



SAN FRANCISCO PLANNING DEPARTMENT

Cesar Chavez Street
Community Design Workshop #2 – 9.26.08
Summary of Comments

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

FORMAT.

This second workshop consisted of an introductory presentation summarizing existing conditions along Cesar Chavez Street, a recap of the feedback collected at the first workshop, an updated project schedule, as well as three design alternatives for the corridor. These design alternatives, along with the presentation, are available for download at <http://cesarchavez.sfplanning.org>

Four stations, each facilitated by a representative from the Planning Department, had boards representing each of the design options as well as a board that compared the design options. Participants were asked to affix comments to relevant boards using post-its.

Approximately 75-80 people attended the workshop.

OUTCOME.

At the end of the presentation, a straw pole was taken of the audience. A majority, between 50-60 participants, favored Option 1 (Median option). Approximately 10 favored Option 3 (a widened sidewalk). Two favored no intervention at all. One favored an option that was not presented at the workshop, characterized by a 'serpentine' realignment of the Cesar Chavez corridor to pay homage to the historical creek beneath the right of way.

Special note: the question as to whether bike lanes will be added to Cesar Chavez is being evaluated as part of an EIR process led by the MTA. Any questions about bike facilities should be asked to the MTA.

LISTING OF COMMENTS.

Option 1 (Median Option, listed in no particular order)

- "This is the best option, but please, no more palms!"
- "I like tree canopy." (x2)
- "I like trees on both sides of the median rather than down the middle." (x2)
- "Take some of the median space and add to sidewalks."
- "Trees with wide canopy to visually narrow the street."
- "Will be able to picnic in the median, or consider pathway down the middle?"
- "My favorite option! (but discouraging spillover traffic onto side streets will be very important."
- "Jacaranda trees in the median."

- “Bikes should be along median instead of along [parking lane].” (*The design/inclusion of bike facilities is not part of the scope of this effort. For comments on bike elements, please contact the Bicycle Program at the Municipal Transportation Agency.*)
- “Middle median works best for this street. Left-handed turn pockets would be useful.”
- “CC doesn’t need such a wide median. Add some of the space to the sidewalks.”
- “Option 1 for me. Remove the ‘hairball.’”
- “OK median option with wider sidewalks.”
- “How about a 10’ median and wider sidewalks, 2’ on each side.”
- “Trees on both sides of median, not down the middle.”
- “Best option. We are a city of culture and community, not automobiles!”
- “Please start this option at Potrero.”
- “Narrow median and widen sidewalk.”
- “Keep sidewalk width as they are... widen median.”
- “Like this one best – option for green, pedestrians, bikes, cuts the length for crosswalk.”
- “Planted median too wide... need to decrease to 12”
- “Bulb outs and bust stops don’t work well.”
- “I like this option. I think it would dramatically improve the feel of the street.”
- “Yes, but reduce the width of median. Bike lanes, excellent. Need left hand turn pockets.”
- “Preferred option. Request no left turn land on Alabama—too much traffic since signal was added on Cesar Chavez and this would further increase traffic.”
- “Can median green be more usable? As it is, it’s eye candy and sound buffer only.”
- “I prefer wide median with trees along median and the sidewalks. Think about fall color.”
- “Medians can be harder for pedestrians to cross. Sidewalks are better.”
- “I like design option 1.”
- “Close of north side of Florida to Cesar Chavez, keeping crosswalks.”
- “With a wide median, people will picnic. This is a safety risk.”
- “Only alternative 1 facilitates left turns without blocking or obstructing traffic flow.”
- “Please put left turn lane eastbound on CC at SVN.”
- “Because median is not usable by pedestrians it may create impression of a street dedicated to cars. Streets with similar medians see extremely high traffic speeds. CC I already extremely dangerous because of speeding.”
- “Can 26th Street be made one way and integrate a good bike lane?”
- “Possible to have a narrower median and add some to sidewalks (Dolores has wide sidewalks)”
- “Green it, not just block it.”
- “Median seems like best option.”
- “#1 is the best option! Also, recommend closing off streets such as Florida or Alabama similar to in Berkeley. This is a great idea!”
- “This option doesn’t increase the spaces for socializing—it doesn’t create community as much as wider sidewalks would.”
- “What happens in the median.”

- “Plantings like on 26th at Bartlett—native plants and landscaping to catch the rain.”
- “Good! Less head on traffic accidents. Make sure lots of trees on sidewalks; slow down traffic.”
- “Medians are used almost exclusively as dog poop zones.”
- “Median seems to retain thoroughfare “feel” of CC, while softening it for residents and making it easier to cross.”
- “Pick good trees. Who would maintain landscaping.”
- “Dedicated parking and bike lanes are essential. More sidewalk space isn’t necessary since parallel streets offer better E/W walking.”
- “Great! Reduce width of median and add it to the sidewalks. Take down the freeway and address the design of CC as a complete street.”

xx.

Option 2 (Boulevard Option, listed in no particular order)

- “Wider median to accommodate the length of a stroller but 14’ is a bit too wide.”
- “Worst aspects of other two designs. Makes for erratic traffic flow.”
- “Parking on side median not good.”
- “Still too daunting to cross.”
- “Concern about transition between median and side access lane.”
- “Pushes traffic onto Precita. Octavia has severely impacted traffic on Laguna at all times, not just peak.”
- “Head-on traffic accidents here.”
- “Least preferred option.”
- “Unsafe getting out of cars. (within side access lane)”
- “Consider slightly narrower median (2’-3’)
- “And add another small median between the 4 throughway lanes.” (x2)
- “For pedestrians crossing 40’ of fast lanes seems almost more intimidating than having a median. So I like the median option better than this.”
- “Left turns will be a problem.”
- “Speed bumps? In strategic places...”
- “Mixed boulevard is worst option.”
- “Access lane is safer for pedestrians... should be on the south side of CC where the schools and hospital are where the greater need for safety is.”
- “#2 is awful. Bad idea. Octavia is a mess for bicyclists and there are tons of vehicle accidents. ‘No.’”
- “Should do a focus group at the day laborer center.”
- “Welcome mural along pedestrian bridge at hair ball.”
- “This doesn’t work for me. Bikes will have to merge with cars to enter non-side median areas.”
- “Too much concentrated traffic, which increases speed and makes it more dangerous and unfriendly for pedestrians.”

- “Dangerous to cross from parking to lane to sidewalk/homes. Impatient drivers will use this supposedly ‘slow’ lane to shortcut.”
- “If people can’t get off Highway 101 the back up of traffic will make 101 even worse!”
- “Emergency vehicles cannot get by as well because parking and bike lanes is segregated by a median.”
- “Doesn’t this (side access lane) make it more difficult for cyclists to make left-hand turns from bike lane?”
- “Peak traffic: What has Octavia taught us? Stopped cars/slow idling cars seem to pollute more – will “denser” cars make CC more livable?”

xx.

Option 3 (Sidewalk Option, listed in no particular order)

- “Best for people who live on street—move traffic away from their living rooms.”
- “Wide sidewalks are great but don’t lose the center median! Pedestrian refuges needed.”
- “May block vision of cars pulling out of driveways.”
- “Reality is that there are so many curb cuts that very few trees could be planted.”
- “Head on traffic accidents here.”
- “This seems like an extension of driveways and not a sidewalk. This would encourage more motorists to ‘park’ in their driveways or on the sidewalk. Bad idea.”
- “Wider sidewalks not necessary.”
- “Sidewalk too narrow—widen just a little.”
- “Currently, cars treat CC as a highway because of lack of obstacles, width, number of lanes, etc... This is very dangerous for peds, bikers, and drivers. Slowing traffic should be a top priority. This option seems to accomplish that best. If another does better, then that one should be chosen. Enhancing pedestrian crossing safety at South Van Ness is imperative. I’ve almost been hit several times.”
- “This design doesn’t seem to do much to address the psychological N/S crossing barrier that today’s CC creates. There is still a ‘car’ canyon.”
- “No one will want to walk on CC without wider sidewalks (though bike lanes will help move traffic away from homes)”
- “Left turns will be a problem to block traffic flow.”
- “Our sidewalks cannot be kept free of garbage now—wider will not be better.”
- “Concerned about a lack of median strip.”
- “It’s not possible to make a left turn off CC as a bicyclist 80% of the time. This option seems to address that.”
- “Trees ‘sell’ these plans but who cares for them and will they be planted (Potrero still waiting)?”
- “‘No.’ No center/median buffer zone.”
- “If you have wider sidewalks it creates more space to socialize and people are more likely to be good stewards of something they like. Right now it’s unpleasant so nobody takes care of it.”

- “More traffic=more exhaust, more noise, and less healthy living. Will these options worsen or alleviate congestion?”

xx.

Design Alternatives, Comparing Sections (listed in no particular order)

- “It really is too bad that you don’t have a rendering of the Bryant/Precita/CC intersection.”
- “This hearing was attended by those who presumably live close by. How do you factor opinions of affected buy underrepresented areas like Twin Peaks, Noe Valley, Castro?”
- “Close Precita to traffic (except residents on the block) as it enters CC.”
- “Limit the size and weight of trucks on CCC just as Interstate 580 in Oakland.”
- “How about all the trucks that turn up Bryant from westbound cc? @00 cars an hour from west bound CC onto Bryant during rush hour? Beautify Bryant Street, narrow it. Start beautifying and making residential before Cesar Chavez and Bryant. What are you doing about this 100s of trucks that turn at CC onto Precita and go back to 101? Need Bryant Street to have turn signals: from Bryant to eastbound CC; from eastbound 101 onto Bryant. Turn signals and lanes: turn lane at mission and Cesar Chavez is way too short – don’t make the same mistake on Bryant.”
- “CC is an important ped thoroughfare in east-west direction. 26th is too dangerous, Precita is too hilly. CC is the most logical choice. I use it often as do others.”
- “E/W pedestrian movement not needed through this part of the ‘hood due to great side streets for walking. Also, there are a lot of driveways on CC.” *in response:* “I disagree, for me, CC is the most logical street to walk on.”
- “Have you estimated the cost of maintenance of these trees? Why not plant small trees to grow into large ones like on Folsom Street? Will you involve neighbors directly?”
- “Pedestrian lighting should be large and low energy. Function 1st décor, 2nd security. Trees should be low maintenance. Why not palm trees?”
- “Need large stormwater drains to avoid flooding.”
- “Is there a way to take one full lane out, remove median, add bike lane and alternate from two to three lanes of traffic to accommodate traffic flow?”
- “All options are better than existing condition!”
- “Turn pockets will make it safer for drivers who need to turn left.”
- “Bike lanes will protect parked cars from the epidemic of side-swiping.”
- “Take down the hairball and complete Cesar Chavez.”
- “Existing section should be greened and made more pedestrian friendly. Bike lane should be on 26th so that traffic jams don’t spill over.”
- “When is this existing pattern can we green? S.F. needs to move beyond a car culture and taking out a lane, slowing cars down, and getting people out of the auto- walking, biking, MUNI- keeps our culture alive-- no autos!”
- “Need trash cans! With blue, black, and green.” (x2)
- “Put the bike lane on 26th.”
- “I commute on bike and 26th seems like a better bike route.”

- “Make Hampshire Street one way feeding into CC on both the north and south sides of CC.”
- “Slow down the traffic in the hairball before it even gets to Hampshire Street.”
- “Will balancing all users be proportional to the needs of the varied users? Thousands of people depend on CC to get to and from 101 in a timely manner. One of the alternatives should look at what you could do to improve traffic flow and pedestrian crossing safety while maintaining 3 lanes each way and finding a different route for the bike lanes.”

xx.

Special Intersection: Mission at CC (listed in no particular order)

- “Love the pocket plaza. Could we use it for a day laborer pick up location?”
- “It would be great to incorporate the Palace Steakhouse parking lot into the Plaza.”
- “Love the no left turn onto Mission Street south.”
- “Capp plaza fantastic idea! This is a dangerous area for peds and the design addresses that.”
- “Big improvement over today’s nasty intersection.”
- “Capp Street plaza is a great idea! Add amenities for day laborers.”
- “This works. Capp Street plaza is great. Yes, ped lighting.”
- “How to handle the dead end at Capp/CC/Mission? Turning, radius, parking?”
- “Capp Street plaza is a wonderful use of existing dead space.”
- “Allow northbound bikes through to Capp Street and make it 2-way.”

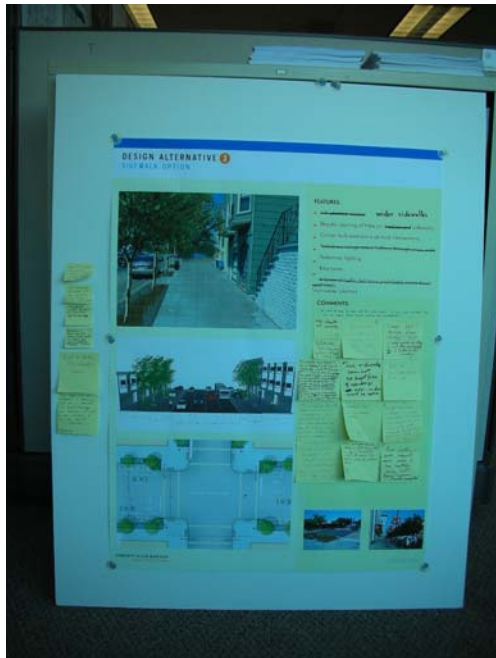
PHOTOGRAPHS OF BOARDS



Design Alternative 1 – Median Option



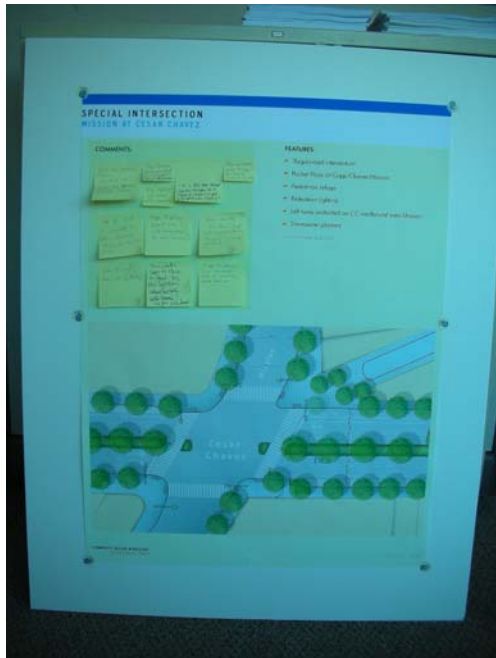
Design Alternative 2 – Boulevard Option



Design Alternative 3 – Widened Sidewalks



Design Alternatives, Comparing Sections



Special Intersection – CC at Mission