Mid-Valencia Curbside Protected Bikeway Project

SFMTA Board of Directors

November 19, 2024

Agenda

- Center-Running Bikeway Project Recap
- Center-Running Bikeway Evaluation Results
- Side-Running Bikeway Outreach and Design
- Construction
- Long-term Studies

Project Goals

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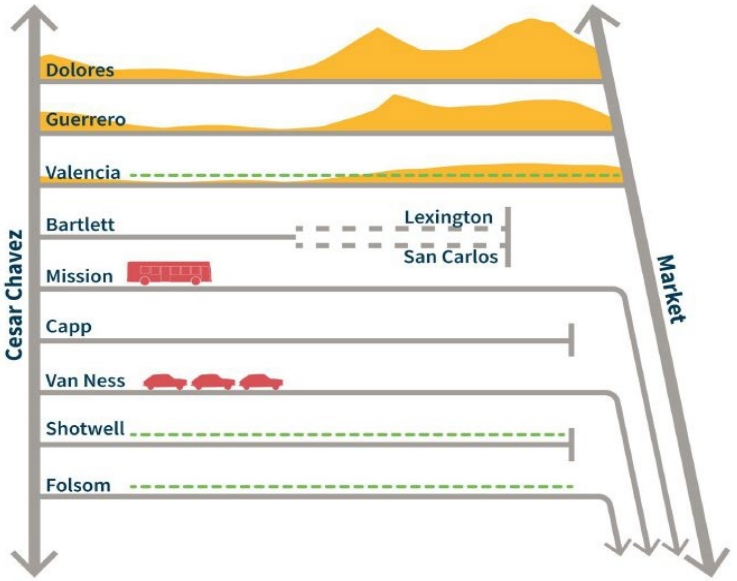
1. Improve safety for all who travel on Valencia Street
2. Preserve economic vitality of Valencia Street
3. Ensure movement and access of goods and people

Safety as a Guiding Priority

- Valencia is a popular bike route
- Part of high injury network
- Uncomfortable and challenging to ride a bike
- Blockages, double parking, dooring, side swipes, cut offs



A Shared Vision for Valencia

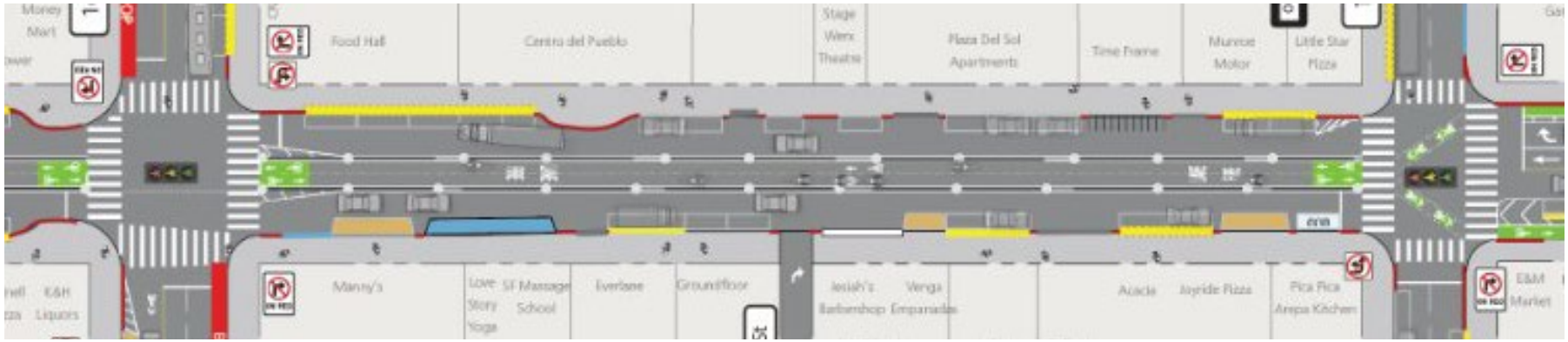
Three project goals:

- Improve safety for all who travel on Valencia
- Preserve economic vitality of Valencia
- Ensure safe movement and access of goods and people

Center Running Bikeway Project Recap

Center-Running Bikeway

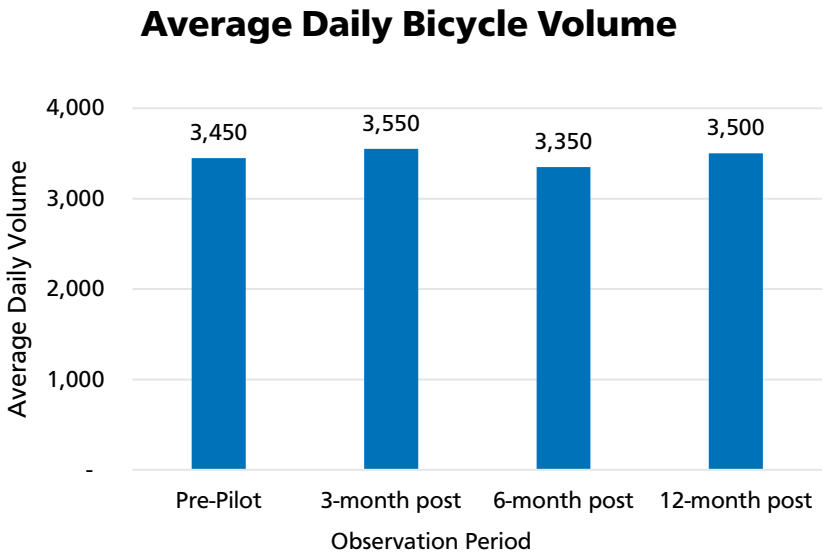
- Provide dedicated, separated bikeway
- Reduce crash factors for bikes
- Keep all parklets curbside
- Retain high percentage of parking and loading spaces

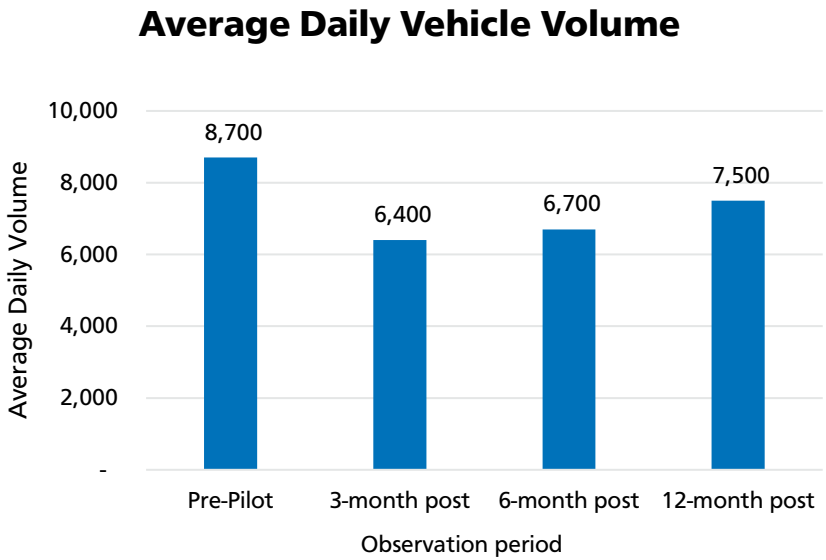


Responding to Community Feedback

Center Running Bikeway Evaluation Results

Vehicle and Bicycle Volumes

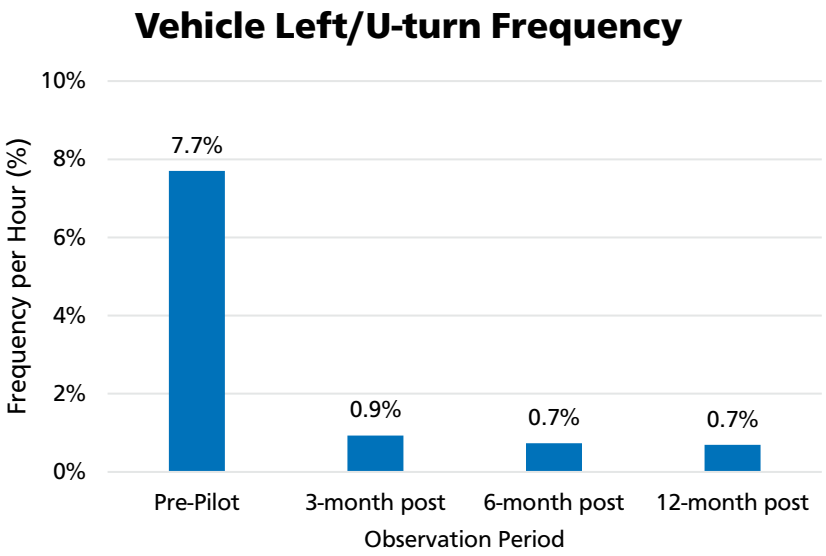


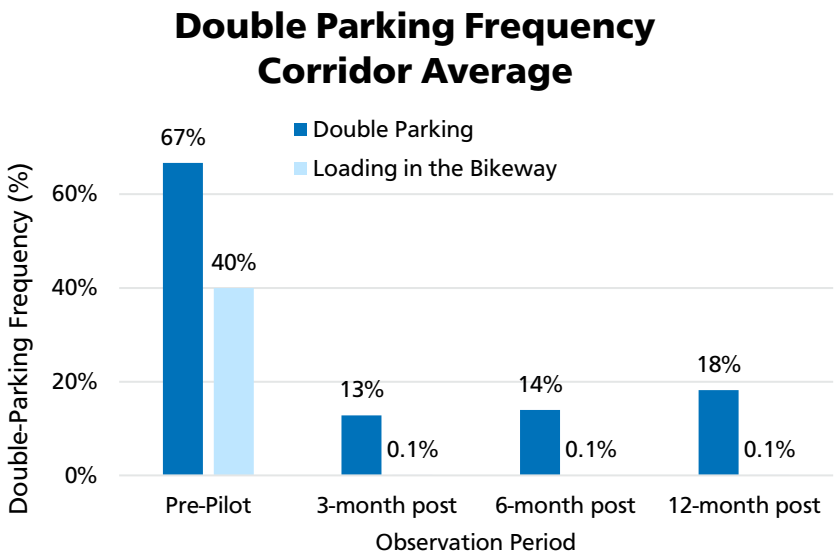


Compared to pre-pilot conditions:

- Average daily vehicle volume is down 14%
- Average daily bicycle volume is up 2%

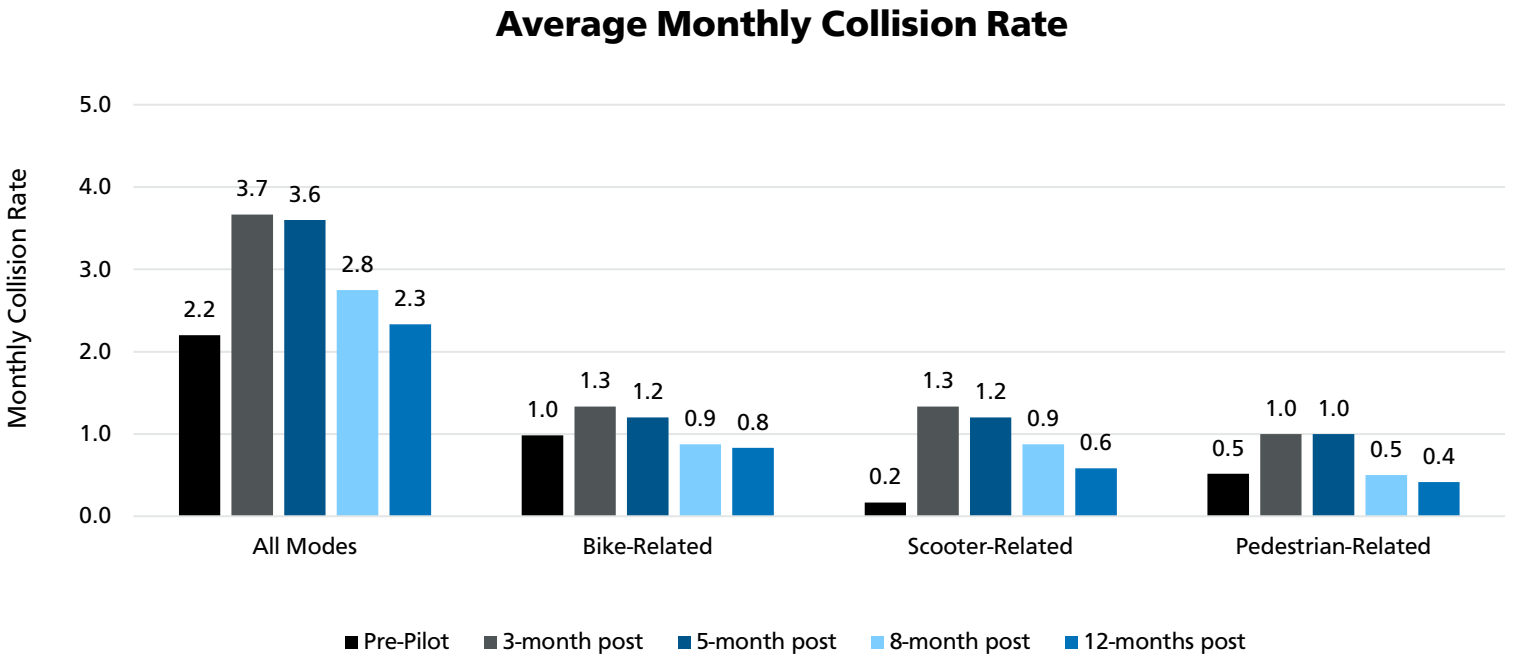
Vehicle Left/U-Turn and Double-Parking Frequency





- Vehicle left/U-turns at intersections remain very low
- Vehicle double-parking increased, but lower than pre-pilot
- Vehicle double-parking in bikeway remains very low

Traffic Collisions



- Average monthly collision rate continues to trend down
- Most bike-related collisions due to illegal vehicle left/U-turns at intersection (58%)
- Vehicle-bicyclist mid-block collisions are lower than pre-pilot conditions (18% versus 43%)

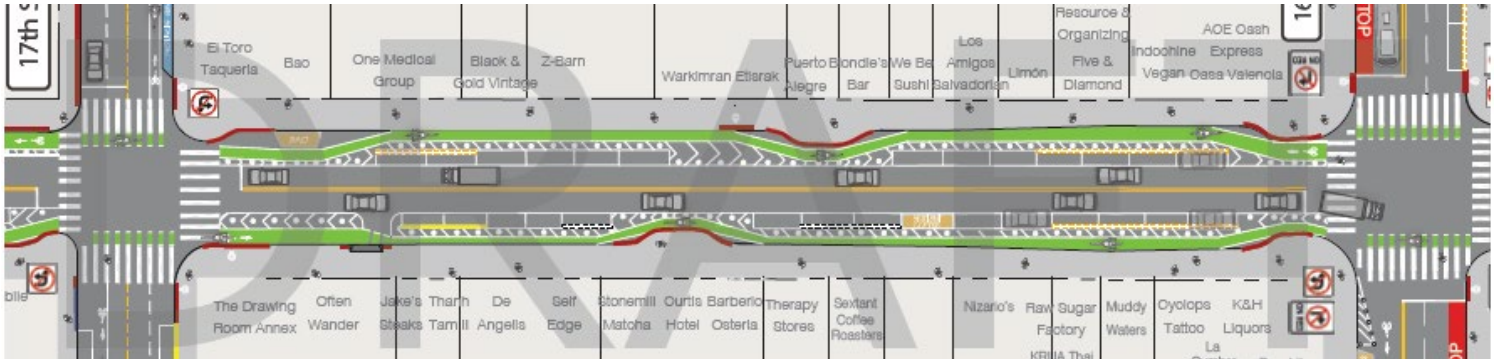
Summary of Findings

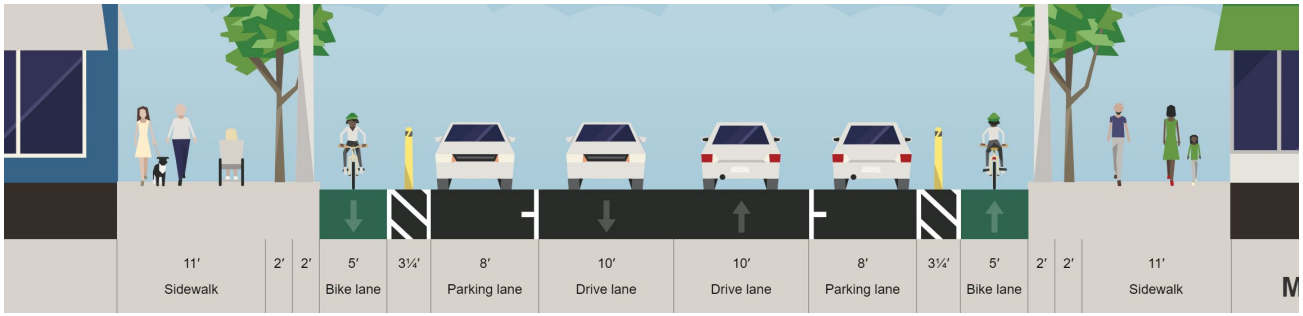
- The biking experience has fewer multimodal conflicts and is a more predictable experience
    - Less bikeway blockage, which in the past forced bicyclists into the roadway to dodge parked or encroaching cars
    - Fewer to no instances of vehicles dooring people on bikes
- People on bikes find the new design to be safer than pre-pilot conditions
- A new vehicle-bicyclist conflict has emerged with the pilot design, which are the illegal vehicle left/U-turns at intersections
    - Monthly collision rates are lower than pre-pilot conditions, but remain higher than desired
- The design has better accommodated the diverse loading needs of the corridor and reduced unsafe vehicle loading behaviors like double-parking
- Trends from the 3-month and 6-month evaluation periods have carried over to the 12-month evaluation period. The results have remained constant and shown that the design, for the most part, is working as intended. In fact, some metrics (i.e., monthly collision rates), have improved over time.

Path to a Final Design

Finalizing the Design

- Considering all the evaluation and community feedback, staff were directed to pursue a final design for a side running bikeway
- Since then, we've been hard at work on the final design
- We've considered every inch of the project corridor



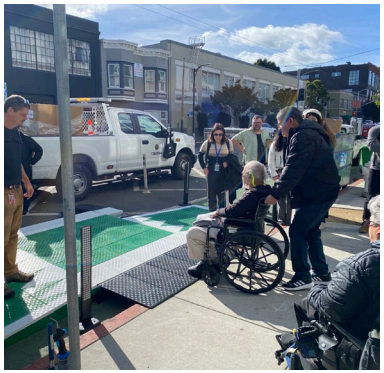


Working with the Valencia Community

- Tabling at Sunday Streets and Bike To Wherever Day
- Regular meetings with pedestrian and cyclist advocacy groups
- Walking tours with merchants
- Demonstrations of new design options
  - Chalking of bike lane width
  - Zicla ramp demo
- Public open houses
- Mailer to all residents
- Signage on corridor
- Monthly email and SMS updates
- Responded to 200+ questions and comments from the public sent to project email address





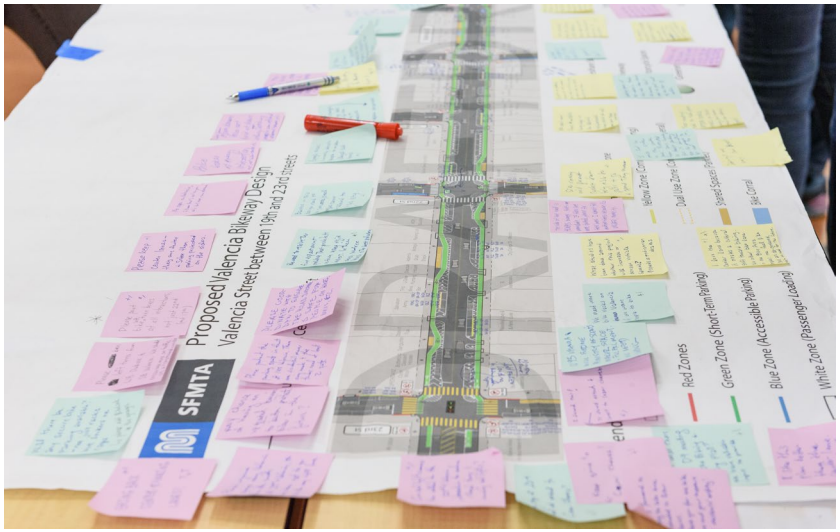



Working with Businesses

- Meetings with all 26 parklet owners
- 100+ door-to-door merchant meetings
- Block by block merchant meetings
    - Shared block-by-block designs
- Weekly meetings with Valencia Corridor Merchants Association (VCMA)
    - Iterative feedback on parking and loading mix
    - Landscaping opportunities
- Presentations at VCMA member meetings
- Walking tours with merchants
- Mailer to all businesses on corridor

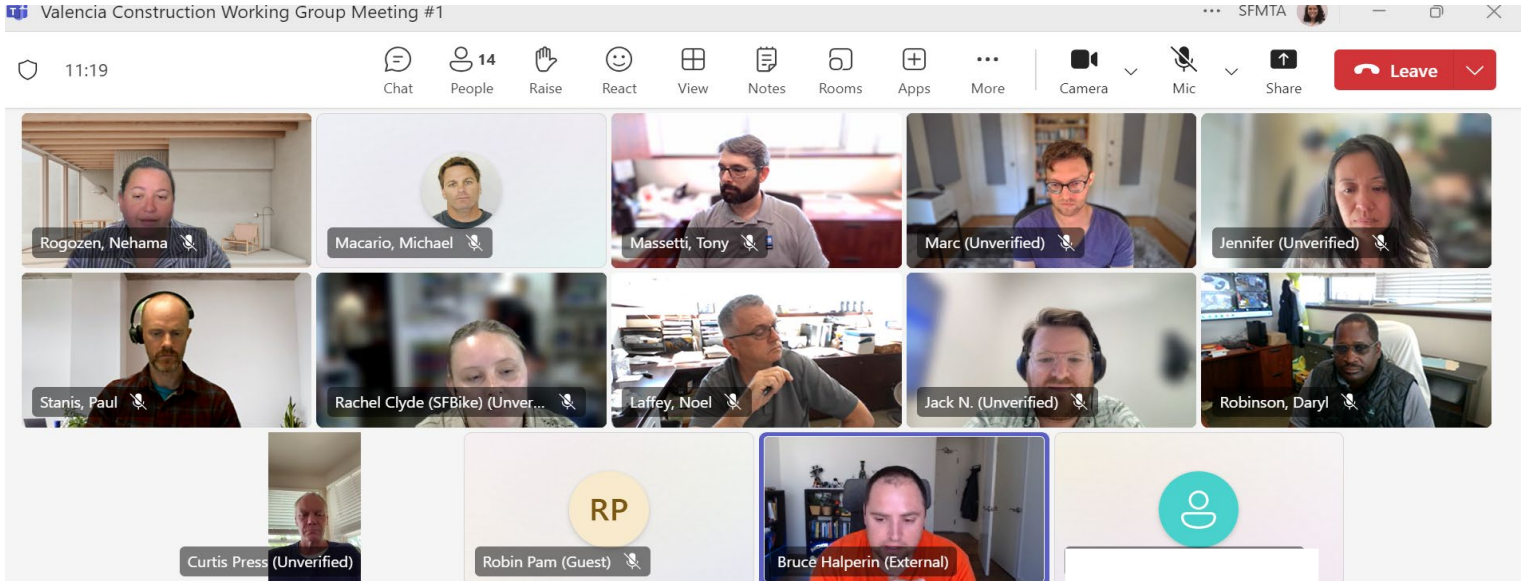
Open House Events

- Two events were attended by 175 people
- Merchants, advocates, residents, and community groups attended
- Shared block by block designs, answered questions on design decisions, received minor feedback



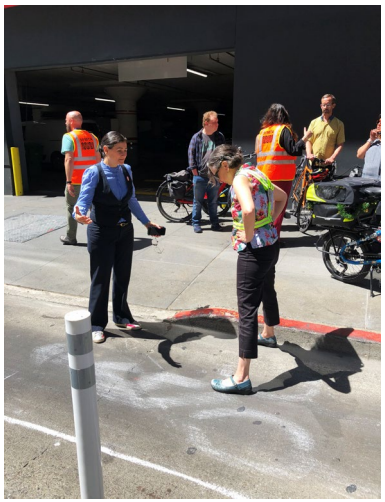
Construction Working Group

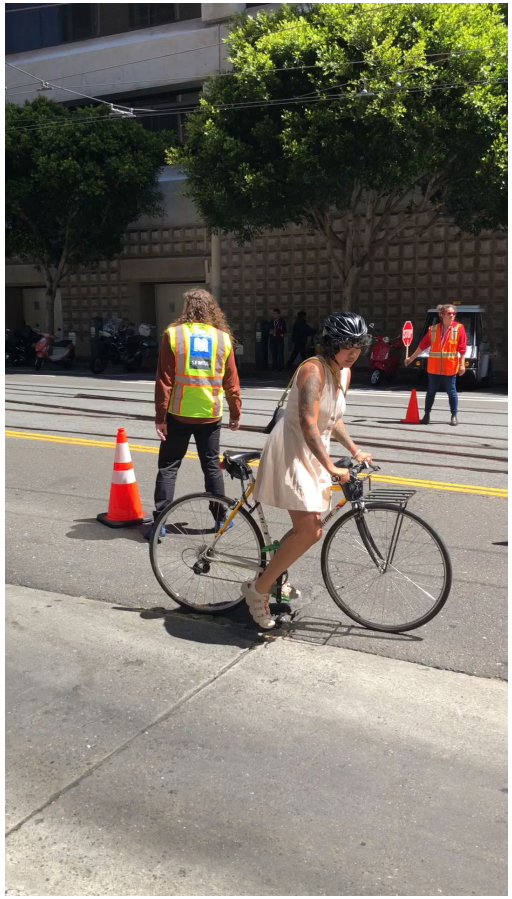
- Monthly meetings to discuss implementation
- Residents, advocates, merchants, stakeholders, project team, shops
- Share what to expect for side running construction
- First time SFMTA has created space for dialogue between the public and shops
- Intended to understand what worked and didn't work last implementation, and how to improve this time



Additional Stakeholder Groups

- SFCTA CAC
- Kid Safe SF
- Friends of Valencia
- San Francisco Bicycle Coalition
- WalkSF
- Mayor's Disability Council
- Multimodal Accessibility Advisory Committee
- Stakeholder Demonstrations





Side Running Bikeway Design

What We've Heard

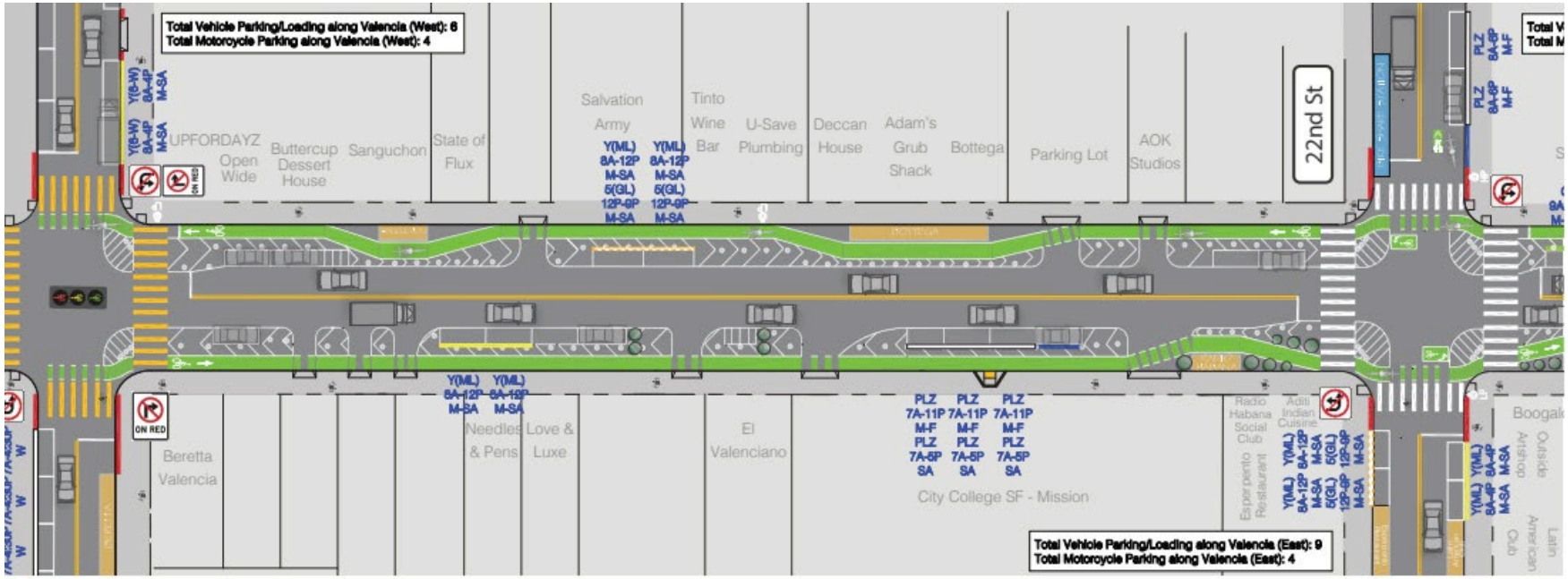
- Optimism for the side-running bikeway
- Many feel it as a better option than the center-running bikeway
- Seen as more predictable and common in San Francisco
- People biking want to remain separated from vehicles
- Side running is easier for people on bikes to visit mid-block locations
- Concerns about pedestrians crossing from floating parklets and sidewalk
- Moving a parklet is expensive
- Motorists want to make left turns off the corridor
- Desire for landscaping

Design Considerations

- Prioritizing safety for all users
- Roadway constraints: less roadway space in some sections
- Emergency response: clear space, fire hydrant access
- Curbside uses: prioritize visibility and access, fewer parking spaces
- Shared Spaces: essential for business, allow placement flexibility
- Merchant feedback: business needs for parklets, parking, loading
- Accessibility: blue zones, access to parklets, ADA compliance
- Tradeoffs affect every consideration

Block by Block Design

Valencia Street between 23rd and 22nd Streets



Legend

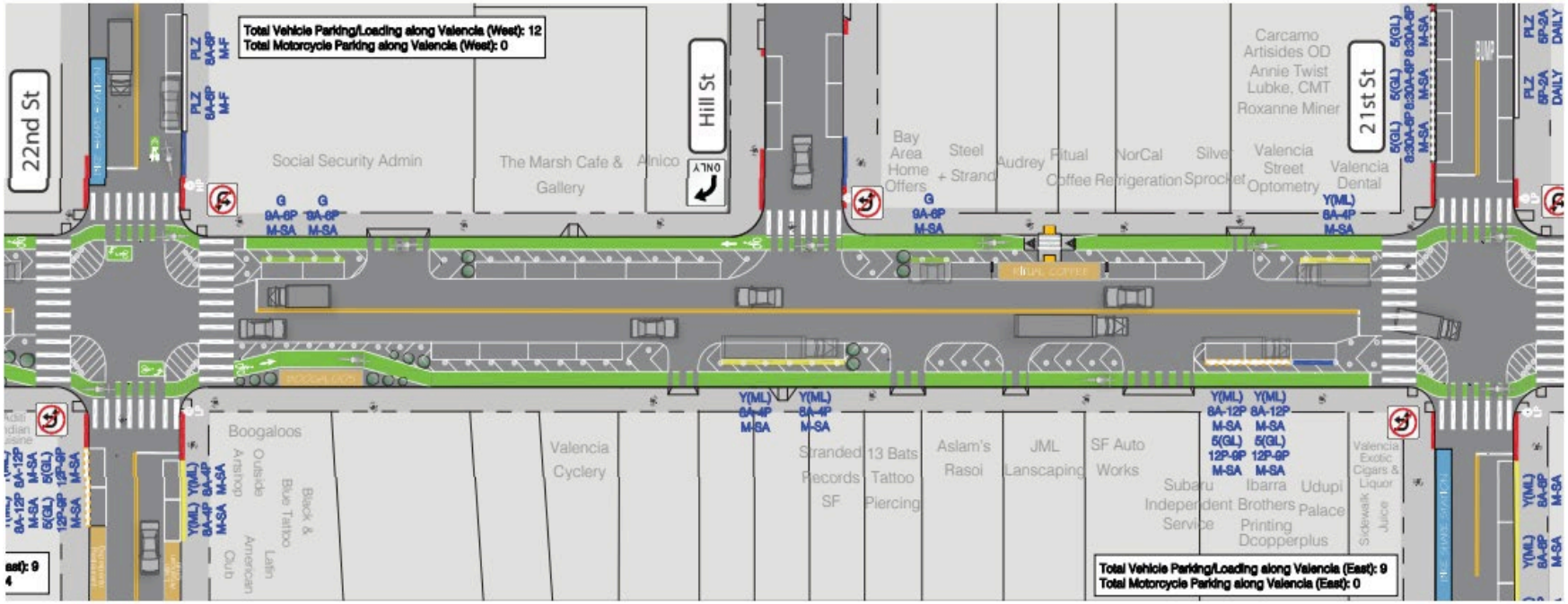
- Metered Space
- Red Zones
- Green Zone (Short-term Parking)
- Blue Zone (Accessible Parking)
- Passenger Loading Zone
- 5-Minute General Loading Zone
- Yellow Zone (Commercial Loading)
- Dual Use Zone (Commercial/General)
- Shared Spaces (Parklet)
- Bike Corral
- Bikeshare Station
- Driveway
- Motorcycle Spaces
- Potential Site for Landscaping

Curb Regulation Codes:

Y(6-W): 6-Wheel Commercial Loading
Y(ML): Metered Commercial Loading
5(GL): 5-Minute General Loading Zone
PLZ: Passenger Loading Zone
G: Green Zone (Short-Term Parking)
DPS: During Posted Services

Block by Block Design

Valencia Street between 22nd and 21st Streets



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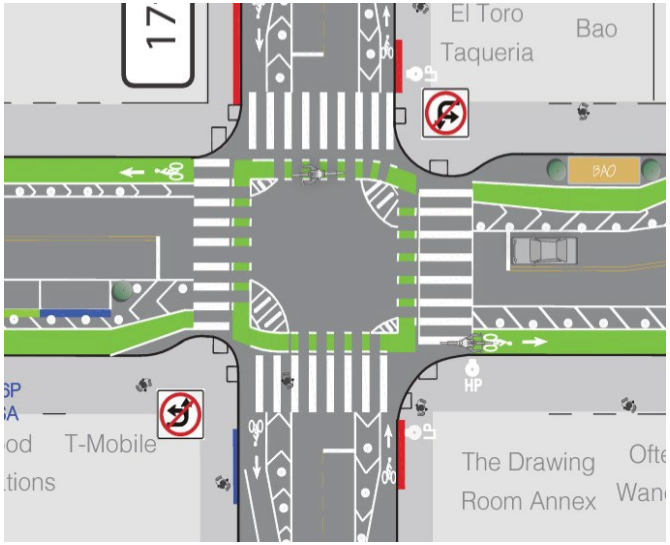
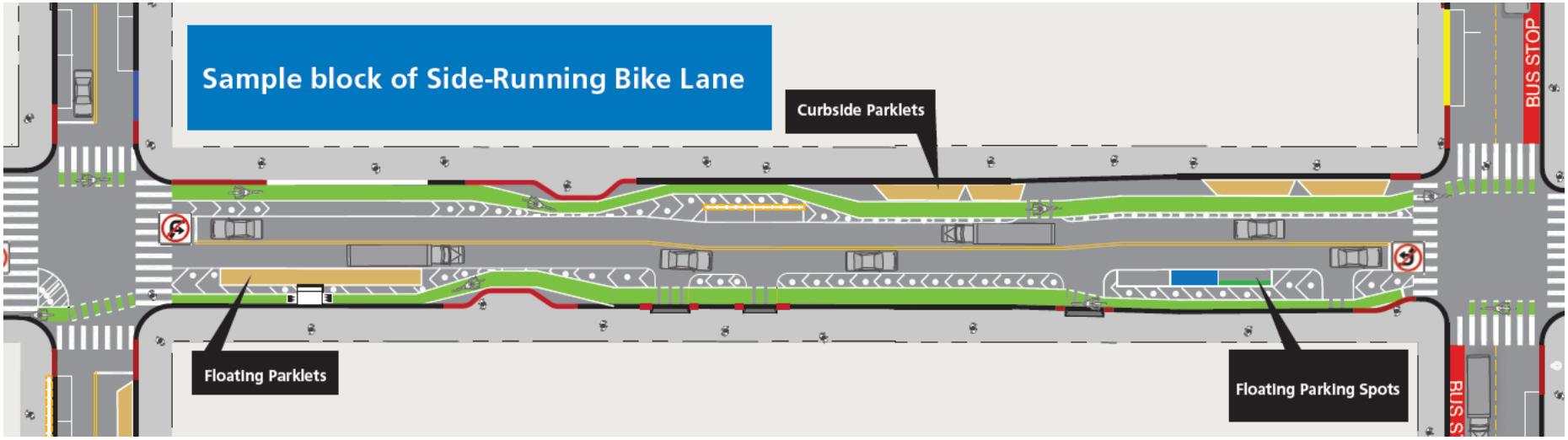
Design for People Cycling

- Curbside, protected bikeway
- Protected intersections
- No vehicle left turns/U-turns
- No vehicle right turn on red
- Better access to mid-block locations
- Considerations for parklet placement
- Similar design from Market to 15th



Parklet Solutions



- 26 existing parklets in the project corridor
- Discussed three available solutions with each parklet owner:
  - 21 businesses kept parklet curbside
  - 2 businesses chose to remove
  - 3 businesses will rebuild as floating parklets
- Financial support for removing or relocating a parklet

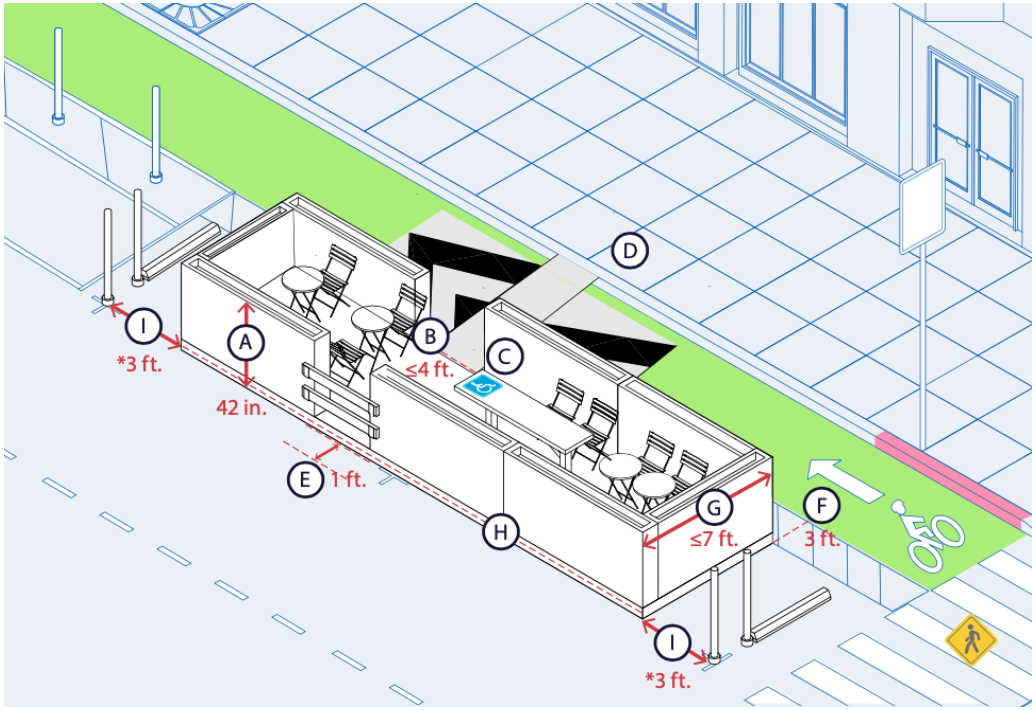
Floating Parklet Design

Considerations

- Keep bikeway next to curb
- Retain parking and loading
- New design in San Francisco
- Learn from peer city examples

Design Accessibility

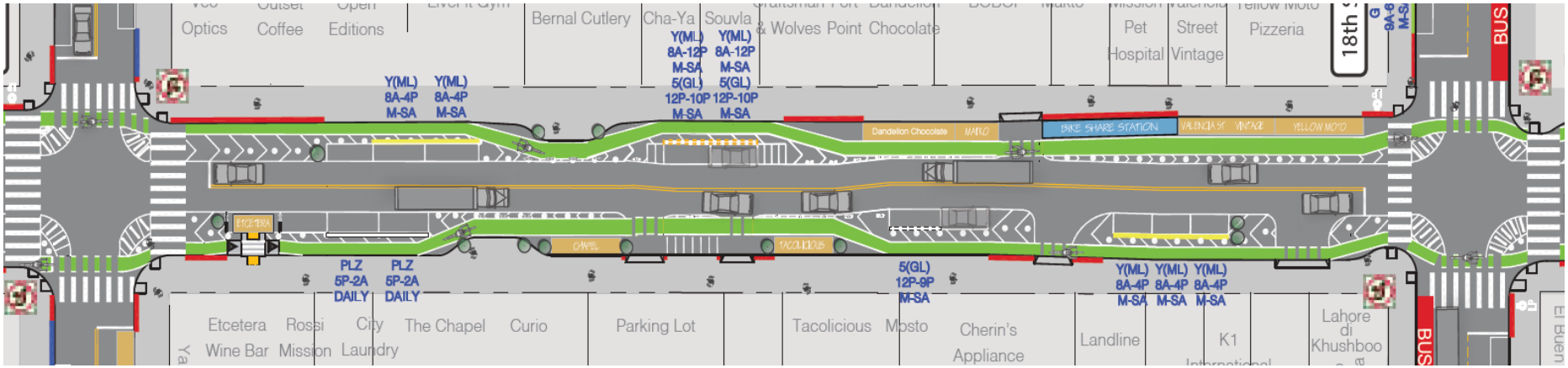
- Single crossing point
- Sideway level crossing
- Prioritize pedestrians
- Setbacks and buffer
- Signage



Draft

Curbside Use

- Considered every inch of the project corridor
- Parking removal for sightlines, EMS, transitions
- Combined evaluation results with merchant input
- Consulted with emergency services
- Iterative process with merchant associations
- Facilitated conversations between neighbors
- Added scooter parking in small spaces
- Planters to add landscaping to the corridor

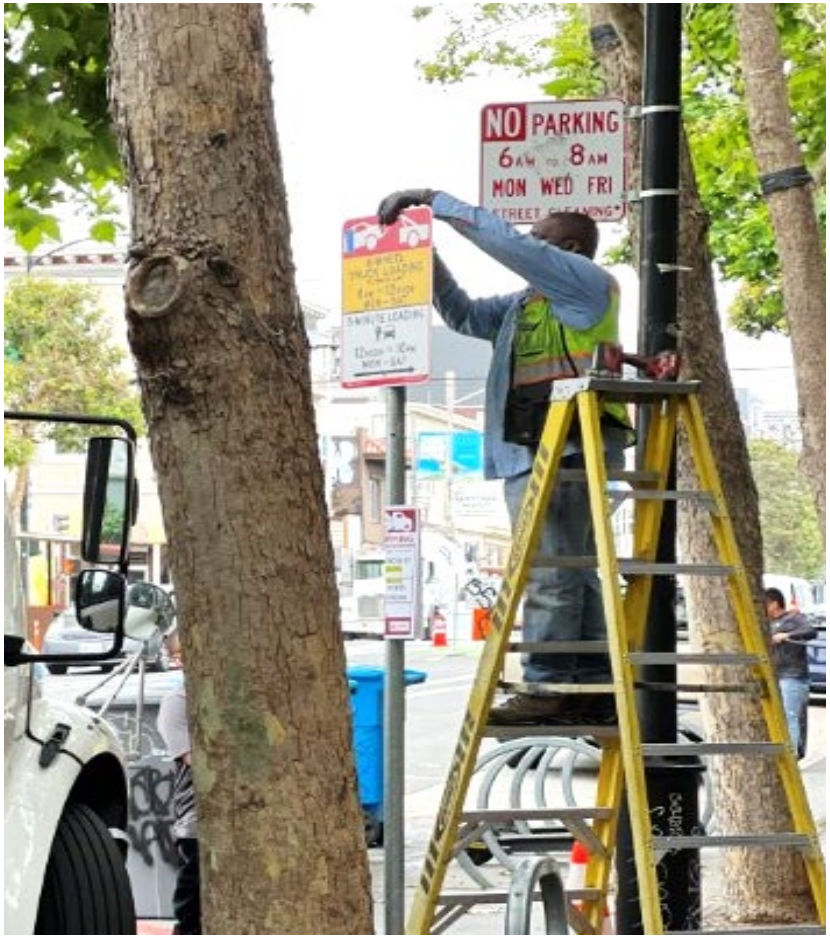


Parking and Loading Summary

Vehicle Parking and Loading Spaces			
Block	Center-Running	Side-Running	Percent Change
15th to 16th	27	14	-48%
16th to 17th	35	29	-17%
17th to 18th	24	19	-21%
18th to 19th	25	13	-48%
19th to 20th	32	24	-25%
20th to 21st	26	11	-58%
21st to 22nd	27	21	-22%
22nd to 23rd	29	15	-48%
Total	225	146	-35%

Parking and Loading Compliance

- Enforcement is a key part of efficient and appropriate parking and loading activities
- Partner with enforcement officers to encourage parking and loading compliance in designated areas
- Using designated areas will allow vehicles to predictably travel through corridor
- Continued evaluation to monitor frequency of parking and loading in non-designated areas
- Adjust parking and loading mix as needed



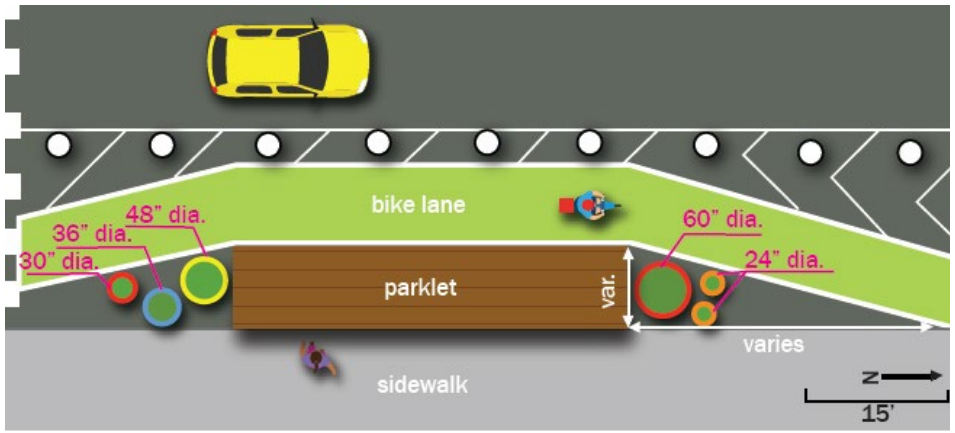
Construction

Construction Approach and Schedule

- We've heard that implementation rollout last time wasn't clear
- Working Group meetings share concerns, preferences and options for implementation
- Repave center of roadway to avoid future repairs and improve overall appearance
- Currently working with shops to finalize implementation scope, phasing, schedule and sequencing
- Provide regular updates to stakeholders and the public during implementation
- Avoid implementation during winter holidays

Landscaping

- We've heard a desire for planters and landscaping along the project corridor
- Shared options with VCMA for input
- City is exploring funding opportunities for landscaping
- Maintenance and upkeep will be VCMA responsibility



Communication Plan

"Construction is Coming" campaign

- Door hangers or flyers
- Mailer
- 100-foot signage
- Email and SMS updates
- Webpage updates
- Social media updates

"Construction is Here" campaign

- Construction forecasts by email, SMS, webpage
- Social media updates
- Problem solving for construction issues
- Ambassadors for navigating changes
- Educational campaign for shifting to side-running lanes

Evaluation Plan

- Evaluation of side running at 6 months
- Similar to center-running evaluation plus
  - Design effectiveness of the bike boxes (bike left turn)
  - Vehicle-bike right-hook conflict at the intersection
  - Bike and pedestrian interactions at floating parklets

Long Term Studies

Long-Term Studies

1. Traffic and Circulation Study: Late 2023 to early 2025
2. Parking and Loading Study: Spring 2024 to early 2025
3. Public Life Public Space Study: Spring 2024, on pause

Assisting a future planning and design process for a long-term design

Thank You