



RESOLUTION ADOPTING THE VALENCIA STREET BIKEWAY IMPLEMENTATION PLAN FINAL REPORT [NTIP PLANNING]

WHEREAS, In response to safety concerns and advocacy from neighborhood and bicycle groups, Former Commissioner Jeff Sheehy recommended the Valencia Street Bikeway Implementation Plan for Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The goal of the plan was to develop recommendations to improve safety for all users by providing a traffic-separated bikeway, improve curb management including commercial and passenger parking and loading, and reduce the number of conflicts between those who walk, bike, and drive along Valencia Street between Market and Mission streets; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) conducted data analysis and significant stakeholder outreach, including door-to-door outreach to merchants, stakeholder meetings with community and advocacy groups, meetings with schools and fire department, public workshops, and attending neighborhood events; and

WHEREAS, The findings of this analysis are described in Chapters 2 and 3 of the enclosed report, and include three proposed bikeway design alternatives to upgrade the existing bike lanes along the corridor; and

WHEREAS, In November 2018 at the direction of Mayor Breed, the SFMTA developed a near-term pilot parking protected bikeway proposal for Valencia between Market and 15th streets; and

WHEREAS, At its December 4, 2018 meeting, the SFMTA Board unanimously approved the pilot parking-protected bikeway proposal; and

WHEREAS, Outreach and community engagement efforts will continue through 2019 to determine the preferred long-term bikeway design alternative and curb management proposal for the



entire corridor between Market and Mission streets; and

WHEREAS, At its January 23, 2019 meeting, the Citizens Advisory Committee was briefed on the Final Report and adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Valencia Street Bikeway Implementation Plan Final Report [NTIP Planning]; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and to distribute the document to all relevant agencies and interested parties.

Enclosure:

1. Valencia Street Bikeway Implementation Plan Final Report [NTIP Planning]



Memorandum

Date: January 16, 2019
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 02/12/2019 Board Meeting: Adopt the Valencia Street Bikeway Implementation Plan Final Report [NTIP Planning]

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Valencia Street Bikeway Implementation Plan Final Report [NTIP Planning].</p> <p>SUMMARY</p> <p>In October 2017, the Transportation Authority allocated \$145,000 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Valencia Street Bikeway Implementation Plan, including \$50,000 in District 8 Neighborhood Transportation Improvement Program (NTIP) planning funds as recommended by former Commissioner Jeff Sheehy. He requested the work in response to safety concerns and advocacy from neighborhood and bicycle groups. The study conducted data analysis and significant stakeholder outreach, and developed near-term and long-term recommendations for upgrading the existing bike lanes and improving safety along Valencia Street between Market and Mission streets. In September 2018, Mayor Breed directed the SFMTA to expedite implementation of Vision Zero safety projects starting with Valencia Street. The project’s draft final report is attached to this memorandum and describes key findings, the near-term bikeway pilot project currently under implementation, and the next steps for advancing the long-term improvements.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Procurement <input type="checkbox"/> Other: <hr/>
---	--

DISCUSSION

Background.

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

Valencia Street is a vibrant commercial and residential corridor, and a major north-south bicycle route for San Francisco. Competing needs between cyclists, pedestrians, passenger pick-ups and drop-offs, commercial loading, and parking have created safety concerns for all travelers along the corridor.

The SFMTA’s goals for this NTIP study were to develop recommendations to improve safety for all

Agenda Item 9

users by providing a traffic-separated bikeway, improve curb management including commercial and passenger parking and loading, and reduce the number of conflicts between those who walk, bike, and drive along the corridor.

As part of the study, the SFTMA collected traffic pattern data and information about the corridor. This included video data collection, analyzing bike and pedestrian interactions, crash data analysis, color curb inventory, parking and loading occupancy and turnover analysis, as well as increased enforcement. The findings of this analysis are described in Chapter 2 of the report (see enclosure).

Stakeholder Engagement.

Chapter 3 of the draft final report describes the stakeholder engagement process, which included door-to-door outreach to merchants, stakeholder meetings with community and advocacy groups, meetings with schools and fire department, public workshops, and attending neighborhood events. Representatives from District 8 and District 9 offices participated in the stakeholder meetings and have provided feedback to the project team throughout the process. The study resulted in three proposed bikeway design alternatives to upgrade the existing bike lanes.

Near-term Improvements.

Chapter 4 of the draft final report describes near-term improvements installed early in the study phase to reduce double-parking and stopping in the bike lane. Following these near-term efforts, in September 2018 Mayor Breed directed the SFMTA to accelerate implementation of safety improvements on Valencia Street. As described in Chapter 4, SFMTA staff developed a pilot parking protected bikeway proposal for Valencia between Market and 15th streets, which was approved by the SFMTA Board in December 2018 and is now being implemented. This pilot implements one of the design alternatives to convert the existing Class II bike lane into a Class IV parking-protected lane. The project also includes changes to roadway striping, parking and loading changes, and other pedestrian safety improvements. The pilot project will last 18 months and includes a full evaluation to determine its effectiveness and inform the long-term improvements.

Long-term Improvements.

Outreach and community engagement efforts will continue through 2019 to determine the preferred long-term bikeway design alternative(s) and curb management proposal for the entire corridor between Market and Mission streets. Chapter 5 of the report describes the schedule and funding plan for implementation of the long-term improvements, which was incorporated in SFMTA's 5-year Capital Improvement Plan.

FINANCIAL IMPACT

The recommended action does not impact the adopted Fiscal Year 2018/19 budget.

CAC POSITION

The CAC will be briefed on this item at its January 23, 2019 meeting.

SUPPLEMENTAL MATERIALS

Enclosure – Valencia Street Bikeway Implementation Plan Draft Report