THIS PRINT COVERS CALENDAR ITEM NO.: 11

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Streets

BRIEF DESCRIPTION:
Approving the Cesar Chavez Bikeway Project to improve transportation safety and connectivity, by establishing a new Class IV protected two-way bikeway on the south side of Cesar Chavez Street between Kansas Street and Illinois Street through consolidation of existing eastbound and westbound bikeways, rearranging existing vehicle lanes, and modifying traffic signal hardware and timing, alongside other related traffic and parking modifications.

SUMMARY:
- The Cesar Chavez Bikeway Project proposes a new Class IV protected two-way bikeway on the south side of Cesar Chavez Street in addition to other traffic safety improvements.
- The proposed Class IV bikeway on Cesar Chavez Street will connect to existing bikeways west of US-101 through the US-101/Bayshore/Potrero/Cesar Chavez interchange (Hairball+) as well as bikeways on Bayshore Boulevard, Evans Avenue, Indiana Street, and Illinois Street.
- The project maintains existing lane configurations except on one block of Cesar Chavez Street between 3rd and Illinois streets, where vehicle lanes would be reduced from two to one.
- The project proposes new traffic signal hardware and timing adjustments at all signalized intersections to separate bicycle movements from other vehicle movements.
- The project will coordinate with two San Francisco Public Works (SFPW) paving projects to efficiently deliver traffic safety improvements beyond typical quick-build measures.
- The Planning Department has determined that the Cesar Chavez Bikeways Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:
1. SFMTA Board Resolution
2. Existing and Proposed Striping Drawings
3. Proposed Plan View

APPROVALS: **DATE**

DIRECTOR Julie Kirschbaum November 12, 2026

SECRETARY November 12, 2026

ASSIGNED SFMTAB CALENDAR DATE: November 17, 2026

PURPOSE

To approve the Cesar Chavez Bikeway Project to improve transportation safety and connectivity, by establishing a new Class IV protected two-way bikeway on the south side of Cesar Chavez Street between Kansas Street and Illinois Street through consolidation of existing eastbound and westbound bikeways, rearranging existing vehicle lanes, and modifying traffic signal hardware and timing, alongside other related traffic and parking modifications.

STREET SAFETY INITIATIVE, STRATEGIC PLAN GOALS, AND TRANSIT FIRST POLICY PRINCIPLES

This action aligns with the principles and pillars of the City's Street Safety Initiative, which outlines a Safe System Approach to roadway safety. It acknowledges that death and serious injuries are unacceptable, people are physically vulnerable, safety is proactive, redundancy in the system is crucial, and that responsibility for street safety is shared.

This action also supports the following SFMTA Strategic Plan Goals:
Goal 4: Make streets safer for everyone.
Goal 5: Deliver reliable and equitable transportation services.
Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
Goal 7: Build stronger relationships with stakeholders.

This action also supports the City's Transit First Policy with the following principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Existing Conditions

Cesar Chavez Street east of US-101 serves mostly industrial uses in the Potrero Hill, Produce Market, and Dogpatch/Central Waterfront neighborhoods.[1] Off-ramps from US-101 and I-280 feed directly to Cesar Chavez Street at Bayshore Boulevard and at the intersection with Pennsylvania Avenue, respectively. Tracks for the T Third line exist on Cesar Chavez Street from the intersection with 3rd Street o Illinois Street, connecting to the Muni Metro East rail facility. Figure 1 shows a map of the project corridor.

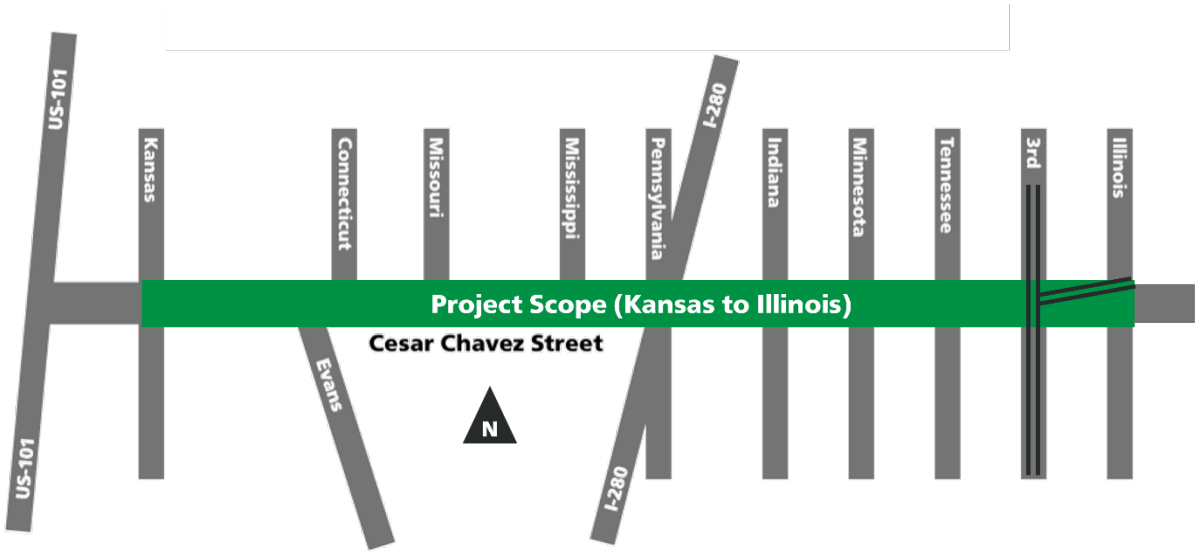


Figure 1: Project corridor map

Cesar Chavez Street is a two-way, east-west arterial street with three to five vehicle travel lanes, typically 59-feet in width between Kansas Street and Pennsylvania Avenue and 100-feet between Pennsylvania Avenue and 3rd Street. Curbside parallel parking on Cesar Chavez Street exists between Pennsylvania Avenue and Tennessee Street on both sides, and between Tennessee and 3rd streets on the north side. Sidewalks exist on the north side of Cesar Chavez Street for the full length of the project corridor and range from 8- to 10-feet wide. Similar sidewalks exist on the south side of Cesar Chavez Street except for a stretch of non-ADA-accessible sidewalk (insufficient width) between Evans Avenue and Mississippi Street. Figure 2 shows a typical mid-block cross-section of Cesar Chavez Street between Kansas Street and Pennsylvania Avenue today. A comprehensive set of existing and proposed striping drawings and proposed plan views are enclosed at the end of this report.

1 The San Francisco Board of Supervisors may change the name of this street soon (anticipated in early 2027), at which point the name of this project will be updated to follow suit.

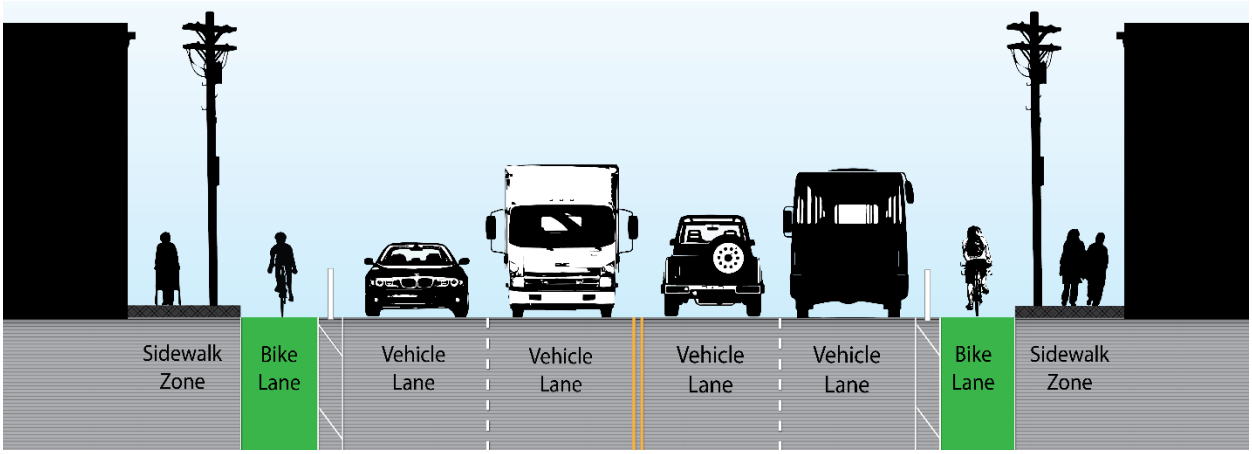


Figure 2: Existing cross section (typical between Kansas Street and Pennsylvania Avenue)

Due to the layout of the street grid and topography of parallel streets, Cesar Chavez Street is a key east-west spine in the larger transportation network with few alternatives, particularly for those biking and rolling. A notable share of vehicles traveling on Cesar Chavez Street are large commercial vehicles serving nearby industries as well as Muni buses accessing Muni yards at Islais Creek, Marin, and Muni Metro East facilities, in addition to typical vehicle traffic flowing to and from US-101 and I-280 and between the west and southeast areas of the city.

Bike facilities currently exist in both eastbound and westbound directions along the entire project corridor. Between Kansas Street and Pennsylvania Avenue, there are curbside Class II bike lanes with painted buffers and flexible delineators (except for a ~300-foot segment of sidewalk level bikeway between Mississippi Street and Pennsylvania Avenue in the eastbound direction). Between Pennsylvania Avenue and 3rd Street, existing bike lanes are generally located between the vehicle parking and travel lanes (Class II bikeway). Between 3rd Street and Illinois Street, existing bikeways are shared-use lanes (Class III bikeway). At the approaches to all intersections on the project corridor, bicyclists must merge with or weave around drivers turning right from Cesar Chavez Street. The flexible delineators along the existing bikeways on the project corridor require continuous and costly maintenance.

At the west end of the project corridor, existing bikeways connect through the US-101/Bayshore/ Potrero/Cesar Chavez interchange (the "Hairball") to bikeways on Potrero Avenue, Bayshore Boulevard, and Cesar Chavez Street. In the middle of the project corridor, existing bikeways on Cesar Chavez Street connect to bikeways on Evans Avenue and Indiana Street. At the east end of the project corridor, existing shared-use bikeways on Cesar Chavez Street connect to bikeways on Illinois Street.

The speed limit on Cesar Chavez Street is currently 30 miles per hour, and the 85th percentile speed (typical speed) along most of the corridor is at or below 30 miles per hour, except between Kansas Street and Evans Avenue, where the 85th percentile speed is 34 miles per hour, as observed in January 2026.

Parking on Cesar Chavez Street along the project corridor exists on both sides of the street between Pennsylvania Avenue and Tennessee Street and only on the north side between Tennessee and 3rd streets. Parking is unregulated on the north side except for street cleaning and oversized vehicle restrictions; parking is metered on the south side. There are otherwise no color curbs along the project corridor. Most of the parking in this area has been temporarily removed since 2023 for a SF Public Utilities Commission (SFPUC) project in the area (further details in the *Parking and Loading Changes* section below).

Transit operates on Cesar Chavez Street for one block between Evans Avenue and Connecticut Street, where the 19 Polk operates both inbound and outbound. The project corridor also intersects 3rd Street, where the T Third operates, and Illinois Street, where rail and bus vehicles in non-revenue service access the Muni Metro East facility. Non-revenue service buses also use the project corridor to access the Islais Creek and Marin bus yards located at the intersection of Indiana and Marin streets. Additionally, a non-revenue city-employee shuttle operates on Cesar Chavez Street for the entire length of the project in the westbound direction, stopping at Minnesota Street and at Kansas Street.

In the five years from March 2021 to March 2026, 62 collisions occurred on Cesar Chavez Street within the project area; 13 (21%) of these involved a person walking or bicycling. This portion of Cesar Chavez Street is on San Francisco's High-Injury Network. The project would work towards the city's commitment to reducing fatal and severe collisions along the High Injury Network with proven measures to improve traffic safety.

Project Elements

The project proposes to implement bicycle, pedestrian, and vehicle safety improvements on Cesar Chavez Street between Kansas and Illinois streets—a key east-west spine in the larger transportation network with few alternatives, particularly for those biking and rolling. The project will be implemented in conjunction with two SFPW paving projects to efficiently deliver traffic safety improvements beyond those of a typical quick-build project.

The project would consolidate existing eastbound and westbound bikeways into a Class IV protected two-way separated bikeway along the south side of the street and shift existing vehicle lanes accordingly. The project would strengthen the bikeway network and serve many bicycling trips to, from, and within the City's southeast district.

The project would also introduce signal changes to improve vehicle travel on Cesar Chavez Street. The project would modify traffic signal hardware and timing and introduce new turn restrictions at key intersections to reduce conflict points between vehicles, bicycles, and pedestrians. The project would also reduce vehicle lanes from two to one in the eastbound

direction between 3rd and Illinois streets and remove 14 total parking spaces on the south side of Cesar Chavez Street between Pennsylvania Avenue and 3rd Street.

Bicycle Safety and Connectivity Improvements

The project would replace existing bikeways (currently a mix of striped bike lanes [Class II Bikeway] and shared-use lanes [Class III Bikeway] in both directions) with a more robust protected two-way separated bikeway (Class IV Bikeway) on the south side of Cesar Chavez Street, typically 6 feet wide in each direction (12 feet total) with a 3-foot buffer. The buffer would be comprised of cast-in-place concrete islands, concrete K-rail barriers, and mountable rubber curbs along the entire project corridor, with the exception of the blocks between Mississippi Street and the I-280 off-ramp, where the bikeway would be elevated at sidewalk grade, and between Indiana and Tennessee streets, where the bikeway would be protected by parked vehicles. The project will connect bicyclists on Cesar Chavez Street to existing bikeways on Evans Avenue, Indiana Street, and Illinois Street using a variety of guidance devices, including wayfinding signs, bicycle turn boxes, and dedicated bicycle signal phases. To connect bicyclists traveling in the northbound bikeway on Evans Avenue onto the new Cesar Chavez Street bikeway, the project will construct a 50-foot-long sidewalk-level bikeway at the southeast corner of Cesar Chavez Street and Evans Avenue. Figure 3 shows a proposed typical mid-block cross-section of Cesar Chavez Street along the project corridor. A comprehensive set of existing and proposed striping drawings and proposed plan views are enclosed at the end of this report.

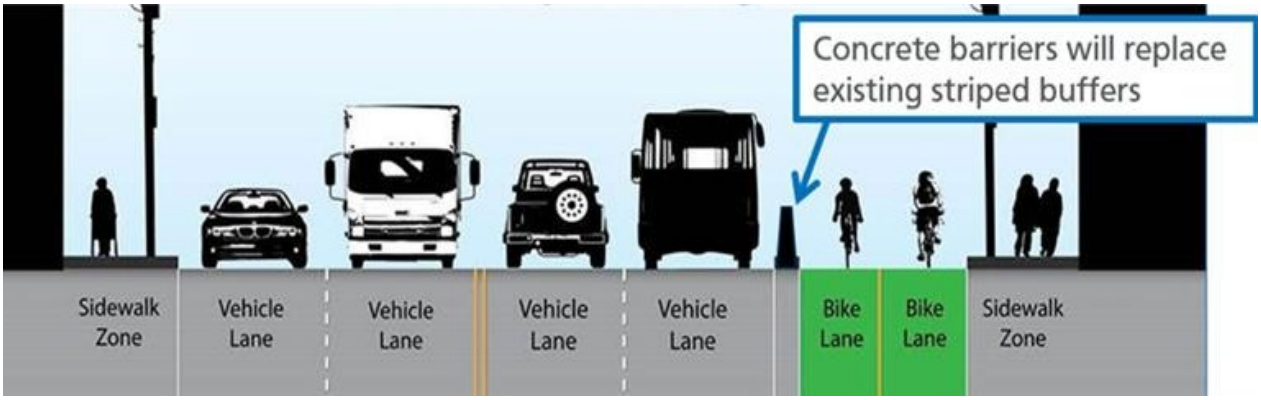


Figure 3: Proposed cross-section

Motor Vehicles

The project is not expected to substantially increase travel time or significantly delay motor vehicles.

The project would modify traffic signal hardware and timing and introduce new turn restrictions at intersections along the project corridor to reduce motor vehicle conflict points with bicycle and pedestrian traffic.

- At Kansas Street, the project would prohibit eastbound and northbound right turns on red and add a dedicated, actuated signal phase for bicycles and pedestrians in the south crosswalk separate from turning vehicles.
- At Evans Avenue, the project would prohibit eastbound and northbound right turns on red and add a dedicated signal phase for turning vehicles separate from bicycles and pedestrians in the south crosswalk.
- At the I-280 off-ramp, the project would convert the uncontrolled northbound right turn to a signalized right turn, prohibit right turns on red for that turn, and add a pedestrian and bicycle signal across the right turn lane to eliminate conflicts between this right turn movement and pedestrian and bicycle traffic. These changes require review and approval from Caltrans.
- At Indiana Street, the project would prohibit eastbound right turns on red and add a dedicated right turn pocket as well as a dedicated signal phase for turning vehicles separate from bicycles and pedestrians in the south crosswalk.
- At 3rd Street, the project would prohibit westbound left turns and northbound U-turns as well as eastbound and northbound right turns on red. The project would also add a dedicated, actuated signal phase for bicycles and pedestrians in the south crosswalk separate from turning vehicles.
- At Illinois Street, the project would prohibit eastbound and northbound right turns on red and add a dedicated phase for eastbound bicycles separate from vehicle traffic.

Traffic-signal modeling indicates that the proposed timing adjustments and turn restrictions would not substantially increase travel time or result in significant delay to Muni or motor vehicle traffic. The proposed timing adjustments include optimizing the length and sequence of traffic signal phases. The proposed project will include several new signal poles and add Gridsmart® cameras at all intersections so that the traffic signals can detect the presence of vehicles and bicyclists and efficiently allocate green time to traffic movements based on demand. These strategies prioritize mobility to minimize travel times on this critical commercial traffic corridor for goods and workers.

The project would reduce vehicle lanes from two to one in the eastbound direction on the one block between 3rd Street and Illinois Street, to make room for the new bikeway. To minimize eastbound queues and delays on this block, the project would synchronize and coordinate the 3rd and Illinois streets traffic signals.

<u>Pedestrian Safety Improvements</u>

The project will separate signalized pedestrian crossings from turning vehicle traffic as described in the Motor Vehicles section above.

The project would close existing unmarked crosswalks at the east and west legs of Cesar Chavez Street at Missouri, Mississippi, Minnesota, and Tennessee streets. These unmarked crosswalks have low demand, are unsignalized, and do not have accessible curb ramps. Closing these crosswalks will encourage pedestrians to use the signalized, accessible crossings at adjacent intersections.

In coordination with SFPW Bayshore and Cesar Chavez Pavement Renovation, the project will construct new bicycle and pedestrian infrastructure at the Evans Avenue intersection and I-280 off-ramp (Pennsylvania Avenue) intersection.

At Evans Avenue, the project will construct a new southeast corner sidewalk extension (bulb out) that would include a sidewalk-level bikeway connecting northbound bicyclists to the proposed two-way bikeway on the south side of Cesar Chavez Street. To accommodate this segment of bikeway and to direct pedestrians to accessible paths of travel (to the west and to the north), the project would close the sidewalk on the south side of Cesar Chavez Street between Evans Avenue and Connecticut Street. This segment of sidewalk sees low usage as it does not serve any fronting buildings nor nearby destinations; the sidewalk width is also substandard, as narrow as 3.5-feet, with utility poles centered in the sidewalk obstructing the path of travel. Figures 4 and 5 show the existing sidewalk to be closed between Evans Avenue and Connecticut Street. SFPW will process the sidewalk legislation for this closure since it is outside the jurisdiction of the SFMTA.



Figure 4: Existing sidewalk to be closed on Cesar Chavez Street at Evans Avenue, facing Connecticut Street



Figure 5: Existing sidewalk to be closed on Cesar Chavez Street near the Connecticut Street intersection

Parking and Loading Changes

The project would remove 11 parking spaces on the south side of Cesar Chavez Street between Pennsylvania Avenue and Indiana Street to provide a dedicated eastbound right turn travel lane to access Indiana Street. These parking spaces have been temporarily removed since 2023 to accommodate construction staging and activity from the SFPUC Channel Force Main Intertie project, scheduled for completion in 2027.

The project would also remove three parking spaces on the south side of the street at Minnesota Street to provide San Francisco Fire Department clear access to the sidewalk fire hydrant.

No other changes to loading zones or other colored curbs are proposed.

Transit Changes

No changes to transit service or facilities are proposed with the project.

PROPOSED TRAFFIC AND PARKING MODIFICATIONS

Below is a list of the traffic modifications associated with the proposed project. Items B, C, H, and I require SFMTA Board approval. Further, although Transportation Code, Division II,

Section 201, Subsection (b) delegates to the City Traffic Engineer the authority to approve items A, D, E, F, G, and J, the City Traffic Engineer recommends that the SFMTA Board approve these items as part of the Cesar Chavez Bikeways Project.

A. RESCIND – CLASS II BIKEWAY
ESTABLISH – CLASS IV BIKEWAY (TWO-WAY BIKEWAY)
Cesar Chavez Street, eastbound and westbound, from Kansas Street to 3rd Street (two-way protected bikeway on south side of roadway)

B. RESCIND – CLASS III BIKEWAY
ESTABLISH – CLASS IV BIKEWAY (TWO-WAY BIKEWAY)
Cesar Chavez Street, eastbound and westbound, from 3rd Street to Illinois Street (two-way protected bikeway on south side of roadway)

C. RESCIND – CLASS II BIKEWAY
Cesar Chavez Street, westbound, from Kansas Street to 325 feet westerly (existing westbound bike lane to be replaced by two-way protected bikeway on south side of roadway)

D. ESTABLISH – NO TURN ON RED, EXCEPT BICYCLES
   i. Cesar Chavez Street, eastbound, at Kansas Street
   ii. Kansas Street, northbound, at Cesar Chavez Street
   iii. Cesar Chavez Street, eastbound, at Evans Avenue
   iv. Evans Avenue, northbound, at Cesar Chavez Street
   v. I-280 Off Ramp, northbound, at Cesar Chavez Street
   vi. Cesar Chavez Street, eastbound, at Indiana Street
   vii. Cesar Chavez Street, eastbound, at 3rd Street
   viii. 3rd Street, northbound, at Cesar Chavez Street
   ix. Cesar Chavez Street, eastbound, at Illinois Street
   x. Illinois Street, northbound, at Cesar Chavez Street

E. ESTABLISH – NO U-TURN
3rd Street, northbound, at Cesar Chavez Street

F. ESTABLISH – NO LEFT TURN
Cesar Chavez Street, westbound, at 3rd Street

G. ESTABLISH – RIGHT LANE MUST TURN RIGHT
ESTABLISH – LEFT LANE MUST TURN LEFT
Cesar Chavez Street, eastbound, at 3rd Street

H. ESTABLISH – CROSSWALK CLOSURE

i. Cesar Chavez Street at Missouri Street, east and west legs
ii. Cesar Chavez Street at Mississippi Street, east and west legs
iii. Cesar Chavez Street at Minnesota Street, east and west legs
iv. Cesar Chavez Street at Tennessee Street, east and west legs

I. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME
Cesar Chavez Street, south side, from Indiana Street to 220 feet westerly (removes 11 parking spaces)

J. ESTABLISH – RED ZONE
Cesar Chavez Street at Minnesota Street, south side, 60 feet (removes 3 spaces to provide SFFD access to sidewalk fire hydrant)

STAKEHOLDER ENGAGEMENT

Public outreach for the Cesar Chavez Bikeway Project began in 2024. Early stakeholder engagement involved outreach to neighborhood groups to introduce the project goals and hear initial feedback. Outreach was then broadened to the larger public through the project webpage, physical postings, emails, and factsheets distributed to businesses along the corridor. Stakeholder conversations continued throughout project design.

In-Person Outreach
In late 2024 and again in early 2026, project staff walked door-to-door and distributed materials to project-area businesses, sharing information and engaging in conversations with neighbors. Project staff connected with more than 35 businesses.

Project staff also posted physical fliers along the corridor showcasing the proposed design and ways to contact project staff with questions and feedback. Since 2024, project staff have directly responded to over 20 inquiries from individual community members about the project. On September 19th, 2026, SFMTA staff attended an outdoor pop-up tabling event in the Bayview neighborhood near India Basin Park. Approximately 50 people attended, including several people who had not heard of the project. Many attendees were supportive of traffic safety improvements in the area.

Project staff attended division safety meetings at the Islais Creek, Green, and Muni Metro East facilities to hear feedback from transit operators and staff.

Direct Stakeholder Engagement

From mid-2024 through fall 2026, SFMTA staff engaged Cesar Chavez Street stakeholders by corresponding via email and attending meetings where community members provided in-depth feedback on the project. The primary groups engaged during the process included the

Dogpatch Neighborhood Association, the Potrero Boosters Neighborhood Association, San Francisco Bicycle Coalition, and Walk SF. Project staff heard strong support for traffic safety improvements.

Summary of Public Feedback on the Proposed Changes

- **Support for repaving:** There was a desire for the SFMTA to coordinate the project with SFPW repaving efforts to address deteriorated roadway conditions in tandem with roadway reconfigurations.
- **A desire for a safe, intuitive bikeway that is well-connected to the broader network**: There was a desire for a comfortable, seamless experience that would encourage people to bike on Cesar Chavez Street. Community members supported connections and wayfinding to and from existing streets on the bike network, particularly Illinois Street. Some people also wanted to see paint markings and other wayfinding tools to help people bicycling navigate the bikeway, particularly at intersections such as Indiana Street.
- **A desire for separation and protection from motor vehicles for people bicycling:** Many people voiced support for more separation and protection from motor vehicles for people bicycling. There was support for adding concrete barriers or parked vehicles as protection. Many expressed support for signal separation from vehicles at signalized intersections.
- **Concerns over the Islais Creek Bridge closure:** Community members expressed concern over potential traffic impacts from construction detours for the future Islais Creek Bridge Rehabilitation Project, located in the vicinity of the proposed project.
- **Demand for on-street parking:** In conversations with operators and employees at nearby Muni bus and rail yards, project staff heard and acknowledged that employees who commute by car depend on on-street parking. A separate SFMTA project recently converted existing parking spaces in the area to metered spaces to increase parking turnover and availability for commuters.

Project Modifications Based on Public Feedback

Coordination with repaving projects: The project team has and continues to coordinate with SFPW to implement roadway changes alongside or shortly after the completion of roadway repaving projects. The first repaving project between Indiana and 3rd streets was completed in early fall 2026. If approved, staff would immediately begin quick-build implementation of the proposed project on this segment, which includes striping the parking protected bikeway and adding flexible posts for additional separation. The second repaving project between Kansas Street and Pennsylvania Avenue is planned for construction beginning

in 2028. The project team is partnering with SFPW staff and plans to include key elements of the proposed project into the paving project, including critical traffic signal modifications, adding concrete barriers for the bikeway, and new segments of sidewalk-level bikeway; in partnering with SFPW, the project will deliver more substantial and permanent project elements than what would otherwise be feasible in a typical quick-build project.

Improved bikeway connections: The project team adjusted designs to seamlessly connect to the existing two-way bikeway through the US-101 "Hairball" interchange in coordination with a separate SFMTA project, the Cesar Chavez/Potrero Ave/Bayshore Blvd Intersection Improvements project. The project team also improved connections to existing bikeways on Evans Avenue, Indiana Street, and Illinois Street using a mix of turn boxes, roadway striping, and bike signals.

Concrete protection: The project team added concrete islands in the buffer space between vehicle lanes and the proposed two-way bikeway between Kansas and Indiana streets and between Tennessee and Illinois streets.

Parking protection and retention: Between Indiana and Tennessee streets, the two-way bikeway will be protected by parked vehicles and retain most existing parking spaces.

Intersection adjustments: The project team added new bike signals and adjusted signal timing to fully separate vehicle turning movements from bicycle movements at all signalized intersections along the project corridor.

ALTERNATIVES CONSIDERED

Implement a two-way bikeway on the north side of the street: The project team considered locating the proposed two-way bikeway on the north side of Cesar Chavez Street. However, this alternative would require challenging transitions to connecting bikeways at the Kansas Street and the Evans Street intersections. Further, this alternative would require frequent gaps in the protective bikeway barriers for each of the driveways located on the north side of the street along with more frequent conflicts between bicyclists and drivers entering and exiting these driveways. Finally, a two-way bikeway on the north side between 3rd Street and Illinois Street is likely infeasible due to geometric constraints from the Muni trackway configuration.

Upgrade existing one-way bikeways on both sides of the street: The project team considered upgrading existing one-way bikeways in both directions. However, this alternative would require many gaps in the bikeway for driveways located on the north side of the street. Further, this alternative would require twice as many concrete barriers compared to a consolidated two-way bikeway and require narrower travel lanes compared to existing

conditions, less suitable for the larger commercial and transit vehicles traveling on Cesar Chavez Street.

Retain two eastbound vehicle lanes between 3rd Street and Illinois Street: The project team considered terminating the two-way bikeway at 3rd Street to avoid a necessary lane reduction in the eastbound direction between 3rd and Illinois streets. However, this alternative would fail to meet established safety goals, as people biking would need to navigate the Cesar Chavez Street and 3rd Street intersection in a shared condition (Class III) before entering or after leaving the two-way protected bikeway, assuming bicyclists are coming from or traveling to Illinois Street.

Retain one-way bikeway westbound from Kansas Street through the Hairball: The project team considered retaining the existing one-way bikeway in the westbound direction between Kansas Street and the US-101 "Hairball." However, this alternative is geometrically incompatible with the existing two-way bikeway on the south side of Cesar Chavez Street through the Hairball. Westbound cyclists may access the north side of Cesar Chavez Street on Potrero Avenue in the middle of the Hairball.

No Project: Staff considered a no-project alternative; however, given the city's Safe Streets Initiative and Transit First goals, the project's proposed safety benefits, and community support for improvements on this High Injury Network corridor, staff recommends rejecting this alternative.

FUNDING IMPACT

Project is funded by $475,000 of Proposition D Traffic Congestion Mitigation Tax and $525,000 of Population Baseline General Fund Transfer Funding by phase is detailed in Table 1.

Table 1. Project funding plan

	Design ($)	**Construction ($)**	**Total ($)**
Traffic Congestion Mitigation Tax Funds	-	475,000	475,000
Population Baseline General Fund Transfer	495,000	30,000	525,000
Total	**495,000**	**505,000**	**1,000,000**

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities, including new facilities, and projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians pursuant to Public Resources Code Section 21080.25. The Planning Department determined, on October 19, 2026, that the proposed Cesar Chavez Bikeways Project (Case Number 2026-008649ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.[2]

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

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 www.sfplanning.org/resource/ceqa-exemptions or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The San Francisco Fire Department, San Francisco Police Department, and San Francisco Public Works reviewed the project through the interagency Transportation Advisory Staff Committee (TASC).

The City Attorney has reviewed this item.

The California Public Utilities Commission (CPUC) is currently reviewing the project. Prior to construction, the project requires approval by the CPUC Rail Safety Division for the proposed changes at the 3rd St and Cesar Chavez Street intersection in proximity to the SFMTA Muni trackways. After reviewing conditions in the field, CPUC did not communicate any major concerns but their formal concurrence requires additional information submittals and signatures.

The California Department of Transportation (Caltrans) is currently reviewing the project. Prior to construction, the project requires approval by Caltrans District 4 for the proposed changes to the operation of the I-280 off-ramp at Cesar Chavez Street and Pennsylvania Street.

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2 In 2020, the Legislature adopted Senate Bill (SB) 288, which created new Public Resources Code (PRC) Section 21080.25 which, among other things, exempts bicycle and pedestrian facilities and customer information and wayfinding from the California Environmental Quality Act (CEQA). While SB 288 will sunset on January 1, 2023, the Legislature recently adopted Senate Bill (SB) 922, which extended the exemption to January 1, 2030. PRC Section 21080.25 remains effective, and the definitions of pedestrian and bicycle facilities and customer information and wayfinding projects under that section, for which the proposed Page Street Project qualifies, have not materially changed.

RECOMMENDATION

Approve the Cesar Chavez Bikeway Project to improve transportation safety and connectivity, by establishing a new Class IV protected two-way bikeway on the south side of Cesar Chavez Street between Kansas Street and Illinois Street through consolidation of existing eastbound and westbound bikeways, rearranging existing vehicle lanes, and modifying traffic signal hardware and timing, alongside other related traffic and parking modifications.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to eliminating transportation related fatalities and severe injuries; and,

WHEREAS, Cesar Chavez Street between Kansas Street and Illinois Street is located on the 2024 High-Injury Network; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The SFMTA is committed to creating a network of All Ages and Abilities bikeways citywide; and,

WHEREAS, Due to the layout of the street grid and topography of parallel streets, Cesar Chavez Street is a key east-west spine in the larger transportation network with few alternatives, particularly for those biking or rolling; and,

WHEREAS, A notable share of vehicles traveling on Cesar Chavez Street are large trucks serving nearby industries as well as Muni buses accessing SFMTA yards at Islais Creek, Marin, and Muni Metro East, in addition to typical vehicle traffic flowing to and from US-101 and I-280 and between the west and southeast areas of the city; and,

WHEREAS, There exists a mix of Class II and Class III bikeways in either direction between Kansas Street and Illinois Street, but no physical barrier separating vehicles from cyclists; and,

WHEREAS, The project is partnering with the San Francisco Public Works paving program to deliver more substantial and permanent project elements than would otherwise be feasible in a typical quick-build project; and,

WHEREAS, Cesar Chavez Bikeways Project staff have engaged with institutional stakeholders, neighborhood organizations, and advocacy groups; and responded to public feedback; and,

WHEREAS, The SFMTA has proposed the installation of separated bikeways and parking and traffic modifications along Cesar Chavez Street as follows:

A. RESCIND – CLASS II BIKEWAY
   ESTABLISH – CLASS IV BIKEWAY (TWO-WAY BIKEWAY)
   Cesar Chavez Street, eastbound and westbound, from Kansas Street to 3rd Street (two-way protected bikeway on south side of roadway)

B. RESCIND – CLASS III BIKEWAY
ESTABLISH – CLASS IV BIKEWAY (TWO-WAY BIKEWAY)
Cesar Chavez Street, eastbound and westbound, from 3rd Street to Illinois Street (two-way protected bikeway on south side of roadway)

C. RESCIND – CLASS II BIKEWAY
Cesar Chavez Street, westbound, from Kansas Street to 325 feet westerly (existing westbound bike lane to be replaced by two-way protected bikeway on south side of roadway)

D. ESTABLISH – NO TURN ON RED, EXCEPT BICYCLES
   i. Cesar Chavez Street, eastbound, at Kansas Street
   ii. Kansas Street, northbound, at Cesar Chavez Street
   iii. Cesar Chavez Street, eastbound, at Evans Avenue
   iv. Evans Avenue, northbound, at Cesar Chavez Street
   v. I-280 Off Ramp, northbound, at Cesar Chavez Street
   vi. Cesar Chavez Street, eastbound, at Indiana Street
   vii. Cesar Chavez Street, eastbound, at 3rd Street
   viii. 3rd Street, northbound, at Cesar Chavez Street
   ix. Cesar Chavez Street, eastbound, at Illinois Street
   x. Illinois Street, northbound, at Cesar Chavez Street

E. ESTABLISH – NO U-TURN
3rd Street, northbound, at Cesar Chavez Street

F. ESTABLISH – NO LEFT TURN
Cesar Chavez Street, westbound, at 3rd Street

G. ESTABLISH – RIGHT LANE MUST TURN RIGHT
ESTABLISH – LEFT LANE MUST TURN LEFT
Cesar Chavez Street, eastbound, at 3rd Street

H. ESTABLISH – CROSSWALK CLOSURE
   i. Cesar Chavez Street at Missouri Street, east and west legs
   ii. Cesar Chavez Street at Mississippi Street, east and west legs
   iii. Cesar Chavez Street at Minnesota Street, east and west legs
   iv. Cesar Chavez Street at Tennessee Street, east and west legs

I. ESTABLISH – TOW-AWAY, NO STOPPING ANY TIME
Cesar Chavez Street, south side, from Indiana Street to 220 feet westerly (removes 11 parking spaces)

J. ESTABLISH – RED ZONE
Cesar Chavez Street at Minnesota Street, south side, 60 feet (removes 3 spaces to provide SFFD access to sidewalk fire hydrant); and,

WHEREAS, Although the City Traffic Engineer has the authority to approve items A, D, E, F, G, and J, the SFMTA Board is requested to approve all items as part of the Cesar Chavez Bikeways Project; 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 Cesar Chavez Bikeways Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on October 8, 2026, that the proposed Cesar Chavez Bikeways Project (Case Number 2026-008649ENV) 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://sfplanning.org/resource/ceqa-exemptions and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and, now, therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeways and parking and traffic modifications associated with the Cesar Chavez Bikeways Project listed as Items A through J above.

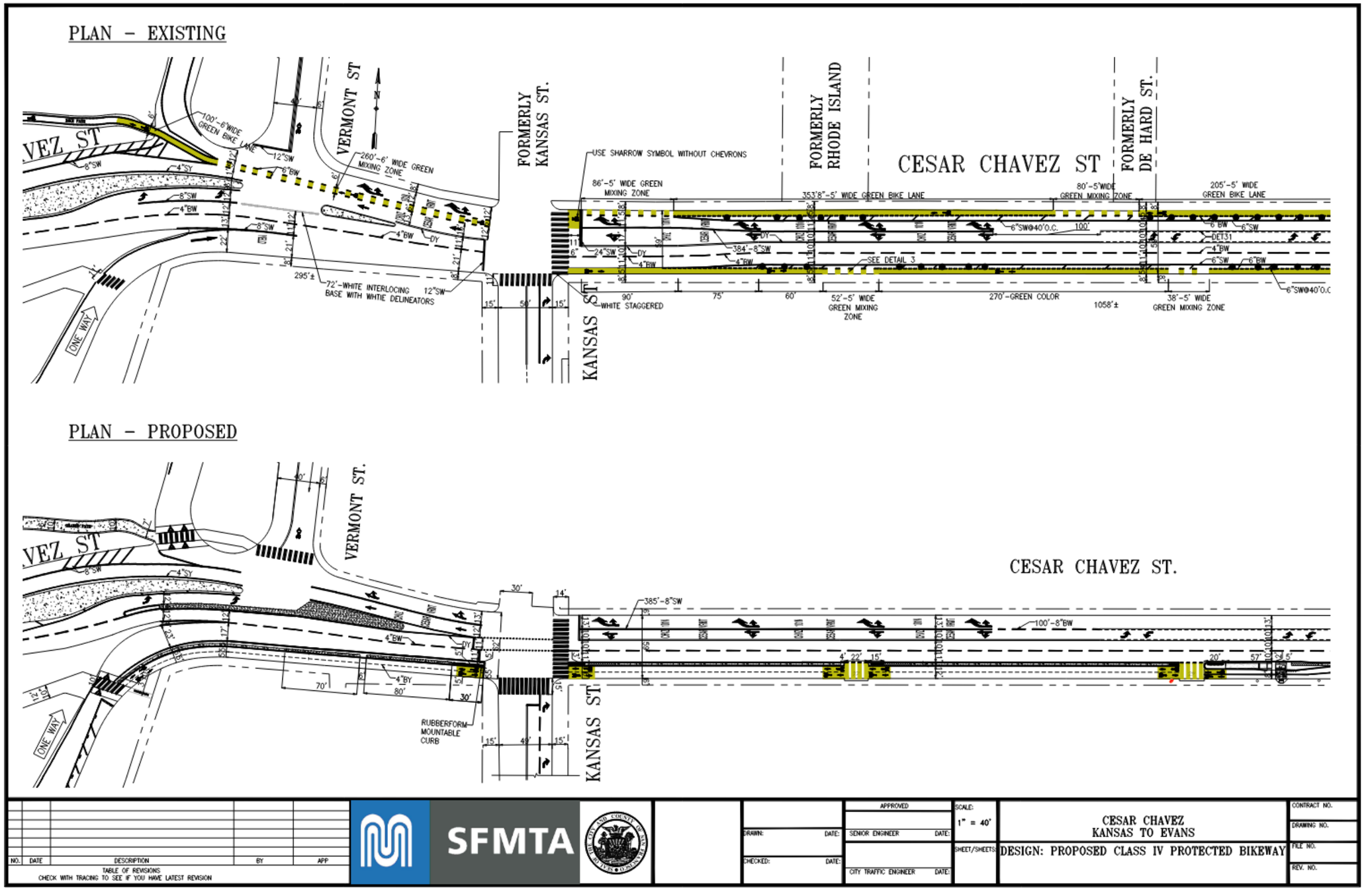
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 17, 2026.

_____

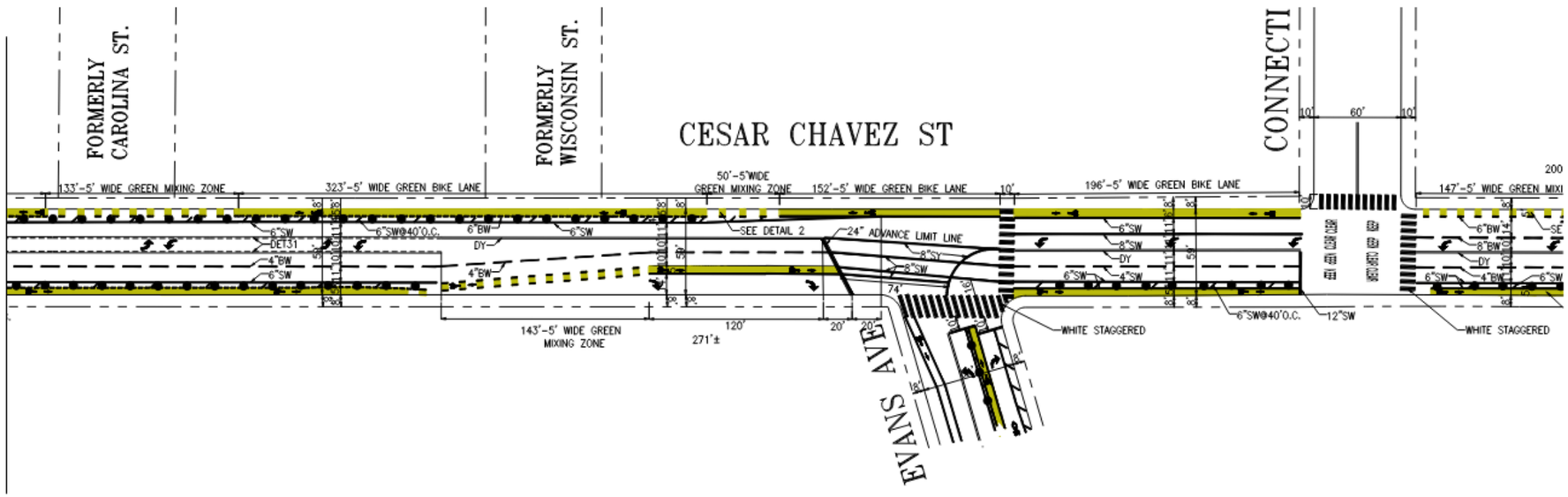
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

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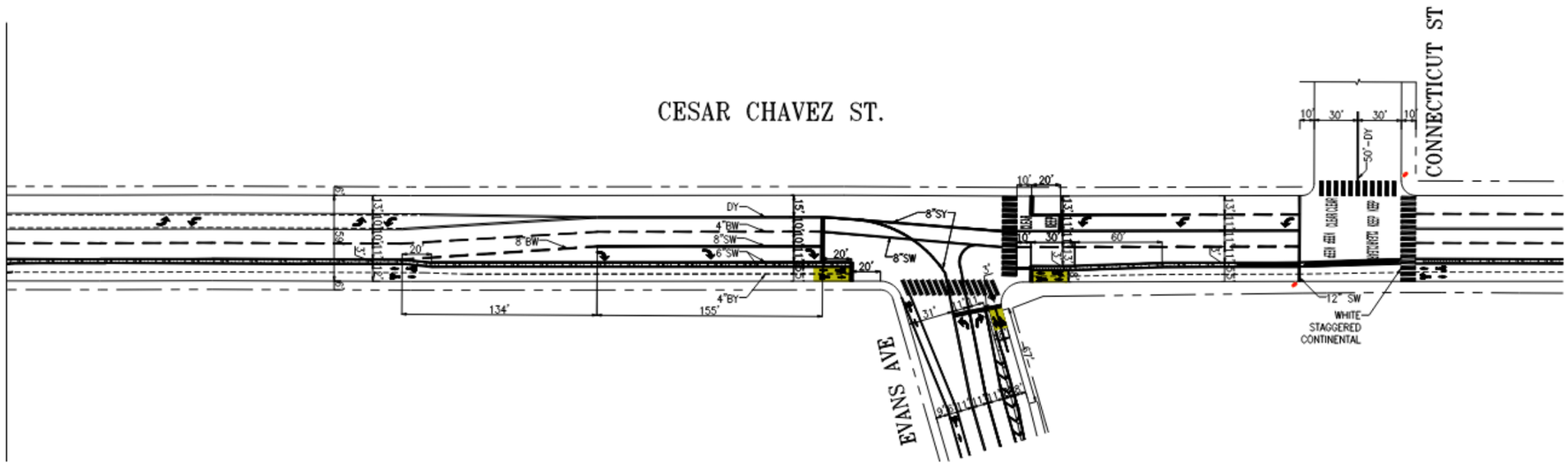
Enclosure 2 – Existing and Proposed Striping Drawings



PLAN – EXISTING



PLAN – PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

SFMTA

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CHECKED: DATE:

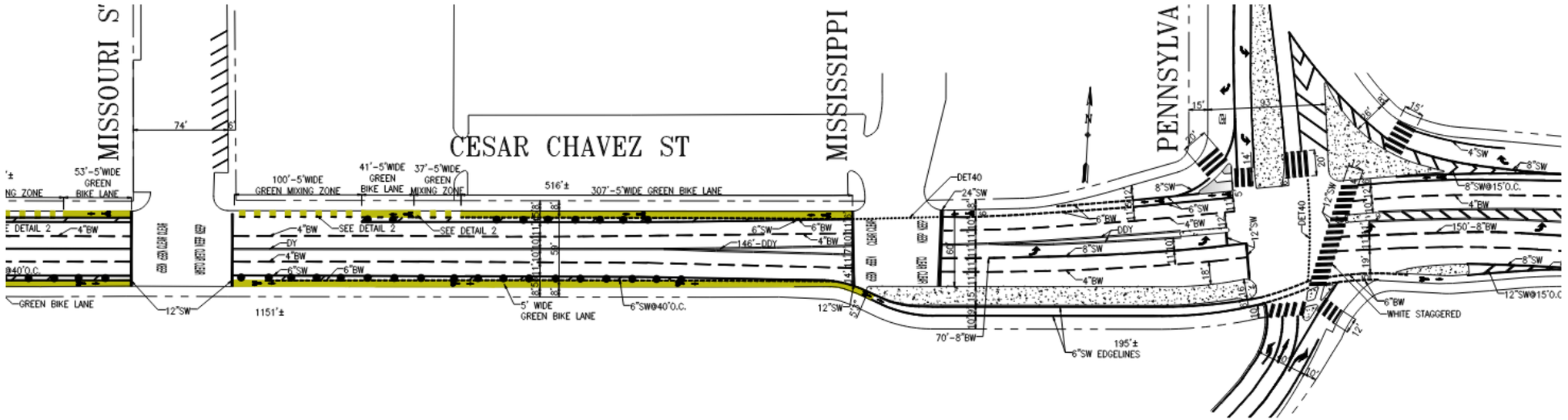
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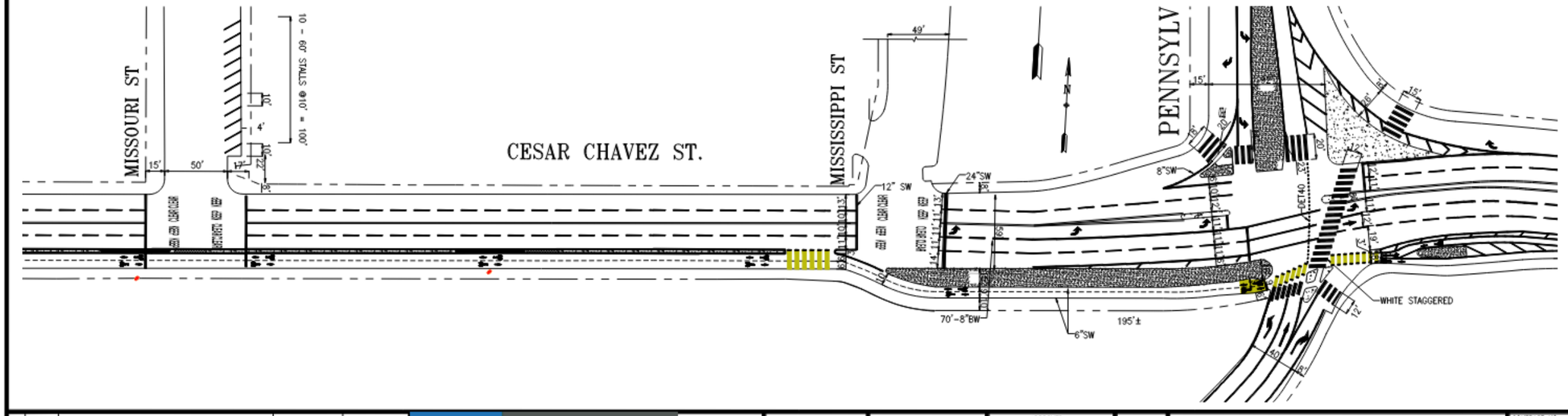
CESAR CHAVEZ
KANSAS TO EVANS
DESIGN: PROPOSED CLASS IV PROTECTED BIKEWAY

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

PLAN – EXISTING



PLAN – PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
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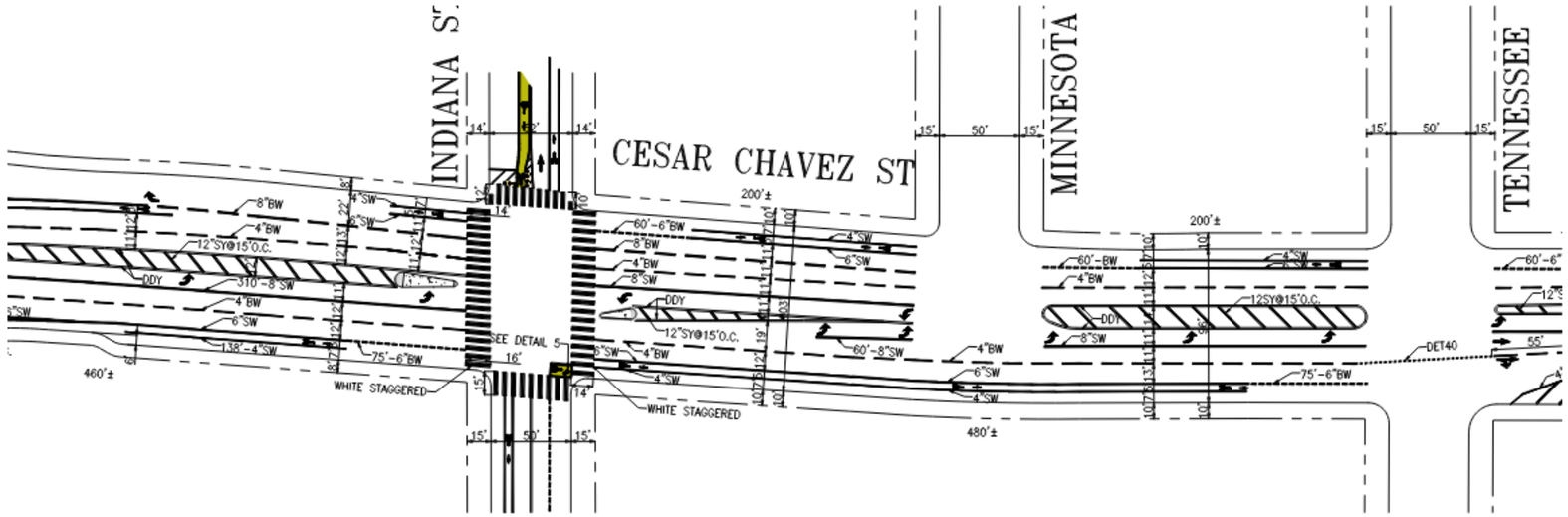
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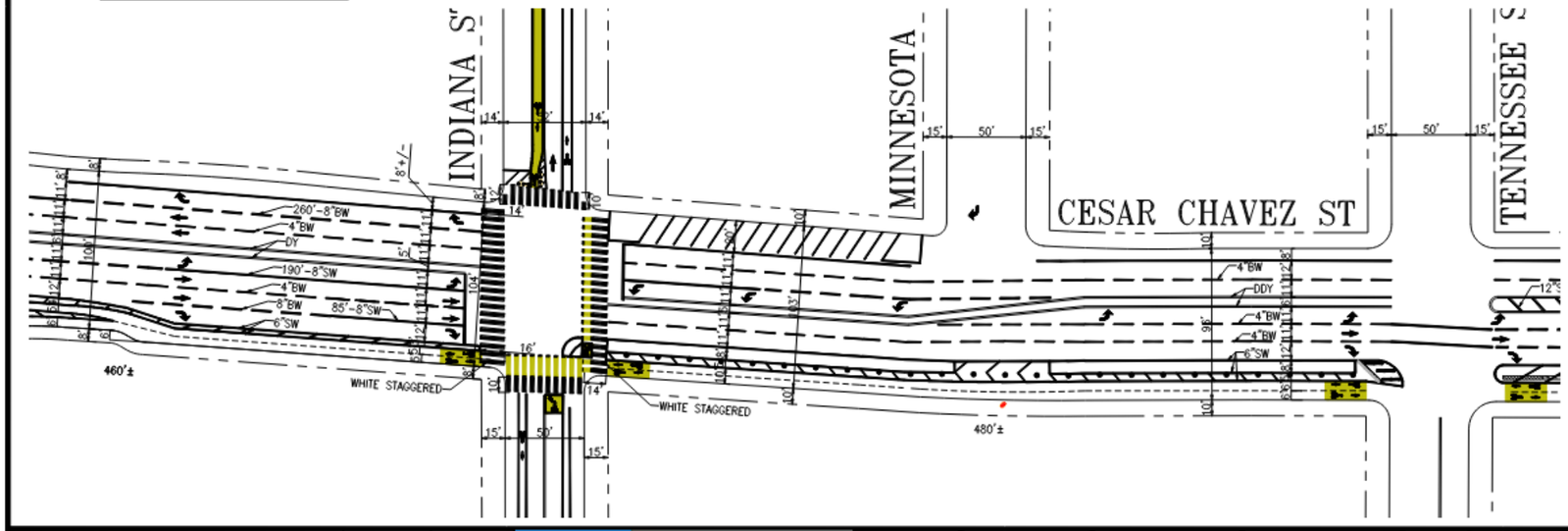
CESAR CHAVEZ
MISSOURI TO INDIANA
DESIGN: PROPOSED CLASS IV PROTECTED BIKEWAY

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

PLAN – EXISTING



PLAN – PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

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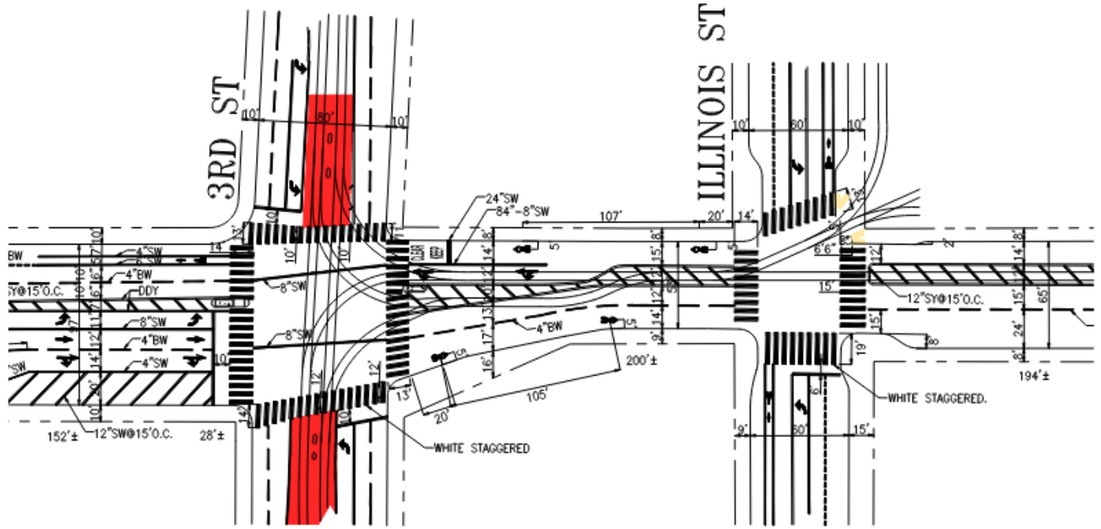
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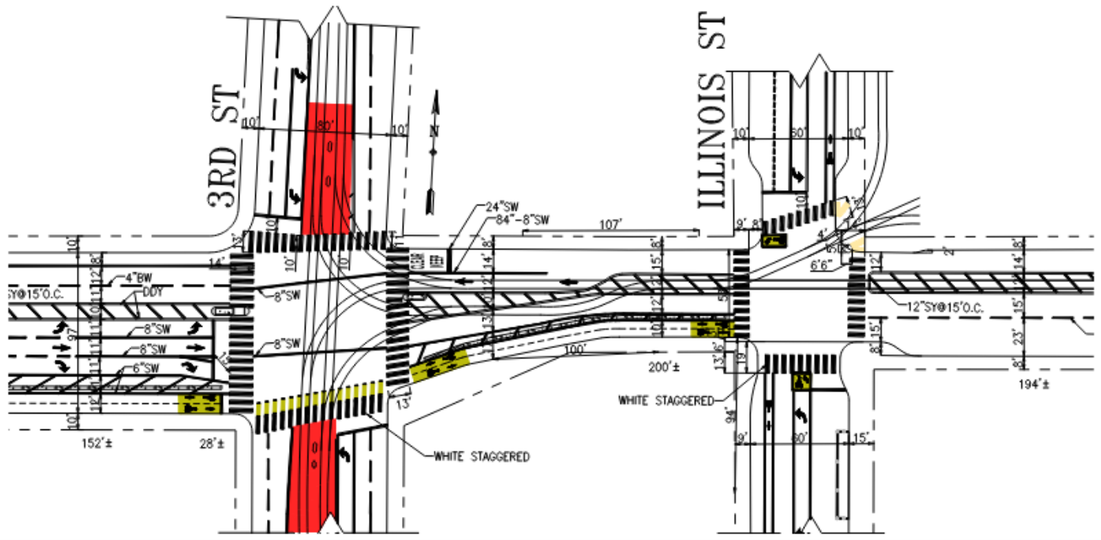
CESAR CHAVEZ
INDIANA TO ILLINOIS
DESIGN: PROPOSED CLASS IV PROTECTED BIKEWAY

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

PLAN – EXISTING



PLAN – PROPOSED



NO.	DATE	DESCRIPTION	BY	APP

TABLE OF REVISIONS
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SFMTA

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CHECKED: DATE:

APPROVED

SENIOR ENGINEER DATE:

CITY TRAFFIC ENGINEER DATE:

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CESAR CHAVEZ
INDIANA TO ILLINOIS

DESIGN: PROPOSED CLASS IV PROTECTED BIKEWAY

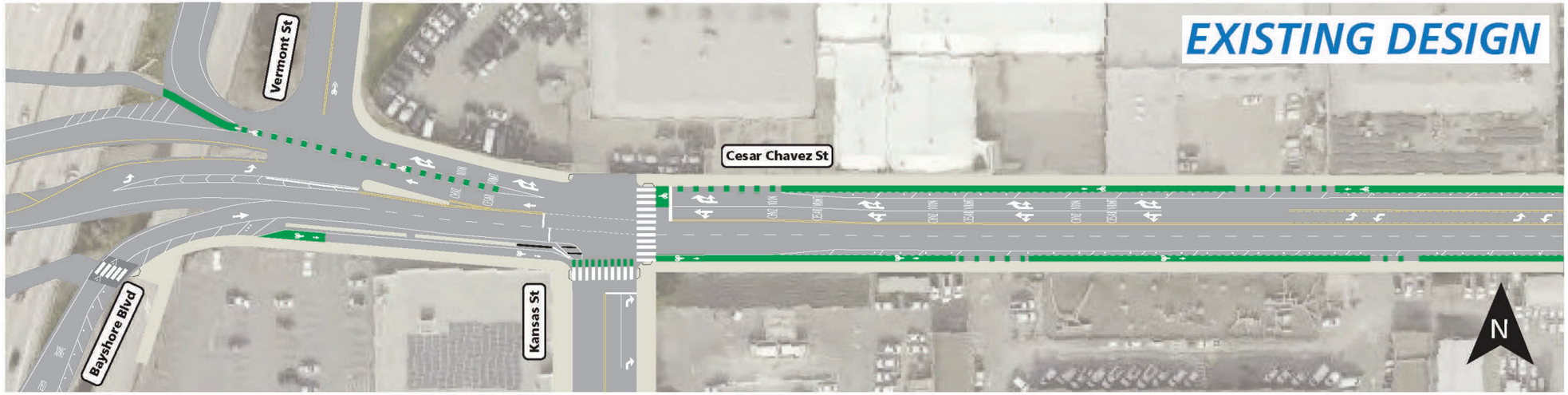
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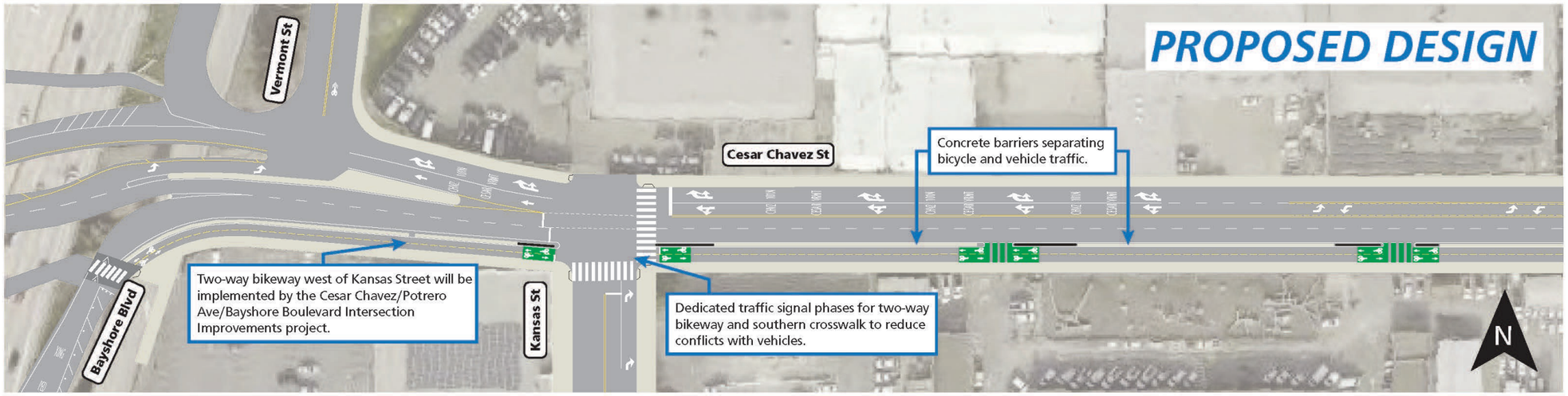
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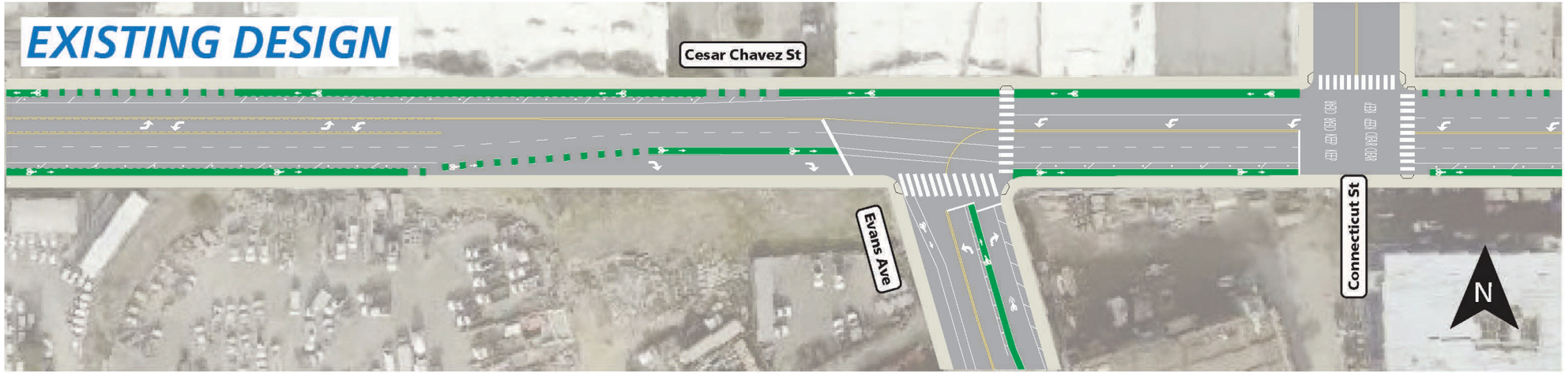
Enclosure 3 – Proposed Plan View

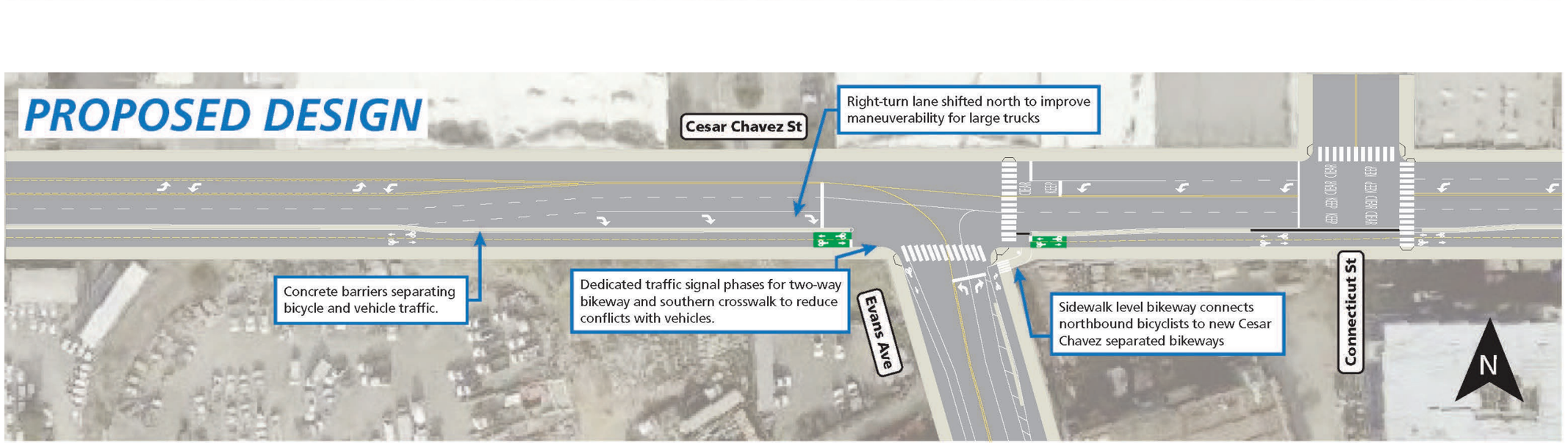




Cesar Chavez Bikeway Improvements Design

SFMTA





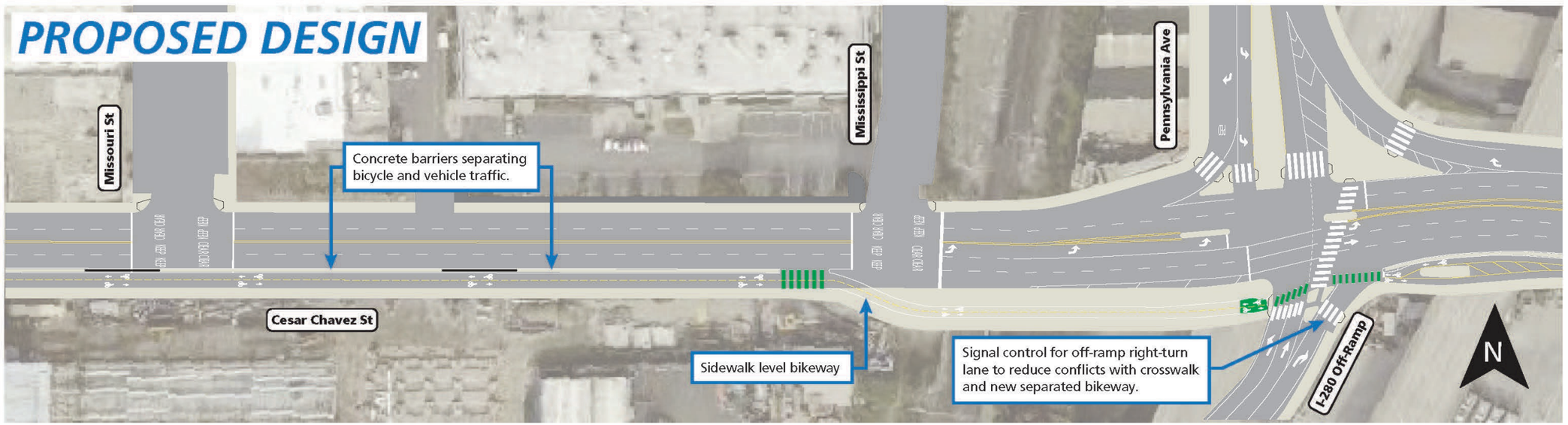
Cesar Chavez Bikeway Improvements Design

SFMTA

EXISTING DESIGN

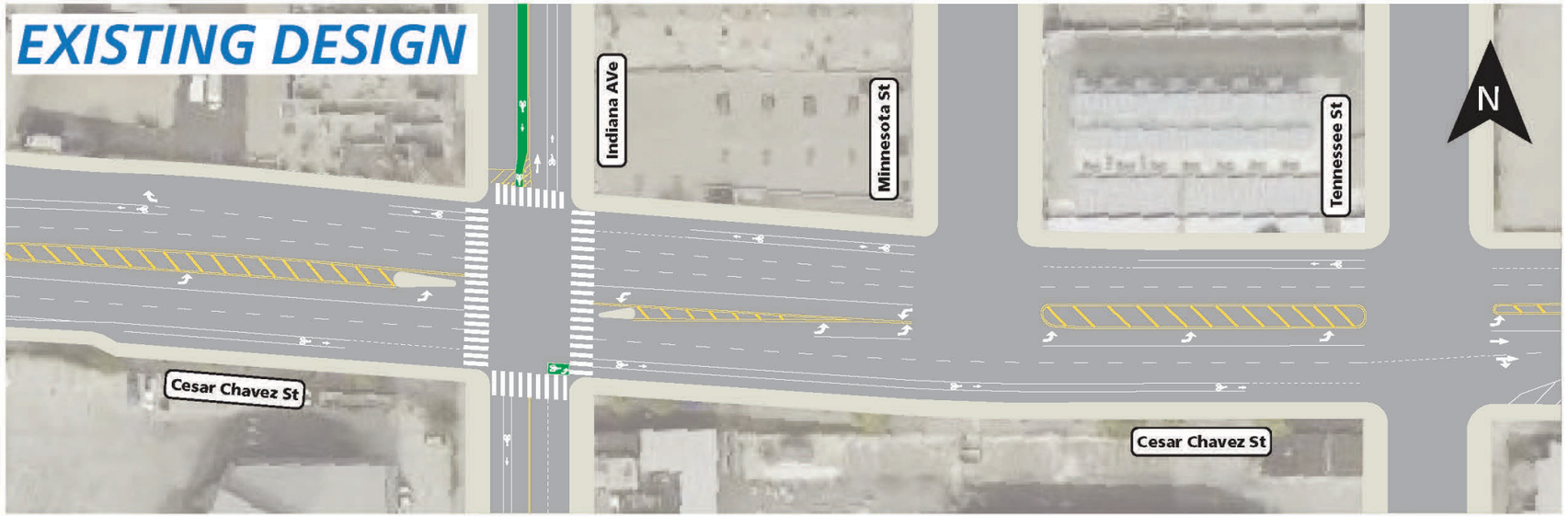


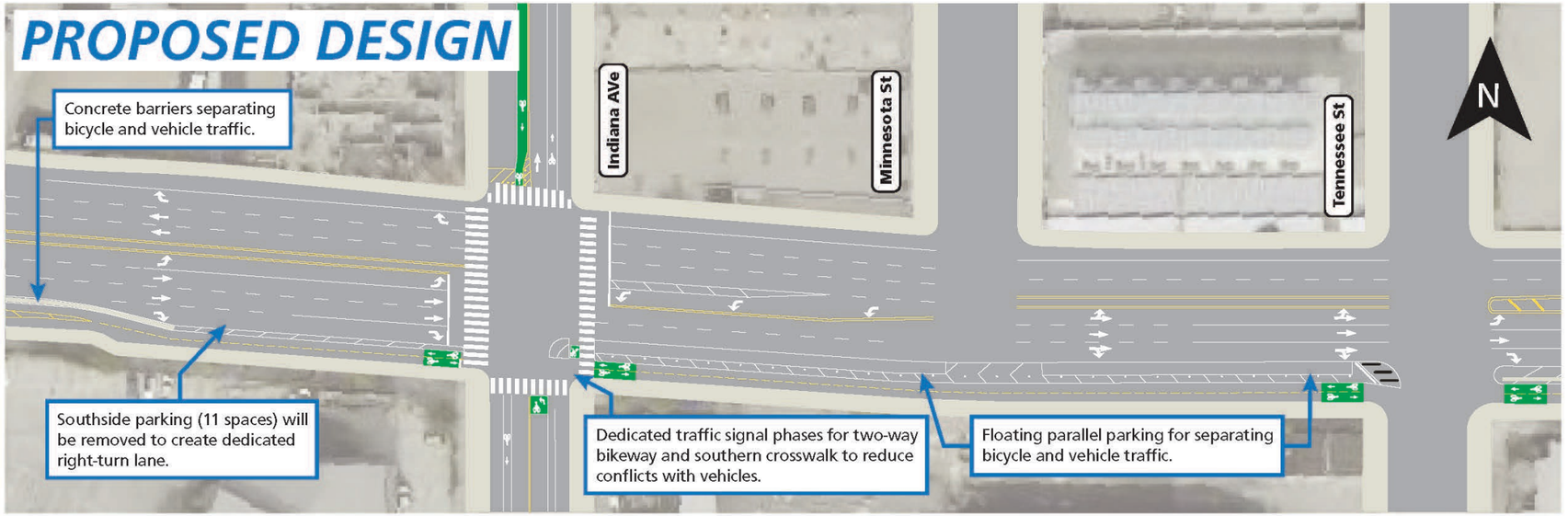
PROPOSED DESIGN



Cesar Chavez Bikeway Improvements Design

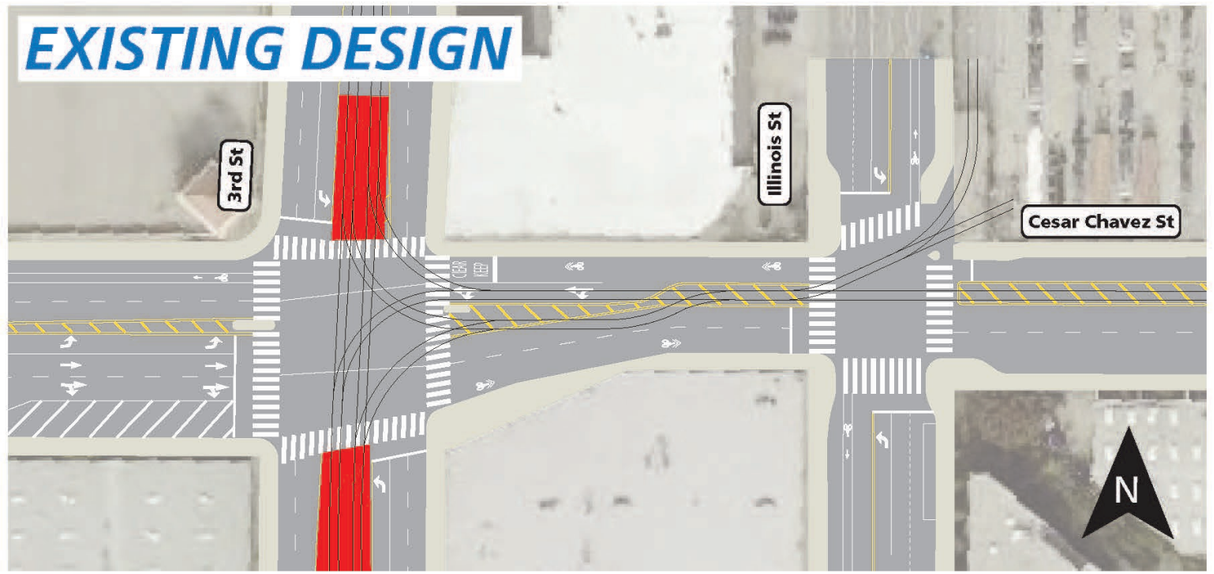
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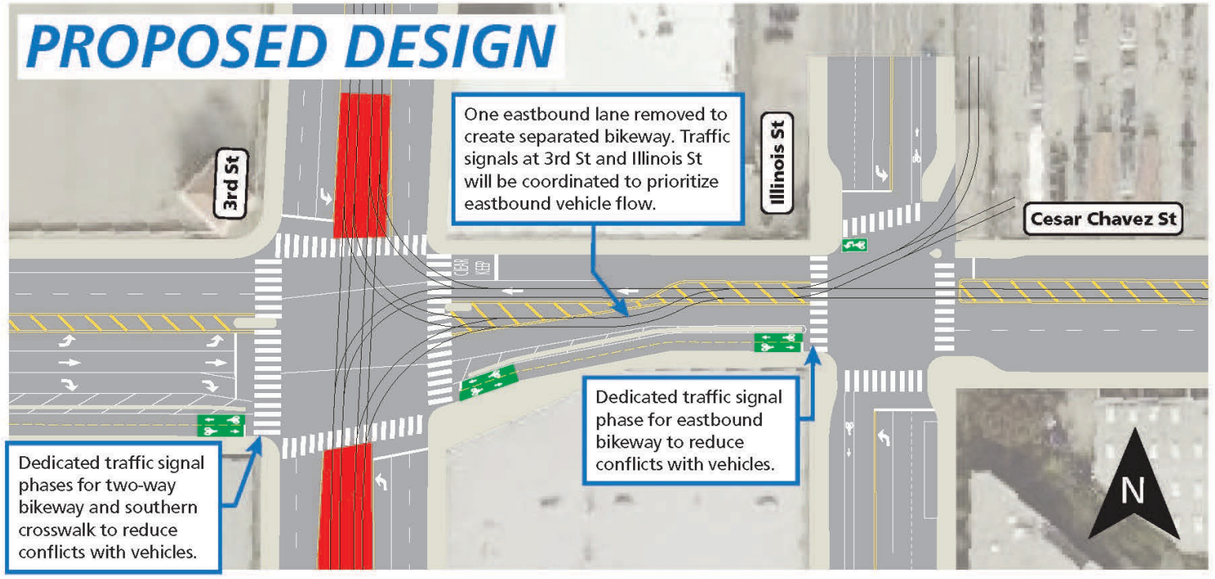




Cesar Chavez Bikeway Improvements Design

SFMTA





Cesar Chavez Bikeway Improvements Design

SFMTA