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

SFMTA
Municipal Transportation Agency
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

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- **BICYCLES**
  - Continuous buffered bicycle lanes between Kasparas and Pennsylvania
  - Buffer between bicyclists and moving traffic at Evans
- **CRITERIA**
  - Reduce conflicts between bicyclists and vehicles on street
  - Encourage more people to bicycle along the corridor
- **GOODS MOVEMENTS**
  - Retain existing capacity for trucks
  - Westbound queues increase in PM peak - potential for diversion
  - Evans intersection handles current traffic volumes
  - Evans intersection handles anticipated traffic volumes
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
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