Welcome!

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.

Goals of Today’s Workshop
» Preview the pilot parking-protected bikeway design from Market to 15th streets
» Preview merchant loading survey findings from 15th to 24th street

SFMTA Board of Directors Considers Pilot Bikeway Improvements
Dec 2018 (tentative) This SFMTA Board meeting will consider approving the pilot parking-protected bikeway from Market to 15th streets.

Evaluate Pilot Project and Start Next Phase of Long-Term Project
Evaluate the pilot parking-protected bikeway design from Market to 15th streets to help inform corridor-wide project. Continue to build upon planning process for the entire Valencia corridor.

Curb Management Proposals
Identify and implement parking and loading improvements on Valencia Street for 15th to 24th streets.

Preliminary Design Work
May 2018 Preliminary design work to assess feasibility of options for Valencia.

Data Analysis
February to March 2018 Identified safety needs from reported collisions and existing travel patterns.

First Community Event(s)
July 2018 SFMTA shared potential bikeway design options and near-term curb management improvements to better understand the community’s opinions on related tradeoffs at two community workshops.

Second Community Event November 2018 (TODAY) Showcase the parking-protected bikeway design from Market to 15th streets. Collect feedback on loading improvement options from 15th to 24th streets.

Mayor Breed’s Directive
Fall 2018 Mayor Breed directed the SFMTA to implement a pilot protected bikeway from Market to 15th streets by early 2019.

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Community Outreach

- Collected 350+ completed workshop survey responses
- Held 40+ stakeholder meetings with additional follow up to come
- Received 90 completed merchant loading surveys
- Engaged in 250+ conversations with Valencia merchants
- Conducted 200+ intercept surveys with people who use Valencia Street
- 200+ staff hours engaging with community members about the project
- Sent 17,000 postcards inviting neighbors to the project workshops
- Posted 50+ project informational posters along the corridor
Mayor London Breed’s Directive

On September 26th, 2018, Mayor London Breed directed the SFMTA to expedite the Valencia Bikeway Improvements project. As a result, the SFMTA will pilot and implement a parking-protected bikeway on Valencia Street from Market to 15th streets in early 2019. The SFMTA is committed to making incremental changes to Valencia Street. A pilot evaluation will be completed in fall 2019 to further refine the design and inform the long-term, corridor-wide project. The pilot project is anticipated to be heard at the SFMTA Board of Directors meeting on December 4, 2018.

Valencia Street continues to evolve

1999
First bike lanes striped on Valencia

2010
The Valencia Streetscape Project widened sidewalks and added mid-block bulbs between 15th and 19th streets

2011
First parklet installed on Valencia
Green wave signal optimization of 13 mph for people who bike became permanent

2017
First Ford GoBike station installed on Valencia

2018
SFCTA funds planning study to analyze safety improvements for Valencia from Market to Mission streets
SFMTA installs vertical flex-posts from 15th to 19th streets

Valencia Street from Market to 15th

Existing Conditions

Typical cross section on Valencia between Market to 15th streets.

Collisions by mode from Market to 15th

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle-Bike</td>
<td>45%</td>
</tr>
<tr>
<td>Vehicle-Vehicle</td>
<td>28%</td>
</tr>
<tr>
<td>Vehicle-Pedestrian</td>
<td>20%</td>
</tr>
<tr>
<td>Other</td>
<td>7%</td>
</tr>
</tbody>
</table>

Of the 268 reported collisions between Market and Mission streets, 30% of the collisions occurred between Market and 15th streets, with 81 collisions of which 65 were injury collisions and one was fatal.

Close to half of all pedestrian collisions along Valencia occurred between Market and 15th streets.

The largest number of overall bike-related midblock collisions along Market and 15th occurred between Rosa Parks Lane to 15th St.

The intersection of Valencia and Duboce streets had the highest frequency of overall intersection collision.
In fall 2019, the project team will evaluate the pilot bikeway design to help inform the design options for the whole Valencia corridor.

Please let us know which evaluation criteria are priorities to you by putting a sticker next to it. If you have other ideas, please let us know in the “additional ideas” section.

### EVALUATION CRITERIA

<table>
<thead>
<tr>
<th>EVALUATION CRITERIA</th>
<th>WHICH AREA IS MOST IMPORTANT TO YOU? PUT A STICKER NEXT TO THE ITEM BELOW.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision history</td>
<td></td>
</tr>
<tr>
<td>Bike lane blockages</td>
<td></td>
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<tr>
<td>Mixing zones and how they compare to current conditions</td>
<td></td>
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<tr>
<td>Conflicts between bikes and vehicles, such as dooring and conflicts with TNCs</td>
<td></td>
</tr>
<tr>
<td>Conflicts between pedestrians and bikes, especially at school locations</td>
<td></td>
</tr>
<tr>
<td>Where are people biking on the roadway?</td>
<td></td>
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</tbody>
</table>

Valencia Bikeway Improvements Workshop
Annunciation Greek Orthodox Cathedral Church
November 14, 2018
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</tr>
</thead>
<tbody>
<tr>
<td>Traffic counts</td>
<td></td>
</tr>
<tr>
<td>(vehicles, bikes, pedestrians)</td>
<td></td>
</tr>
<tr>
<td>Vehicle speeds</td>
<td></td>
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<tr>
<td>Public opinion</td>
<td></td>
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<tr>
<td>surveys regarding</td>
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<tr>
<td>perceived safety</td>
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<tr>
<td>and comfort for</td>
<td></td>
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<tr>
<td>different modes</td>
<td></td>
</tr>
<tr>
<td>Additional ideas?</td>
<td></td>
</tr>
<tr>
<td>Please note</td>
<td></td>
</tr>
<tr>
<td>them on a sticky</td>
<td></td>
</tr>
<tr>
<td>note and place</td>
<td></td>
</tr>
<tr>
<td>them to the right.</td>
<td></td>
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</tbody>
</table>
While most of the curb is allocated to long-term parking for private vehicles, more and more users are competing for the limited curb space available for loading. Small businesses that rely on commercial and passenger loading don’t have enough loading space during the hours they need it most. When loading space isn’t available, vehicles block bike lanes, travel lanes, bus stops, and any other space available, creating safety hazards and congestion.

**LOADING AND PARKING DATA**

**EXISTING CURB**

Most parking spaces on Valencia are metered with a two hour limit from 9am to 6pm. After 6pm, meters and commercial loading zones become free parking with no time limits. Most passenger loading zones on Valencia serve schools or churches and have limited hours.

**CURB USERS**

<table>
<thead>
<tr>
<th></th>
<th>Delivery Trucks and Personal Vehicles</th>
<th>TNCs like Uber and Lyft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak loading times</td>
<td>Morning and mid-day weekdays</td>
<td>Evenings and weekends</td>
</tr>
<tr>
<td>Loading duration</td>
<td>8-10 minutes on average (some 30+ minutes)</td>
<td>About one minute on average</td>
</tr>
<tr>
<td>Loading location</td>
<td>Nearly three-quarters use loading zones or parking meters</td>
<td>Over two-thirds double park while loading passengers</td>
</tr>
</tbody>
</table>

**CURB MANAGEMENT TOOLS**

**Valencia Concepts**

- **Extend hours of loading**
  Yellow zones that currently end at 6pm could allow passenger loading until midnight or later, to accommodate evening demand.

- **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.

- **Cross street loading**
  White and yellow zones on cross 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

**PASSENGER LOADING**

Double parking by Transportation Network Companies (TNCs) like Lyft and Uber is a major safety concern. Valencia and cross streets like 16th are top destinations for loading.

**HOURS**

TNC activity is concentrated in the evening between 5pm and 9pm, particularly on Fridays and Saturdays, when only 3% of curb space on Valencia is designated for loading.

**GEOFENCING**

TNCs can require their drivers and passengers to load and unload in designated areas. Lyft currently directs passengers to get picked up on cross streets instead of on Valencia between 16th and 19th Streets.