

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 251202-117

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

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

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

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

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

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

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

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

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

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

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

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

- Hudson Avenue, north side, from Mendell Street to 52 feet easterly (for 14-foot bus-bulb)
- J. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, ESTABLISH – TRANSIT BOARDING ISLAND, Evans Avenue, north side, from Mendell Street to 96 feet westerly; Evans Avenue, south side, from Mendell Street to 102 feet easterly
- K. ESTABLISH – RED ZONE, Keith Street, east side, from Yosemite Avenue to 10 feet northerly (for traffic island); Yosemite Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Keith Street, east side, from Wallace Avenue to 10 feet northerly (for traffic island); Wallace Avenue, north side, from Keith Avenue to 10 feet westerly (for traffic island); Underwood Avenue, south side, from Lane Street to 10 feet easterly (for traffic island); Lane Street, east side, from Thomas Avenue to 10 feet northerly (for traffic island); Thomas Avenue, south side, from Lane Street to 10 feet easterly (for traffic island)
- L. RESCIND – BLUE ZONE, Keith Street, west side, from Armstrong Avenue to 27 feet southerly (for raised crosswalk)
- M. ESTABLISH – BLUE ZONE, Keith Street, west side, from Bancroft Avenue to 27 feet southerly (for raised crosswalk); Mendell Street, east side, from 15 feet to 39 feet southerly of Evans Avenue (1 accessible parking space)
- N. RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from Yosemite Avenue to 39 feet northerly (for traffic island)
- O. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, AT ALL TIMES, Keith Street, east side, from 10 feet to 43 feet north of Yosemite Avenue (for traffic island)
- P. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME, Lane Street, west side, from Underwood Avenue to 20 feet southerly (for 6-foot bulb); Lane Street, west side, from Underwood Avenue to 18 feet northerly (for 6-foot bulb); Underwood Avenue, south side, from Lane Street to 18 feet westerly (for 6-foot bulb); Third Street, east side, from Underwood Avenue to 15 feet northerly (for 4-foot bulb); Third Street, east side, from Thomas Avenue to 79 feet southerly (for 6-foot bulb); Third Street, east side, from Thomas Avenue to 20 feet northerly (for 6-foot bulb); Thomas Avenue, south side, from Third Street to 25 feet easterly (for 8-foot bulb); Thomas Avenue, north side, from Third Street to 35 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 34 feet easterly (for 6-foot bulb); McKinnon Avenue, north side, from Lane Street to 35 feet westerly (for 9-foot bulb); Mendell Street, west side, from Hudson Avenue to 20 feet southerly (6-foot bulb); Mendell Street, east side, from Hudson Avenue to 20 feet northerly (6-foot bulb); Mendell Street, west side, from Galvez Avenue to 30 feet northerly; Mendell Street, west side, from 114 feet to 134 feet north of Galvez Avenue; Mendell Street, west side, from Fairfax Avenue to 36 feet southerly; Mendell Street, east side, from 62 feet to 82 feet north of Galvez Avenue; Mendell Street, east side, from Fairfax Avenue to 30 feet southerly; Mendell Street, east side, from 82 feet to 102 feet south of Fairfax Avenue; Fairfax Avenue, north side, from Mendell Street to 24 feet westerly; Fairfax Avenue, south side, from Mendell Street to 24 feet easterly; Mendell Street, west side, from Fairfax Avenue to 35 feet northerly; Mendell Street, west side, from Evans Avenue to 15 feet southerly; Mendell Street, east side, from Fairfax Avenue to 39 feet northerly; Mendell Street, east side, from Evans Avenue to 59 feet southerly; Mendell Street, west side, from Evans Avenue to Newhall Street; Mendell

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

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

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

WHEREAS, The proposed action is the Approval Action as defined by the SF Administrative Code Chapter 31; and,


WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2025-007772ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

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

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

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

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



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency