

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Darryl

Email Address:

Yip

Contact Phone Number:

415-646-2725

Project Sponsor:

San Francisco Municipal Transportation Agency (SFMTA) / Muni

County:

San Mateo

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Regional Measure 3

Project Name/Title:

Valencia Street Quick-Build Project Phase 3 (Checklist not complete yet)

Project Location:

San Francisco

Project Description:

Valencia Street Quick Build Project Phase III includes the environmental, design, and construction phases of a proposed Class IV bikeway on Valencia Street from 23rd Street to Cesar Chavez in San Francisco. The parking-protected bikeway would include changes to roadway and curb striping, traffic lane reconfigurations, signal timing upgrades, parking and loading adjustments, and protected corners at intersections.

Project Phase(s):

Environmental (ENV), Design Engineering (PSE), Construction (CON)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

City/County General + Specific Area Plans: San Francisco Transportation Element of the General Plan, 1996 - Policy to prioritize public transit and other alternatives to the private automobile.

City/County General + Specific Area Plans: San Francisco General Plan, Mission District Area Plan has Objective 4.7 to "Improve and expand infrastructure for bicycling as an important mode of transportation," citing Valencia St as a "good north-south bicycle connection."

City/County General + Specific Area Plans: Better Streets Plan, 2010, to illustrate best practices for and provide public guidance on improving the public right-of-way.

Bicycle, Pedestrian and/or Active Transportation Plan(s): San Francisco Bicycle Strategy, 2013; San Francisco Biking and Rolling Plan, 2025. The Bicycle Strategy developed a prioritization framework for bicycle infrastructure and the Biking and Rolling Plan developed a map of the City's North Star bicycle network, recommending Valencia St as a protected bikeway.

Safety-Related Plans: San Francisco Vision Zero Action Strategy, 2021 - Safe Streets action to slow vehicle speeds and improve visibility & reduce conflicts for vulnerable road users, highlighting Valencia St, 24th St, and Cesar Chavez St on the City's High Injury Network.

Safety-Related Plans: Mayor's Street Safety Executive Directive, 2025 - recommends city continue implementing Biking and Rolling Plan to improve street safety.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The SFMTA designs for "All Ages and Abilities" contextual guidance provided by the National Association of City Transportation Officials (NACTO) and ensures that all designs comply with the Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) (adopted July 2024) by the U.S. Access Board.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The Project addresses dire safety issues on and crossing Valencia St, particularly on the High-Injury Network corridors of 24th St and Cesar Chavez St. Several nearby streets are also on the High-Injury Network, including Valencia St north of 23rd St, Guerrero Street, 23rd St, and Mission St. San Francisco's Vision Zero High Injury Network is the 14 percent of San Francisco streets with 74 percent of severe and fatal traffic collisions.

The project addresses traffic safety through the following elements: Class IV separated bikeway, curb extensions, daylighting/corner parking restrictions, upgraded signal timing, parking and loading adjustments, traffic lane reconfigurations, roadway and curb striping changes, and protected intersections.

Infrastructure elements included in this phase of the project:

Class 4 Separated Bikeway, Daylighting/Corner Parking Restrictions, Curb Extensions (including Bus Bulbs), Upgrade to Existing Traffic Signal or Other Control Device, Other: Parking and loading adjustments, traffic lane reconfigurations, roadway and curb striping changes, and protected intersections

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

020900

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Muni (San Francisco Municipal Transportation Agency)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project would provide upgraded and more predictable bicycle and pedestrian connections to transit including Muni bus routes (48-Quintara on 24th Street, 27-Bryant on Valencia between 24th Street and Cesar Chavez Street) and the 24th Street BART Station, a tenth of a mile to the west.

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-10-01

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This is a DRAFT version - not yet submitted