



Evans Avenue Quick-Build Project

Improving Transportation Safety on Evans Avenue
from Cesar Chavez to 3rd streets

Project Overview

Evans Avenue, between Cesar Chavez and 3rd streets, consists of two travel lanes in both the eastbound and westbound directions. The average traffic on a weekday ranges from approximately 12,000 vehicles per day (near 3rd Street) to 23,000 (near Cesar Chavez Street). The 19 Polk Muni bus serves this corridor and connects to additional Muni lines such as: T Third, 15 Bayview Hunters Point Express, 44 O'Shaughnessy, and 91 3rd/19th Avenue Owl. Evans Avenue is also a bike route on this stretch, connecting to bike lanes south of 3rd Street and on Cesar Chavez Street.



This segment of Evans Avenue is in the Bayview neighborhood and home to commercial retail, light and heavy industrial, and city department activities. Also, there are six new developments along the corridor that are either planned, under construction or recently opened.

Safety on Evans Avenue

In addition to increased activity within the area, Evans Avenue is part of [San Francisco's Vision Zero High Injury Network](#) (Vision Zero HIN), which means 75% of the city's traffic injuries and fatalities occur on just 13% of San Francisco streets. From 2015 to 2020, 81 traffic collisions have been reported on Evans Avenue between Cesar Chavez and 3rd streets. Three of these involved a person on a bicycle, resulting in one severe injury. 12 involved a pedestrian, resulting in five severe injuries and one fatality.

The Vision Zero Quick-Build initiative is an effort by the SFMTA to address pedestrian and bicycle injuries and fatalities that occur on the Vision Zero HIN. Quick-builds include quick to install, adjustable and reversible traffic safety improvements that are intended to be reviewed and evaluated within 24 months of construction. Typical quick-build improvements could include a road diet, paint, traffic delineators, traffic signal changes and parking and loading adjustments.

Project Benefits

Improvements within the project area will increase safety for all users of Evans Avenue whether they drive, walk, bike, or ride Muni and support the City's Vision Zero goal to eliminate traffic deaths.

Community Outreach

- April to June 2021: Conducted meetings with stakeholders and canvassed the project area.
- May 2021: Distributed surveys that include three conceptual design options.
- September to October 2021: Review recommended design with community stakeholders.

Stay Informed

Visit [SFMTA.com/EvansQuickBuild](https://www.sfmta.com/EvansQuickBuild) to learn more about the project and sign up to receive updates. If you have questions or want to provide feedback about the project, contact Adrienne Heim, Transportation Planner, at Adrienne.Heim@sfmta.com, 415.646.2564.

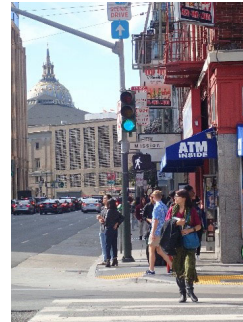
Recommended Design Option

Based on site visits and feedback from community stakeholders, the following Quick-build potential recommendations were developed to address the traffic safety challenges that are found in the project area.

Recommendations



A **road diet** removes one or more travel lanes to reduce speeding, improve visibility, and enhance quality of life for drivers, pedestrians, and bicyclists.



Traffic signal improvements like **Leading Pedestrian Intervals (LPIs)**, give pedestrians a head-start to begin crossing before drivers get a green light, making them more visible to turning drivers



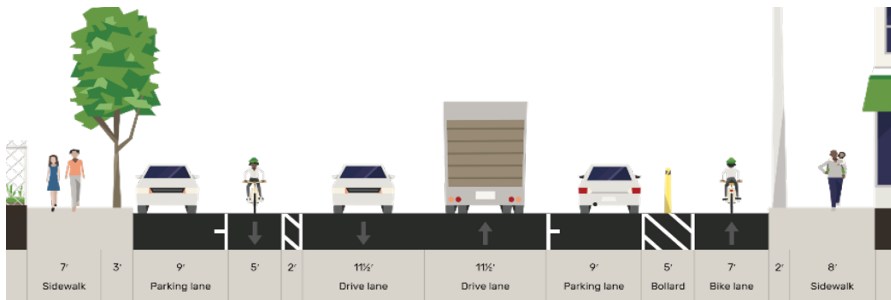
High-visibility crosswalks highlight to motorists where pedestrians are expected to cross the road.



Transit boarding islands allow the bus to pick up passengers safely and efficiently.



Painted Safety Zones at Evans Avenue and Napoleon Street keep intersection corners clear and encourage drivers to turn at safer speeds. Installing **red zones** at the corner of intersections improves visibility between drivers and pedestrians crossing the road.



Two bike lanes (one in each direction) will include a protected bike lane with floating parking westbound (heading towards Cesar Chavez) and a buffered bike lane eastbound (heading towards 3rd Street). **Parking and loading adjustments** will be made to ensure the bike lane can operate efficiently and safely.

Next Steps

SFMTA staff is currently gathering community feedback on the recommended design. They will go before the SFMTA Board for approval of the final design in November 2021.