Thank you for participating in today’s Valencia Bikeway Improvements workshop.

This project aims to:
» Improve safety for all road users on Valencia
» Provide an improved bikeway, better separated from vehicle traffic
» Improve curb management, including commercial and passenger parking and loading
» Reduce the number of conflicts between those who walk, bike and drive on the corridor.

SFMTA’S GOALS FOR TODAY’S WORKSHOP
» Better understand your opinions around tradeoffs associated with the bikeway design alternatives
» Provide you the opportunity to weigh in on near-term curb management improvements

Please take a look at the boards and visit the tables to provide your input on near-term parking and loading improvements and bikeway design options.
Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. It continues to be a major north-south bike route connecting people locally and citywide. As the street has become more popular, competing needs between bikes, pedestrians, transportation network companies (i.e., Lyft and Uber), courier services (i.e., Postmates and Caviar), commercial loading and vehicle parking has posed safety concerns for all who travel on the corridor.

According to the 2016 American Community Survey, residents that live within a half mile radius of Valencia Street are more than twice as likely to commute by bike.
This spring, the project team met with various community members and merchants to learn about the challenges and opportunities facing Valencia Street. We also conducted intercept surveys along Valencia to better understand travel and shopping behavior. This feedback and analysis helped clarify the importance of the different uses for Valencia Street and ties directly to the project goals. Further outreach will continue with the community as the project team works through the design options and tradeoffs. 

### What We Learned So Far

**WHAT WE LEARNED SO FAR**

This spring, the project team met with various community members and merchants to learn about the challenges and opportunities facing Valencia Street. We also conducted intercept surveys along Valencia to better understand travel and shopping behavior. This feedback and analysis helped clarify the importance of the different uses for Valencia Street and ties directly to the project goals. Further outreach will continue with the community as the project team works through the design options and tradeoffs.

76% of respondents said they use parking meters for commercial loading.

43% of respondents believe that a commercial zone (yellow curb) in front or near their business would make loading easier.

39% of respondents use courier services (i.e., Postmates, Caviar, etc.) for food delivery.

55% of respondents believe that a passenger zone (white curb) in front or near their business would make passenger loading easier.

In spring 2018, the project team contacted over **200 businesses** on Valencia to better understand loading needs and received **86 completed surveys**. Based on this feedback, we are considering how to better improve parking and loading conditions.

70% of the shopper survey respondents get to Valencia by walking, biking or riding transit.

39% of respondents believe that a commercial zone (yellow curb) in front or near their business would make loading easier.

71% of the shopper survey respondents live in San Francisco.

Valencia needs to work for everyone - bikes, pedestrians, merchants, motorists - meaning there will be compromises that will need to be made for all modes.

Valencia is home to a number of schools and the project team should take that into consideration when recommending improvements.

Project team must consider equity... make sure the vision of improving traffic safety along Valencia connects with community values.

I have mixed feelings about enforcement... Enforcement assignments should be based on data. Focus attention on hot spots rather than expiring meters.

It is virtually impossible for me to unload for my business without parking illegally. I receive tickets from eager ticketers when I am unloading in the median for less than 10 minutes. It's hard for my business.

A shopper intercept survey was also conducted that collected **238 responses** on the Valencia corridor. This information was used to gain a better understanding of travel patterns and shopping behaviors near the project area.

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.
WHAT WE LEARNED SO FAR

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.

The majority of bike lane blockages occurred between 7 p.m. to 9 p.m. on both the weekday and weekend.

Transportation Network Companies, 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.

Enforcement

Based on community concerns that more enforcement was needed on Valencia, in November 2017, SFMTA increased traffic enforcement. Below shows the number of citations given out by Parking Control Officers for illegal parking and loading.

We know that enforcement alone is not a sustainable means to deter illegal behavior nor to improve road safety. That’s why the SFMTA is considering various self-enforcing roadway designs that provide physical separation between vehicles and bikes, while also better allocating the curb to meet current and future parking and loading needs.
Vision Zero

Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes. Vision Zero is a commitment by the City of San Francisco to end all traffic deaths.

Analysis conducted through Vision Zero identified a majority of Valencia Street as part of the city’s High-Injury Network, which are the 13 percent of city streets that experiences 75 percent of the city’s serious traffic-related injuries and fatalities.

What does the collision data tell us?

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.

Almost half of all bike collisions involved the loading/unloading of passengers (doorling, 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 Street experienced the most bike related-collisions.

Safety is a critical issue on Valencia, especially for the most vulnerable users of the road. That’s why the SFMTA is committed to protected bike lanes.
POTENTIAL DESIGN ALTERNATIVES

Based off our data collection, community outreach and analysis, there are three design alternatives that the project team would like your input on today. These designs will address the following safety concerns:

» Reducing the number of midblock interactions between vehicles and bikes
» Improving utilization of parking and loading to meet current and future needs
» Reducing the number of conflicts at intersections

Center Running Two-Way Bikeway

Parking Protected Bikeway

Curbside Two-Way Bikeway

These options will require additional detailed design, but for today, please provide your input regarding the concepts and tradeoffs. Based on what the project team hears today, along with additional outreach following this event, the team will determine what to pursue in further detail.

WHY ARE THESE THE THREE ALTERNATIVES?

The project team considered many different configurations for Valencia and found three feasible design options that address safety concerns while continuing to balance the needs for all users of the corridor.

Among the options considered, we received many requests to study the following options:

» Converting Valencia to a one-way street to allow more space for walking and biking
» Car-free Valencia with pedestrian and bike access only

While these options could be advantageous for some users of Valencia, they do not balance the many needs of the neighborhood that we have been learning about through our outreach. 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 options.

PLEASE STOP BY THE TABLES TO LEARN MORE ABOUT THE ALTERNATIVES AND PROVIDE YOUR INPUT, VIA THE SURVEY, REGARDING THE DESIGNS AND ASSOCIATED TRADEOFFS.
While most of the curb is allocated to parking for private vehicles, more and more users are competing for the limited curb space available for short-term loading. Many of the existing loading zones are not in effect during the hours when they’re needed most. When loading space isn’t available, vehicles block bike lanes, travel lanes, bus stops, and any other space available to load passengers and goods.

### CURB MANAGEMENT TOOLS

#### Valencia Concepts

**Extend hours of loading**
Yellow zones that currently end at 6pm could allow passenger loading until 10pm or later, when demand is highest.

**Expand and consolidate zones**
Longer white and yellow zones make it more likely that cars and trucks will pull all the way to the curb.

**Side street loading**
White and yellow zones on side streets could encourage people to load off of Valencia and avoid double parking on busy transit and bike corridors.

**Add blue zones**
Blue zones help ensure accessibility for people with disabilities. Currently, fewer than one percent of spaces on Valencia are accessible.

**Add and extend green zones**
Green zones provide space for customers and delivery services like Postmates or Caviar to park briefly, and could be extended beyond 6pm, which is when they currently end.

#### Types of Curb

- **White - Passenger Loading**
  - 5-minute passenger loading only
  - Driver must be in vehicle

- **Yellow - Commercial Loading**
  - 30-minute metered commercial loading
  - Up to 3-minute passenger loading

- **Blue - Accessible Parking**
  - Parking for people with disabled placards only

- **Green - Short-Term Parking**
  - 10-, 15-, or 30-minute parking
  - Must pay parking meter
CURB MANAGEMENT PROPOSALS

EXISTING

Yellow commercial loading zones in effect from 7am or 8am to 6pm, Monday through Friday

Some loading zones not continuous

Most parking metered from 9am to 6pm, Monday through Friday

Few passenger loading white zones with limited hours

Few loading zones on cross streets

PROPOSED

Convert yellow commercial loading zones to passenger loading after 6pm

Consolidate loading zones to increase effective length

Add blue zones when possible for disabled access

Add loading zones on cross streets just off of Valencia

Increase length of some loading zones in busiest areas

Add green short-term parking zones with later hours

Move commercial and passenger loading zones next to each other

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Fewer than one percent of parking spaces are blue zones
A center running bike lane may reduce the number of conflicts between vehicles and bikes.

Possible corner bulb removal to accommodate turns on and off Valencia.

Likely no impact to mid-block bulbs.

Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.

Bike turns off of Valencia still under design.

Option to widen sidewalk.

Likely no impacts to parklets.

Possible corner bulb removal to accommodate turns on and off Valencia.

Option to include pedestrian "head start" signal timing.

Option to widen sidewalk.

Midblock access for bikes to/from bikeway still under design.

No center turn lane.

No vehicle left turns across bikeway to access driveways and alleyways.
CURBSIDE TWO-WAY BIKEWAY

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

- Bikeway can be on either side of Valencia
- Possible mid-block bulbs
- Possible corner bulb removal to accommodate turns on and off Valencia
- No vehicle left turn across bikeway
- Possible parking removal for turn pockets, improved visibility and turns on and off Valencia

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

- Parking removal for right turn pockets at signalized intersections
- New conflict point between bikes and people accessing parked vehicles
- Option to include pedestrian “head start” signal timing
- Separate signal phases for through bike and right turning vehicles - may disrupt green wave timing for bikes
- Option to widen sidewalk
- Option to include parking removal required to maintain parklet; possible parklet removal for emergency vehicle access
- Additional parking removal required to maintain parklet; possible parklet removal for emergency vehicle access
- No center turn lane

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PARKING PROTECTED BIKEWAY

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

- Possible mid-block bulb removal
- Removal of all parking on one-side of street for blocks with 15 ft. sidewalks
- Signal separation for bikes and vehicles not required - separation of through bikes and right turning vehicles may disrupt green wave timing for bikes

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

- Option to include pedestrian “head start” signal timing
- Parking removal for right pockets
- Option to widen 10 ft. sidewalks would require further parking loss
- New conflict point between bikes and people accessing parked vehicles
- No center turn lane
- Additional parking removal required to maintain parklet; possible parklet removal for emergency vehicle access

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## Bikeway Alternatives Tradeoffs

<table>
<thead>
<tr>
<th></th>
<th>Center Running Two-Way</th>
<th>Curbside Two-Way</th>
<th>Parking Protected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parklet and Midblock Bulbouts</strong></td>
<td>Parklets and midblock bulbouts will likely not be impacted.</td>
<td>Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.</td>
<td>Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.</td>
</tr>
<tr>
<td><strong>Intersection/Corner Bulbouts</strong></td>
<td>Possible corner bulb removal to accommodate turns on and off Valencia.</td>
<td>Possible corner bulb removal to accommodate turns on and off Valencia.</td>
<td>Possible corner bulb removal to accommodate turns on and off Valencia.</td>
</tr>
<tr>
<td><strong>Sidewalk Widening</strong></td>
<td>Option to widen 10 ft. sidewalks.</td>
<td>Option to widen 10 ft. sidewalks.</td>
<td>Option to widen 10 ft. sidewalks, but would further parking loss.</td>
</tr>
<tr>
<td><strong>Left Turn Vehicle Restrictions</strong></td>
<td>No left turns at Valencia intersections or midblock.</td>
<td>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.</td>
<td>None</td>
</tr>
<tr>
<td><strong>Parking Impacts</strong></td>
<td>Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.</td>
<td>Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Protected Bike Lanes</strong></td>
<td>Yes, but there may be new conflict points between bikes and vehicles.</td>
<td>Yes, but there will be new conflict points between bikes and people accessing parked vehicles.</td>
<td>Yes, but there will be new conflict points between bikes and people accessing parked vehicles.</td>
</tr>
<tr>
<td><strong>Bike Turns and Access</strong></td>
<td>Potential impact to turns off of Valencia and midblock access for bikes.</td>
<td>Potential impact to midblock access for bikes accessing the sidewalk not adjacent to the bikeway.</td>
<td>No impact to midblock access for bikes.</td>
</tr>
<tr>
<td><strong>Center Turn Lane Removal</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Signal Timing Specific to Each Mode</strong></td>
<td>No bike signals required except at ends of bikeway. Option to add pedestrian “head start” signal timing.</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>