

Welcome!

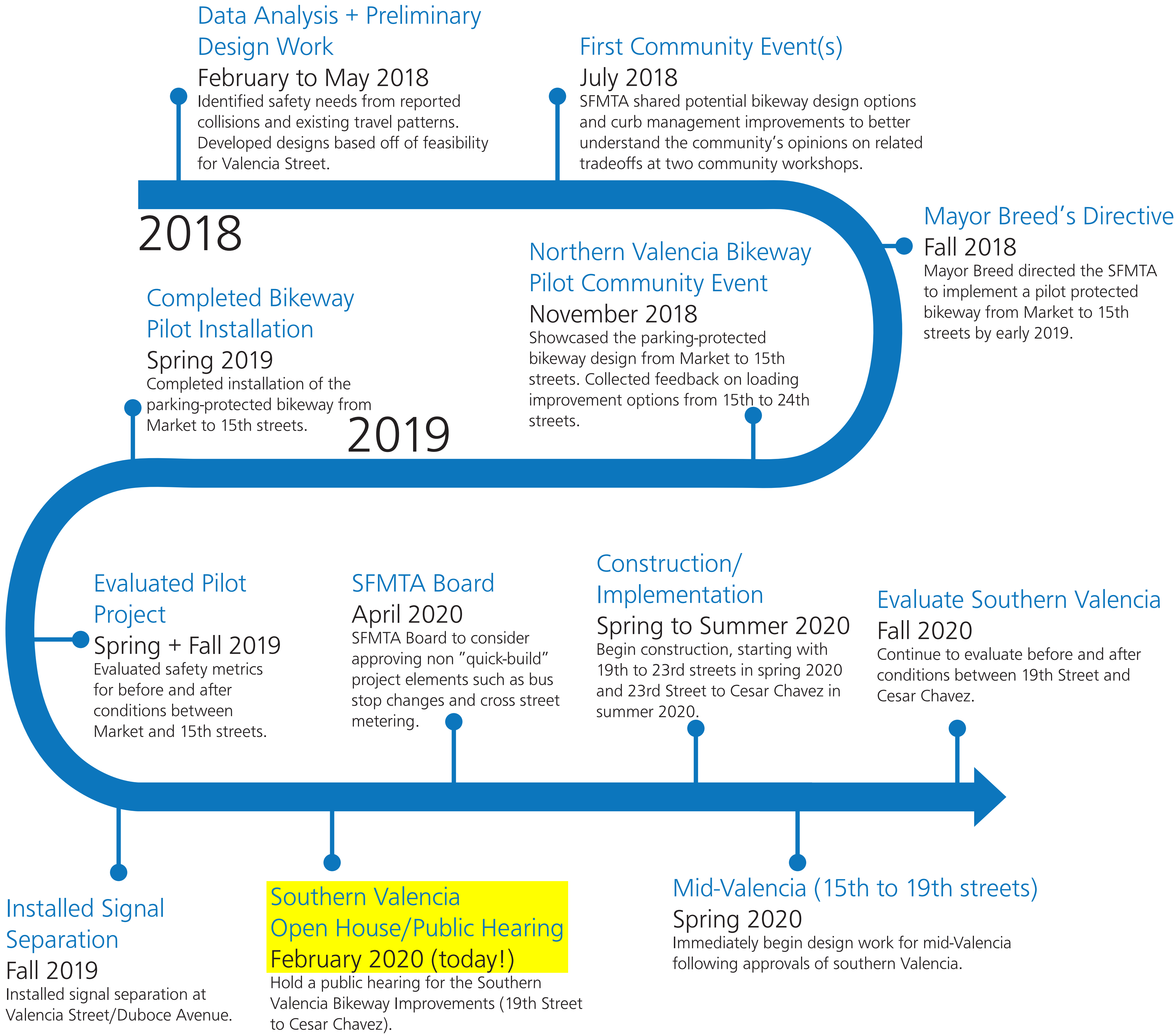
Thank you for joining today’s open house/public hearing for the Valencia Bikeway Improvements Project, between 19th Street and Cesar Chavez.

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 Public Hearing

- » Preview the parking-protected bikeway design from 19th Street to Cesar Chavez
- » Provide your public comment on the proposed plans



Background

Due to the similarities between the pilot (Market to 15th streets) section of Valencia and Southern Valencia, the project team was able to streamline and take many lessons learned when designing the 19th Street to Cesar Chavez section of Valencia Street. Some lessons learned included that the increase in loading zones were helpful in reducing double parking and blocking the bike lane. In addition, with community input, the project team was able to develop alternative intersection designs, such as signal separation and protected intersections.

Valencia Street continues to evolve

1999: First bike lanes striped on Valencia

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

2018: SFCTA funds planning study to analyze safety improvements for Valencia from Market to Mission streets. Flex posts installed between 15th to 19th streets

2020: Planned implementation of protected bikeways between 19th Street to Cesar Chavez.

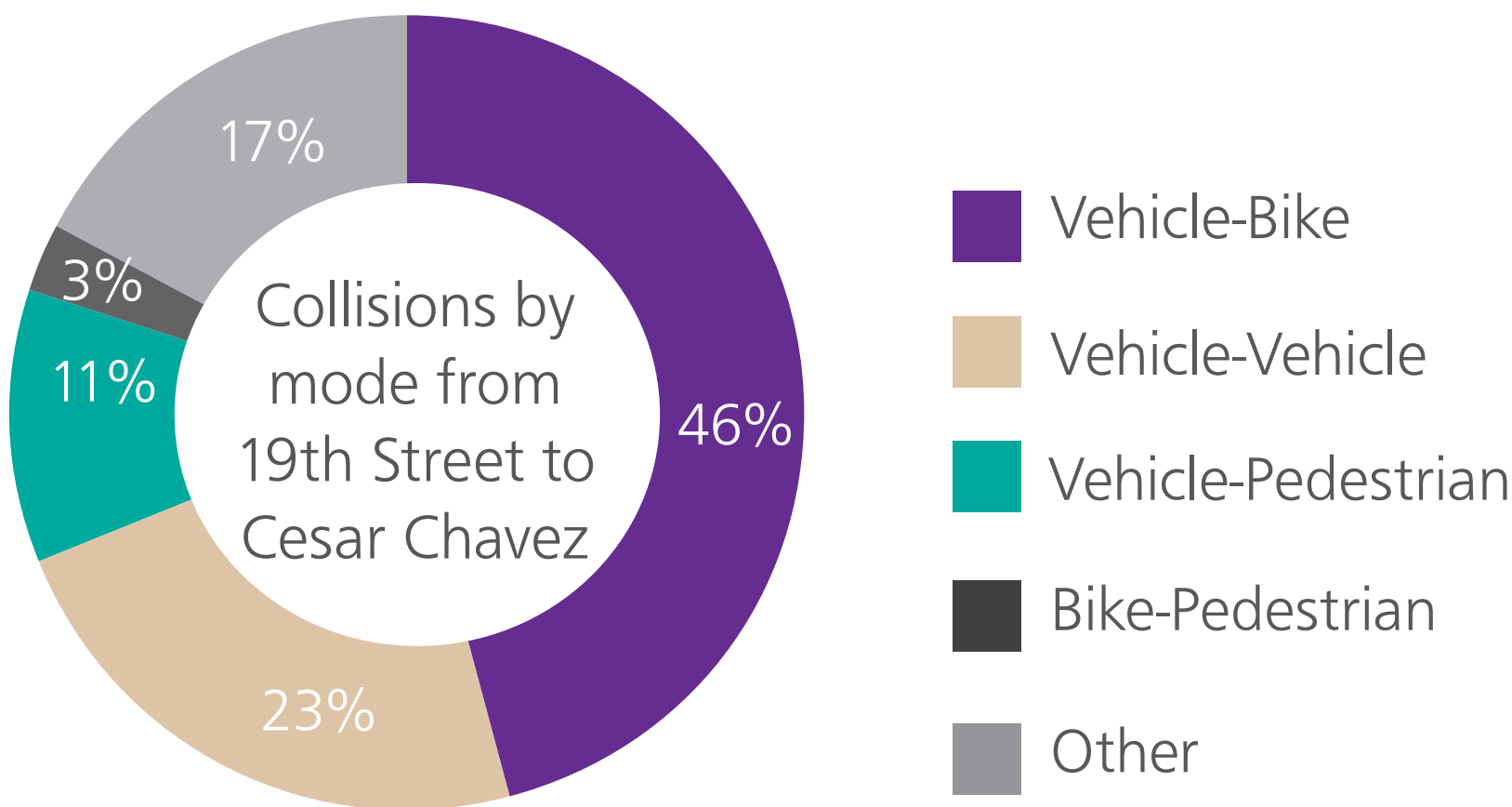
2010: The Valencia Streetscape Project widened sidewalks and added mid-block bulbs between 15th and 19th streets

2017: First Ford GoBike station installed on Valencia

2019: Protected bikeways installed between Market to 15th streets. Signal separation installed at Valencia/Duboce

Valencia Street from 19th Street to Cesar Chavez

This project is part of the SFMTA’s Vision Zero Quick-Build effort, which stems from two executive directives from Mayor London Breed for faster transportation safety improvements and to deliver higher quality bikeway facilities, such as protected bikeways, to prevent collisions and increase safety. This project will contribute towards the **20 miles** of protected bikeways in two years, as called for by Mayor London Breed as part of her initiatives around traffic safety.



Of the 268 reported collisions between Market and Mission streets, **29% of the collisions** occurred between 19th Street to Cesar Chavez. **78** collisions occurred in Southern Valencia, of which **70** were injury collisions.

The largest number of pedestrian injury collisions occurred at **Valencia Street at 21st Street** and **Valencia Street at Cesar Chavez**.

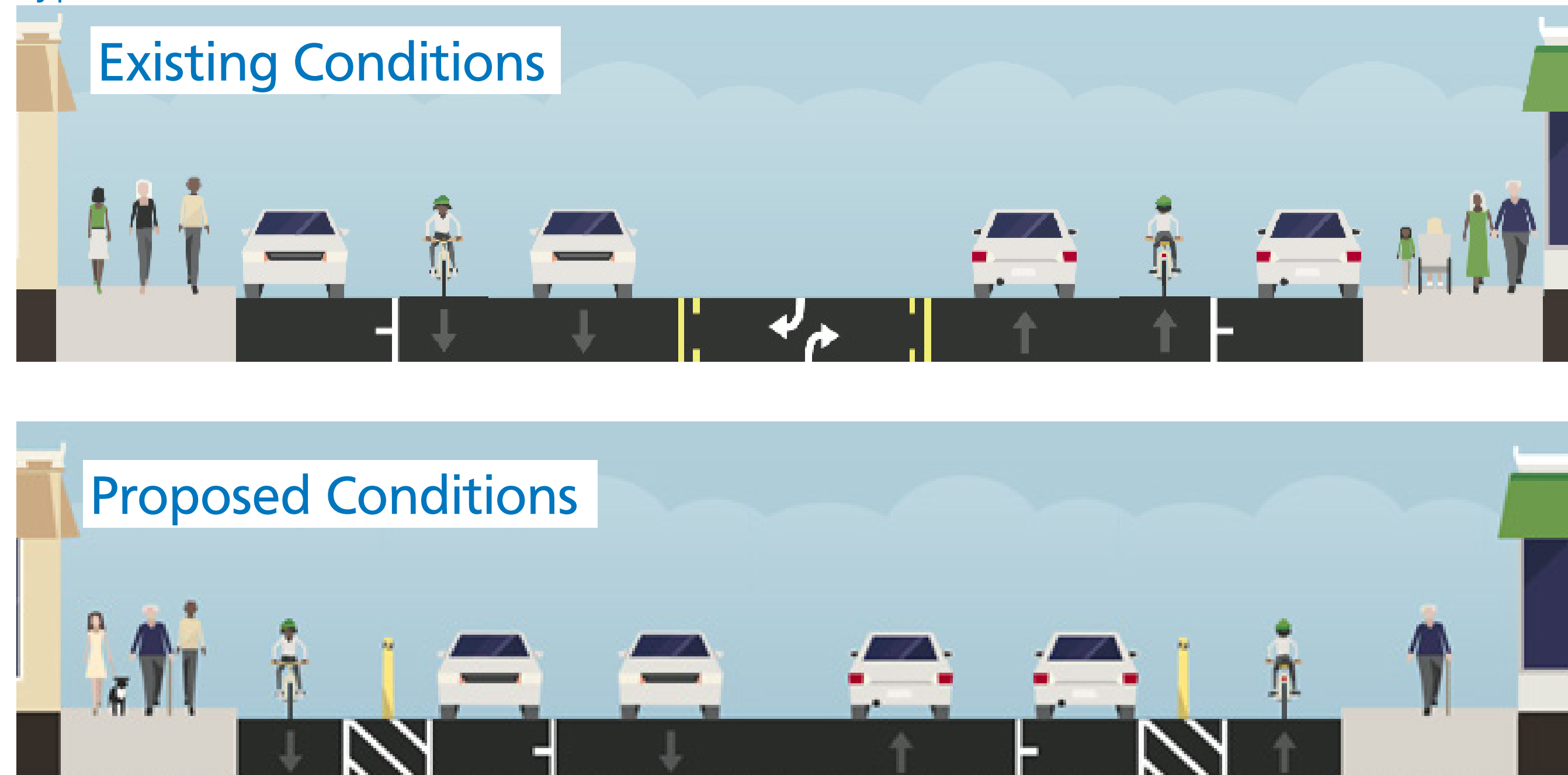
The largest number of overall bike-related mid-block collisions on Southern Valencia occurred between **22nd Street and 23rd Street**.

The intersection of **Valencia at 20th** streets had the highest frequency of overall intersection collisions.



TODAY'S DESIGN PROPOSAL

Typical cross section on Valencia between 19th Street to Cesar Chavez



» Parking and Loading Changes:

- Reduction of regular metered parking spaces on Valencia Street, but increase in commercial and passenger loading zones. Some passenger loading zones will remain in effect after 6pm. In total, about 53% of curb space will be preserved.
- Additional meters on cross streets to improve parking availability on the corridor.
- Left turns restrictions from Valencia to cross streets to reduce the number of conflicts among vehicles, bikes and pedestrians.

» **Pedestrian Improvements:** daylighting (adding red curbs in advance of an intersection to improve visibility) and advanced limit lines.

» **School Loading and Transit Islands:** two new school loading islands will be installed at Buena Vista Horace Mann School and Synergy School to help facilitate pedestrians crossing the bike lane. A transit boarding island will be installed at Valencia and 25th streets.

Bicycling Improvements: upgrading existing bike lanes on Valencia Street between 19th Street to Cesar Chavez to protected bikeways. Project elements of the protected bikeways will include:



Protected Intersections

Protected intersections to improve sight lines between right turning vehicles and through bikes.



Two-Stage Turn Boxes

Green two-stage turn boxes help clarify where bicyclists can turn to connect to other routes in the bicycle network. They also provide a waiting space and bring awareness to all road users of where cyclists can be expected.



School Loading Islands

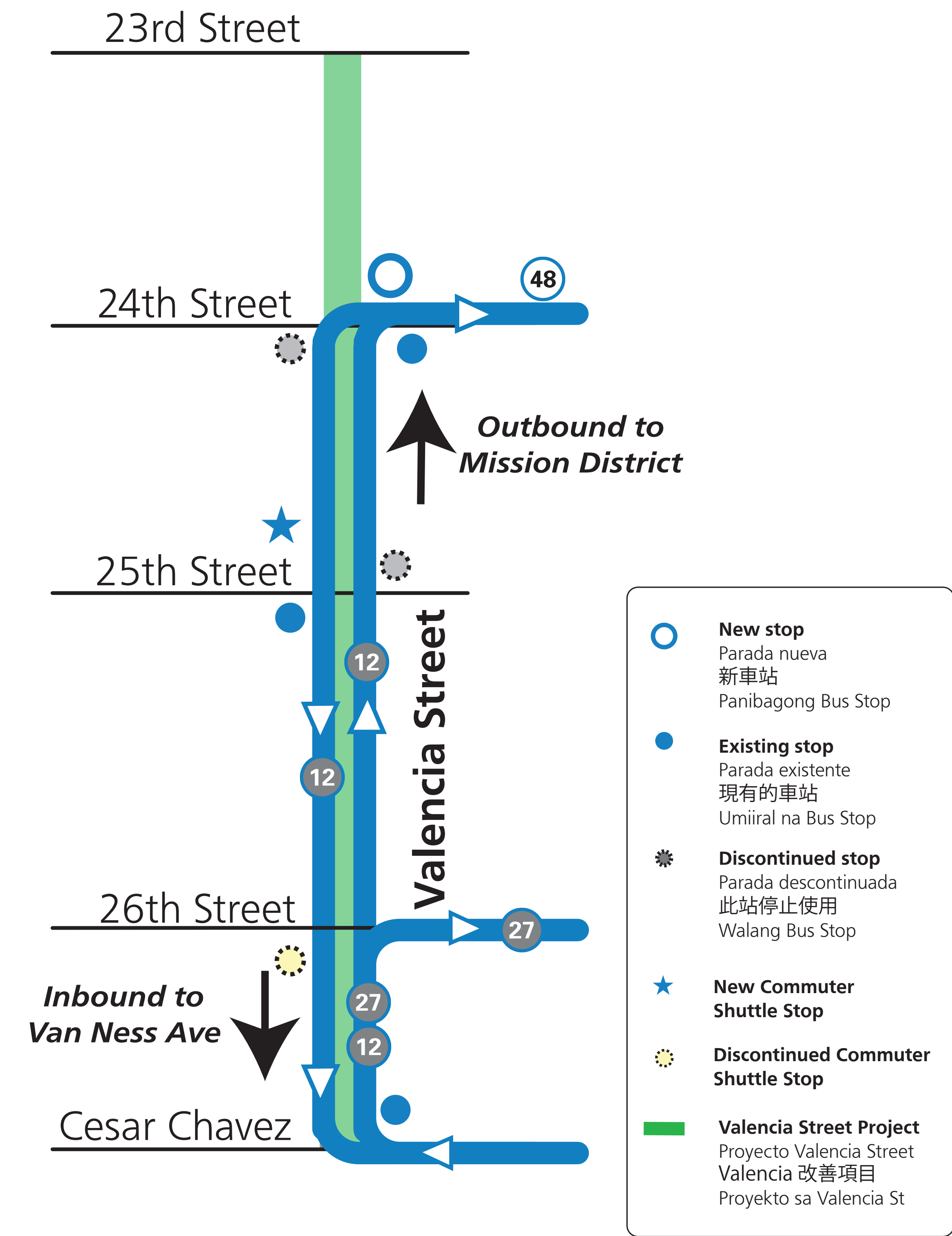
Provides a safe place for children to wait during school pick-ups and drop-offs, with railing to channelize people to cross at one location to access the sidewalk. The bikeway narrows to slow down bikes to ride single file.



Green Paint

Colored pavement increases the visibility of the bikeway and indicates to other road users where bicyclists may be expected.

Proposed Muni and Commuter Shuttle Changes



In tandem with the bikeway improvements, Muni stop changes such as stop removal and relocation are also part of the project proposal. Currently, the 12 Folsom (inbound and outbound) and the 27 Bryant (inbound only) run on Valencia Street between 24th Street and Cesar Chavez. The following proposals are being considered as part of this project:

12 Folsom Stop Changes

- » **Inbound to Van Ness Ave:** the inbound bus stop at Valencia and 24th streets will be removed and consolidated with the 48 Quintara bus stop at 24th and Valencia streets. The bus stop at Valencia and 25th streets will be upgraded to a transit boarding island.
- » **Outbound to Mission District:** the outbound bus stop at Valencia Street and 25th streets will be discontinued as part of this project. Riders can board at Cesar Chavez or 24th Street.



No stop changes will be made to the 27 Bryant

Commuter Shuttle Changes

The commuter shuttle stop at Valencia and 26th streets will be discontinued and relocated to Valencia and 25th streets (southbound).



As part of our commitment to evaluate the effectiveness of the pilot project (Valencia Street from Market to 15th streets), an evaluation was conducted in summer 2019 and late 2019. Results from the evaluations showed promising findings, indicating that protected bikeways have improved the overall safety for all who travel on Valencia Street. Below details some of those findings from the data collection process.

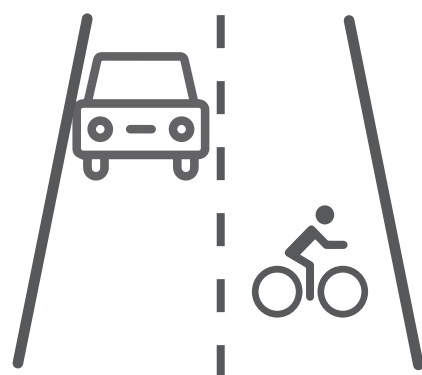
SAFETY METRICS CONSIDERED:

Pre-data was collected in October 2018 on various weekdays during peak commute hours

- **Mixing zones/bike signals compared to older condition**
- **Bike lane blockages + mid-block conflicts (i.e., dooring, parking maneuvers)**
- **Conflicts/collisions between pedestrians and bikes at school loading islands**
- **Where on the roadway are people biking?**
- **Speeds and counts**

EVALUATION HIGHLIGHTS

Evaluation data was collected in two phases, once in May 2019 and again in November 2019. Data was collected on various weekdays during peak commute hours.



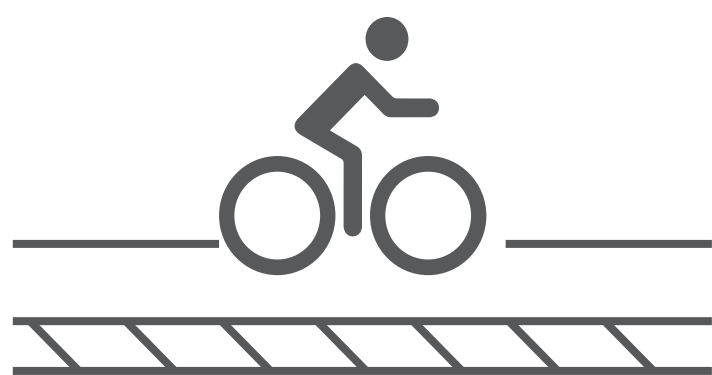
99% decrease in mid-block vehicle/bike interactions, and a **100%** reduction in close calls or near-dooring incidents.
(Late 2019 Evaluation)



84% of people driving yielded to people biking at mixing zones
(Summer 2019 Evaluation)



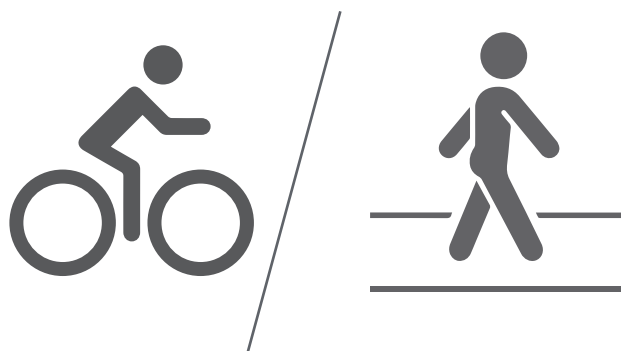
228% increase in bike volumes during the morning commute peak, and a **109%** increase in volumes during the evening commute peak.
(Late 2019 Evaluation)



98% of people biking in protected bike lane/buffer area
(Summer + Late 2019 Evaluation)



93% of commercial vehicles are loading in designated loading zones
(Summer 2019 Evaluation)

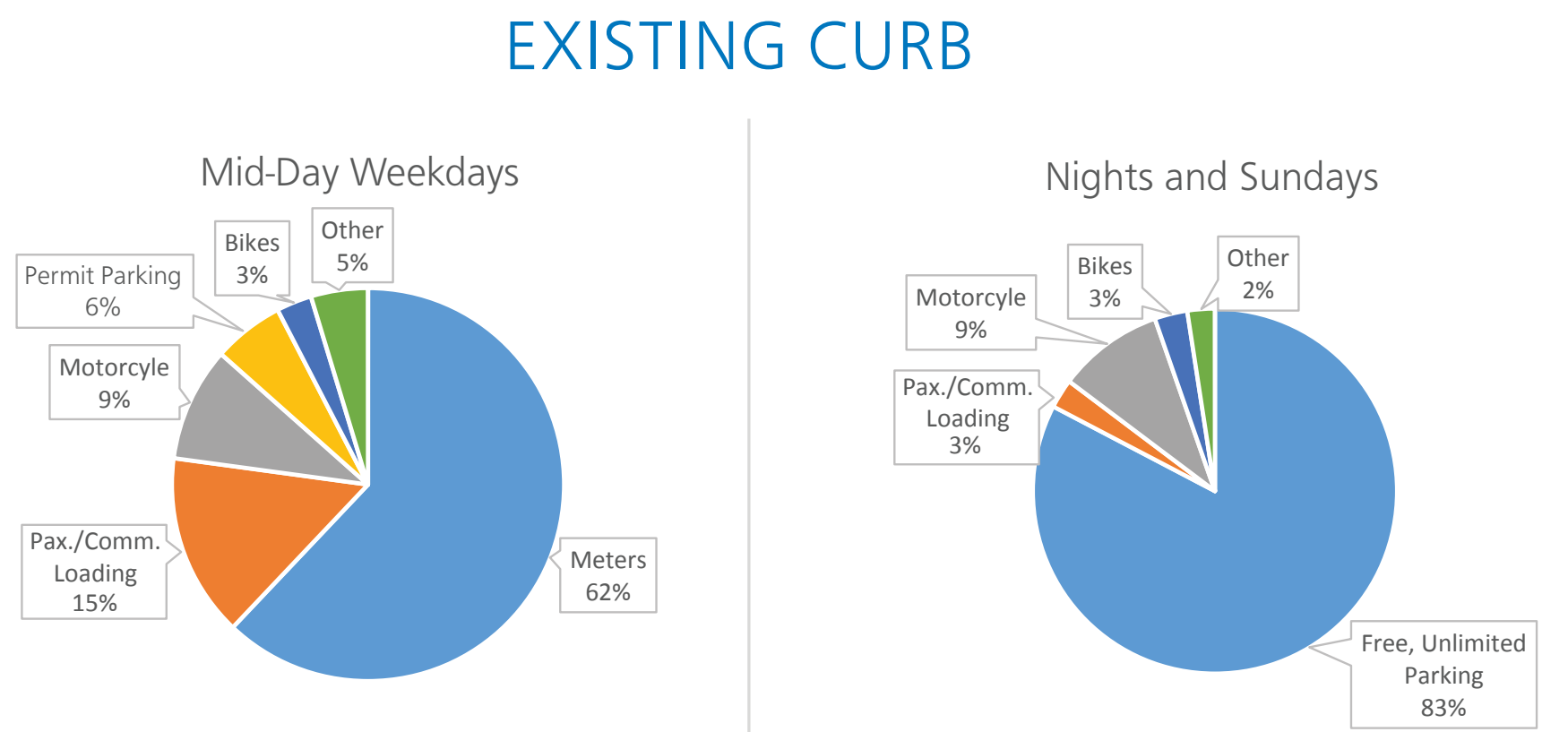


No close calls observed at the school loading island. While the number of interactions between cyclists and pedestrians increased at the loading island, bicyclists are yielding to pedestrians.
(Summer + Late 2019 Evaluation)

As we continue work on Southern Valencia, we will continue to evaluate similar safety metrics along with the efficacy of protected intersections.

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



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

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



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



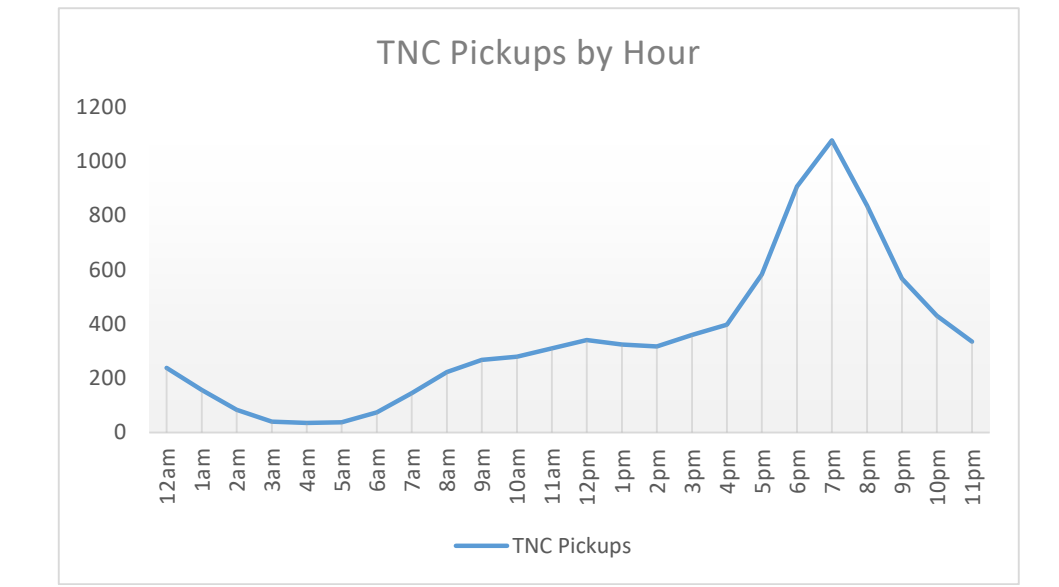
PASSENGER LOADING

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

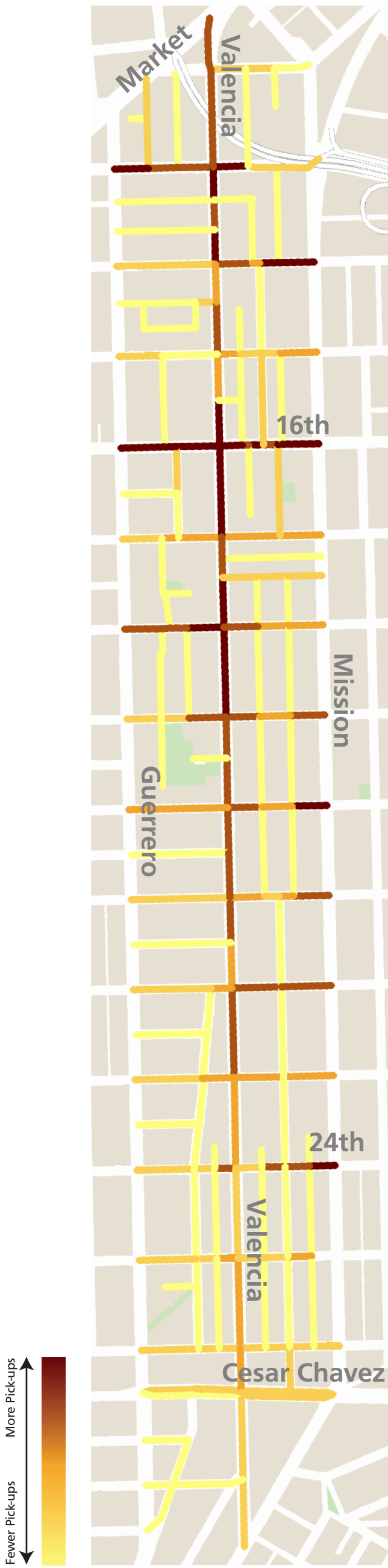
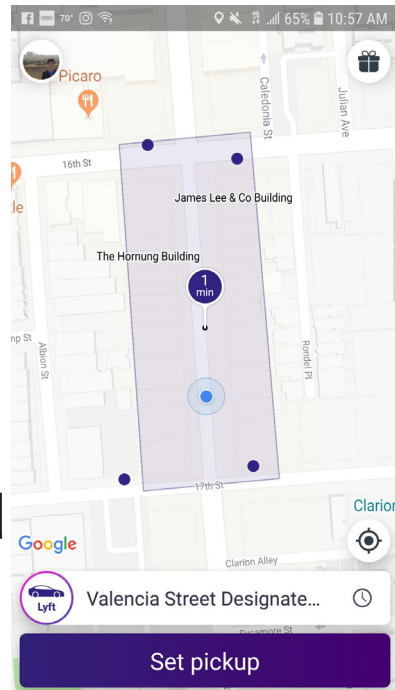
TNC activity is concentrated in the evening between **5pm and 9pm**, particularly on **Fridays and Saturdays**, when only 3% of curb space on Valencia is designated for loading.



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**.



Source: San Francisco County Transportation Authority, TNCs Today. Data from Fall 2016.



The Sustainable Streets Division of the San Francisco Municipal Transportation Agency will hold a public hearing on Monday, February 24, 2020, at 6:00 PM, at City College of San Francisco, Mission Campus, in Room 109, 1125 Valencia Street, San Francisco, CA 94110, to consider the following proposals:

The following items (Valencia Quick-Build Project) are pending environmental clearance:

1. Valencia Street, between 19th Street and Cesar Chavez Street – Valencia Street Bikeway Quick-Build Project

- 1(a). **ESTABLISH – CLASS IV BIKEWAY (PARKING-PROTECTED BIKEWAY)**
Valencia Street, northbound, east side, from Cesar Chavez Street to 19th Street
Valencia Street, southbound, west side, from 19th Street to Cesar Chavez Street
- 1(b). **ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES**
A. Valencia Street, northbound and southbound, at 19th Street
B. 19th Street, westbound and eastbound, at Valencia Street
C. Valencia Street, northbound and southbound, at 20th Street
D. 20th Street, westbound and eastbound, at Valencia Street
E. Valencia Street, northbound and southbound, at 21st Street
F. 21st Street, westbound and eastbound, at Valencia Street
G. Valencia Street, northbound and southbound, at 22nd Street
H. 22nd Street, westbound and eastbound, at Valencia Street (Bike Two-Stage Turn Box)
I. Valencia Street, northbound and southbound, at 23rd Street
J. 23rd Street, westbound and eastbound, at Valencia Street
K. Valencia Street, northbound and southbound, at 24th Street
L. 24th Street, westbound and eastbound, at Valencia Street
M. Valencia Street, northbound and southbound, at 25th Street
N. 25th Street, westbound and eastbound, at Valencia Street
O. Valencia Street, northbound and southbound, at 26th Street
P. 26th Street, westbound and eastbound, at Valencia Street
Q. Valencia Street, northbound, at Cesar Chavez Street (Bike Two-Stage Turn Box)
R. Cesar Chavez Street, westbound and eastbound, at Valencia Street (Bike Two-Stage Turn Box)
- 1(c). **ESTABLISH – NO LEFT TURN**
A. Valencia Street, northbound and southbound, at 19th Street
B. Valencia Street, northbound, at Cunningham Place
C. Valencia Street, northbound and southbound, at 20th Street
D. Valencia Street, northbound, at Liberty Street
E. Valencia Street, northbound and southbound, at 21st Street
F. Valencia Street, northbound, at Hill Street
G. Valencia Street, northbound and southbound, at 22nd Street
H. Valencia Street, northbound and southbound, at 23rd Street
I. Valencia Street, southbound, at 24th Street
J. Valencia Street, northbound and southbound, at 25th Street

Submit your public hearing comments here!

If you would like to comment on the proposed changes, please use one of the recommended methods below:

In Person Please fill out the Public Hearing Comment form or submit a voice recording

Email sustainable.streets@sfmta.com and valencia@sfmta.com with subject line “Public Hearing: Valencia Street Quick-Build”

Fax (415) 701-4737

General Information

- No decision will be made at this public hearing.
- Please use this opportunity to provide your input and ask questions.
- Your testimony today, along with all written correspondence, will be evaluated by the City Traffic Engineer to determine next steps.
- Today’s items can be approved by the City Traffic Engineer after the hearing.
- To receive information about the results of this public hearing, please provide your contact information on the Public Hearing Comment form.
- The results of today’s hearing will be posted on the agency’s website under calendar information and next to the agenda for today’s hearing (sfmta.com/calendar)

