

Valencia Bikeway Implementation Project



This project is funded through the San Francisco County Transportation Authority's Neighborhood Transportation Improvement Program (NTIP). The NTIP was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP is made possible with Proposition K local transportation sales tax funds.

The SFMTA would like to thank former Supervisor Jeff Sheehy, Supervisor Hillary Ronen, and Supervisor Rafael Mandelman for supporting this District 8 and 9 NTIP Planning project.

Sustainable Streets, Livable Streets Division

February 12, 2019



Valencia Bikeway Implementation Project

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Background

Valencia Street is a vibrant commercial and residential corridor with a diverse set of restaurants, shops, bars and services. The first major safety improvement on Valencia occurred in 1999 when the first Class II bike lane was striped, followed by the Valencia Streetscape Project in 2010 which widened sidewalks and added mid-block bulbs, greatly improving pedestrian safety between 15th and 19th streets.

Today, Valencia continues to be a major north-south bike route connecting people locally and citywide. As the street has become more popular over the years, competing needs between bikes, pedestrians, passenger pick-ups and drop-offs, commercial loading and vehicle parking have posed safety concerns for all who travel on the corridor.

In October 2017, the SFMTA received \$145,000 in Proposition K funds, including \$50,000 in District 8 NTIP Planning funds. The purpose of the funding was to comprehensively assess design alternatives for improving Valencia Street between Market and Mission Streets (~1.9 miles).

The 12-month planning process resulted in three proposed bikeway design alternatives to upgrade the existing bike lanes, an evaluation of enforcement and curb management needs, and traffic flow and safety recommendations. Recommendations were based on data analysis, stakeholder outreach, and an assessment of the unique needs and constraints associated with each portion of the Valencia Street corridor. As the planning process continues into 2019, the SFMTA is committed to Mayor Breed's public announcement to expedite Vision Zero safety projects, starting with Valencia between Market and 15th streets. This final report provides a summary of this planning process to date, as well as outlines the phased implementation plan with near- and long-term recommendations for the corridor.

The SFMTA's goals and objectives for this project include the following:

1. Improve safety for all road users on Valencia.
2. Provide an improved bikeway, better separated from vehicle traffic.
3. Improve curb management, including commercial and passenger parking and loading.
4. Reduce the number of conflicts between those who walk, bike and drive on the corridor.



Figure 1: Project Area

Existing Conditions

Valencia Street is a two-lane street (one lane in each direction) with Class II bike lanes in the city’s Mission neighborhood. Between Market and 15th streets and between 19th and Cesar Chavez streets, Valencia Street has a two-way left-turn lane in the center of the street that allows vehicle turn maneuvers and occasional weekend parking for religious institutions.



Approximately 1,000 vehicles travel along the corridor in the evening peak hour. Valencia Street is also one of the most popular bicycle routes in San Francisco and is the primary north-south bicycle route through the Mission. There are Class II bike lanes on both sides of the street, with an average of over 2,000 daily cyclists on the corridor. The posted speed of the roadway is 25 miles per hour; however, Valencia Street’s signals are optimized for the “green wave”, where cyclists are able to travel steadily through the corridor at 13 miles per hour.

Despite the importance of Valencia as a bicycle route and pedestrian-oriented commercial district, there are significant safety challenges on Valencia Street. Valencia Street is part of San Francisco’s Vision Zero High-Injury Network, which are the 13 percent of City streets accounting for 75 percent of traffic injuries.

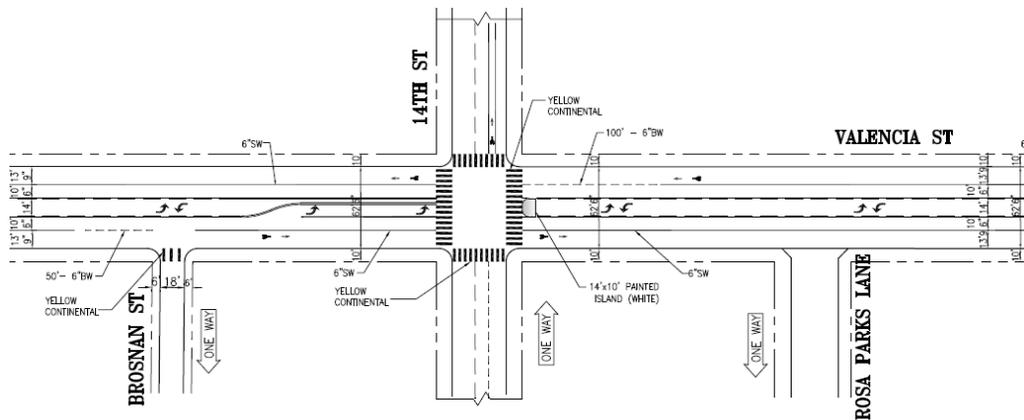


Figure 2: Existing Typical Valencia Street Striping Plan

As part of the conceptual analysis and development for the corridor, the project team collected traffic pattern data and information about the corridor. This data collection included video data of vehicle, bike and pedestrian interaction; crash data analysis; color curb inventory; parking and loading occupancy; and turnover analysis. In addition to data collection, the SFMTA also increased enforcement in response to concerns about parking and loading behavior and conducted surveys along the corridor.

Video Data

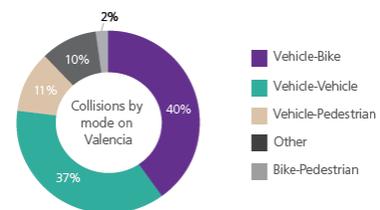
Video data collection was conducted to gain a better understanding of interactions and behaviors between different roadway users. Video was taken at five locations on Valencia for three days (72 hours) from Thursday to Saturday in April 2018. Some key findings from this survey include the following;

- 2100 cyclists commute along Valencia on an average weekday.
- The majority of bike lane blockages occurred between 7pm to 9pm on both weekdays and the weekend.
- Transportation Network Companies (TNCs), such as Lyft and Uber, were most likely to block the bike lane on Valencia, followed by personal vehicles.
- On the weekday, about a quarter of parked or unloading vehicles were doing so illegally. Of this quarter, about 65% of occurrences were blocking the bike lane for one minute or less.
- On the weekend, about half of parked or unloading vehicles were doing so illegally. Of this half, almost 72% of occurrences were blocking the bike lane for less than a minute.

Crash Analysis

In the past five years, there have been a total of 268 collisions along Valencia Street between Market and Mission streets. This includes 204 collisions that resulted in injuries to drivers, bicyclists, and/or pedestrians, and one collision resulted in a fatality. Of the 268 collisions on the entire corridor, 116 collisions involved bicyclists.

- Almost half of all bike collisions involved the loading/unloading of passengers (dooring, double-parking and vehicle parking).
- The largest number of overall and bike-related midblock collisions occurred between 17th Street and 18th Street.
- The intersection of Valencia and Duboce streets had the highest frequency of overall intersection collisions, while Valencia and 14th streets experienced the most bike related-collisions.



From 2012 to 2016, there was a total of 268 reported collisions on Valencia Street, of which 204 were injury collisions and one was fatal.

Figure 3: Collisions on Valencia, 2012-2016

A concentration of these collisions occurred between Market and 15th streets, with 81 collisions (30 percent) occurring along just 22 percent of the street. In addition, a fatal hit-and-run pedestrian collision occurred near the Valencia and Clinton Park intersection in December 2013.

Loading and Parking Data

Most parking spaces on Valencia are metered with a two hour limit on Monday through Saturday from 9am to 6pm. After 6pm, meters and commercial loading zones become free parking with no time limits. Most passenger loading zones on Valencia serve schools or faith institutions and have limited hours.

While most of the curb is allocated to long-term parking for private vehicles, more and more users are competing for the limited curb space available for loading. Small businesses that rely on commercial and passenger loading do not have enough loading space during the hours they need it most. When loading space is not available, vehicles block bike lanes, travel lanes, bus stops, and any other space available, creating safety hazards and congestion.

Table 1: Loading behaviors of curb users on Valencia

	Delivery Trucks & Personal Vehicles	TNCs, such as Uber and Lyft
Peak loading times	Morning and mid-day weekdays	Evenings and weekends
Loading Duration	8-10 minutes on average (some 30+ minutes)	About one minute on average
Loading Location	Nearly three-quarters use loading zones or parking meters	Over two-thirds double park while loading passengers

Double parking by Transportation Network Companies (TNCs) is a major safety concern. Valencia and cross streets like 16th street are top destinations for loading. TNC activity is concentrated in the evening between 5pm and 9pm, particularly on Fridays and Saturdays, when only 3% of curb space on Valencia is designated for loading. TNCs can require their drivers and passengers to load and unload in designated areas. Lyft has recently made changes to its platform to require picks up on cross streets (such as 16th or 19th Streets). Uber has indicated that it may be planning on rolling out a similar feature in the next few months pending further City guidance. However, ongoing concerns with double parking and safe drop-off and pick up behavior continue to be observed in the Valencia corridor. The project is seeking alternatives, further described later in this report, to reduce and eliminate the double parking concerns.

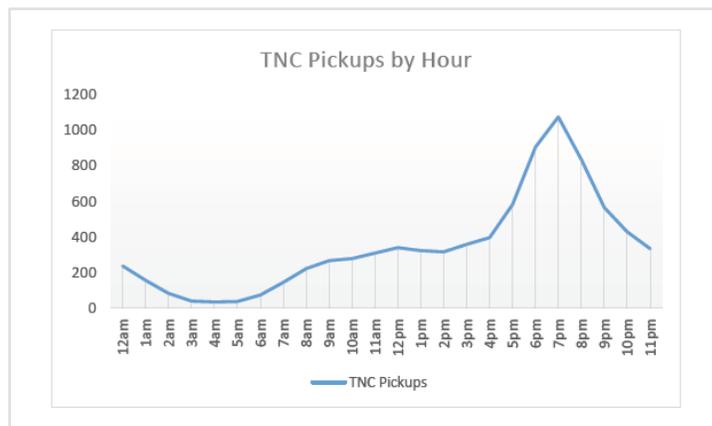


Figure 4: Curb Loading and Parking on Valencia

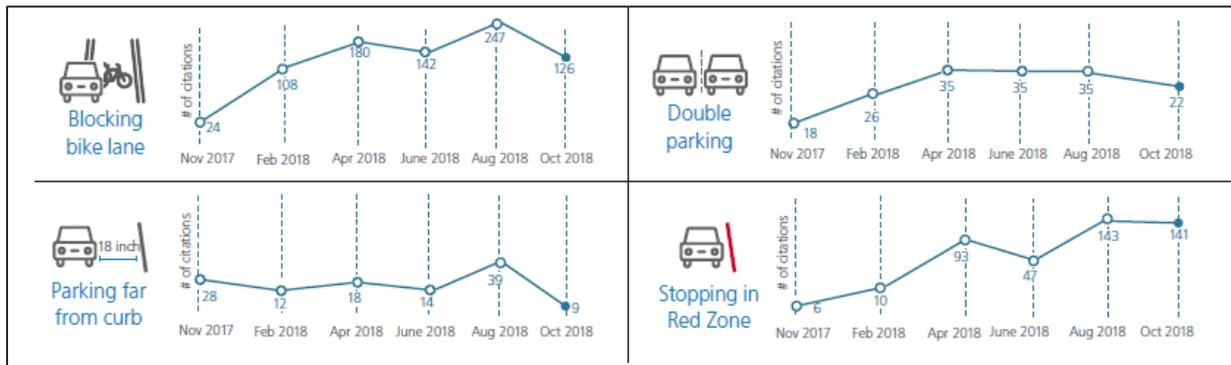
Enforcement

Based on community concern that more enforcement was needed on Valencia, in November 2017, SFMTA increased traffic enforcement for illegal parking and loading. This included assigning a dedicated parking control officer during evening commute hours. However, since increasing enforcement, illegal parking and loading continues to be a persistent safety issue along the corridor. Based off these observations, it is clear that enforcement alone is not a sustainable means to deter illegal behavior nor to improve road safety.



Enforcement along Valencia

Figure 5: Number of citations given out by Parking Control Officer for illegal parking and loading



Merchant Surveying

In spring 2018, the project team contacted over 200 businesses on Valencia to better understand loading needs and received 86 completed surveys. This survey feedback helped clarify the need to improve parking and loading conditions along Valencia Street and tied directly to the project goals. Some key findings from this survey include the following:

- 76% of respondents said they use parking meters for commercial loading
- 39% of respondents use courier services (i.e., Postmates, Caviar, etc.) for food delivery
- 43% of respondents believe that a commercial zone (yellow curb) in front or near their business would make loading easier
- 55% of respondents believe that a passenger zone (white curb) in front or near their business would make passenger loading easier
-

Intercept Survey

A third party intercept survey was also conducted in spring 2018 that collected 238 responses on the Valencia corridor at the intersections of 14th, 16th, 19th, and 21st streets. The survey was administered during a one week period on Tuesday, Wednesday, and Saturday from 10am to 6 pm. Survey responses

were used to gain a better understanding of travel patterns and shopping behaviors near the project area. Some key findings from this survey include the following;

- 70% of the shopper survey respondents get to Valencia by walking, biking or riding transit
- 39% of respondents visited the corridor for eating/drinking, entertainment and shopping
- 71% of survey respondents live in San Francisco
- Based off of the shopper survey, on average, people who bike spend \$2,943/year on Valencia; more than double those who drive or ride-hail to the corridor

Stakeholder Engagement

March 2018 – December 2018

Door-to-Door Outreach

Two rounds of merchant door-to-door outreach were conducted on Valencia Street. Between February and April 2018, the SFMTA performed outreach to businesses along Valencia Street between Market and Mission streets to raise awareness of the project and get a better understanding of their loading needs. Staff contacted 215 businesses to discuss the project and the scope of potential changes to the street.

This portion of outreach also allowed staff to share a loading survey which asked businesses to describe their loading practices and identify any possibilities for curbside management improvements. The feedback received from the surveys was directly incorporated into the placement of the proposed white passenger and yellow commercial loading zones.

A second round of outreach was conducted between Market and 24th streets. Outreach between Market and 15th focused on updating businesses on the pilot project, while curb management proposals and the pilot were discussed on the 15th to 24th portion of Valencia.

During follow-up meetings with businesses along the project corridor in October and November 2018, SFMTA shared the proposed design for each block between Market and 15th street so business owners understood the changes to the roadway, parking, and loading with the proposed project. Merchants had concerns regarding the loss of parking for customers and not having enough curb space to accommodate loading and unloading of goods into their business. However, most merchants recognized the need to prioritize bike safety on the corridor.

Stakeholder Meetings

The SFMTA conducted targeted stakeholder meetings with community and advocacy groups including, but not limited to WalkSF, San Francisco Bike Coalition, Valencia Merchants Association, Mission Merchants Association, San Francisco Interfaith Council and representatives from Annunciation Greek Orthodox Cathedral, Mission Dolores Neighborhood Association, Liberty Hill Neighborhood Association, Mission Economic Development Agency, Calle 24, PODER, and representatives from District 8 and 9 Supervisors' Offices (including Jeff Sheehy, Rafael Mandelman, and Hillary Ronen's offices over the life of the project). In total, the SFMTA reached out to over 45 stakeholder groups to discuss potential changes to the Valencia Street corridor. Main themes heard in meetings with these groups included:

- Overall agreement that traffic safety is a major issue on Valencia, especially for bicyclists and pedestrians.
- Concerns with double parking and increased numbers of vehicles, especially TNCs, pulling to and from the curb across the bike lane.
- The need for city staff to engage merchants and groups typically not involved in the public planning process (e.g. seniors, people with disabilities, monolingual populations)

In addition, several meetings between SFMTA staff and representatives from the Millennium School (245 Valencia Street) and San Francisco Friends School (250 Valencia Street) were held as the project was developed in recognition of the need to ensure safe student loading and crossing of the bikeway as part of the design process. Student loading during school drop-off and pick-up times was a primary concern of both schools.

Informational Workshops



July 2018 Workshop

Two informational workshops were held on July 19 and July 28, 2018 at Synergy School at the Women’s Building auditorium at 3543 18th Street to share information about the project and alternative street designs. On November 14, 2018, a third informational workshop was held at the Annunciation Greek Orthodox Cathedral at 245 Valencia Street. Approximately 8,800 community meeting postcards were sent to all addresses within a one block radius of Valencia Street and an email invitation to 300 addresses were sent in advance of both the July and November workshops.



November 2018 Workshop

In addition, in July, approximately 50 posters promoting the community workshop were posted along the project corridor. Approximately 185 members of the community attended the two July workshop sessions and approximately 90 members of the community attended the November workshop sessions. Attendees represented the local residents, business owners, and employees as well as those who bike through Valencia Street.

Additional Outreach

In addition to the merchant door-to-door outreach, stakeholder meetings, and community workshops, the project team went to several existing events in the neighborhood to share project information with the community. This included conversations with community members at the Mission Branch Library, Valencia Gardens, the Mission Community Market, Mission Sunday Streets, and handing out flyers to bike commuters on the corridor. Through these events, staff were able to talk to over 400 community members about the project.

San Francisco Fire Department

SFMTA staff and the San Francisco Fire Department have met multiple times to discuss parking protected bikeway designs for Valencia Street. These meetings consisted of walking the project corridors with SFFD staff to identify design modifications to accommodate preferences from the SFFD, reviewing the design with SFFD representatives, and revising protected bike lane and bike lane buffer widths. As such, SFFD approved the parking protected bike lane on Valencia Street between Market and 15th streets at the November 8, 2018 TASC meeting.

Based off our data collection, community outreach and analysis, there are three design alternatives (Figure 4) that are being considered for the long-term Valencia Bikeway Improvements project:

1. Parking protected bikeway
2. Curbside two-way bikeway
3. Center running two-way bikeway

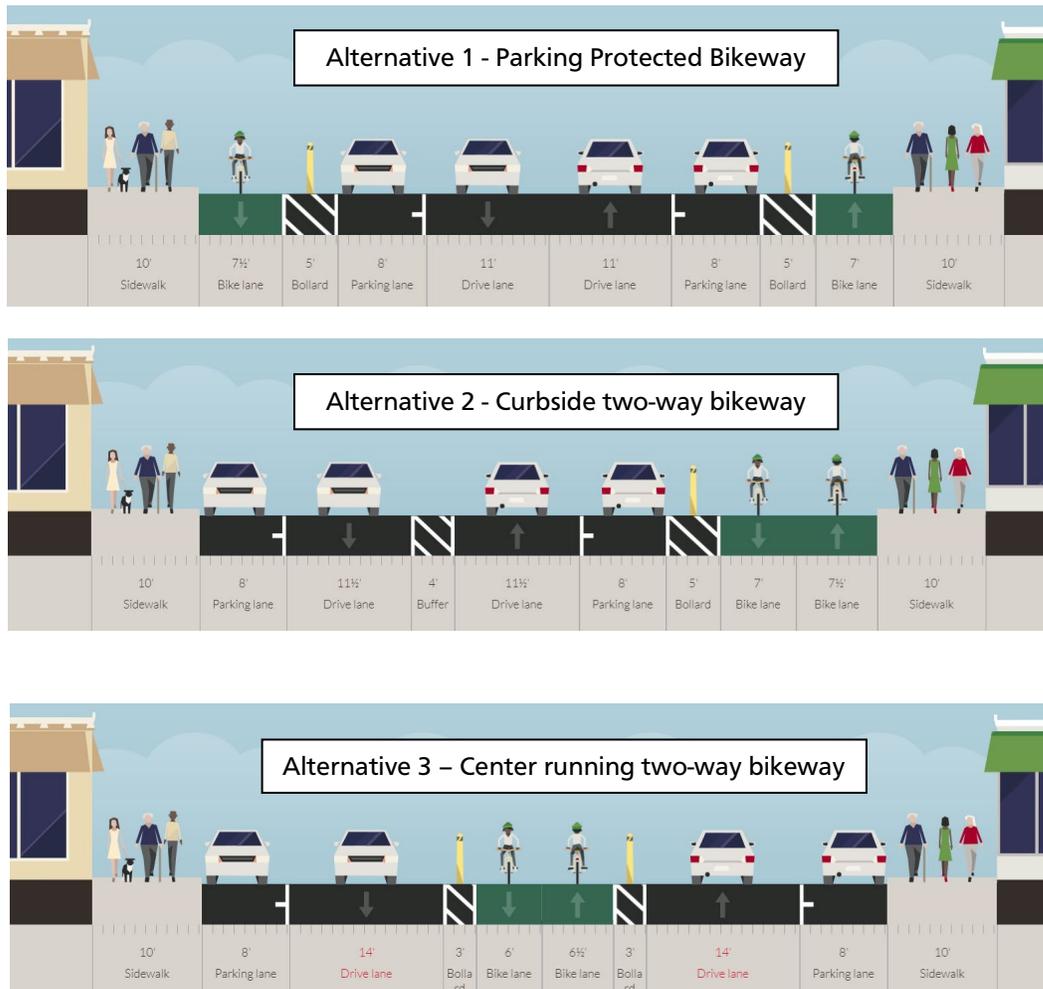


Figure 4: Three design alternatives for Valencia Street

The project team segmented the corridor from Market to 15th, 15th to 19th, and 19th to Cesar Chavez given the unique cross sections. Appendix D and E outline the various tradeoffs associated with each design alternative for the 10 foot sidewalk segments (Market to 15th streets; 19th to Cesar Chavez) and the 15 foot sidewalk segment (15th to 19th streets). As part of the community planning process, these tradeoffs were presented at the July 2018 workshop as well as with individual stakeholder groups if requested. As a result of these outreach efforts, the project team received over 350 completed workshop surveys. While parking protected was the preferred alternative based on initial feedback and survey results, additional feasibility analysis and engineering will be needed to refine and inform the long-term, corridor wide project.

The project team also considered two different configurations for Valencia, including converting Valencia to a one-way street and creating a car-free corridor with pedestrian and bike access only. While these options could be advantageous for some users of Valencia, they do not balance the various needs of the neighborhood that we have been learning about through the project team’s outreach process. These design options would have a major impact on overall traffic circulation in the Mission neighborhood and on access to the diverse set of land uses on Valencia Street. For these reasons, the SFMTA will not be pursuing these design option at this time.

Near Term Recommendations

March 2018 – July 2020

As a first step to help improve safety in the interim, SFMTA installed new paint and vertical posts between 15th and 19th Streets in March 2018 to reduce double parking and stopping in the bike lane. The painted one-foot buffer next to the bike lane was intended to visually create a narrower roadway, encouraging cars to slow down. The flex-posts, primarily placed next to mid-block bulb outs, parklets and bike parking corrals, were installed to increase separation between people biking and people driving. However, after field observation and community input, it was clear that these interim improvements did not keep commercial deliveries and TNCs from using the bike and travel lanes to double-park or stop.



Figure 5: Valencia at 18th Street with new one-foot buffer and flex-posts

Following these near term efforts, on September 26th, 2018, Mayor London Breed directed the SFMTA to expedite the Valencia Bikeway Improvements project. As a result, the SFMTA will pilot and implement a parking-protected bikeway on Valencia Street between Market Street and 15th Street in early 2019. The project will convert the existing Class II bicycle lanes into a Class IV, parking-protected bicycle lane. The project will also include changes to roadway striping and changes to parking and loading spaces, as well as other pedestrian safety improvements.

While each of the three alternative designs has opportunities and constraints, alternatives two and three (Figure 4) would require a major infrastructure investment to upgrade traffic signals and are not feasible as pilot projects. Therefore, for the pilot project, only alternative one (Figure 4) was found to be feasible for near-term implementation. However, as the Valencia Bikeway Improvements project progresses, the three alternatives will be further assessed to determine the best long-term alternative for the corridor.

Evaluation of the Valencia Street Pilot Project will be completed by the end of 2019, with identification of a preferred alternative for the Valencia Bikeway Improvements project to occur in early 2020.

Not installing a pilot project was also considered. However, the pilot provides the opportunity to address some of the existing bicycle and pedestrian safety needs on Valencia Street in the near-term while also informing the final design of the long-term project. The SFMTA is committed to making incremental changes to Valencia Street. A pilot evaluation will be completed in fall 2019 to further refine the design and inform the long-term, corridor-wide project.

On December 4, 2018 the SFMTA Board of Directors approved a parking protected bikeway and parking and traffic modifications on Valencia Street between Market and 15th streets, to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor. The Valencia Street Pilot Project will provide parking protected bike lanes, pedestrian safety measures, and parking and loading changes on a faster timeline than the larger Valencia Bikeway Improvements project. This pilot approval will last up until June 30, 2020.

The 18-month pilot project includes the following elements:

Parking-Protected Bike Lane Installation

A parking-protected bike lane would be installed on Valencia Street from Market Street to 15th Street. The parking-protected bike lane design would run curbside with a six-foot bike lane and a five-foot buffer between cyclists and parking. The installation of the parking-protected bike lanes on Valencia Street would include the removal of the two-way left turn lane. Figure 5 shows the proposed cross section for the parking-protected bike lanes on Valencia Street.

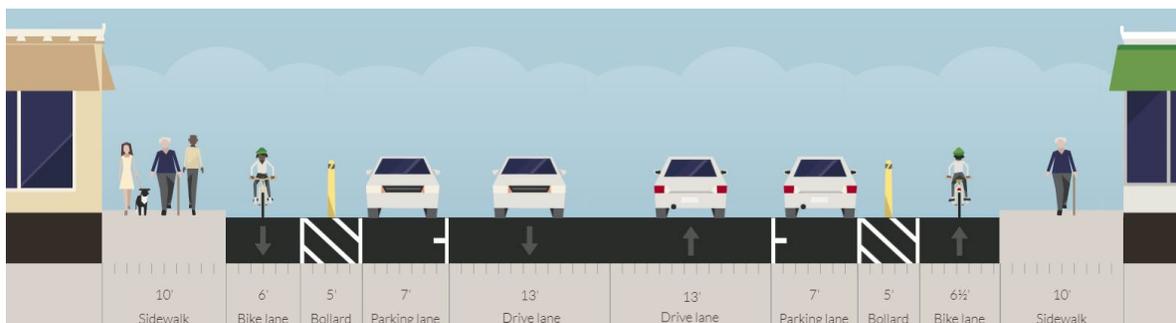


Figure 6: Cross Section of the Pilot Parking-Protected Bike Lanes on Valencia Street

Left Turn Restrictions

Left turns off of Valencia Street onto Duboce Avenue would be restricted to accommodate separated signal phasing for right turns and through bicycles. Motorists that previously made the southbound left turn from Valencia onto Duboce Avenue would now have to use McCoppin to Gough Street or 14th Street instead of Valencia Street. The northbound left turn off of Valencia currently connects drivers to Market Street and Buchanan Street but those connections are better served by driving on Guerrero Street. General circulation needs are preserved for this proposed segment of Valencia with turns allowed onto Franklin Street, McCoppin Street, Stevenson Street and Gough Street.

Eastbound left turns off of Clinton Park would be restricted during school hours. Motorists who previously made the eastbound left turn from Clinton Park onto northbound Valencia Street would be prohibited from doing so during school hours.

Concrete Loading Islands and Accessible Path with Railing

Concrete loading islands with accessible paths are planned for portions of the corridor where school loading takes place. The proposed loading islands with railings to channelize students and passengers to designated crossing points are being implemented on Valencia Street between Duboce Street and 14th Street, adjacent to the San Francisco Friends School and Millennium School.

Furthermore, construction schedules have been coordinated closely with the schools' winter holiday schedules. Where possible, construction was done on the weekends and during school recesses to minimize impacts on drop-off and pick-up procedures. The SFMTA is committed to providing enforcement and crossing guard support for a two month period while the public gets accustomed to the new design. Ongoing review of the school drop-off and pick-up operation is expected so that any unanticipated issues can be remedied as quickly as possible.

Signal Separation

This pilot will include signal upgrades that separate right turning vehicles and through bicycles at Duboce Street. The separate signal phasing would use bicycle signal heads. Right turns on red would be restricted except for bikes using red signal arrows. However, signal separation will take longer than the other pilot project elements, with an expected installation by late spring 2019. In the meantime, mixing zones will be provided.

No Right Turn on Red

This pilot would include NO RIGHT TURN ON RED EXCEPT BIKES restrictions at various intersections, including Duboce, McCoppin, 14th, and 15th streets. This would protect through bicyclists on the new parking protected bikeway and protect bicyclists in new two-stage bike turn boxes that would be installed at 14th Street and Valencia Street.

Curb Management

The pilot also includes significant parking and loading changes between Market and 15th streets. These curb changes are as follows;

- Extending hours of several loading zones to nights and weekends to accommodate demand for loading at those times
- Adding loading zones on Valencia and cross streets based on merchant discussions to minimize double parking and account for the loss of the center turn lane, where trucks often loaded in the past
- Retaining the same number of blue accessible parking zones
- Opening the nearby SFMTA parking garage earlier on Sunday mornings to serve parishioners attending church services

The SFMTA initially identified rolling out curb management improvements corridor wide in the spring of 2019, but this implementation schedule shifted with the Mayor’s announcement. The project team will continue to solicit feedback from the community regarding curb management proposals from 15th to 24th as the pilot project progresses.

Pilot Evaluation

This pilot will last 18 months, and would include a full evaluation to determine the effectiveness of the changes. The evaluation would utilize the following research topics and evaluation metrics;

Goals	Metrics
Safe Behavior	The evaluation would observe driver behavior at mixing zones, conflicts and/or dooring in mid-block locations, and conflicts between pedestrians and bicyclists with the new parking-protected configuration.
Effective Design	Vehicle loading behavior, including vehicle blockage of the bike lane and double parking, would be observed both pre- and post-implementation of the pilot to determine if vehicles are continuing to block the bike lane, the type of loading occurring, and the duration of loading events. After the pilot is implemented, the evaluation would also observe the position of bicyclists to determine the number of cyclists riding in the new parking-protected bike lane versus the vehicle travel lane, ultimately helping the SFMTA to right-size the bike lane width.
Mobility	The bicycle and vehicle volumes would be observed both pre- and post-implementation to determine significant changes in mobility trends.
Perceived Safety and Comfort	An intercept survey would be conducted after the pilot is implemented to find out if bicyclists and pedestrians feel any safer and/or more comfortable with the new improvements to Valencia Street between 15th Street and Market Street
Collision Analysis	Collisions over the 18 month time period would be analyzed to determine any significant changes.

The SFMTA has identified \$982,000 in the agency’s 2019-2023 Capital Improvements Plan (CIP) for the Valencia Bikeway Improvements project and implementation of the pilot. Both the pilot and the Valencia Bikeway Improvements project are currently budgeted and funded as follows:

- Planning - Proposition K (\$145,000)
- Pilot Design/Construction - Prop B General Fund (\$200,001), Transit Sustainability Fee (\$113,956) and Market/Octavia Impact Fees (\$523,043)

Long Term Recommendations

After pilot implementation in early 2019, the project team will evaluate the design to help inform the long-term, corridor-wide project. Additional outreach and community conversations will be held in spring and summer 2019 to determine a preferred bikeway design alternative(s) and curb management proposals for the entire corridor. These events and public meetings will be an opportunity for the public to share additional comments and concerns. Detailed engineering will follow later in 2019, followed by construction in 2020/2021.

The SFMTA has identified \$14,087,000 in the agency's 2019-2023 Capital Improvements Plan (CIP) for the Phase 2 of the Valencia Bikeway Improvements project, detailed design, and construction. The planning, detail design, and construction are currently budgeted and funded through 2021 as follows:

- 2019/20 - Planning- Market-Octavia Impact Fees (\$201,000)
- 2019/20 - Environmental – Prop B (\$400,000)
- 2019/20 - Design Engineering – Prop B (\$1,776,000), Prop K (\$1 million)
- 2020/21- Construction – Prop B (\$1,910,000), Market-Octavia Impact Fees (\$4 million), TBD (\$4.8 million)

Appendices

Appendix A: Outreach Summary

COMMUNITY OUTREACH

SFMTA.COM/VALENCIA



Collected **350+** completed workshop survey responses



Held **40+** stakeholder meetings with additional follow up to come



~200 workshop attendees



Received **90** completed merchant loading surveys



Engaged in **250+** conversations with Valencia merchants



Conducted **200+** intercept surveys with people who use Valencia Street



200+ Staff hours engaging with community members about the project



Sent **17,000** postcards inviting neighbors to the project workshops



Posted **50+** project informational posters along the corridor





Valencia Bikeway Improvements Workshop
Annunciation Greek Orthodox Cathedral Church
November 14, 2018

Appendix B: Project Fact Sheets

SFMTA
 Municipal
 Transportation
 Agency

Valencia Bikeway Improvements

Fact Sheet - February 2018

PROJECT BACKGROUND


Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, posing safety concerns for all traveling on Valencia Street.

Over the next nine months, the SFMTA will work with the community to assess and recommend safety improvements for Valencia Street between Market and Mission streets. The public engagement process will include outreach to local businesses, public meetings, design workshops and other forums for community input.

This planning process will result in:

- Proposed designs to upgrade the existing bike lanes
- An evaluation of enforcement and curb management needs
- Traffic flow and safety recommendations

KEY FACTS

- Valencia Street is on the city's **High-Injury Network**, the 13 percent of city streets that account for 75 percent of severe and fatal collisions.
- **2100 cyclists commute** along Valencia on an average weekday.
- From January 2012 to December 2016, there were **204 people injured and 268 reported collisions**, of which one was fatal.
- **Dooring is the most frequent crash type** along the entire corridor.



SFMTA.COM/VALENCIA



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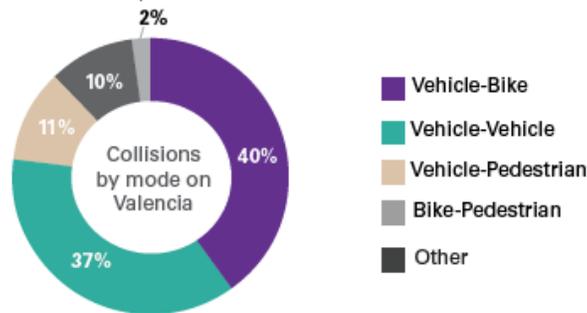


Valencia Bikeway Improvements

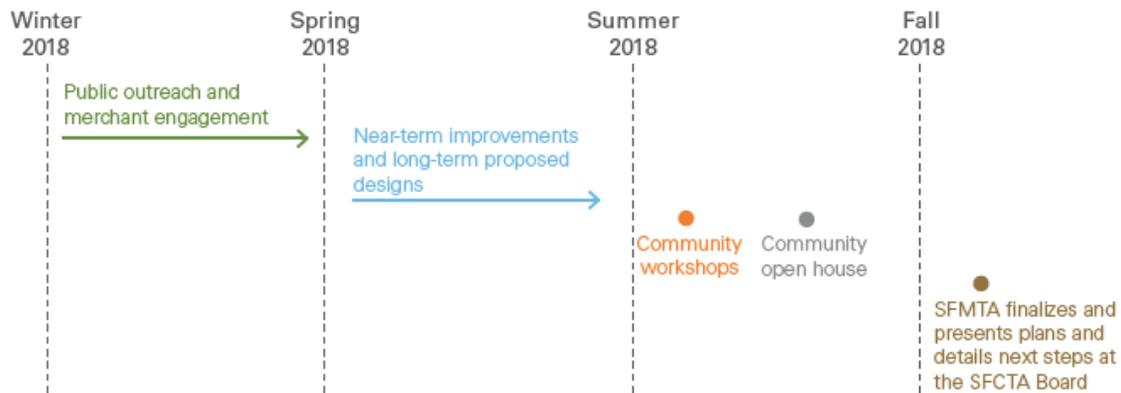
Fact Sheet - February 2018

COLLISIONS AT A GLANCE

This pie graph represents the total reported collisions between 2012-2016, broken down by transportation mode.



PROJECT TIMELINE



PROJECT UPDATES

Visit the project webpage to learn more about the project and to sign up for project updates: sfmta.com/Valencia

You can also contact project manager, Kimberly Leung, at Kimberly.Leung@sfmta.com

PROJECT FUNDING

The implementation plan is funded by Prop K funds. The total amount for the Planning & Conceptual Engineering phase is \$145,000.

SFMTA.COM/VALENCIA



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Appendix C: July 2018 Workshop Survey

VALENCIA BIKEWAY IMPROVEMENTS WORKSHOP QUESTIONNAIRE



sfmta.com/valencia

Thank you for attending the Valencia Bikeway Improvements Workshop. Today, we would like your input on the following design alternatives (and their associated tradeoffs) and near-term curb management improvements. The design options presented today were based off conversations that we had with neighborhood organizations, merchants and community members, as well as engineering practices and data collection.

** Please refer to the bikeway alternatives tradeoffs matrix on the back of this questionnaire**

ABOUT YOU

How do you primarily travel to or along Valencia Street? Check all that apply.

Drive
 Bike
 Walk
 Transit
 Taxi/Uber/Lyft etc
 Other: _____

Where do you live? Zipcode: _____

Where do you work? Zipcode: _____

Which of the following best describes your interest in this project? Please check all that apply.

I live on or near Valencia Street
 I own a business on Valencia Street
 I come to Valencia Street for recreation/social services
 I work in the Valencia Street
 I travel through Valencia
 Other: _____

BIKEWAY DESIGN ALTERNATIVES

Center Running Two-Way



1. Overall, on a scale from 1 to 5, how appealing is the **center running two-way bikeway** option to you?

1 (Very Unappealing)
 2
 3 (Neutral)
 4
 5 (Very Appealing)

2. Please provide your thoughts on the following tradeoffs associated with the **center running two-way bikeway** design.

	UNAPPEALING	NEUTRAL	APPEALING
A. Sidewalk widening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Left turn vehicle restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Parking impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Protected bike lanes - biking in the center of road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Bike turns and access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Center turn lane removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Pedestrian "head start" at signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Reduced green time for bikes and/or vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Curbside Two-Way



3. Overall, on a scale from 1 to 5, how appealing is the **curbside two-way bikeway** option to you?

1 (Very Unappealing)
 2
 3 (Neutral)
 4
 5 (Very Appealing)

4. Please provide your thoughts on the following tradeoffs associated with the **curbside two-way bikeway** design.

	UNAPPEALING	NEUTRAL	APPEALING
A. Bulbout and parklet impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Sidewalk widening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Left turn vehicle restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Parking impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Protected bike lanes - biking next to the curb	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Bike turns and access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Center turn lane removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Pedestrian "head start" at signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Reduced green time for bikes and/or vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parking Protected



5. Overall, on a scale from 1 to 5, how appealing is the **parking protected bikeway** option to you?

1 (Very Unappealing)
 2
 3 (Neutral)
 4
 5 (Very Appealing)

6. Please provide your thoughts on the following tradeoffs associated with the **parking protected bikeway** design.

	UNAPPEALING	NEUTRAL	APPEALING
A. Bulbout and parklet impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Sidewalk widening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Parking impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Protected bike lanes - biking in between the curb and parked vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Center turn lane removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Pedestrian "head start" at signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Reduced green time for bikes and/or vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CURB MANAGEMENT

Based off the near-term curb management improvements proposed today, please share your input on the following.

7. Where would you prefer additional **passenger and commercial loading zones** be concentrated? (please select one)

- On Valencia
 On side streets off of Valencia
 Both
 No Opinion

8. Based on your experience, when are **commercial loading zones (yellow zones)** most needed?

- Early morning (before 9am)
 Mid-day (9am to 3pm)
 No Opinion
 Afternoon/early evening (3pm to 7pm)
 Late evening/night (after 7pm)

9. Based on your experience, when are **passenger loading zones (white zones)** most needed?

- Early morning (before 9am)
 Mid-day (9am to 3pm)
 No Opinion
 Afternoon/early evening (3pm to 7pm)
 Late evening/night (after 7pm)

10. What is your opinion on extending the hours of parking meters along Valencia Street later into the evening (currently meter hours end at 6 pm)?

- Support
 Do not support
 No Opinion

11. Does the Valencia corridor need more or less of the following types of parking and loading?

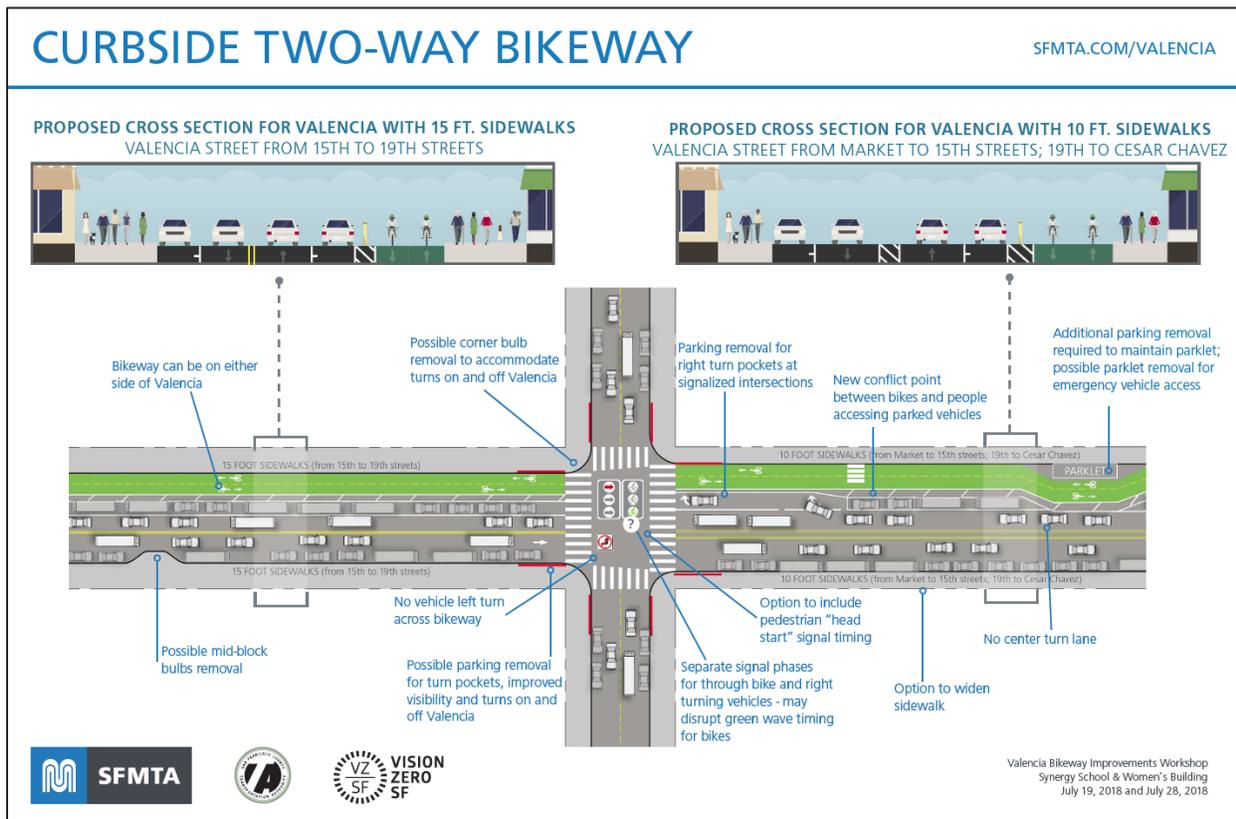
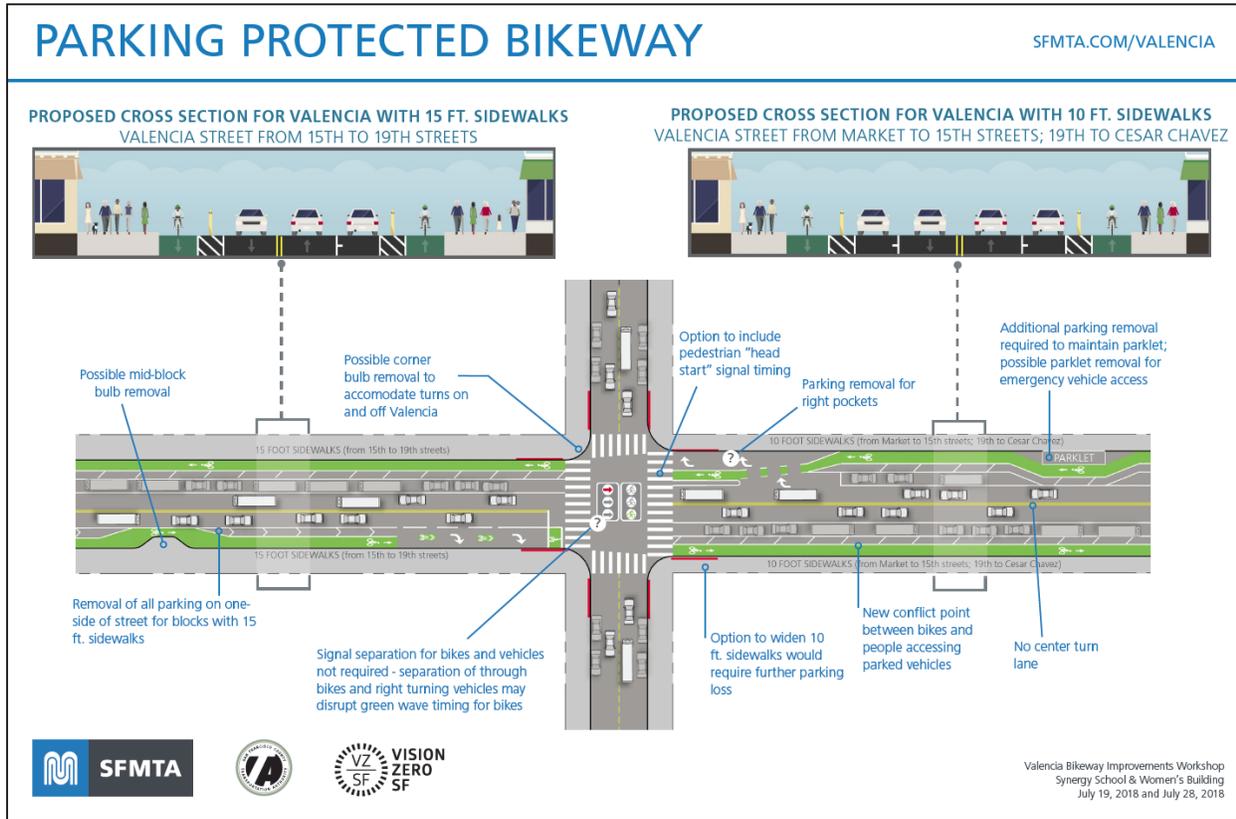
	More	Same	Less	No Opinion
A. Regular metered parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Passenger loading (white zones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Commercial loading (yellow zones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Short-term metered parking (green zones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Parklets/public space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. On-street bike parking (i.e., bike corrals)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

*** Please refer to the bikeway alternatives tradeoffs matrix on the back of this questionnaire***

Email us at: valencia@sfmta.com

Appendix D: Plan View drawings for the three design alternatives



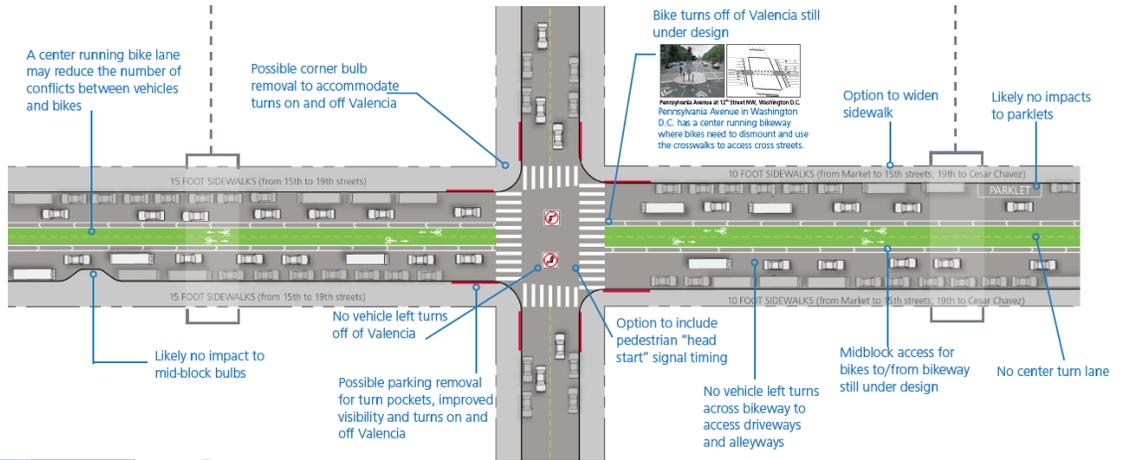
CENTER RUNNING TWO-WAY BIKEWAY

SFMTA.COM/VALENCIA

PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS
VALENCIA STREET FROM 15TH TO 19TH STREETS



PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS
VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ



Valencia Bikeway Improvements Workshop
Synergy School & Women's Building
July 19, 2018 and July 28, 2018

Appendix E: Bikeway tradeoffs for the three design alternatives

<h1>BIKEWAY ALTERNATIVES TRADEOFFS</h1>		SFMTA.COM/VALENCIA		
	CENTER RUNNING TWO-WAY	CURBSIDE TWO-WAY	PARKING PROTECTED	
				
PARKLET AND MIDBLOCK BULBOUTS	Parklets and midblock bulbouts will likely not be impacted.	Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.	Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.	
INTERSECTION/CORNER BULBOUTS	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.	
SIDEWALK WIDENING	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks, but would further parking loss.	
LEFT TURN VEHICLE RESTRICTIONS	No left turns at Valencia intersections or midblock.	No left turns across bikeway. If the curbside bikeway is on the east side of the roadway, the southbound left turns will be restricted. If it's on the west side, the northbound left turn will be restricted.	None	
PARKING IMPACTS	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Between 15th and 19th (where the blocks have 15ft. sidewalks) half of the parking will be removed at a minimum. Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	
PROTECTED BIKE LANES	Yes, but there may be new conflict points between bikes and vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.	
BIKE TURNS AND ACCESS	Potential impact to turns off of Valencia and midblock access for bikes.	Potential impact to midblock access for bikes accessing the sidewalk not adjacent to the bikeway.	No impact to midblock access for bikes.	
CENTER TURN LANE REMOVAL	Yes	Yes	Yes	
SIGNAL TIMING SPECIFIC TO EACH MODE	No bike signals required except at ends of bikeway. Option to add pedestrian "head start" signal timing.	Bike signals required at every intersection. Option to add pedestrian "head start" signal timing at intersections. Signal separation for bikes and vehicles and pedestrian "head start" may disrupt green wave timing.	No bike signals required but could separate through bikes and right turning vehicles at intersections. Option to add pedestrian "head start" signal timing may disrupt green wave timing.	



Appendix F: November 2018 Workshop Plan View Drawing

Valencia Street from Market to 15th streets



Pilot Parking-Protected Bikeway and Associated Parking and Loading Modifications

*For illustrative purposes only

