



Municipal Transportation Agency

A grayscale photograph of a city street scene. In the foreground, a cyclist is riding a bicycle with a large bag on the handlebars. In the background, there are cars, a bus, and city buildings. The image is slightly faded to serve as a background for the text.

# **CESAR CHAVEZ BICYCLE LANES**

## **US-101 to I-280**

08 | 24 | 2011 | SAN FRANCISCO, CALIFORNIA

# Agenda

- **Existing Conditions**
- **Project Information & History**
- **Project Goals**
- **Design Considerations**
- **New Proposal**
- **Next Steps**

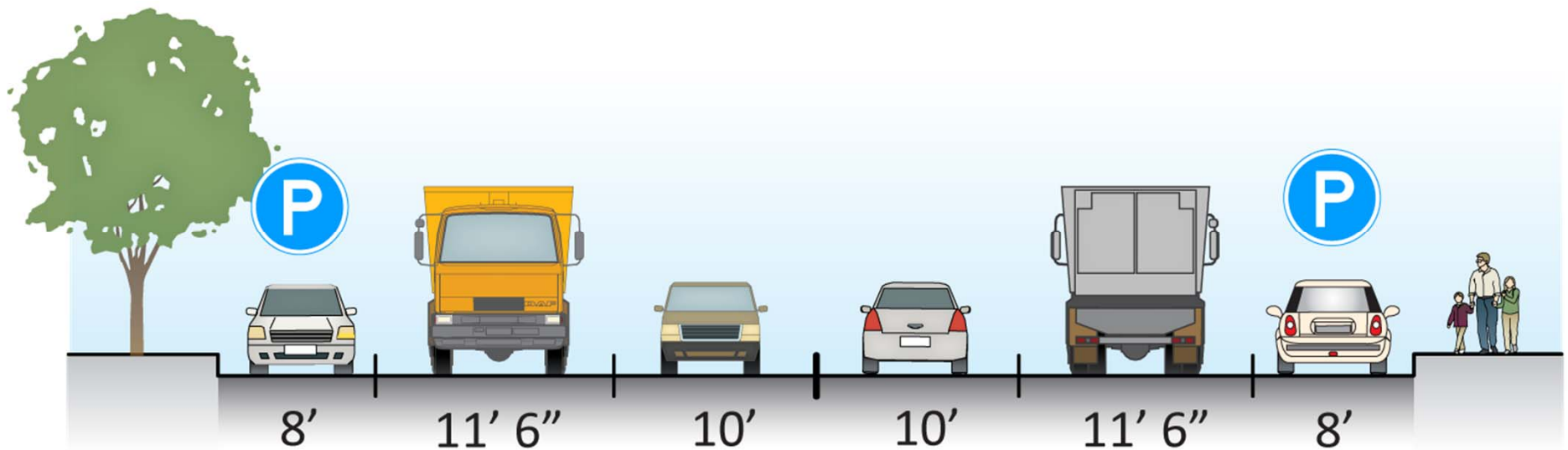


## **Existing Conditions**

- **Two vehicle lanes in each direction**
- **Turn pockets at Evans Street**
- **30,000 vehicles per day**
- **Officially-designated truck route**
- **No bicycle facilities**

# Existing Conditions

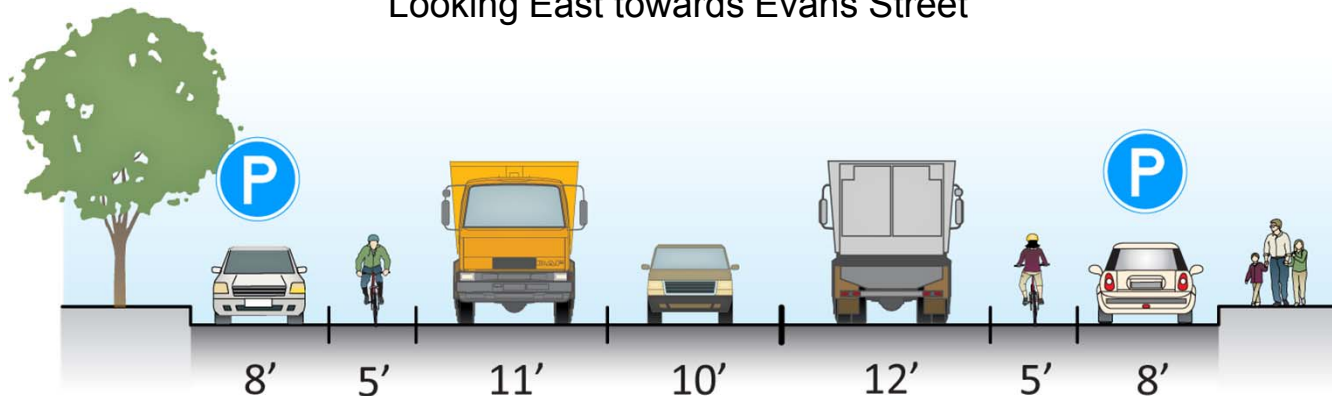
Looking East towards Evans Street



## 2009 Bicycle Plan

- **Eastbound lane removal option was moved forward**
- **After considering impacts of proposal, option was reconsidered**
  - Put bicycles between trucks and parked vehicles
  - Increased congestion & air quality concerns

Looking East towards Evans Street



## **Project Goals**

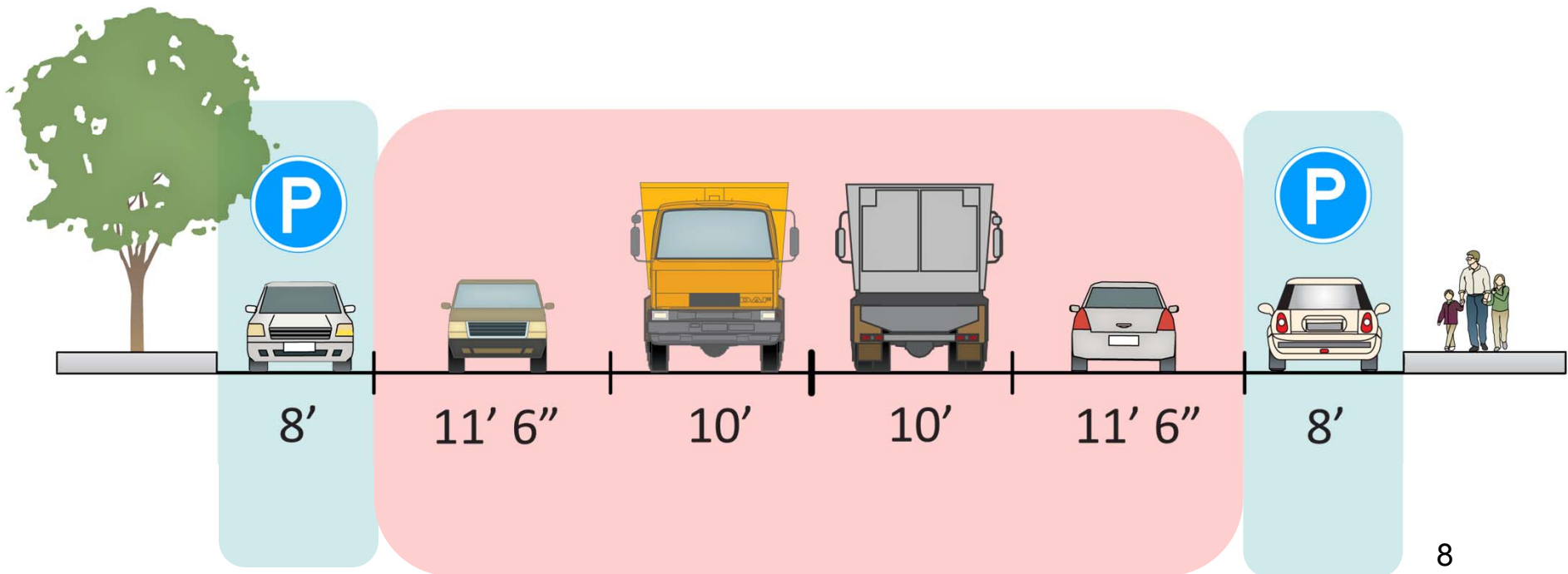
- **Safe, comfortable access for all modes of travel**
- **Minimize vehicular queues & delays**



# Parking versus Capacity

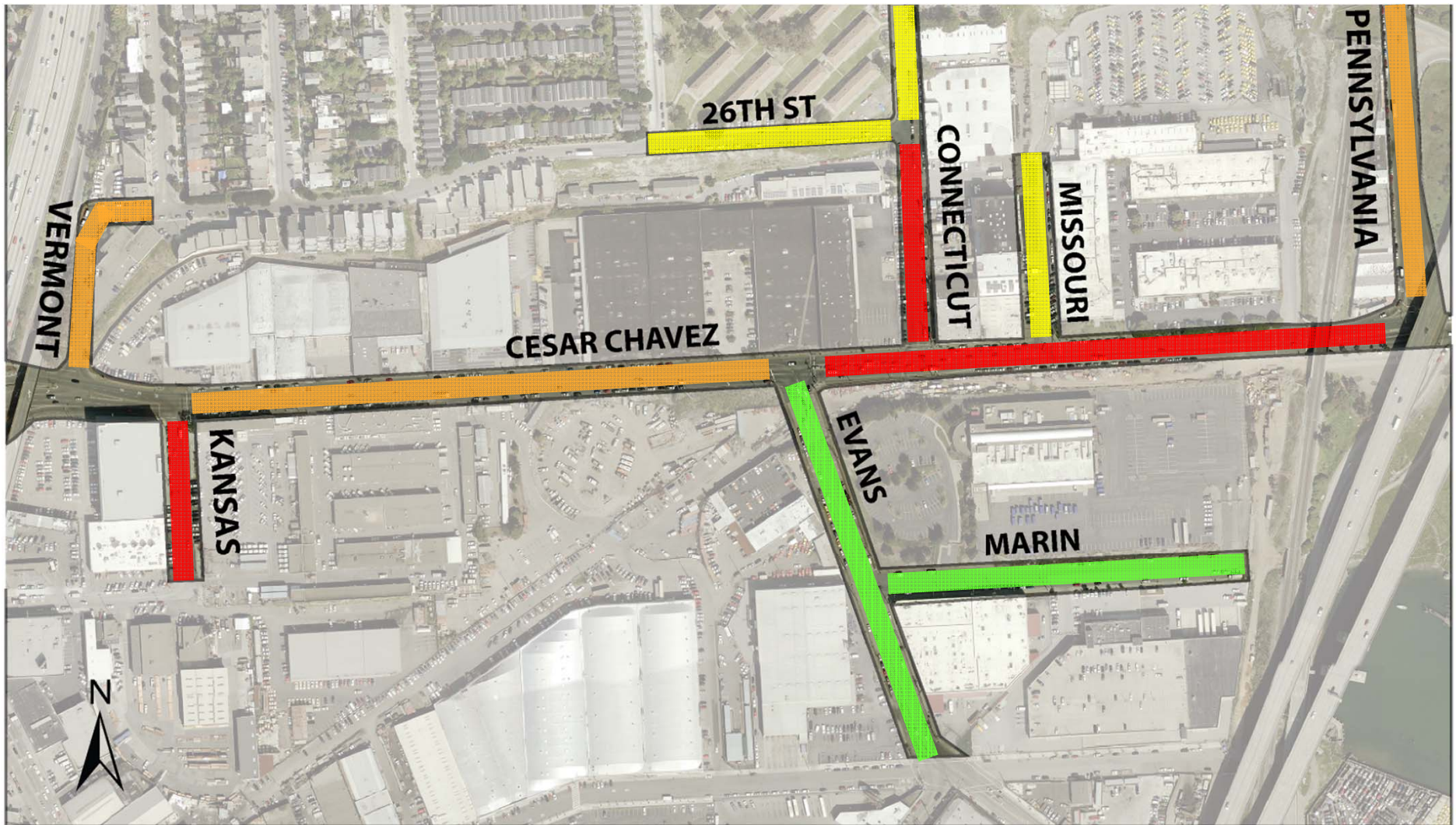
**Vehicle Capacity**

**Potential Bicycle Space**





# Peak Parking Conditions

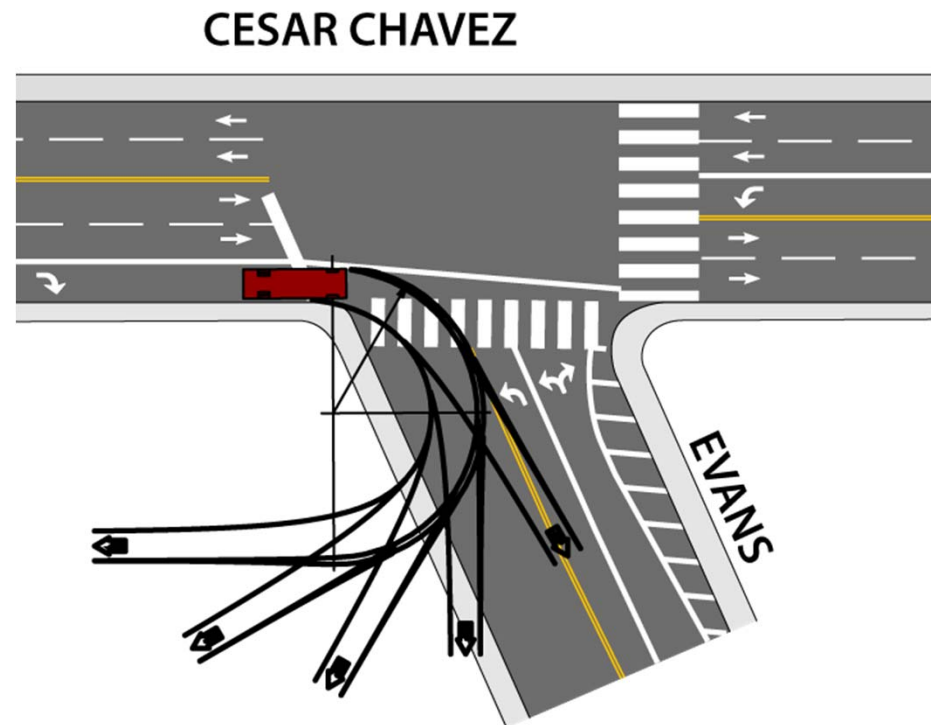


# Peak Parking Conditions

- **Cesar Chavez, Kansas to Mississippi**
  - 130 parking spaces
  - Peak occupancy 85%
    - 111 spaces occupied, 19 spaces free
- **Side streets**
  - 402 parking spaces
  - Average peak occupancy 64%
    - 257 spaces occupied, 145 spaces free
- **Additional parking opportunities**
  - Marin Street can be reconfigured to add 33 spaces

# Design Challenges

- Designing for large vehicles
- Eastbound right turn from Cesar Chavez to Evans

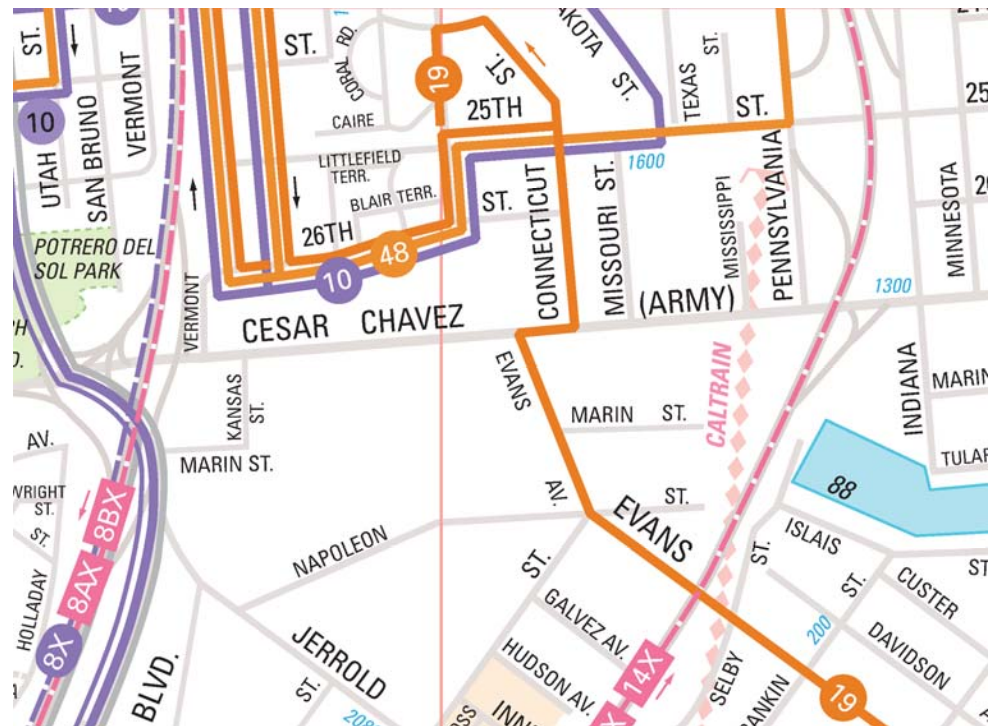




# Design Challenges

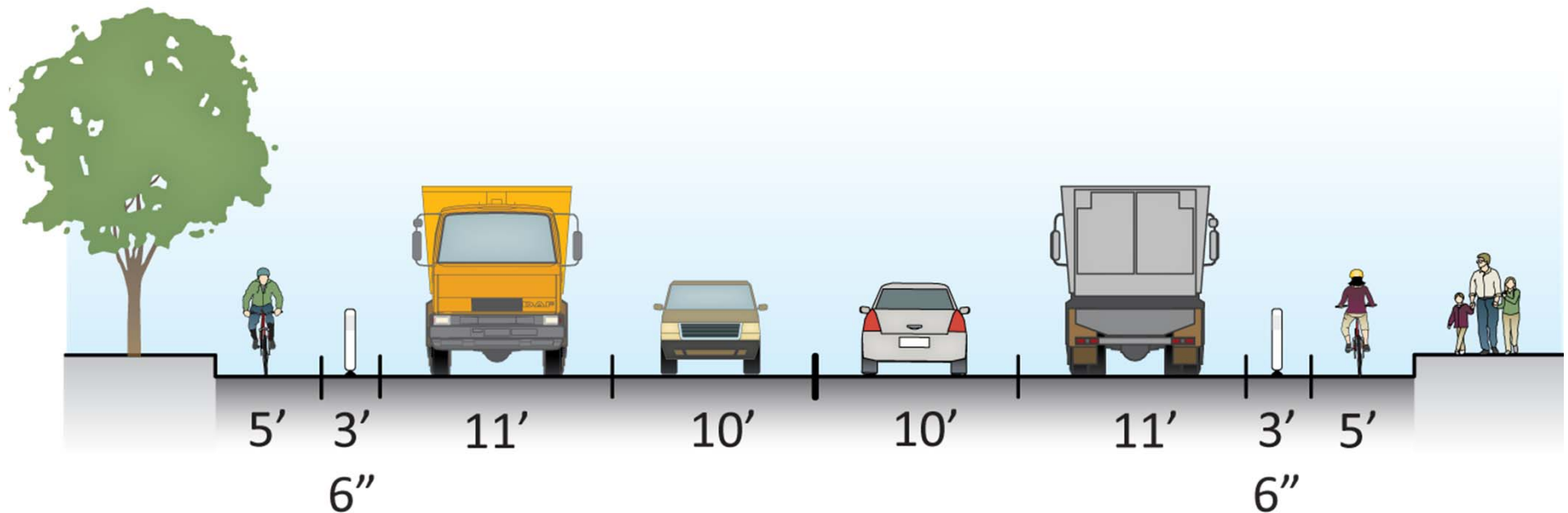
- Minimize delays to 19 Polk Muni route

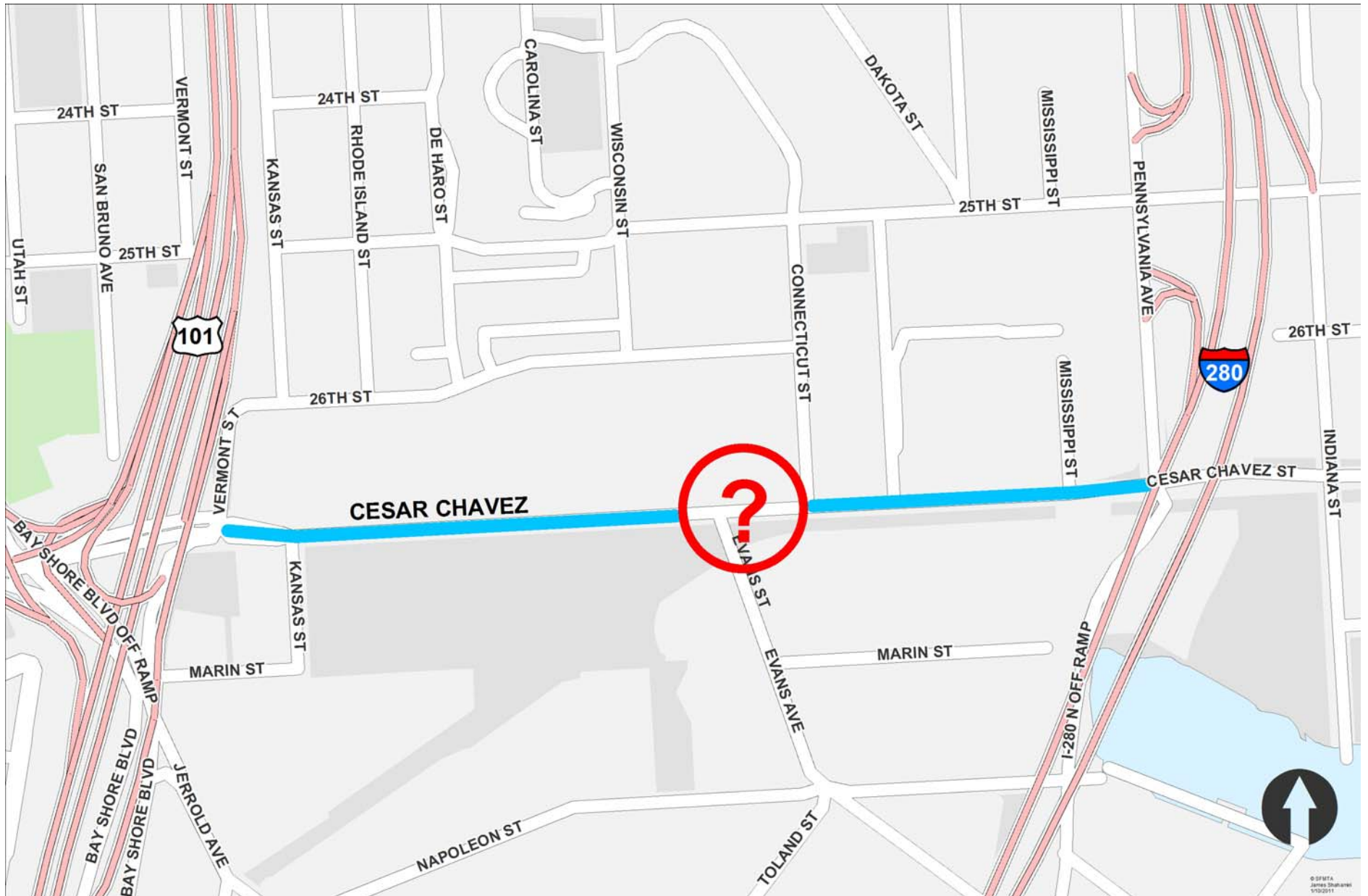
- Bus every 5 minutes during peak
- ~225 passengers during peak hour



## New Proposal

- **Buffered bicycle lanes in both directions**





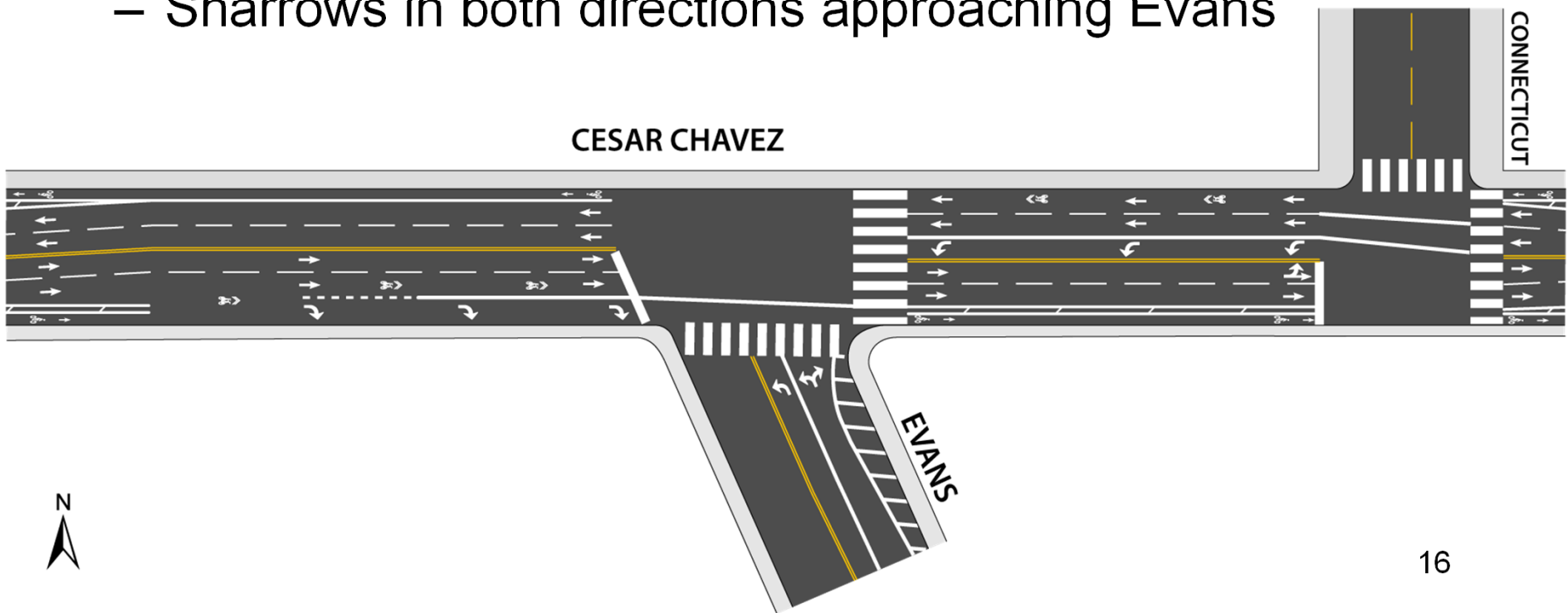
# New Proposal

- **Two options at Evans Street**
  - “5 lane option”
  - “4 lane option”



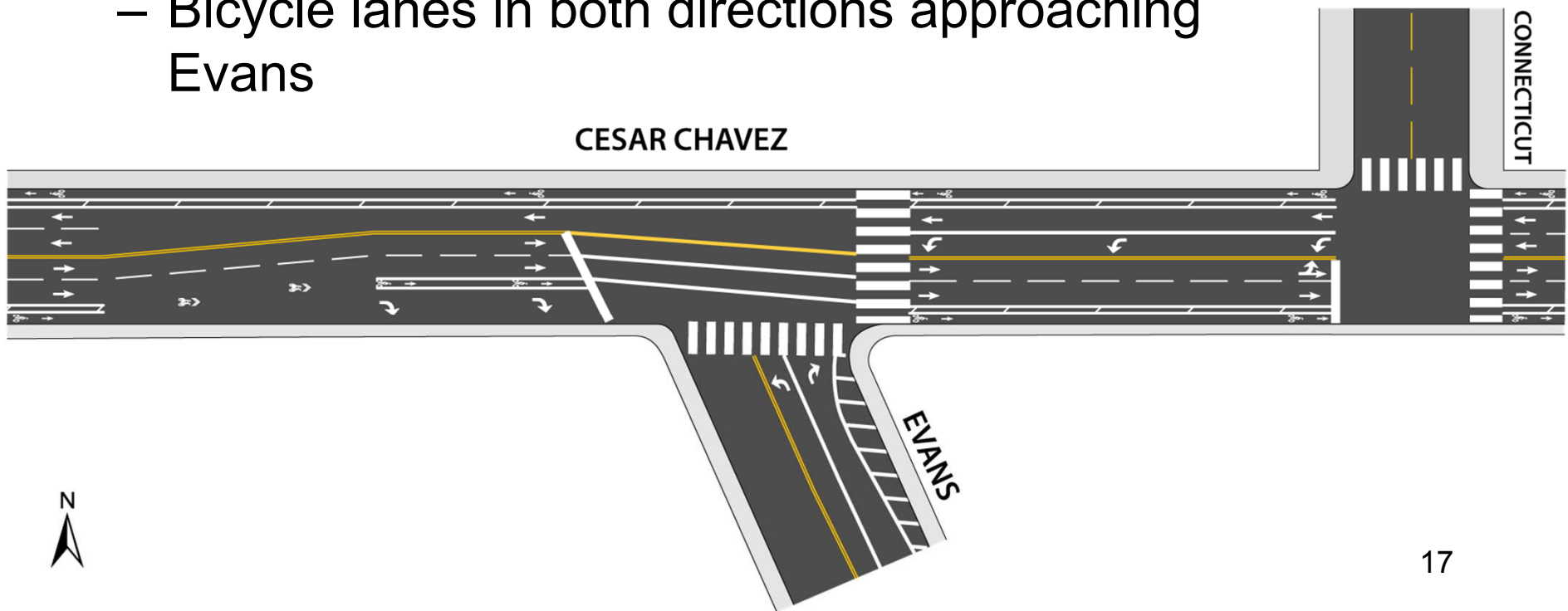
# New Proposal

- **“5 lane option”**
  - Keeps existing lane configuration
  - Sharrows in both directions approaching Evans



# New Proposal

- **“4 lane option”**
  - Westbound lane removal through Evans
  - Bicycle lanes in both directions approaching Evans



## Pros & Cons of Evans Alternatives

[illegible]

## **Next Steps**

- **Gather evaluation feedback from community & stakeholders**
- **Initiate process to advance the preferred option**
- **Public hearing in fall 2011**
- **Implementation in Feb/March 2012**
- **Ongoing planning and funding strategy for long-range plan**

# Contact Information

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