

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 modifications; and,

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

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

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

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

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

- A. ESTABLISH - CLASS IV PROTECTED BIKEWAY - Evans Avenue, westbound, from Quint Street to Cesar Chavez Street (parking-protected bikeway); Evans Avenue, eastbound, from Rankin Street to Quint Street
- B. ESTABLISH - CLASS II BIKEWAY - Evans Avenue, westbound, from 3rd Street to Quint Street; Evans Avenue, eastbound, from Cesar Chavez Street to Rankin Street; Evans Avenue, eastbound, from Quint Street to Phelps Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANYTIME - Evans Avenue, northeast side, from Cesar Chavez Street to Napoleon Street; Evans Avenue, southwest side, from

Cesar Chavez Street to 62 feet southeasterly; Evans Avenue, southwest side, from 130 feet to 253 feet northwest of Napoleon Street; Evans Avenue, north side, from 30 feet west of Selby Street to 56 feet east of Selby Street; Evans Avenue, north side, from 220 feet to 453 feet west of Rankin Street; Evans Avenue, north side, from Rankin Street to 40 feet westerly; Evans Avenue, north side, from Rankin Street to Phelps Street

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

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria are adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adhere to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed Evans Avenue Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, pursuant to Public Resources Code Section 21080.25; and,

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

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

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2021-010651ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed parking and traffic modifications associated with the Evans Avenue Quick-Build Project listed as Items A-J above; 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