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.

SFMTA'S GOALS FOR TODAY'S WORKSHOP

» Better understand your opinions around tradeoffs associated with the bikeway design alternatives

» Provide you the opportunity to weigh in on near-term curb management improvements

Please take a look at the boards and visit the tables to provide your input on near-term parking and loading improvements and bikeway design options.

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2018

Data Analysis
February to March

Identified safety needs from reported collisions and existing travel patterns.

Initial Outreach
March to May

Interviewed stakeholders and conducted merchant surveys and a shopper intercept survey.

Preliminary Design Work
May

Preliminary design work to assess feasibility of options for Valencia.

First Community Event
July (TODAY!)

SFMTA shares potential bikeway design options and near-term curb management improvements to better understand the community's opinions on related tradeoffs.

Additional Outreach
May to June

Talked to more community members in the neighborhood, especially with groups not typically involved in planning processes. The project team also used this time to get the word out about the upcoming workshops.

Additional Outreach
July to August

Outreach to groups that did not participate in workshops. Provide another round of outreach to merchants who may be impacted by curb changes.

2019

Near-Term Curb Management Improvements
Early 2019

Implement parking and loading improvements to the corridor.

Review Feedback & More Design Work
Fall 2018

Review community feedback and determine whether to eliminate options. Further design work to address community's tradeoffs concerns.

Second Community Event
Fall 2018

Share the preferred bikeway design alternative(s) and curb management improvements.

Near-Term Bikeway Improvements
Late 2019

Implement a near-term bikeway pilot from Market Street to 15th Street.

PROJECT BACKGROUND

SFMTA.COM/VALENCIA

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

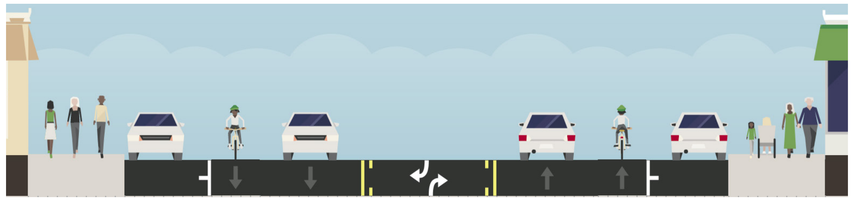
Green wave signal optimization of 13 mph for people who bike became permanent

2017
First Ford GoBike station installed on Valencia

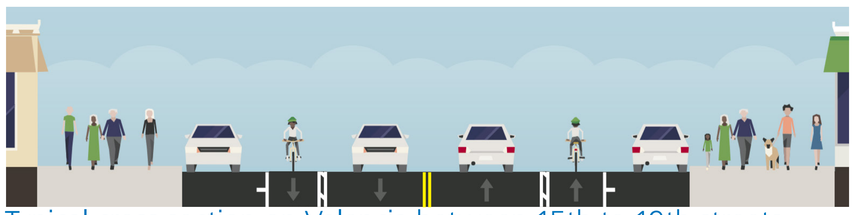
2018
SFCTA funds planning study to analyze safety improvements for Valencia from Market to Mission streets

SFMTA installs vertical flex-posts from 15th to 19th streets

VALENCIA TODAY



Typical cross section on Valencia between Market to 15th streets and 19th to Cesar Chavez



Typical cross section on Valencia between 15th to 19th streets

Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. It continues to be a major north-south bike route connecting people locally and citywide. As the street has become more popular, competing needs between bikes, pedestrians, transportation network companies (i.e., Lyft and Uber), courier services (i.e., Postmates and Caviar), commercial loading and vehicle parking has posed safety concerns for all who travel on the corridor.

HOW ARE RESIDENTS NEAR VALENCIA GETTING AROUND?

	Drove Alone	Carpooled	Public Transit	Bicycle	Walk
NEARBY RESIDENTS*	25%	4%	39%	9%	11%
CITYWIDE	35%	7%	34%	4%	11%

*"Nearby residents" include census tracts within a half-mile radius of Valencia Street

According to the 2016 American Community Survey, residents that live within a half mile radius of Valencia Street are more than twice as likely to commute by bike.

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WHAT WE LEARNED SO FAR

SFMTA.COM/VALENCIA

This spring, the project team met with various community members and merchants to learn about the challenges and opportunities facing Valencia Street. We also conducted intercept surveys along Valencia to better understand travel and shopping behavior. This feedback and analysis helped clarify the importance of the different uses for Valencia Street and ties directly to the project goals. Further outreach will continue with the community as the project team works through the design options and tradeoffs.

> *Valencia needs to work for everyone - bikes, pedestrians, merchants, motorists - meaning there will be compromises that will need to be made for all modes.*
>
> *Valencia is home to a number of schools and the project team should take that into consideration when recommending improvements.*
>
> *Project team must consider equity... make sure the vision of improving traffic safety along Valencia connects with community values.*

> *City should look to designing road and curb space to be more flexible – meeting various needs at different times.*
>
> *Commercial loading zone is not a help because we do not have commercial plates. A five-minute passenger loading zone would be much more useful.*
>
> *Yellow loading zone is usually taken up by ride share cars waiting for patrons.. On multiple occasions, drivers will double park in the bike lane/normal car lane to either pickup a passenger, or worse, they will exit their vehicle entirely to pickup food etc...*

> *I have mixed feelings about enforcement...Enforcement assignments should be based on data. Focus attention on hot spots rather than expiring meters.*
>
> *It is virtually impossible for me to unload for my business without parking illegally. I receive tickets from eager ticketers when I am unloading in the median for less than 10 minutes. It's hard for my business.*

In spring 2018, the project team contacted over **200 businesses** on Valencia to better understand loading needs and received **86 completed surveys**. Based on this feedback, we are considering how to better improve parking and loading conditions.

76%
of respondents said they use parking meters for commercial loading

43%
of respondents believe that a commercial zone (yellow curb) in front or near their business would make loading easier

39%
of respondents use courier services (i.e., Postmates, Caviar, etc.) for food delivery

55%
of respondents believe that a passenger zone (white curb) in front or near their business would make passenger loading easier

A shopper intercept survey was also conducted that collected **238 responses** on the Valencia corridor. This information was used to gain a better understanding of travel patterns and shopping behaviors near the project area.

70%
of the shopper survey respondents get to Valencia by walking, biking or riding transit

Based off of the shopper survey, on average, people who bike spend $2,943/ year on Valencia; more than double those who drive or ride-hail to the corridor

39%
of respondents visited the corridor for eating/drinking, entertainment and shopping

71%
of the shopper survey respondents live in San Francisco

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Synergy School & Women's Building
July 19, 2018 and July 28, 2018

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WHAT WE LEARNED SO FAR

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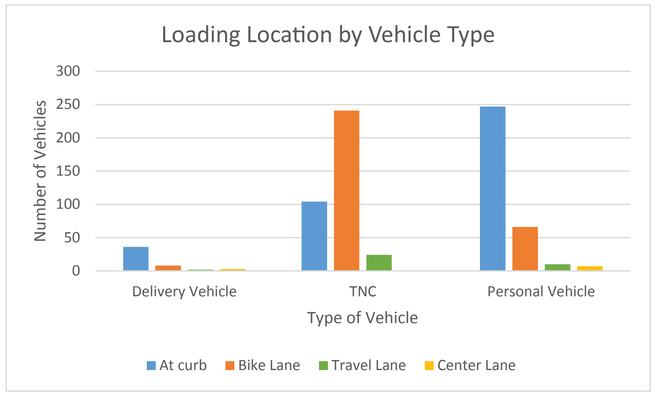
Data Collection

Video data collection was conducted to gain a better understanding of interactions and behvaviors between different roadway users. Video was taken at five locations on Valencia for three days (72 hours) from Thursday to Saturday in April 2018.

2100 cyclists commute along Valencia on an average weekday.

The majority of bike lane blockages occurred between 7p.m. to 9p.m. on both the weekday and weekend.



Transportation Network Companies, such as Lyft and Uber, were most likely to block the bike lane on Valencia, followed by personal vehicles.

WEEKDAY

On the weekday, about a quarter of parked or unloading vehicles were doing so illegally. Of this quarter, about 65% of occurrences were blocking the bike lane for one minute or less.

VS.

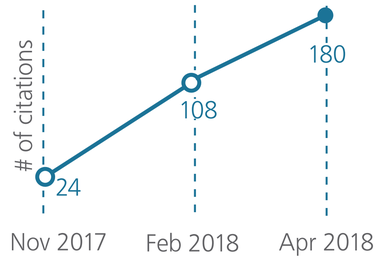
WEEKEND

On the weekend, about half of parked or unloading vehicles were doing so illegally. Of this half, almost 72% of occurrences were blocking the bike lane for less than a minute.

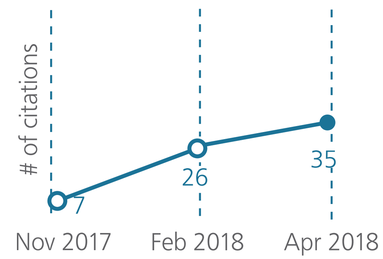
Enforcement

Based on community concerns that more enforcement was needed on Valencia, in November 2017, SFMTA increased traffic enforcement. Below shows the number of citations given out by Parking Control Officers for illegal parking and loading.

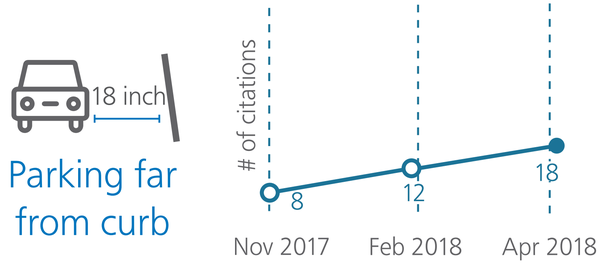
Blocking bike lane



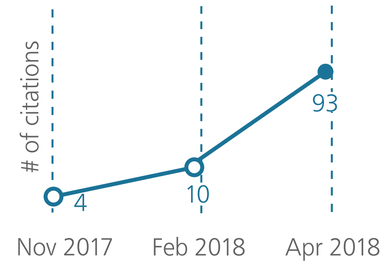
Double parking



Parking far from curb



Stopping in Red Zone



We know that enforcement alone is not a sustainable means to deter illegal behavior nor to improve road safety. **That's why the SFMTA is considering various self-enforcing roadway designs that provide physical separation between vehicles and bikes, while also better allocating the curb to meet current and future parking and loading needs.**

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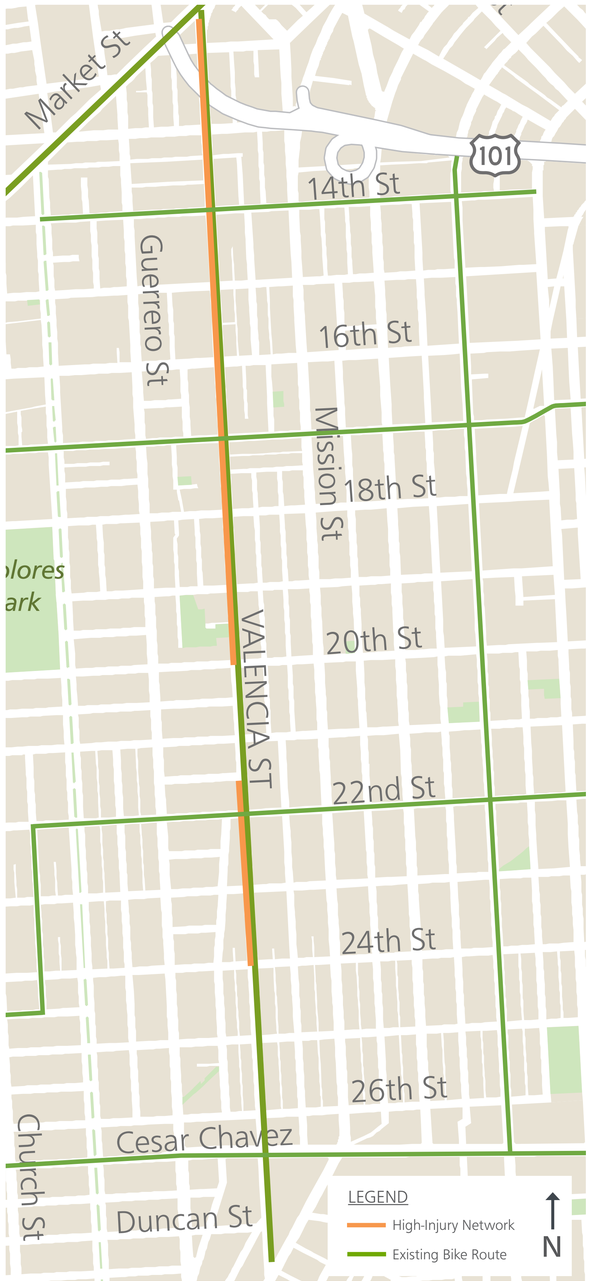
SAFETY IMPROVEMENTS ARE NEEDED FOR VALENCIA

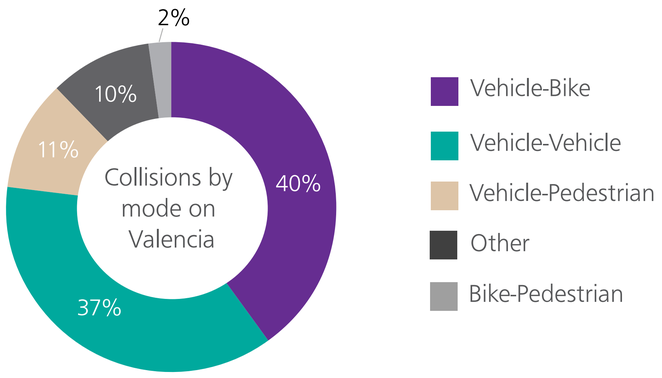
SFMTA.COM/VALENCIA



Vision Zero

Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes. Vision Zero is a commitment by the City of San Francisco to end all traffic deaths.

Analysis conducted through Vision Zero identified a majority of Valencia Street as part of the city's High-Injury Network, which are the 13 percent of city streets that experiences 75 percent of the city's serious traffic-related injuries and fatalities.



From 2012 to 2016, there was a total of 268 reported collisions on Valencia Street, of which 204 were injury collisions and one was fatal.

What does the collision data tell us?

Almost half of all bike collisions involved the loading/unloading of passengers (dooring, double-parking and vehicle parking)

The largest number of overall and bike-related midblock collisions occurred between **17th Street and 18th Street.**

The intersection of **Valencia and Duboce** streets had the highest frequency of overall intersection collisions, while **Valencia and 14th Street** experienced the most bike related-collisions.

Safety is a critical issue on Valencia, especially for the most vulnerable users of the road. That's why the SFMTA is committed to protected bike lanes.

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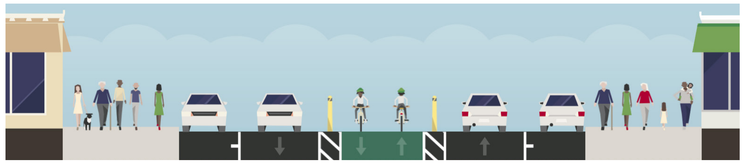
POTENTIAL DESIGN ALTERNATIVES

SFMTA.COM/VALENCIA

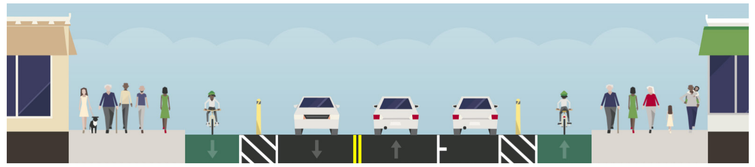
Based off our data collection, community outreach and analysis, there are three design alternatives that the project team would like your input on today. These designs will address the following safety concerns:

- Reducing the number of midblock interactions between vehicles and bikes
- Improving utilization of parking and loading to meet current and future needs
- Reducing the number of conflicts at intersections

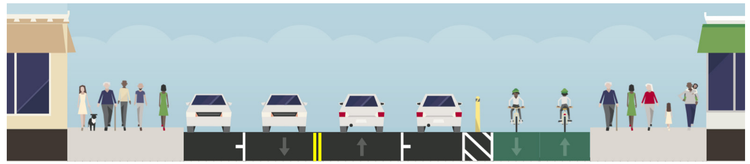
Center Running Two-Way Bikeway



Parking Protected Bikeway



Curbside Two-Way Bikeway



These options will require additional detailed design, but for today, please provide your input regarding the concepts and tradeoffs. Based on what the project team hears today, along with additional outreach following this event, the team will determine what to pursue in further detail.

PLEASE STOP BY THE TABLES TO LEARN MORE ABOUT THE ALTERNATIVES AND PROVIDE YOUR INPUT, VIA THE SURVEY, REGARDING THE DESIGNS AND ASSOCIATED TRADEOFFS.

? WHY ARE THESE THE THREE ALTERNATIVES?

The project team considered many different configurations for Valencia and found three feasible design options that address safety concerns while continuing to balance the needs for all users of the corridor.

Among the options considered, we received many requests to study the following options:

- Converting Valencia to a one-way street to allow more space for walking and biking
- Car-free Valencia with pedestrian and bike access only

While these options could be advantageous for some users of Valencia, they do not balance the many needs of the neighborhood that we have been learning about through our outreach. These design options would have a major impact on overall traffic circulation in the Mission neighborhood and on access to the diverse set of land uses on Valencia Street. For these reasons, the SFMTA will not be pursuing these options.

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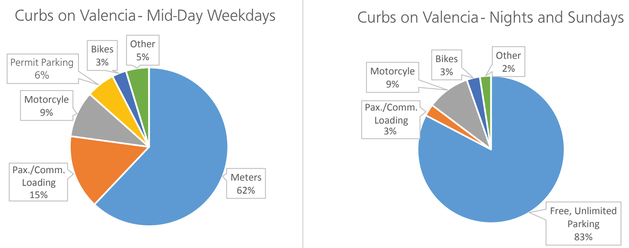
CURB MANAGEMENT

SFMTA.COM/VALENCIA

While most of the curb is allocated to parking for private vehicles, more and more users are competing for the limited curb space available for short-term loading. Many of the existing loading zones are not in effect during the hours when they're needed most. When loading space isn't available, vehicles block bike lanes, travel lanes, bus stops, and any other space available to load passengers and goods.

LOADING AND PARKING DATA

EXISTING CURB



Most parking spaces on Valencia are metered with a two hour limit from 9am to 6pm

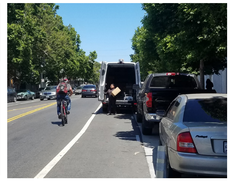
After **6pm**, meters and commercial loading zones become free parking with no time limits

Most passenger loading zones on Valencia serve schools or churches and have limited hours

CURB USERS

	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 **10pm or later**, when demand is highest.

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.

Side street loading
White and yellow zones on side 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

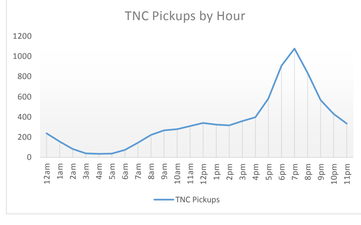
TRANSPORTATION NETWORK COMPANIES (TNCS)

Double parking by TNCs like Lyft and Uber is a top safety concern.

Valencia and cross streets like Duboce, 16th, and 24th Streets are top destinations for TNCs.

HOURS

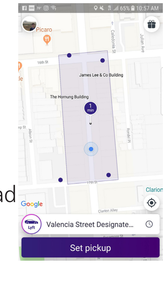
TNC activity is concentrated in the evening between **5pm and 9pm**, particularly on **Fridays and Saturdays,** when only 3% of curb space on Valencia is designated for loading.

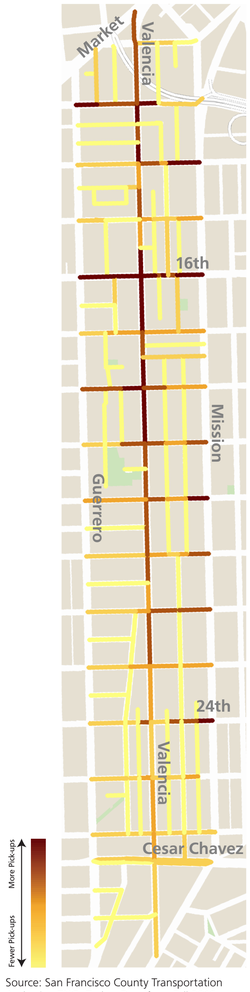


GEOFENCING

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.

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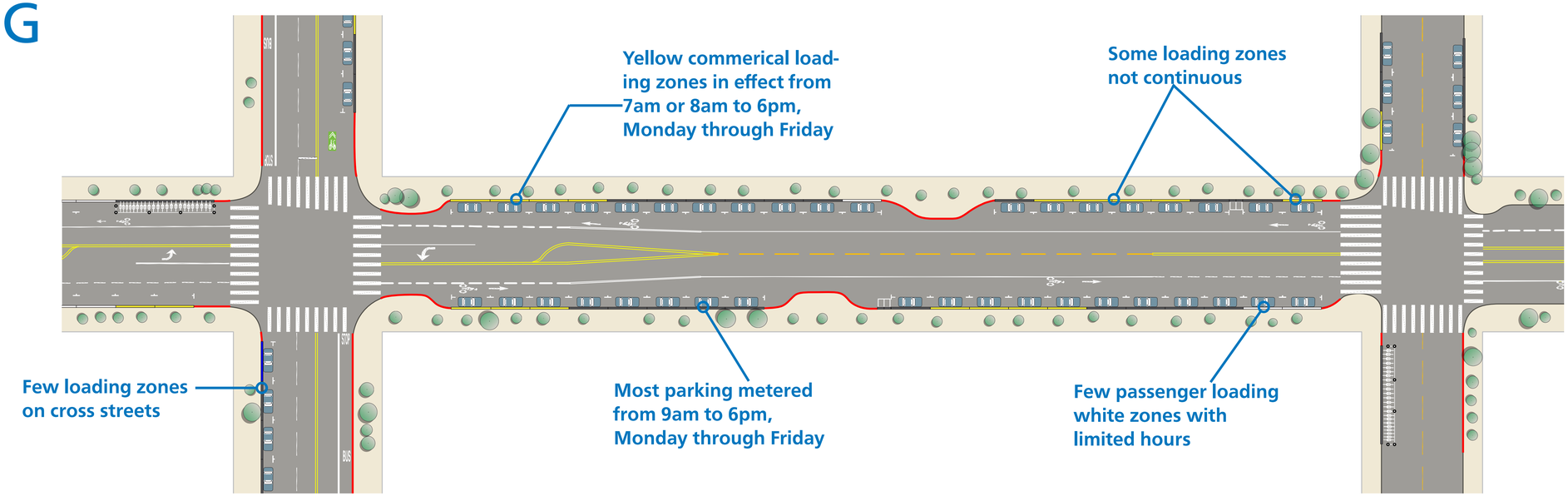
CURB MANAGEMENT PROPOSALS

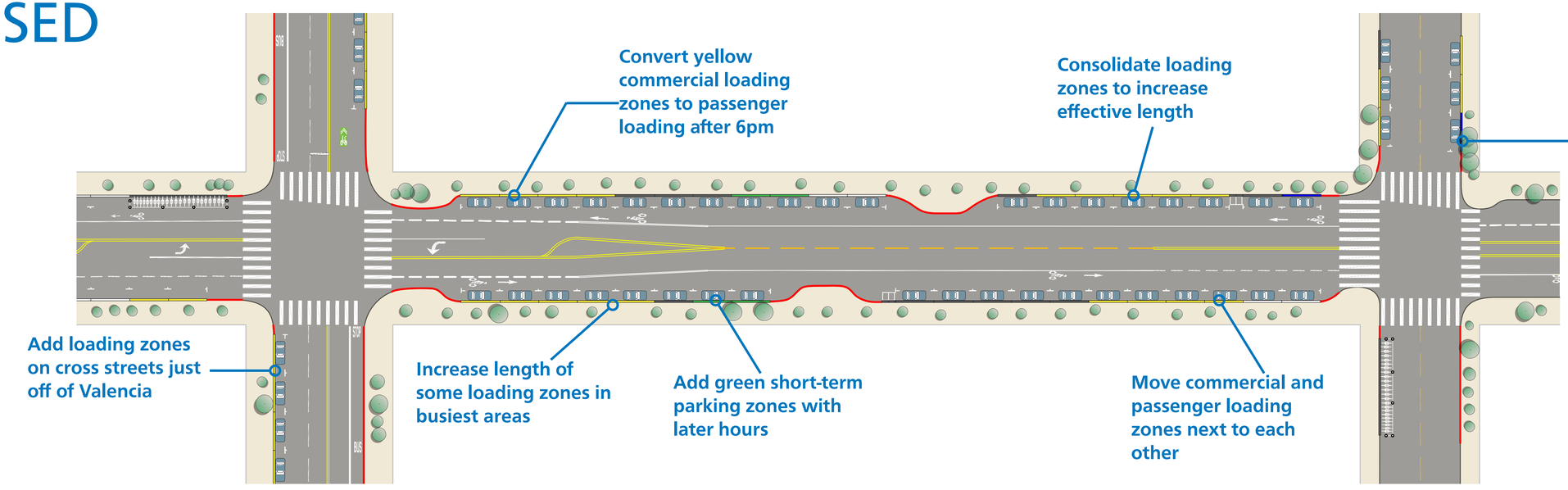
SFMTA.COM/VALENCIA

EXISTING



Fewer than one percent of parking spaces are blue zones

PROPOSED



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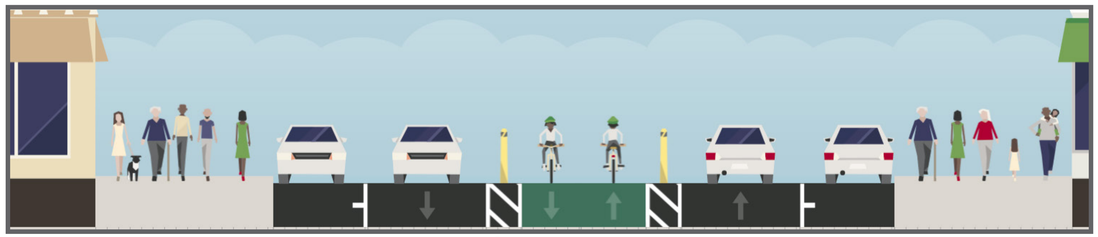
CENTER RUNNING TWO-WAY BIKEWAY

SFMTA.COM/VALENCIA

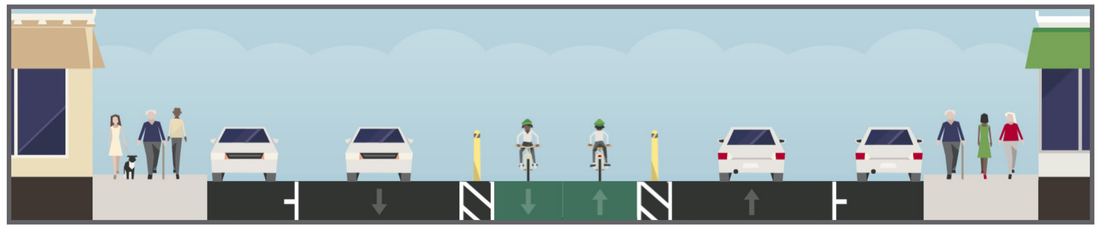
PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS

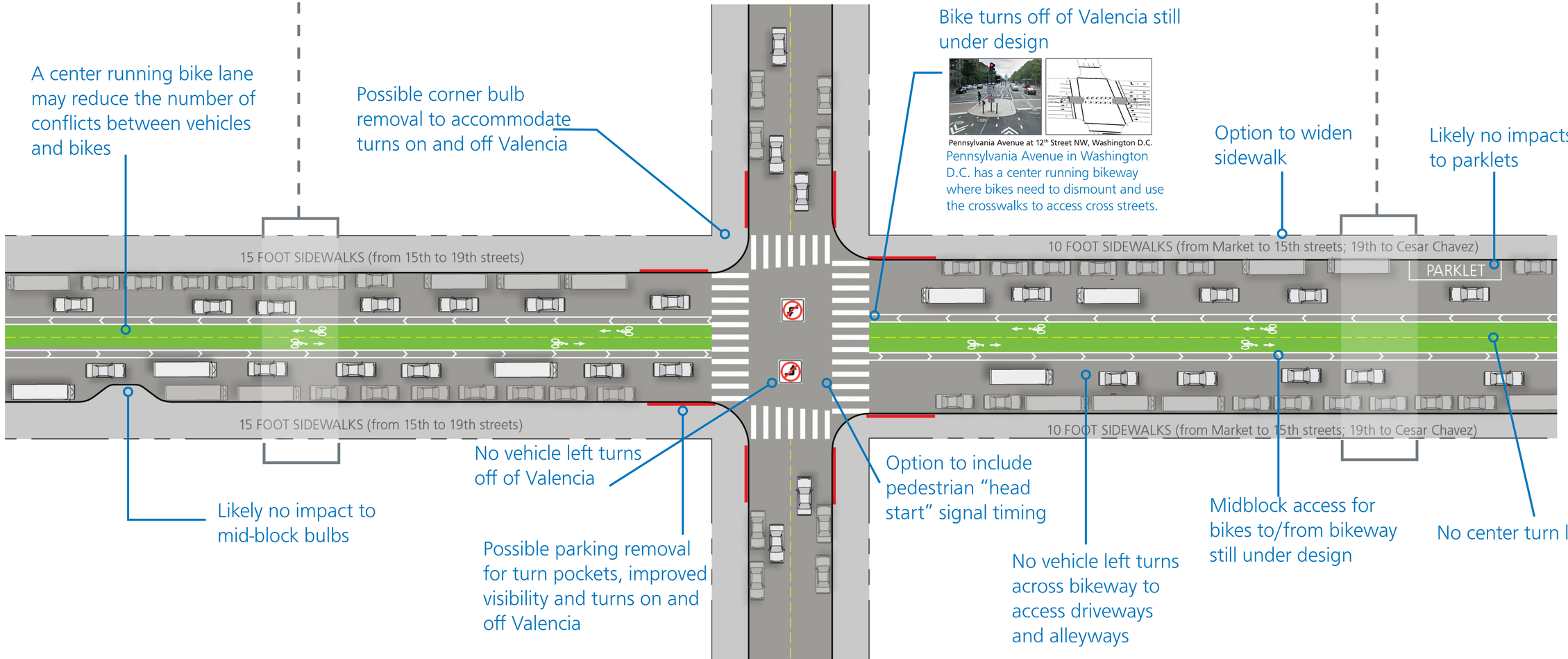
VALENCIA STREET FROM 15TH TO 19TH STREETS



PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS

VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ





Pennsylvania Avenue at 12th Street NW, Washington D.C.

Pennsylvania Avenue in Washington D.C. has a center running bikeway where bikes need to dismount and use the crosswalks to access cross streets.

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CURBSIDE TWO-WAY BIKEWAY

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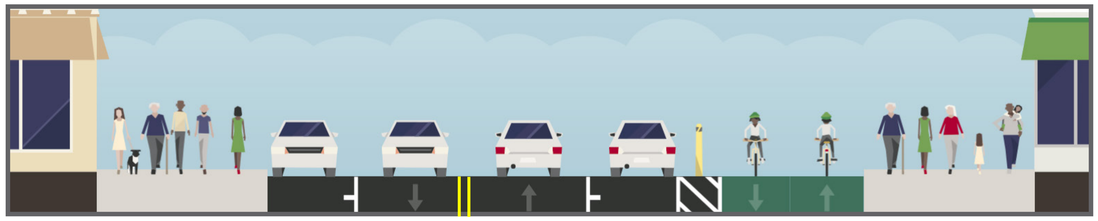
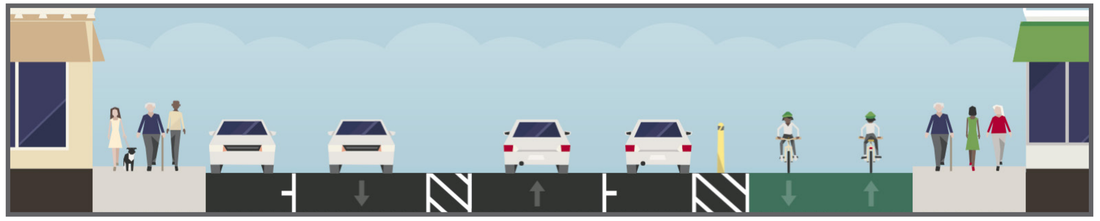
PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS

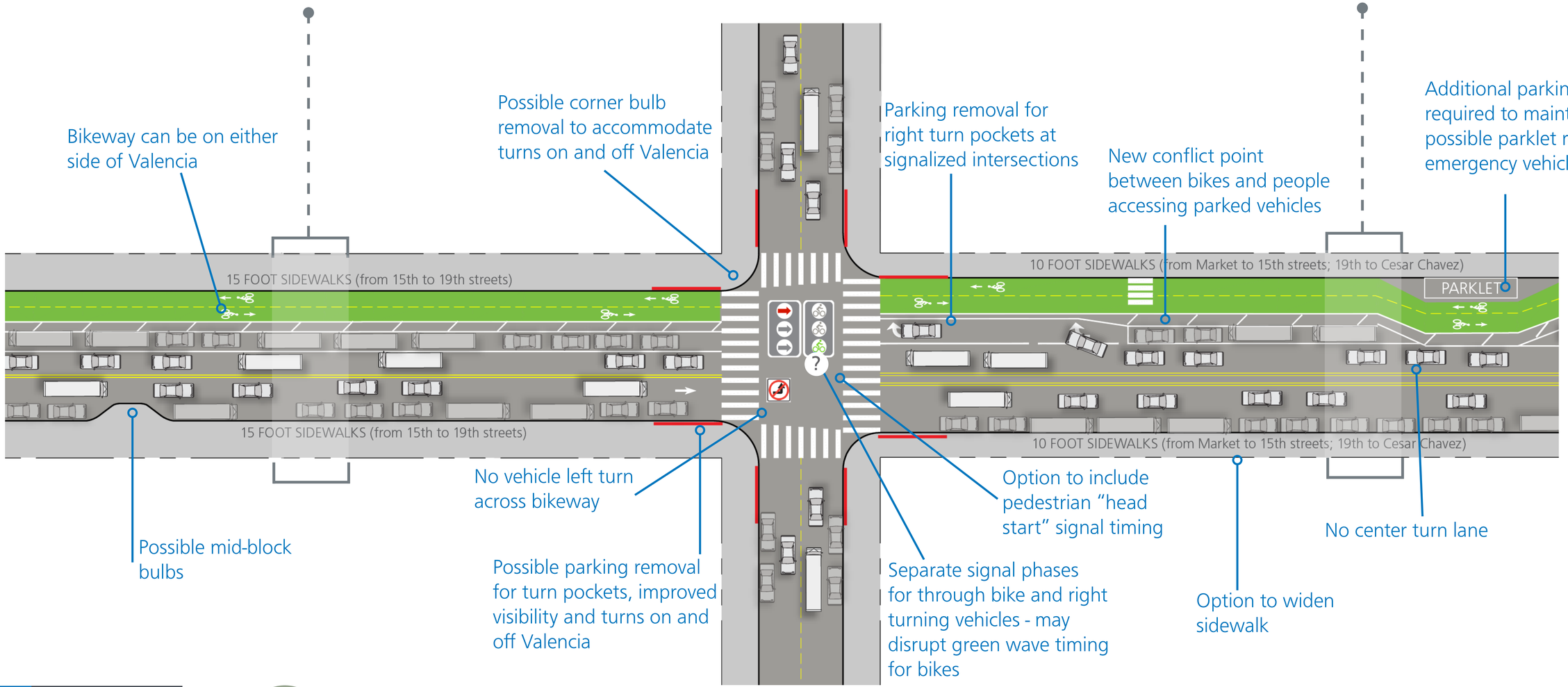
VALENCIA STREET FROM 15TH TO 19TH STREETS



PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS

VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ





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PARKING PROTECTED BIKEWAY

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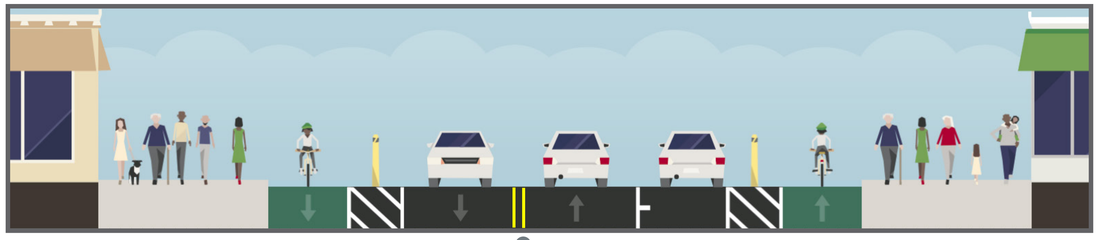
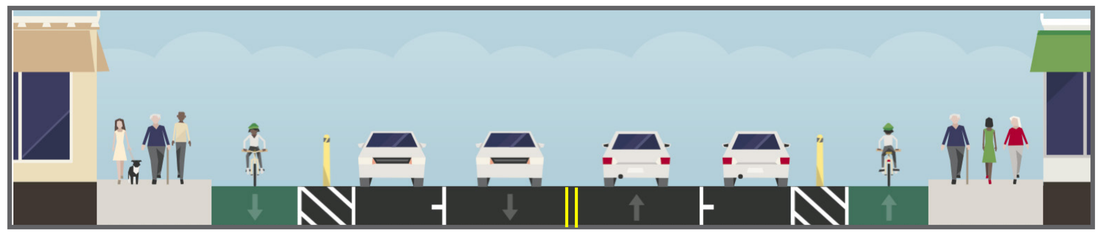
PROPOSED CROSS SECTION FOR VALENCIA WITH 15 FT. SIDEWALKS

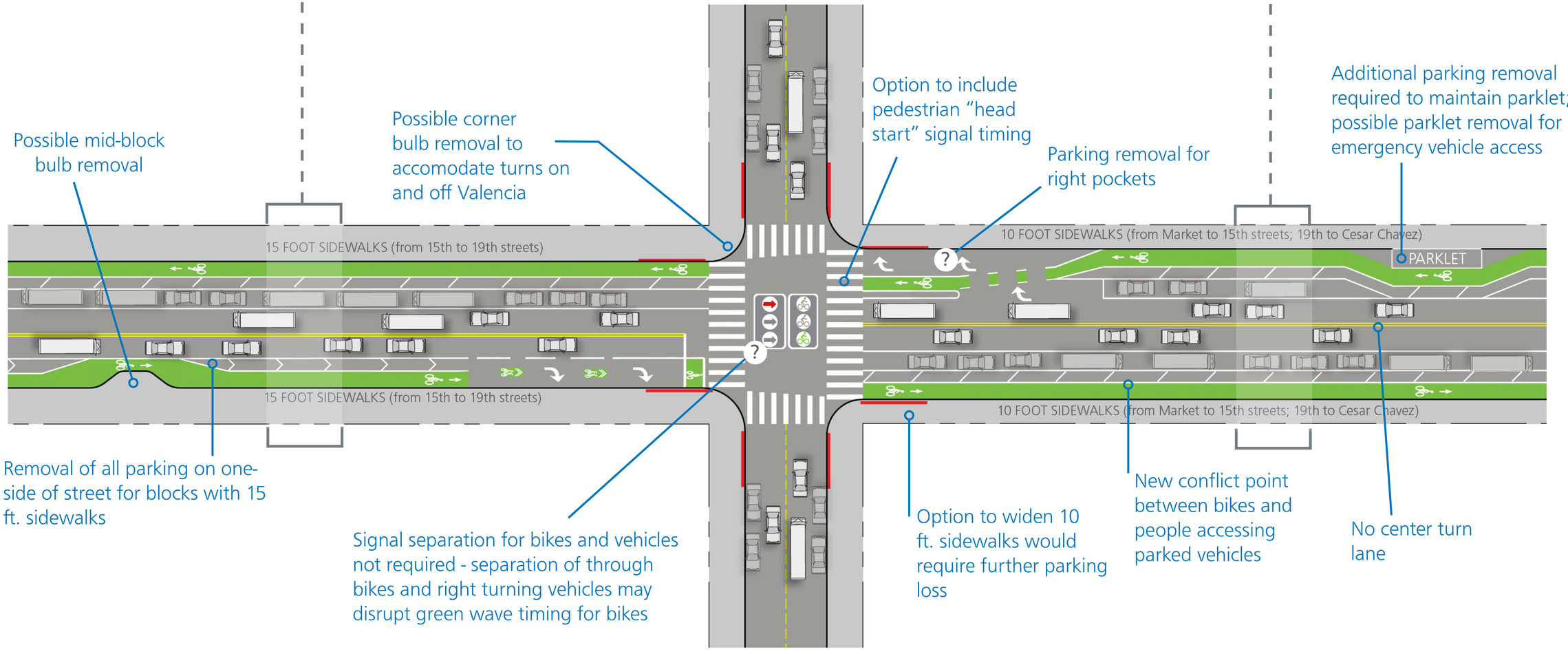
VALENCIA STREET FROM 15TH TO 19TH STREETS



PROPOSED CROSS SECTION FOR VALENCIA WITH 10 FT. SIDEWALKS

VALENCIA STREET FROM MARKET TO 15TH STREETS; 19TH TO CESAR CHAVEZ





Possible mid-block bulb removal

Possible corner bulb removal to accomodate turns on and off Valencia

Option to include pedestrian "head start" signal timing

Parking removal for right pockets

Additional parking removal required to maintain parklet; possible parklet removal for emergency vehicle access

Removal of all parking on one-side of street for blocks with 15 ft. sidewalks

Signal separation for bikes and vehicles not required - separation of through bikes and right turning vehicles may disrupt green wave timing for bikes

Option to widen 10 ft. sidewalks would require further parking loss

New conflict point between bikes and people accessing parked vehicles

No center turn lane

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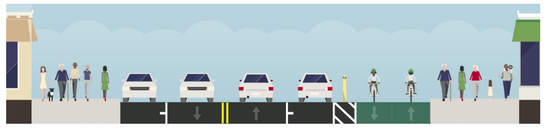
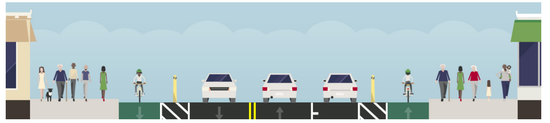
Synergy School & Women's Building
July 19, 2018 and July 28, 2018

BIKEWAY ALTERNATIVES TRADEOFFS

SFMTA.COM/VALENCIA

	CENTER RUNNING TWO-WAY	CURBSIDE TWO-WAY	PARKING PROTECTED
			
PARKLET AND MIDBLOCK BULBOUTS	Parklets and midblock bulbouts will likely not be impacted.	Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.	Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbs for emergency vehicle access.
INTERSECTION/ CORNER BULBOUTS	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.
SIDEWALK WIDENING	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks, but would further parking loss.
LEFT TURN VEHICLE RESTRICTIONS	No left turns at Valencia intersections or midblock.	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.	None
PARKING IMPACTS	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	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.
PROTECTED BIKE LANES	Yes, but there may be new conflict points between bikes and vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.
BIKE TURNS AND ACCESS	Potential impact to turns off of Valencia and midblock access for bikes.	Potential impact to midblock access for bikes accessing the sidewalk not adjacent to the bikeway.	No impact to midblock access for bikes.
CENTER TURN LANE REMOVAL	Yes	Yes	Yes
SIGNAL TIMING SPECIFIC TO EACH MODE	No bike signals required except at ends of bikeway. Option to add pedestrian "head start" signal timing.	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.	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.

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