# Cesar Chavez Street Bikeways Project





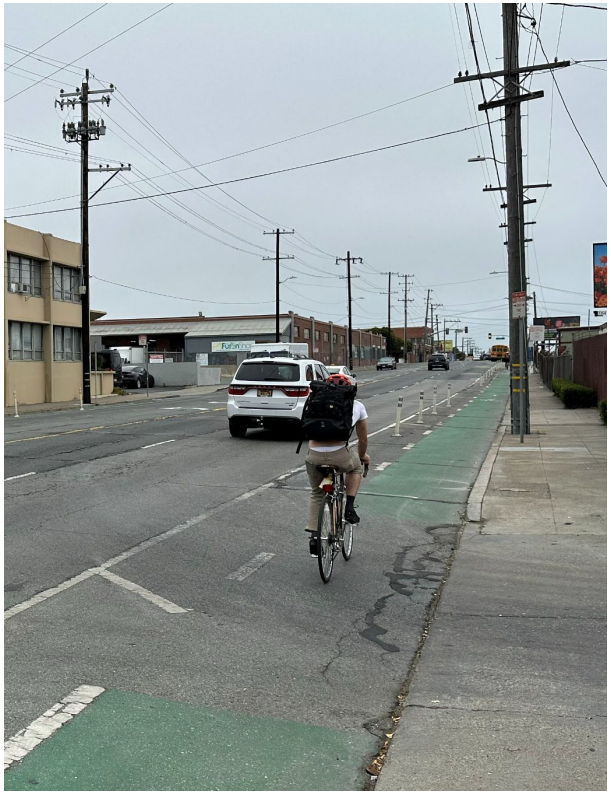
**SFMTA Board of Directors**
November 17, 2026

# Project Intro

**Cesar Chavez Street (*to be renamed Las Campesinas*) is a key connection** between Mission area and Bayview area neighborhoods with few alternatives. It is on the High-Injury Network – the 13% of streets that account for 74% of severe and fatal traffic injuries.



# Existing Conditions

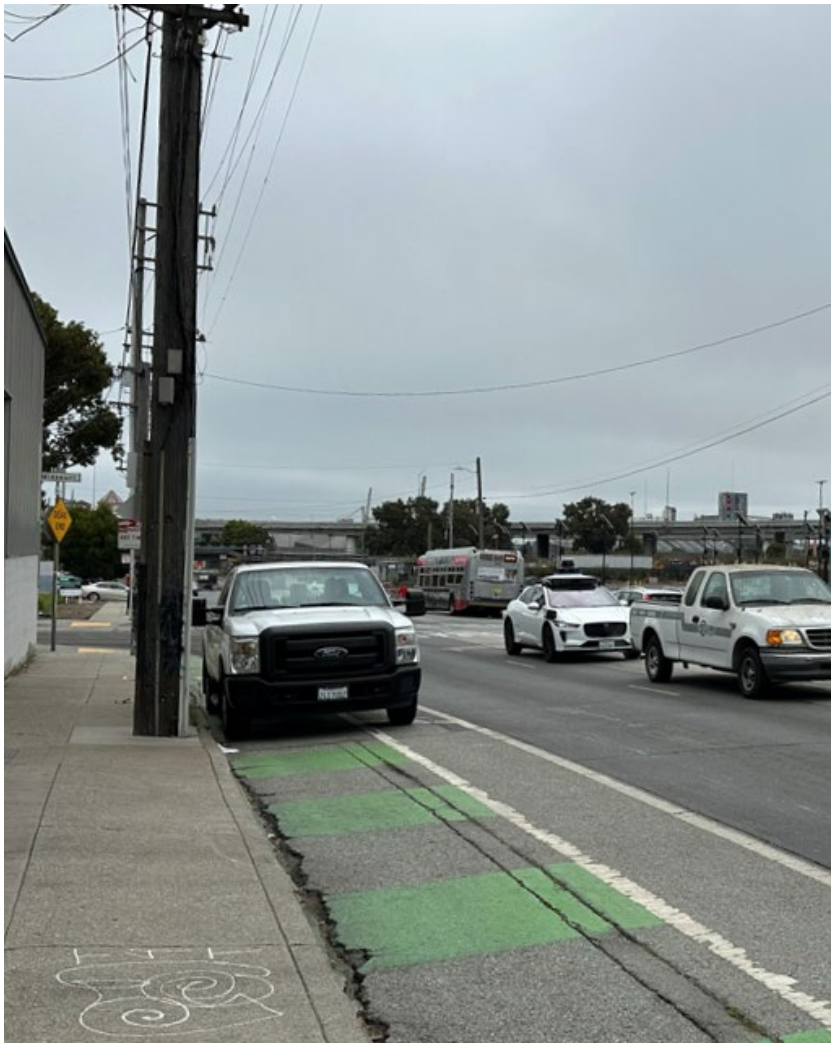







# Existing Conditions





# Focus on Multimodal Mobility, Safety

- **Improve safety and comfort** by fully separating vehicles from bicycles with a protected two-way bikeway
- **Improve the corridor for driving** with smarter signals that allocate green time based on demand, minimizing travel times for critical commercial operations
- **Partner with Public Works** to efficiently deliver improvements beyond a typical quick-build, including better pavement quality for vehicles and bikes
- **Improve connectivity** to existing bikeways on Bayshore, Evans, Indiana, and Illinois, and through the US-101/Cesar Chavez interchange ("Hairball")

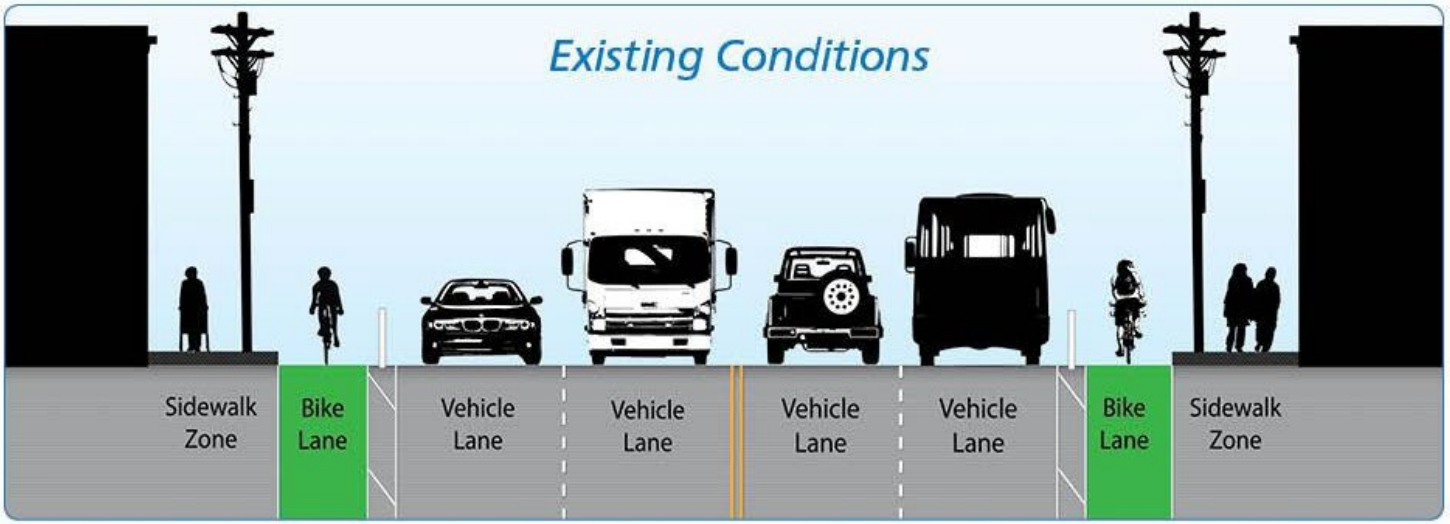
# Bike Network Connectivity

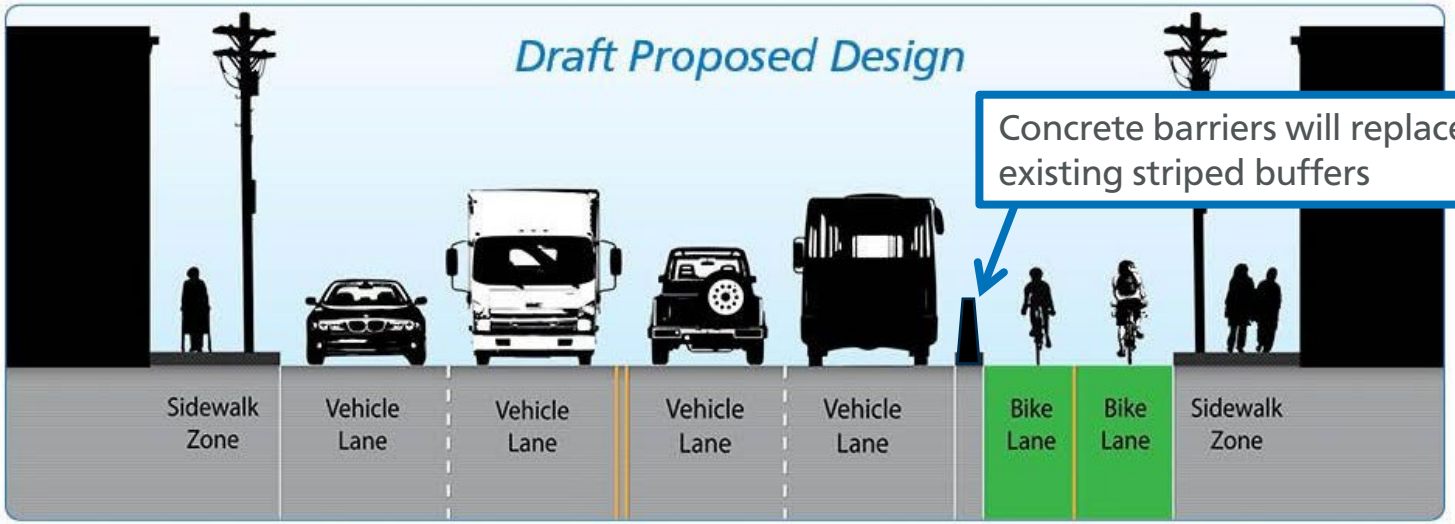
***Biking and Rolling Plan Northstar Map***




- Key connection between several existing and planned routes
- Used throughout the day but especially in the morning and afternoon peaks by commuters, with many accessing Caltrain @ 22nd Street Station
- Expected to induce bike demand similar to other bike projects (~30%)

# Proposed Cross-section



# Key Project Elements

- Concrete barriers (K-rail) and parking (positioned off the curb) will separate the bikeway





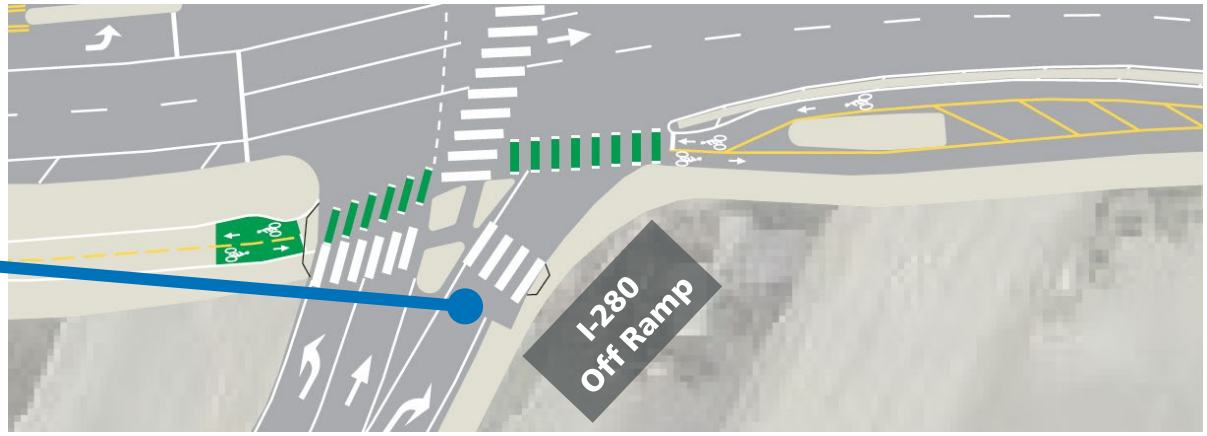
- Separate signals for turning drivers and bicyclists/pedestrians



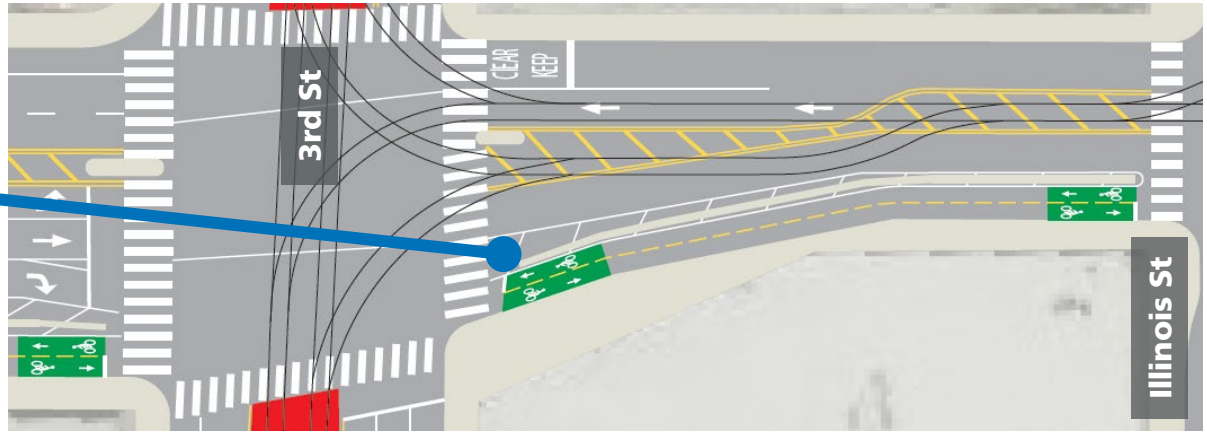


# Key Intersections

**I-280 Off Ramp:**
New signal control for right-turn lane will reduce conflicts with crosswalk and new separated bikeway.




**3rd St to Illinois St:**
One eastbound lane will be removed to create the two-way bikeway. Traffic signals at 3rd St and Illinois St will be coordinated to prioritize eastbound vehicle flow.



# Outreach Strategies

- **In-person outreach** through door-to-door conversations and sharing of materials, posting project flyers, and attendance at community events
- **Direct stakeholder engagement** through community meetings and email correspondence, including Dogpatch & Potrero Hill neighbors, advocacy organizations

**Project staff heard strong support for traffic safety improvements.**

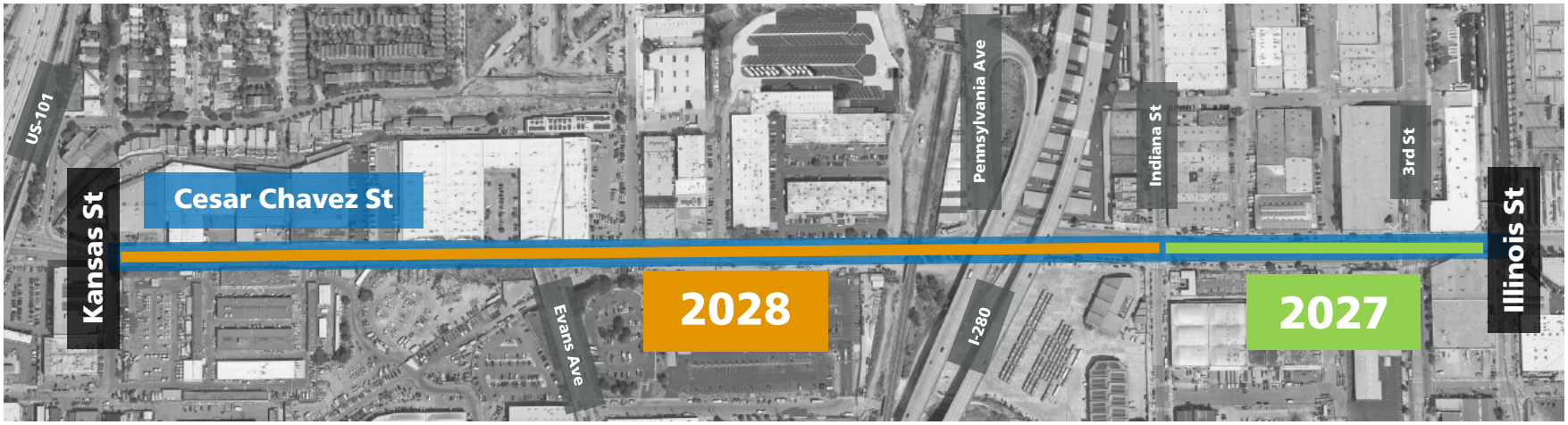
# Key Feedback

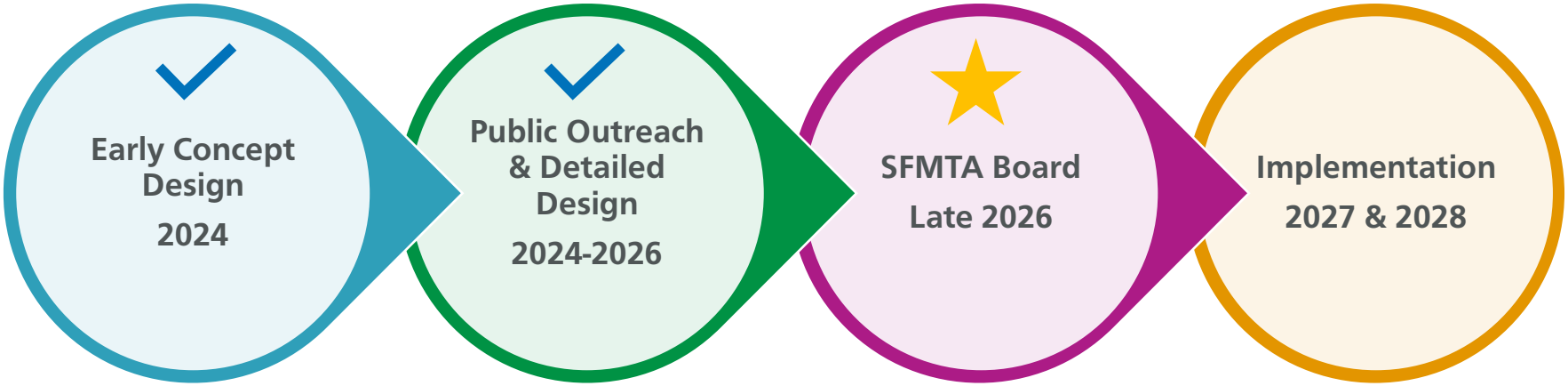
- **Desire for a safe, well-connected bikeway** that integrates seamlessly into the broader bike network
- **Support for bikeways with physical separation** from motor vehicles and phase separation at signalized intersections
- **Support for repaving** to address deteriorated roadway conditions alongside roadway reconfigurations

*"Extremely appreciative of the work you're planning to do to improve the bikability of Cesar Chavez St... [and] bridging these neighborhoods together!"*
*- Community member*

# Phased Implementation

- **Coordinated with two Public Works repaving projects** of Cesar Chavez Street from Indiana to 3rd and from Kansas to Pennsylvania
- **2027:** SFMTA to implement multimodal improvements between Indiana and Illinois using mostly quick-build treatments
- **2028:** SFMTA partnering with Public Works to more efficiently deliver multimodal improvements to the western portion alongside repaving project and to minimize construction impacts






# Thank you!

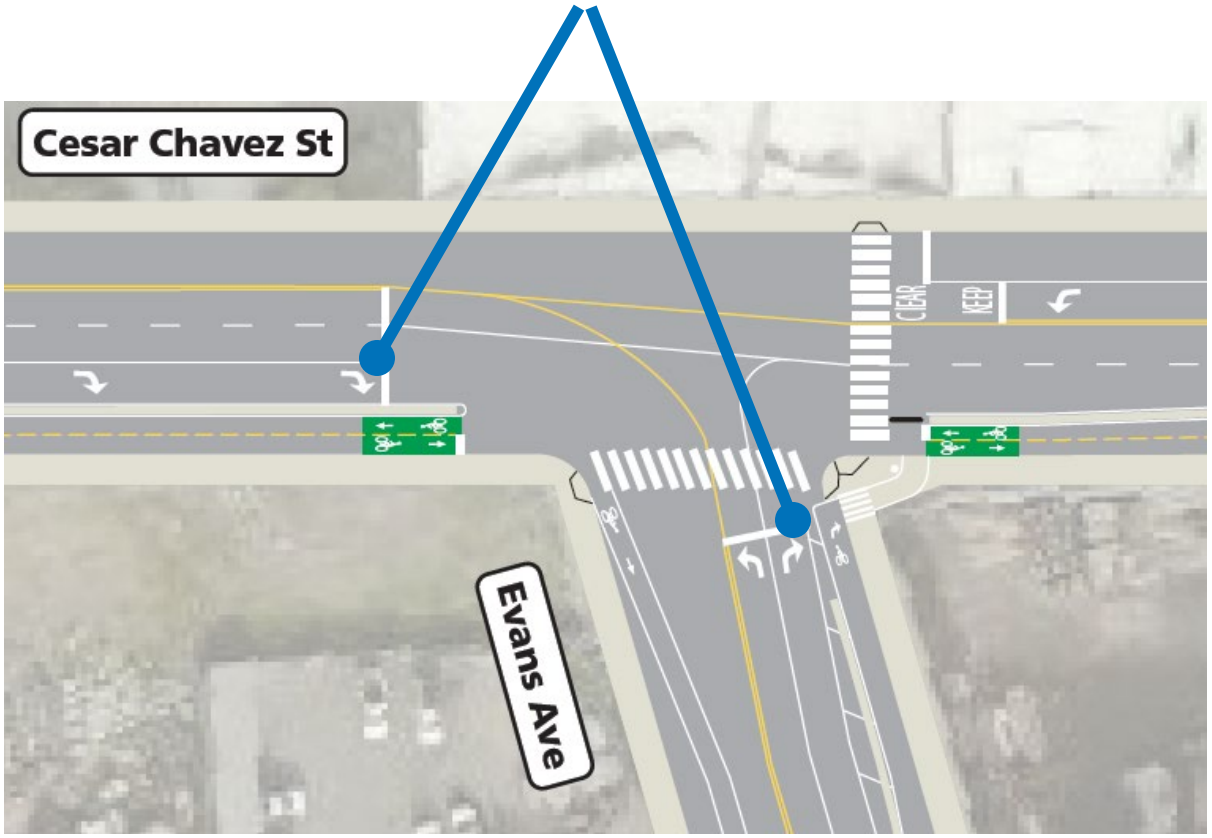
SFMTA.com/CesarChavezQB

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# Key Intersections – Evans Ave

**Evans Ave:**

- New signals will separate turning drivers from bicyclists/pedestrians
- Right-turn lanes will be realigned to improve truck turns



# Sidewalk Closure

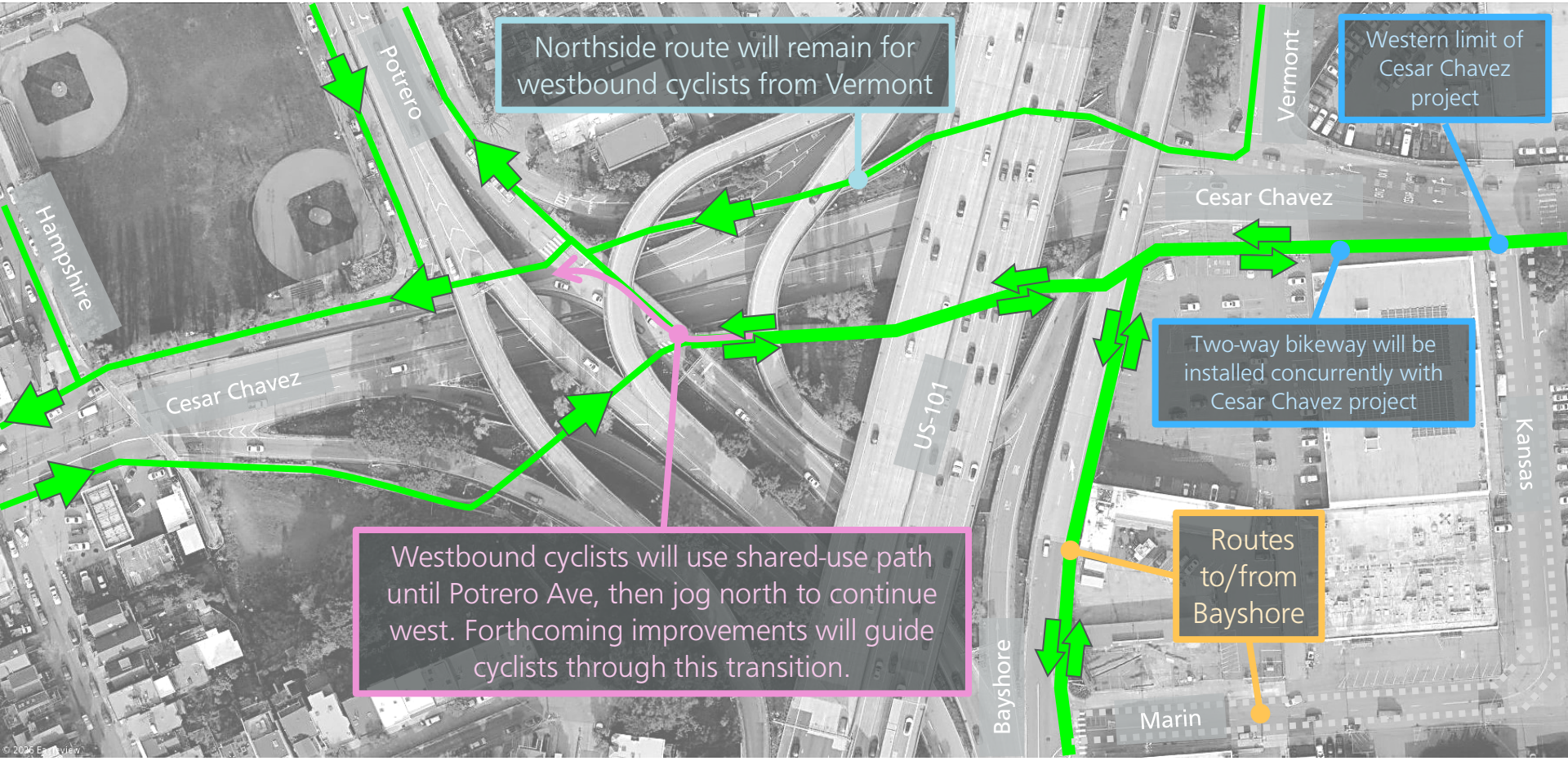
A new bulb out at Evans Ave would include a sidewalk level bikeway connecting northbound bicyclists to the two-way bikeway on Cesar Chavez Street.

To accommodate the bikeway and direct pedestrians to accessible paths of travel, **the project would close the sidewalk** on the south side of Cesar Chavez Street between Evans Avenue and Connecticut Street.

This sidewalk sees low usage, does not serve any fronting buildings, and the sidewalk width is substandard – as narrow as 3.5 feet – with utility poles obstructing the path of travel.



# Hairball Connections



# Bayview-GGP Connections

