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 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 work in the Valencia Street
- [ ] I come to Valencia Street for recreation/social services
- [ ] I travel through Valencia
- [ ] Other: _____________________________

**BIKEWAY DESIGN ALTERNATIVES**

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.

<table>
<thead>
<tr>
<th>UNAPPEALING</th>
<th>NEUTRAL</th>
<th>APPEALING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Sidewalk widening</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>B. Left turn vehicle restrictions</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>C. Parking impacts</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>D. Protected bike lanes - biking in the center of road</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>E. Bike turns and access</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>F. Center turn lane removal</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>G. Pedestrian “head start” at signals</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
<tr>
<td>H. Reduced green time for bikes and/or vehicles</td>
<td>[ ]</td>
<td>[ ]</td>
</tr>
</tbody>
</table>
3. Overall, on a scale from 1 to 5, how appealing is the **curbside two-way bikeway** option to you?

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

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

```
A. Bulbout and parklet impacts
B. Sidewalk widening
C. Left turn vehicle restrictions
D. Parking impacts
E. Protected bike lanes - biking next to the curb
F. Bike turns and access
G. Center turn lane removal
H. Pedestrian “head start” at signals
I. Reduced green time for bikes and/or vehicles
```

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

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

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

```
A. Bulbout and parklet impacts
B. Sidewalk widening
C. Parking impacts
D. Protected bike lanes - biking in between the curb and parked vehicles
E. Center turn lane removal
F. Pedestrian “head start” at signals
G. Reduced green time for bikes and/or vehicles
```
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)
   - Afternoon/early evening (3pm to 7pm)
   - Late evening/night (after 7pm)
   - No Opinion

9. Based on your experience, when are passenger loading zones (white zones) most needed?
   - Early morning (before 9am)
   - Mid-day (9am to 3pm)
   - Afternoon/early evening (3pm to 7pm)
   - Late evening/night (after 7pm)
   - No Opinion

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?

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

Comments:

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

Email us at: valencia@sfmta.com
# 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>Center Running Two-Way</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<td>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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<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>
<td></td>
</tr>
</tbody>
</table>