Mid-Valencia Bikeway Pilot Project

SFMTA Community Advisory Committee
June 6, 2024
Project Recap
What We Heard

• Businesses are struggling.
• Customers are confused about where and when they can park.
• Additional loading spaces means fewer customer parking spaces.
• Many businesses use personal vehicles and can’t access the commercial loading zones.
• The ability to double park has been significantly reduced.
• Motorists are confused about turn restrictions and generally how to navigate the street.
• Mixed reviews of the center-running protected bike lane in terms of safety – some feel it's significantly more comfortable and safer than before, others feel less safe (e.g., emergency responders speeding in the bike lane).
• Interest from some businesses to revert to pre-Covid bikeway configuration while the SFMTA works on another design.
Center-Running Pilot Improvements

- In November, reallocated loading zones to more general meter parking.
  - 34% of new loading zones converted to general parking after noon.
  - 82% of new loading zones converted to general parking after 6 p.m. (previously ended at 10 p.m.)
  - 34% of 6-wheel loading spaces converted to regular commercial loading spaces.
- Converted multi-space meters back to single-space meters with decals that have clear parking regulation information.
- Distributing posters to businesses that promote and direct customers to SFMTA parking garages at 16th Street and 21st Street.
- Adjusted signal timing at the Valencia at 23rd Street and Valencia at 15th Street intersections to reduce traffic congestion.
- Worked with SFPD to enforce No Left Turn/U Turn regulations.
Side-Running Design Update
Next Steps
Thank you!
Questions?

SFMTA.com/Valencia