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

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**Data Analysis + Preliminary Design Work**
February to May 2018
Identified safety needs from reported collisions and existing travel patterns. Developed designs based off of feasibility for Valencia Street.

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

**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.

**Northern Valencia Bikeway Pilot Community Event**
November 2018
Showcased the parking-protected bikeway design from Market to 15th streets. Collected feedback on loading improvement options from 15th to 24th streets.

**Completed Bikeway Pilot Installation**
Spring 2019
Completed installation of the parking-protected bikeway from Market to 15th streets.

**Evaluated Pilot Project**
Spring + Fall 2019
Evaluated safety metrics for before and after conditions between Market and 15th streets.

**SFMTA Board**
April 2020
SFMTA Board to consider approving non “quick-build” project elements such as bus stop changes and cross street metering.

**Construction/Implementation**
Spring to Summer 2020
Begin construction, starting with 19th to 23rd streets in spring 2020 and 23rd Street to Cesar Chavez in summer 2020.

**Evaluate Southern Valencia**
Fall 2020
Continue to evaluate before and after conditions between 19th Street and Cesar Chavez.

**South Valencia Open House/Public Hearing**
February 2020 (today!)
Hold a public hearing for the Southern Valencia Bikeway Improvements (19th Street to Cesar Chavez).

**Mid-Valencia (15th to 19th streets)**
Spring 2020
Immediately begin design work for mid-Valencia following approvals of southern Valencia.

**Installed Signal Separation**
Fall 2019
Installed signal separation at Valencia Street/Duboce Avenue.

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Valencia Bikeway Improvements Open House/Public Hearing
City College of San Francisco - Mission Campus
February 24, 2020
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
2010: 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. Flex posts installed between 15th to 19th streets
2019: Protected bikeways installed between Market to 15th streets. Signal separation installed at Valencia/Duboce
2020: Planned implementation of protected bikeways between 19th Street to Cesar Chavez.

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

**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:

- **Existing Conditions**
- **Proposed Conditions**

**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.

- **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.
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:

- 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)
- 49% 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**

**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>Types of Curb</th>
<th>Valencia Concepts</th>
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<tbody>
<tr>
<td><strong>Peak loading times</strong></td>
<td>Morning and mid-day weekdays, Evenings and week-ends</td>
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<tr>
<td><strong>Loading duration</strong></td>
<td>8-10 minutes on average (some 30+ minutes), About one minute on average</td>
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<td><strong>Loading location</strong></td>
<td>Nearly three-quarters use loading zones or parking meters, Over two-thirds double park while loading passengers</td>
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**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 ZONE**

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**

- **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.
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)