Cesar Chavez/Potrero Ave/Bayshore Blvd Intersection Improvements ("The Hairball")

Near-Term Construction Phase

Frequently Asked Questions

1. **What is the Cesar Chavez/Potrero Ave/Bayshore Blvd Intersection Improvements ("The Hairball") Project?**

The Cesar Chavez/Potrero Ave/Bayshore Blvd Intersection Improvements Project aims to make walking and biking safer and easier in the area known as "The Hairball." This area has complex bridges and ramps that connect to Highway 101. The intersection has three levels: pedestrians and bikers usually use the middle and ground levels, while cars use all levels. The paths for pedestrians and bikes connect Cesar Chavez Street, Bayshore Boulevard, and Potrero Avenue, but some parts are missing or in bad shape. Some paths are not accessible for people with disabilities and are in poor condition. Because many paths and levels intersect, the area can be confusing and uncomfortable, with potential conflicts between drivers, pedestrians, and bikers.

This project builds on previous plans like the Cesar Chavez East Design Plan and supports city efforts such as Vision Zero and the Biking and Rolling Plan to make roads safer for everyone.

2. **Why are we starting construction now?**

In 2017, the SFMTA and San Francisco Public Works improved and upgraded the southwestern and southeastern entry areas to off-street pathways. Right now, the SFMTA is working on more upgrades along Bayshore Boulevard, south of Cesar Chavez Street, and Cesar Chavez Street beneath US-101. The SFMTA Board of Directors approved these changes in 2023. The work is expected to start and finish this winter (late 2025 or early 2026).

3. **What will construction be like?**

The SFMTA will lead construction, with help from SF Public Works. SFMTA workers will paint, install signs and upgrade signals, while SFPW will add traffic calming devices and change traffic islands.

During construction, some intersections, lanes, or off-ramps may close temporarily with posted detours, which could cause delays. Please plan for extra travel time because of this. Pedestrian pathways and access to driveways will stay open at all times. We appreciate your patience as we improve Bayshore Boulevard and Cesar Chavez Street.

4. What's changing?

The changes include striping improvements, upgrading bikeways, and traffic calming. Here are the details:

- Improvements at the intersection of Bayshore Boulevard and Jerrold Avenue, such as new pedestrian buttons, ADA-compliant curb ramps, and changes to the traffic island.
- A two-way bikeway on the east side of Bayshore Boulevard, running from Marin Street to Jerrold Avenue, protected by concrete barriers.
- A speed cushion on Bayshore Boulevard, just north of Marin Street.
- A raised crosswalk on Bayshore Boulevard, located south of Cesar Chavez Street.
- A road diet and new markings on Cesar Chavez Street under US-101, between the US-101 southbound ramp and the right turn from Bayshore Boulevard onto Cesar Chavez Street.

5. What work was done in the past?

In 2017, SFMTA installed a series of near-term improvements that included:

- The northbound bike path on Bayshore Boulevard was widened from 6 feet to 12 feet, with a 6-foot bikeway and buffers, while southbound bicyclists still share the sidewalk.
- A new curbside bikeway was added on westbound Jerrold Avenue from Bayshore Boulevard to connect with the bike route on Barneveld Avenue.
- A new bikeway was created on eastbound Jerrold Avenue, next to current parking spaces, connecting Bayshore Boulevard to the existing bike route on Barneveld Avenue.
- A new continental crosswalk was installed on Marin Street at Bayshore Boulevard.
- New continental crosswalks, green sharrows, and elephant tracks were added at the intersection of Jerrold Avenue and Bayshore Boulevard.
- Continental crosswalks were added at the intersection of Jerrold Avenue and Barneveld Avenue.

6. What future work is planned?

Besides prior and recent improvements, the SFMTA is teaming up with SF Public Works to make long-term safety, connectivity, and accessibility upgrades. This will include installing rectangular rapid flashing beacons (RRFB, or a light that alerts drivers to a person in a crosswalk), modifying traffic signals, upgrading curb ramps, building raised crosswalks, adding new sidewalks, and creating a protected westbound bikeway.

Long-term designs will include:

- RRFB and raised crosswalks at Bayshore Boulevard/US-101 SB Off-Ramp/Cesar Chavez Street
- RRFB and raised crosswalks at Potrero Avenue/US-101 SB Off-Ramp
- Curb ramp and traffic signal changes at Bayshore Boulevard/Cesar Chavez Street
- Raised crosswalk at Bayshore Boulevard/Marin Street

- New sidewalks, paths, and curb ramps along the north side of Cesar Chavez Street between Kansas Street and the US-101 NB On-Ramp
- Protected bikeway on westbound Cesar Chavez Street between Bayshore Boulevard and Hampshire Street

More updates on the long-term capital improvements will come after the short-term project is done.

7. Will vehicle travel lanes be removed? How will this affect traffic?

There will be a short lane reduction for eastbound Cesar Chavez Street between the US-101 southbound on-ramp and the northbound Bayshore Boulevard right turn onto Cesar Chavez Street. Traveling eastbound on Cesar Chavez Street, there is only one through lane as the rightmost lane becomes the US-101 southbound on-ramp. This project will maintain that one through lane as drivers travel underneath US-101. Proceeding eastbound, the northbound Bayshore Boulevard right turn lane joins in with Cesar Chavez Street as a second travel lane.

Access to and from the freeways will stay open throughout construction, and the project team will watch traffic conditions closely.

8. What parking and loading changes will be made?

There will be no parking and loading changes as part of the near-term implementation project.

9. What accessibility improvements will be made?

This project will install features that improve accessibility at the Bayshore Boulevard and Jerrold Avenue intersection, including new accessible pedestrian signals and curb ramps. Accessible pedestrian signals (APS) are push buttons that help people know when it's safe to cross the street through sounds, messages, and vibrations. SFMTA's policy is to install APS at signalized intersections where possible. Curb ramps will be built to current standards by adding detectable warning surfaces.

10. What safety improvements will be made for people who walk?

This project is making changes to help reduce potential conflicts for people walking. The project includes a travel lane reduction of one lane on Cesar Chavez Street underneath US 101. The project will also add traffic calming devices along Bayshore Boulevard, which includes a speed cushion and a raised crosswalk. Both treatments reduce the likelihood of vehicular speeding and reduce exposure of pedestrians to moving traffic.

All crosswalks in the project extents will also be upgraded with continental markings. Continental crosswalks are longitudinal stripes indicating where people would be walking across the road and they encourage driver yielding. It is the goal of the SFMTA to have all crosswalk markings be converted to the high-visibility continental marking pattern.

11. What safety improvements will be made for people who bike?

The project will make it safer for cyclists on Bayshore Boulevard by creating a dedicated two-way bikeway on the east side of the street. This will allow cyclists to have their own space and clear the sidewalk for pedestrians. The bikeway will be separated from car traffic by concrete barriers (jersey barriers).

12. Will there be any lighting improvements?

Overhead lighting is out of scope of this project, but can be explored in the long-term project with coordination with Caltrans and the San Francisco Public Utilities Commission, who own and maintain streetlights, respectively. SFMTA does not have the operational capacity or jurisdiction at this time to maintain electrical fixtures on off-street paths of the Hairball area.