made to accommodate or encourage walking."[2] This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

[2] U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devises for Streets and Highways*. See page 17. Online at https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf. Accessed December 21, 2020

Date: February 17, 2022
To: Jennifer McKellar, San Francisco Planning Department
From: Adrienne Heim, San Francisco Municipal Transportation Agency
Thru: Melinda Hue, San Francisco Municipal Transportation Agency
Re: **Evans Avenue Quick-Build Project**
Case Number: **2021-010651ENV**

Summary

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), is proposing to implement transportation safety improvements on Evans Avenue between Cesar Chavez and Newhall streets as part of the Evans Avenue Quick Build Project (proposed project).

Evans Avenue between Cesar Chavez and Newhall streets is part of San Francisco's Vision Zero High Injury Network. In the past five years (2015 – 2020) there have been 81 collisions on Evans Avenue between Cesar Chavez and 3rd streets. Twelve of these collisions involved pedestrians, five of which resulted in severe injuries. Three collisions involved a person on a bicycle, resulting in one severe injury. The proposed project would create safer conditions for pedestrians and cyclists along the project corridor by reducing speeding, installing pedestrian and bicycle facilities, and implementing pedestrian safety treatments. One travel lane would be removed in each direction (road diet) to upgrade a Class III bike route to Class II and Class IV bike lanes[1] and would also decrease traffic speed along the project corridor. Additional proposed pedestrian improvements include advance limit lines, upgraded pedestrian crossings to continental crosswalks, traffic signal improvements to give pedestrians a head start to cross the intersection, daylighting (red curbs/no parking at intersection approaches), and painted safety zones throughout the project corridor.

The proposed project is intended to help meet the City's adopted Vision Zero policy, which seeks to eliminate all traffic-related fatalities by 2024.

Existing Conditions

The project area extends along Evans Avenue between Cesar Chavez and Newhall streets in the Bayview neighborhood. See Figure 1 for the project extent.

[1] Class I is defined as bicycle facilities that are off-road paths and trails. Often, this takes the form of multi-use trails. Class II is defined as on-road bicycle lanes. These standard bike lanes can also include a painted buffer. Class III facilities are defined as bicycle routes, which are shared facilities with vehicles. Class IV is defined as protected bike lanes with physically permanent or flexible separated barriers.

Figure 1: Evans Avenue Quick-Build Project extent (denoted in red)

Evans Avenue west of 3rd Street is 60 feet wide with sidewalks generally ranging from eight to ten feet wide on each side of the street. East of 3rd Street, Evans Avenue is 96 feet wide with a concrete median and eight-foot-wide sidewalks. Overall, there are two westbound travel lanes and two eastbound travel lanes. Generally, there is 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 San Francisco Public Utilities Commission Southeast Treatment Plant Headworks Facility (SFPUC Headworks project), and railroad tracks crossing Evans Avenue at Rankin Street.

Evans Avenue west of 3rd Street is a marked Class III bike route. The project segment connects to Class II bike lanes on Evans Avenue east of 3rd Street and to Class IV protected bikeways to the north on Cesar Chavez Street. All intersections in the project area are signalized except the following, which are controlled by stop signs on the side-streets approaching Evans Avenue

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

See Figure 2 for a typical existing conditions cross section of Evans Avenue. See Attachment A, Evans Avenue - Existing Conditions, for existing striping drawings.

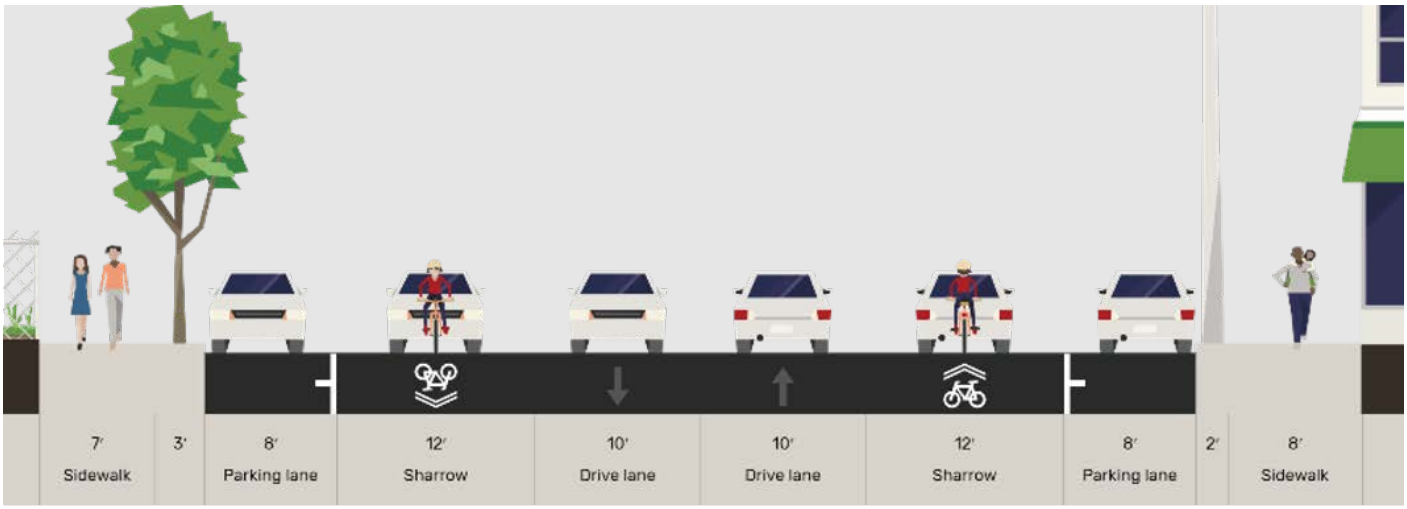


Figure 2: Typical existing Evans Avenue cross section

Transit

As shown in Figure 3, the Muni 19 Polk bus route travels on Evans Avenue heading inbound (west) towards Fisherman's Wharf and outbound (east) towards the Hunters Point Shipyard.

The 19 Polk bus 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 the SFPUC Headworks construction)
- Evans Avenue/Phelps Street
- Evans Avenue/3rd Street (outbound only)

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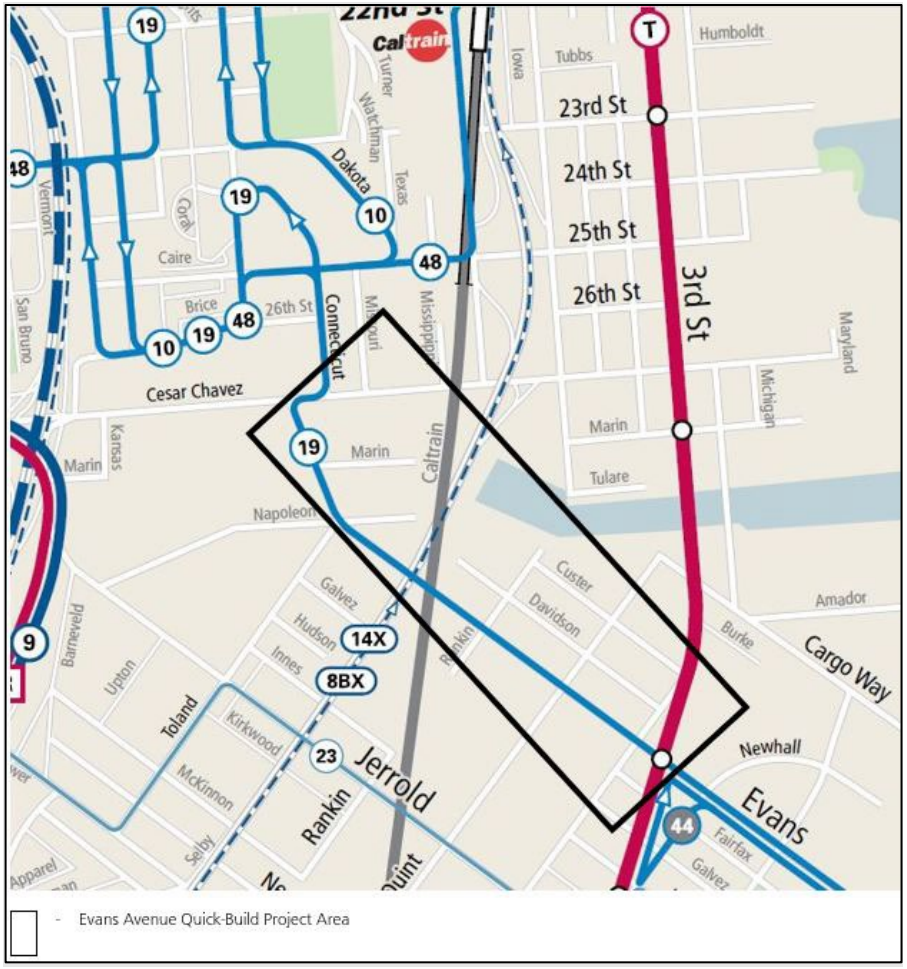


Figure 3: Transit lines within the project area

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 south of 3rd Street. SamTrans[2] has a storage lot on Quint Street and Custer Avenue, and their buses operate non-revenue service (no passengers) on a portion of Evans Avenue to downtown San Francisco to begin their route.

Proposed Project

The proposed project includes pedestrian and bicycle safety improvements along the Evans Avenue corridor between Cesar Chavez and Newhall streets.

To slow down vehicular traffic, improve safety for pedestrians and bicyclists, and make it safer for motorists and Muni transit service to operate, a road diet would be implemented on Evans Avenue between Cesar Chavez and 3rd streets. The road diet would reduce two travel lanes in each direction to one travel lane in each direction to allow for upgraded bicycle facilities and to calm traffic.

[2] SamTrans is the San Mateo County Transit District bus service.

Proposed improvements and their locations are detailed below. See Attachment B, Evans Quick Build Proposed Project, for proposed striping drawings.

Evans Avenue from Cesar Chavez Street to Napoleon Street

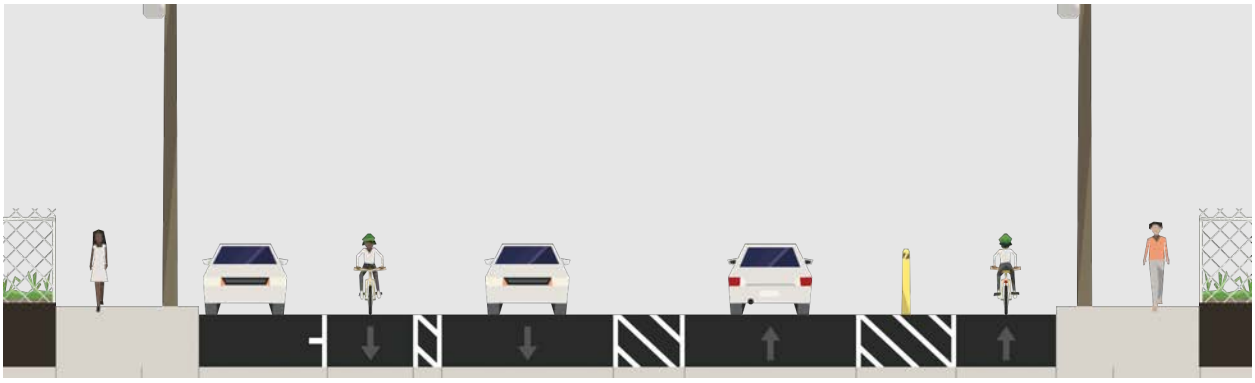


Figure 4: Proposed cross section of Evans Avenue between Cesar Chavez and Napoleon, looking northwest

The proposed project as shown in Figure 4 would remove two travel lanes on Evans Avenue between Cesar Chavez and Napoleon streets, preserving one travel lane in each direction and turn lanes approaching intersections. Sidewalk widths would be maintained on both sides of the street. A parking lane and a Class II bike lane would be provided in the southeast-bound direction. The Class II bike lane would be separated from the adjacent travel lane by a striped buffer which may include delineators between Marin and Napoleon Streets. A Class IV bikeway protected by a striped buffer with delineators would be provided northwest-bound, and parking restricted on the northeast side of the street. Rubber speed humps would be installed (bolted onto the pavement) between the Class IV bikeway and the adjacent travel lane at the southeast corner of Evans Avenue and Marin Street to calm right-turning vehicles. A left turn pocket lane would be provided on southeast-bound Evans Avenue onto Marin Street. Right turn pocket lanes would be provided on Evans Avenue onto eastbound Cesar Chavez Street and onto westbound Napoleon Street. A striped median would be installed separating the travel lanes.

The inbound (northbound) Muni 19-Polk bus zone on the east side of Evans Street between Cesar Chavez and Napoleon streets would be relocated one block southeast to a new pole stop or bus boarding island south of Marin Street. This feature would prevent vehicles entering the proposed bike lane when going around stopped buses to make a right turn as may occur if the bus zone is left in its original location. The two outbound (southbound) Muni 19-Polk stops between Cesar Chavez Street and Napoleon Street (a bus zone south of Cesar Chavez Street and a pole stop north of Napoleon Street) would be consolidated into a new bus zone north of Marin Street. This proposal would prevent vehicles from entering into the proposed bike lane when going around stopped buses to make a right turn at Napoleon Street, which would create conflicts between these vehicles and pedestrians crossing if the bus stop north of Napoleon Street is left in its original location.

Evans Avenue from Napoleon Street to Rankin Street

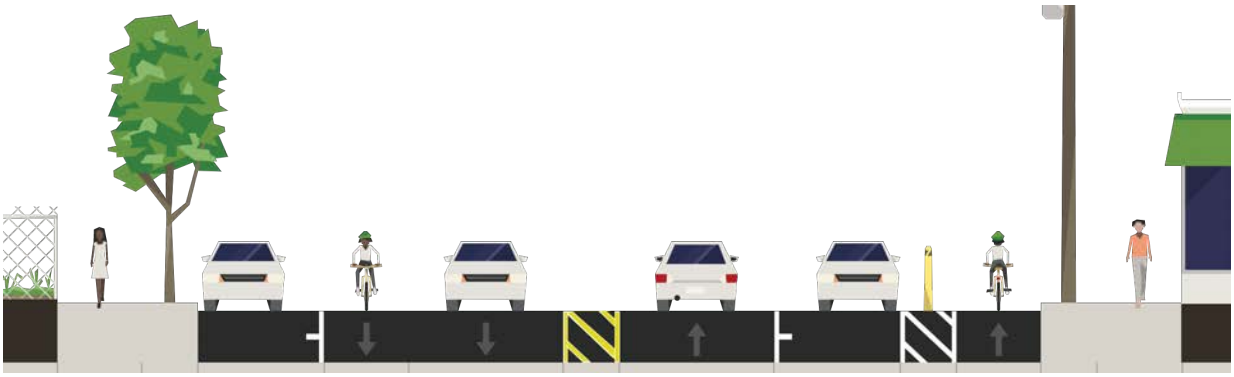


Figure 5: Proposed cross section of Evans Avenue between Napoleon and Rankin Streets, looking west

The proposed project as shown in Figure 5 would remove two travel lanes on Evans Avenue between Napoleon and Rankin streets, preserving one travel lane in each direction. Sidewalk widths would be maintained on both sides of the street. A parking lane and a Class II bike lane would be provided in the eastbound direction. A painted buffer with delineators would be installed along the eastbound bike lane parallel to the existing sidewalk bulb east of Napoleon Street. A Class IV bike lane would be provided in the westbound direction, generally protected by a floating parking lane and buffer with delineators. The existing left turn lane would be maintained on westbound Evans Avenue onto Toland Avenue and Napoleon Street. A striped median would be installed separating the travel lanes.

Evans Avenue from Rankin Street to Quint Street

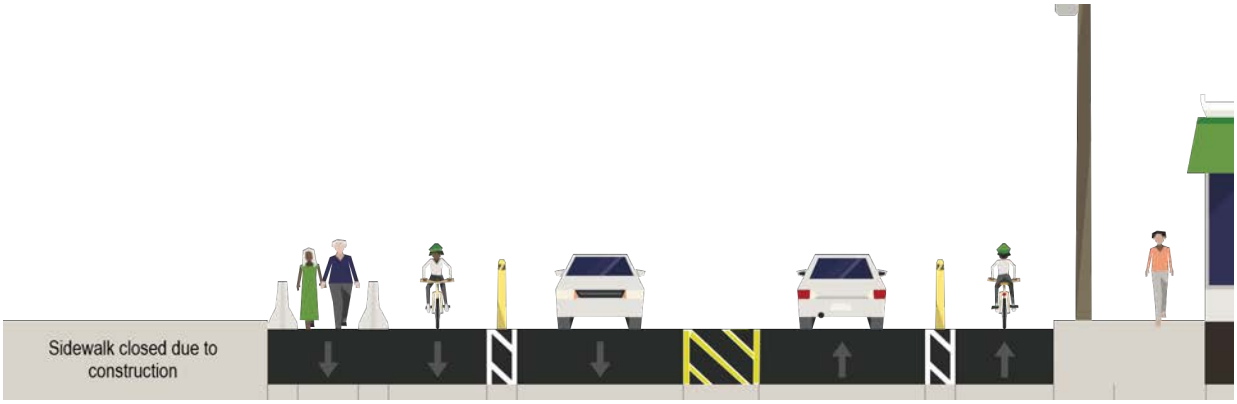


Figure 6: Proposed Cross Section of Evans Avenue between Rankin and Quint Streets, looking west

As shown in Figure 6, due to construction of the SFPUC Headworks project the southern sidewalk is currently closed for construction staging and a temporary pedestrian walkway has been installed on Evans Avenue from Rankin Street to Quint Street. Construction is anticipated to occur through at least the year 2023. Prior to construction, four travel lanes and no parking are provided on this block. The proposed project as shown in Figure 6 would remove two travel lanes on this block, preserving one travel lane in each direction. The sidewalk width would be maintained on the north side of the street. A Class IV bikeway protected by a striped buffer with delineators would be provided eastbound and

westbound. A striped median would be installed separating the travel lanes. Following the completion of the SFPUC Headworks project, this block may be redesigned similar to the block of Evans Avenue between Napoleon Street and Rankin Street.

Evans Avenue from Quint Street to Phelps Street

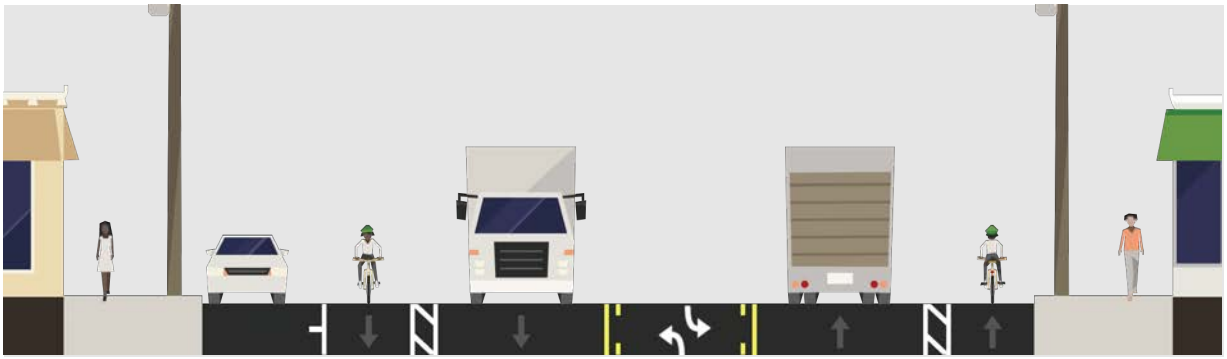


Figure 7: Proposed cross section of Evans Avenue between Rankin and Quint Streets, looking west

The proposed project as shown in Figure 7 would remove one travel lane in each direction on Evans Avenue between Quint and Phelps streets, providing one travel lane in each direction and a two-way left turn lane in the middle for driveway access. Sidewalk widths would be maintained on both sides of the street. A parking lane and a Class II bike lane would be provided on the eastbound side of the roadway. A Class IV bikeway would be provided westbound. Both bikeways would be separated from the travel lanes by striped buffers, with potential delineators for the Class IV bikeway. Parking would be prohibited on the north side of the street. A left turn pocket lane would be provided on eastbound Evans Avenue onto northbound Phelps Street.

Evans Avenue from Phelps Street to 3rd Street

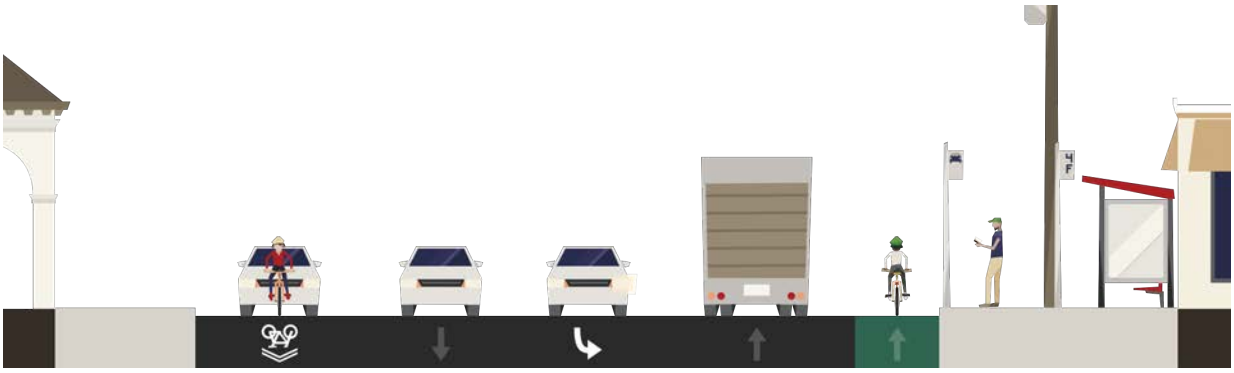


Figure 8: Proposed cross section of Evans Avenue between Phelps and 3rd Streets, looking west

On this short block, the project would remove one of the two westbound lanes, providing one travel lane and one Class II bike lane westbound. Eastbound, the project would widen the middle and curb lanes. This change would reduce the potential conflicts between drivers and bicyclists through the Phelps Street intersection.

Evans Avenue from 3rd Street to Newhall Street

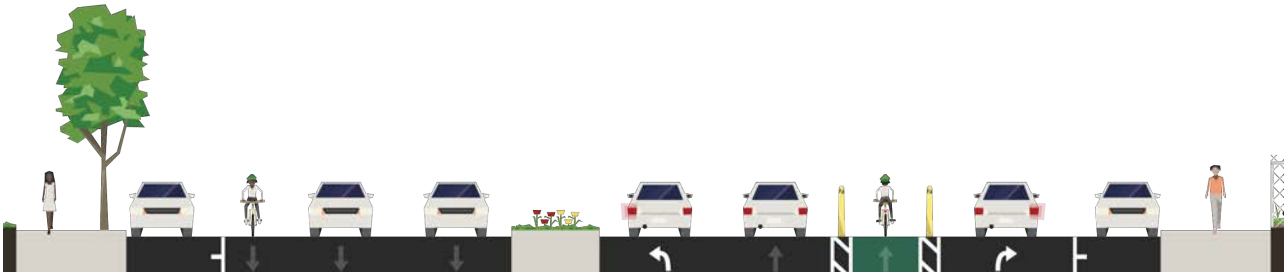


Figure 9: Proposed cross section of Evans Avenue on the east side of 3rd Street, looking west

On westbound Evans Avenue between Newhall Street and 3rd Street, the project would mark and sign the right travel lane as Right Turn Only. The right turn lane would shift curbside ahead of the intersection, with a new speed hump and yield markings to slow vehicles at the "mixing zone" where the bike lane and turn lanes weave. A striped buffer with delineators would be added to the existing westbound Class II bike lane to provide separation from the right-turn lane ahead of and after the weave. The parking and loading lane on the north side of this block would be widened and extended west to the 3rd Street intersection, and the bike lane would also be widened. The bike lane would be separated from the adjacent lanes on both sides by striped buffers and delineators on the approach to the 3rd Street intersection.

The project would not change the configuration of eastbound Evans Avenue east of 3rd Street.

Pedestrian Safety Improvements

To further enhance safety for people walking, the proposed project would install additional pedestrian safety improvements along the corridor. The traffic signals at Evans Avenue/Napoleon Street/Toland Street and at Evans Avenue/Rankin Street will be adjusted to give a "leading pedestrian interval" or a head-start for people to start crossing the street before drivers get a green light.

The crosswalks at Evans Avenue/Rankin Street will be enhanced with continental markings for higher visibility.

Painted Safety Zones, which include red zones and delineators, would be installed at the west corner of Napoleon Street and Toland Street and the northeast corner of Evans Avenue and Napoleon Street to keep the corners of this intersection clear and encourage drivers to turn at safer speeds. The concrete traffic island at the west corner would either be reconfigured or removed to accommodate vehicle turns with the new lane configuration.

The proposed project would also include the installation of optical signal receivers on existing traffic signal poles and mast arms along Evans Avenue for emergency vehicle signal preemption/priority

which would reduce potential conflicts between pedestrians crossing and emergency vehicles responding to an emergency.

Summary of Parking Changes

Tow-Away No Stopping Anytime zones would remove parking at several locations on Evans Avenue to accommodate the new bikeways, turn lanes, and bus stops.

On the west side of Evans Avenue:

- remove approximately three parking spaces immediately south of the Cesar Chavez Street intersection to accommodate the new Class II bike lane and large vehicle turns
- remove approximately five parking spaces and add four parking spaces for a net loss of one parking space midblock between Cesar Chavez Street and Marin Street for the relocation of the outbound Muni 19-Polk bus zone
- remove approximately seven parking spaces midblock between Marin Street and Napoleon Street for a right-turn lane

On the east side of Evans Avenue

- Remove approximately 27 parking spaces along the entire block between Cesar Chavez and Napoleon Streets for the Class IV bikeway and turn lanes.
- Remove approximately 15 parking spaces and add four parking spaces for a net loss of 11 parking spaces in the vicinity of driveways and bus pole stops between Napoleon Street and Rankin Streets for bikeway and waiting passenger visibility.
- Remove approximately 6 parking spaces along the entire block between Quint Street and Phelps Street for the Class IV bikeway and frequent driveways.

Evans Avenue is a northwest to southeast running street. For the purpose of simplifying the discussion below, it is referred to as a north south street with an east side and a west side. Therefore, streets that intersect Evans Avenue have a north side and a south side.

In addition, red zones (no parking), also known as daylighting, would be installed at various locations for improved visibility of pedestrian crossings and oncoming traffic, and/or to better accommodate vehicle turns. Red zones would be implemented at the following locations:

- Remove one perpendicular parking spaces on Marin Street east of Evans Avenue north side
- Remove two parking spaces (total) on Napoleon Street at Evans Avenue west and northeast corners for painted safety zones - see “Pedestrian Safety Improvements” section
- Selby Street south of Evans Avenue south side (does not remove a parking space)
- Remove three parking spaces (total) on Evans Avenue north of Rankin Street east and west sides
- Remove two parking spaces on Phelps Street west of Evans Avenue (north corner and south side west of driveway)

Approximately five parking spaces would be restored on the east side of Evans Avenue south of 3rd Street, adjacent to the right-turn lane.

In total, approximately 58 net parking spaces would be removed in the project area as detailed above.

Construction

Construction for this project would be led by SFMTA Field Operations. The Paint Shop would grind existing striping and paint new striping on the roadway. The Sign Shop would install delineator posts and signs where necessary, which would require minimal excavation not exceeding one foot in depth below ground surface. The Curb Paint Shop would provide construction support for parking changes and install new red curbs. The SFMTA would coordinate with SF Public Works (SFPW) crews for the possible installation of a surface Muni boarding island at Evans Avenue and Marin Street and modification (or removal) of the traffic island at the Evans Avenue/Napoleon Street southwest corner. The boarding island modification would require minimal excavation, not exceeding 3.5 feet in depth below ground surface. The SFMTA Traffic Signal Shop would install optical signal receivers on existing traffic signal poles and mast arms.

Approval Action

The first approval of the project committing the City to carry out the proposed project would be approval by the SFMTA Board of Directors.

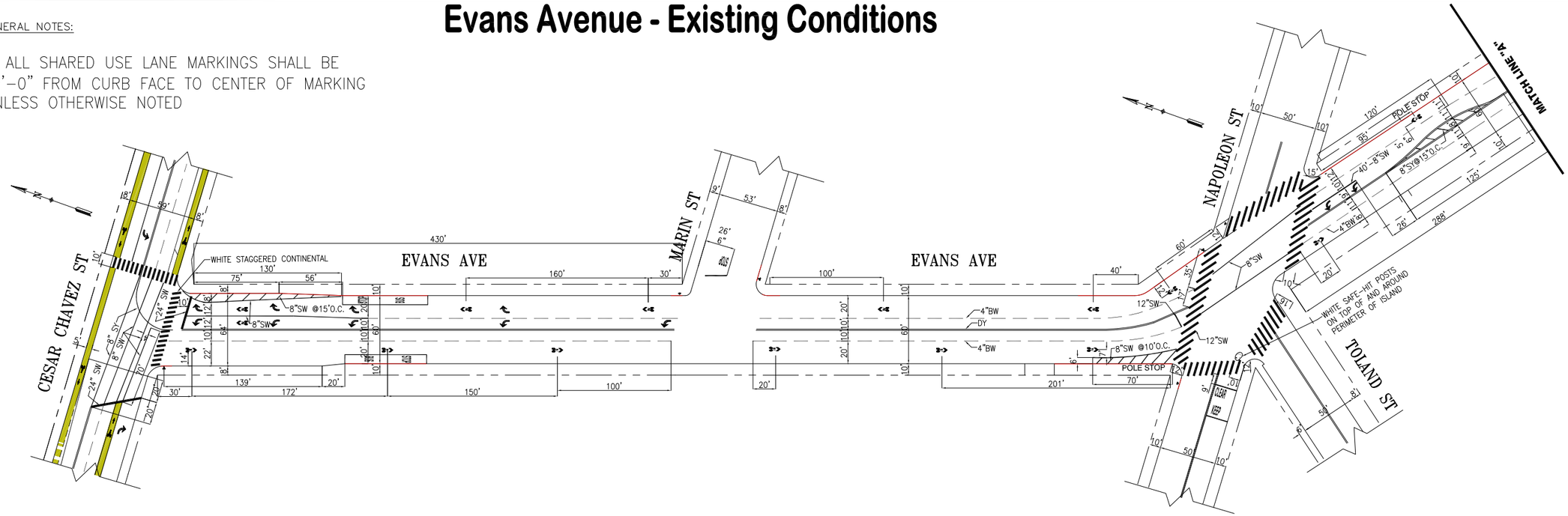
Attachments

Attachment A: Evans Avenue – Existing Conditions
Attachment B: Evans Quick Build Proposed Project

Evans Avenue - Existing Conditions

GENERAL NOTES:

1. ALL SHARED USE LANE MARKINGS SHALL BE 12'–0" FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED



NO.	DATE	DESCRIPTION	BY	APP
1	08/19/18	ADD NB 24" SW ADVANCE LIMIT LINE AT CESAR CHAVEZ	C.SKERRIT	C.SKERRIT

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

SUPERSEDES: STR-6763 REV16

DRAWN: J.CHIMENTO DATE: 12/06/16

CHECKED: D.R.CURTIS DATE: 12/06/16

APPROVED

MIKE SALLABERRY 02/24/17
SENIOR ENGINEER DATE:

RICARDO OLEA 02/27/17
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 1 OF 3

TRAFFIC STRIPING

EVANS AVENUE
CESAR CHAVEZ STREET TO RANKIN STREET

CONTRACT NO.

DRAWING NO. STR-8216

FILE NO.

REV. NO. 1

FILE NAME:
DATE: --/--/--

Evans Avenue - Existing Conditions

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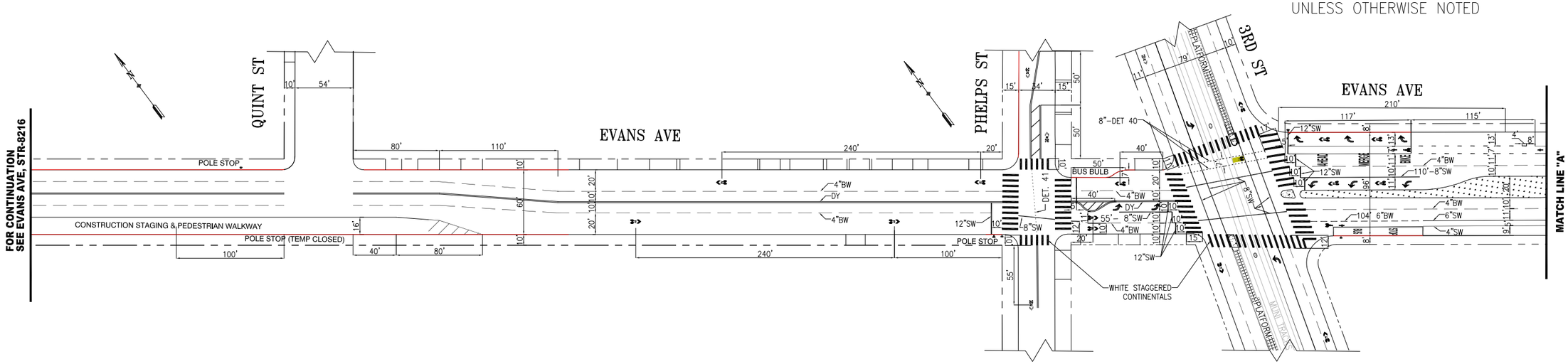

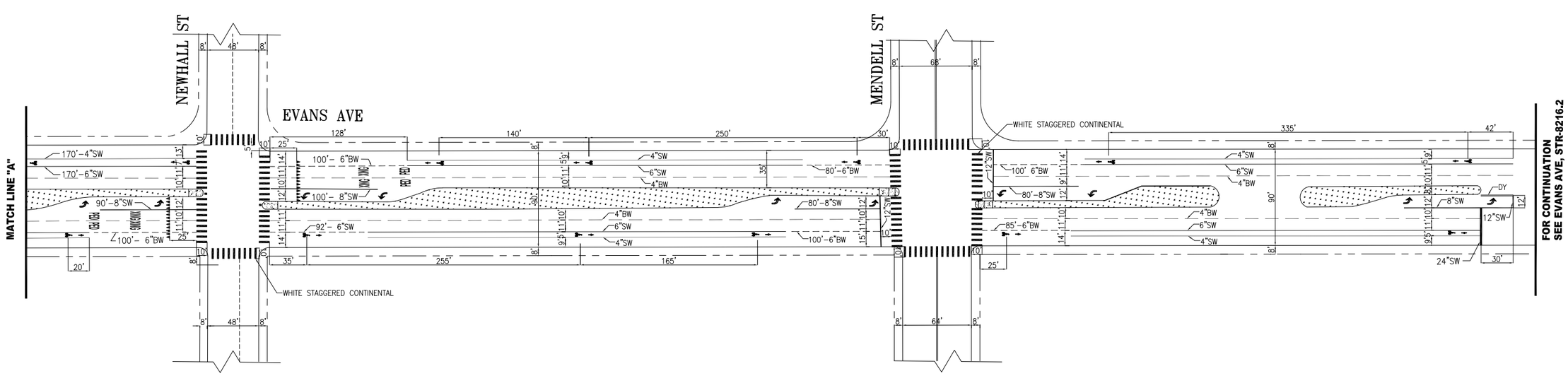

NO.	DATE	DESCRIPTION	BY	APP
1	09/05/19	ADDED 5' ADV LIMIT LINE ON WB EVANS AT PHELPS	K. KWONG	M. VELASCO
		BIKE LANE & RIGHT TURN POCK, WB EVANS MENDELL TO 3RD	J.CHIMENTO	M.SALLABERRY

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SFMTA

SUPERSEDES: STR-6763 REV16 & STR-5553 REV15

DRAWN: J.CHIMENTO DATE: 12/06/16

CHECKED: D.R.CURTIS DATE: 12/06/16

APPROVED

MIKE SALLABERRY 02/24/17
SENIOR ENGINEER DATE:

RICARDO OLEA 02/27/17
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 2 OF 3

TRAFFIC STRIPING

EVANS AVENUE
RANKIN STREET TO MENDELL STREET

CONTRACT NO.

DRAWING NO. STR-8216.1

FILE NO.

REV. NO. 1

FILE NAME:
DATE: --/--/--

EVANS QUICK BUILD PROPOSED PROJECT

GENERAL NOTES:

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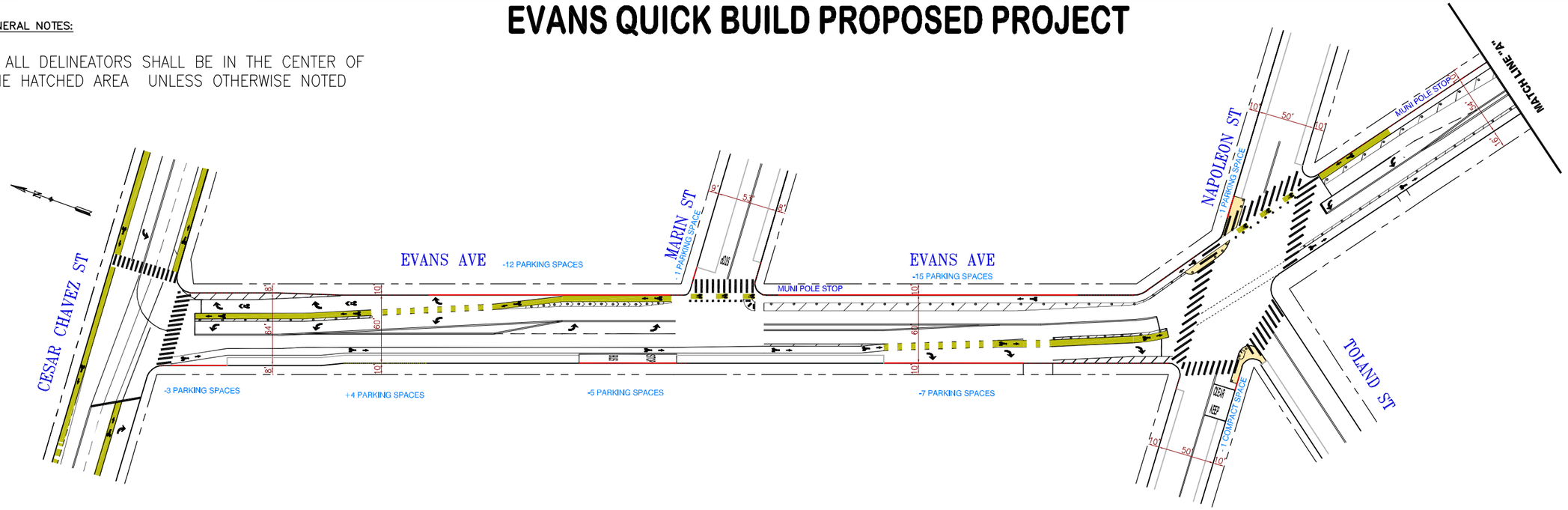

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RICARDO OLEA 02/27/17
CITY TRAFFIC ENGINEER DATE:

SCALE: 1" = 50'

SHEET/SHEETS: 1 OF 3

TRAFFIC STRIPING

EVANS AVENUE
CESAR CHAVEZ STREET TO RANKIN STREET

CONTRACT NO.

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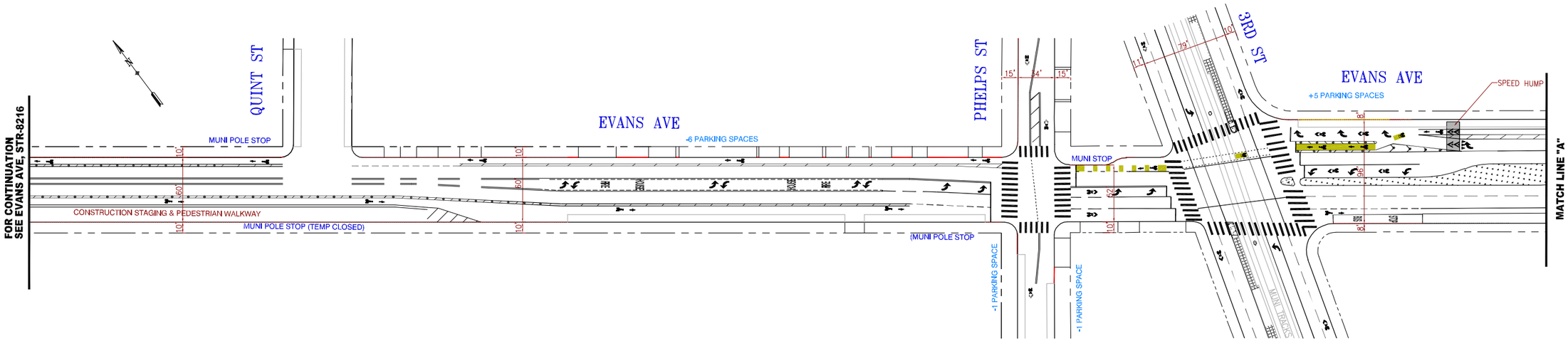

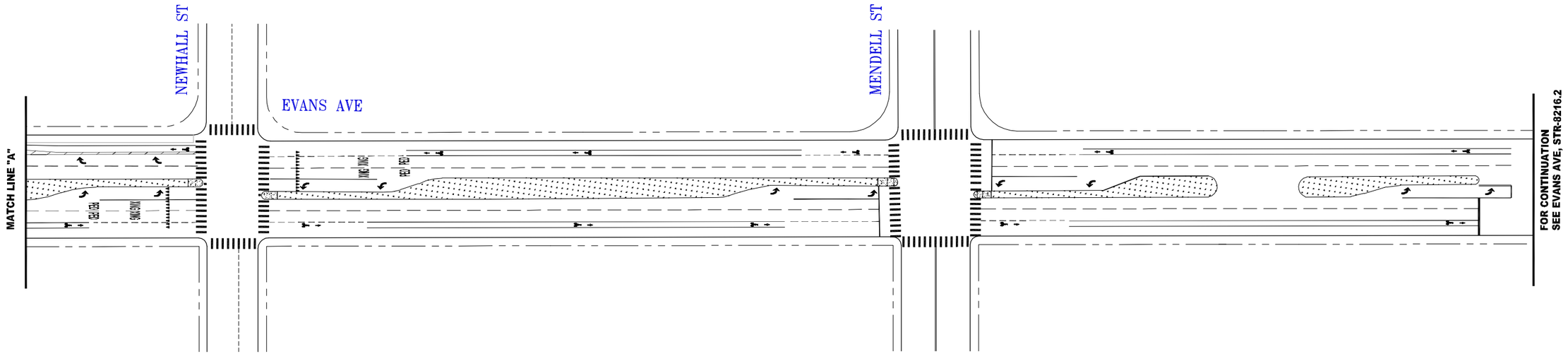

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