

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

This proposal would approve supplemental traffic modifications and parking and loading regulation changes on Valencia Street between 15th and 23rd streets to provide more access for people and goods, improve safety for all modes of transportation, and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project. This action makes supplemental changes and modifications to the larger project approved by the SFMTA Board of Directors on November 19, 2024.



SUMMARY:

- The Mid-Valencia Curbside Protected Bikeway Project was approved by the SFMTA Board of Directors on November 19, 2024.
- Since project approval, the project team has continued to closely work with the Valencia Street community to refine the final design based on additional input.
- The supplemental changes and modifications are considered “clean up legislation” and are typical for quick-build and capital projects.
- Changes and modifications include parking and loading changes and reintroduction of left turns at three intersections on Valencia Street.
- The Planning Department has determined that the proposed Mid-Valencia Curbside Protected Bikeway Project, including as modified by this action, is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is not an Approval Action as defined by the S.F. Administrative Code Chapter 31, section 31.04(h)(2)(A). The project approved by the SFMTA Board on November 19, 2024 constituted the Approval Action under Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	April 10, 2025
SECRETARY 	April 10, 2025

ASSIGNED SFMTAB CALENDAR DATE: April 15, 2025

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PURPOSE

Approving supplemental traffic modifications and parking and loading regulation changes on Valencia Street between 15th and 23rd streets to provide more access for people and goods, improve safety for all modes of transportation, and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project. This action makes supplemental changes and modifications to the larger project approved by the SFMTA Board of Directors on November 19, 2024.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item would support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

Project Background

Valencia Street is a vibrant and diverse area featuring restaurants, shops, nightlife, and essential services. It is a major commercial corridor, a residential area, and one of the city's key north-south bike routes, attracting residents and visitors who use various modes of transportation. Prior

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to the 2023 Mid-Valencia Bikeway Pilot, the corridor experienced two major transportation issues: 1) unprotected bike lanes that led to conflicts between vehicles and bicycles, and 2) an imbalance between curb supply and demand led to illegal and dangerous loading activities.

Valencia Street is part of the High Injury Network, contributing to a significant portion of the city's severe traffic injuries. The unprotected bike lanes led to frequent crash patterns such as vehicle dooring and sideswipes. Additionally, the high demand for loading spaces from delivery trucks and ride-share services caused frequent double-parking in the vehicle and bike lanes. This resulted in an increase in congestion, a challenging and stressful ride for people who bike, and unpredictable loading practices.

To address these concerns, the Mid-Valencia Bikeway Pilot was approved by the SFMTA Board of Directors in April 2023 with project construction finishing in August 2023. The pilot included a center running bikeway, parking and loading changes, and left turn restrictions at intersections, among other elements. The pilot was evaluated at regular intervals and project staff engaged with stakeholders, business owners, and advocacy groups for feedback on the center-running bikeway configuration. Feedback on the pilot project was mixed. For some, the roadway design was challenging to navigate, parking and loading was difficult to understand, and it was hard for motorists to pass stopped vehicles. Some considered the center running bikeway an improvement and cited better visibility for cyclists, a more predictable ride, and a better sense of safety.

In February 2024, staff provided an update to the SFMTA Board of Directors, and the Board directed staff to continue adjusting the center-running bikeway and explore an alternative design, specifically a side-running bikeway concept. In June 2024, the SFMTA Board of Directors endorsed the concept of a side-running bike lane on Valencia Street and directed staff to continue the project delivery process. In November 2024, the SFMTA Board of Directors approved the Mid-Valencia Curbside Protected Bikeway Project, which included removing the center-running bikeway and installing a curbside bikeway in each direction, parking and loading modifications, accommodations for parklets, relocation for bikeshare stations, no right turns on red, and no left turns at intersections.

Project Revisions – Elements and Tradeoffs

The proposed project revisions are a result of continued outreach and engagement with small business owners, residents, and the general public who frequent Valencia Street. These revisions include the removal of a parklet and inclusion of additional parking and loading spaces, a green zone for a veterinarian office, additional loading zones for a community resource center, and other minor changes in the parking and loading mix based on updated preferences from business or public input.

Additionally, the revisions include reintroducing the ability for northbound and southbound motorists to turn left from Valencia Street to side streets at 17th, 21st, and 23rd streets. During the project team's continued outreach, small business owners and merchant associations have expressed that the ability to turn left from Valencia Street to side streets would assist with

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vehicle circulation and provide direct access to side streets.

In determining the location for new left turns, SFMTA staff considered the circulation needs on the corridor and key land uses. As a result, staff is recommending left turns at 17th and 21st streets, which provide access to SFMTA owned parking garages and 23rd Street, which provides access to the Buena Vista Horace Mann School.

Staff does not recommend adding left turns at additional locations, due to the tradeoffs associated with this movement including:

- Left turning vehicles were one of the top crash factors on Valencia Street before the center-running bikeway was constructed in 2023. Between 2015 and 2019, the monthly rate of collisions involving a left turning vehicle from Valencia Street to a side street at signalized intersections was 0.33 for crashes involving a cyclist and 0.22 for crashes involving a pedestrian. In the 12 months following the left turns restriction with the center-running bikeway, the monthly rate of collisions involving a left turning vehicle from Valencia Street to a side street at signalized intersections was 0.08 for crashes involving a cyclist and 0.17 for crashes involving a pedestrian. Additionally, the center-running project evaluation indicates that left turning vehicles declined from 8% of all Valencia Street traffic to 1%, with the 1% vehicles turning illegally against the left turn restrictions.
- Reintroducing left turns will result in less green time for vehicles traveling through the intersection, which will add congestion and delay for vehicles. It is estimated that the congestion on Valencia Street at 17th Street, 21st Street, and 23rd Street will double during the PM peak period due to the reintroduction of left turns at these intersections.
- Currently, the traffic signals on Valencia Street are timed for 13mph signal progression, which means a cyclist riding a bike at this speed will always approach an intersection and get a green light. Reintroducing left turns along the project corridor will require retiming the traffic signals and likely breaking the signal progression or reducing the signal progression to a slower speed. Cyclists will need to stop every few blocks for a red light and pedal slower to follow the slower traffic signal progression speed.

Three options for reintroducing left turns off Valencia Street were initially considered: permissive lefts, permissive lefts with a lagging green arrow, and protected lefts. During the initial planning phase of the project, protected left turns were not considered feasible, due to the expected cost and lead time associated with replacement traffic signal design and construction. Each new signal would cost approximately \$1.2 million and take two to three years to design and construct. The project team determined that the existing signal infrastructure could be modified through innovative techniques to achieve a similar protected phasing to address conflicting left turning vehicles and opposing cyclists, pedestrians, and vehicles. Given the overall safety benefits, the project team is pursuing this option at all three intersections.

SFMTA will evaluate the use of left turns after their reintroduction. Evaluation metrics will

include crash statistic reporting, signal compliance, change in vehicle travel time, congestion lengths, and close calls between vehicles, pedestrians, and cyclists. Evaluation will occur for three time periods at the 2, 4, and 6 month marks, and will inform adjustments to the project design as needed.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Item C requires SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 delegates to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board approve Items A through B and D through L, as part of this item.

- A. ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 110 feet to 180 feet south of 18th Street
- B. ESTABLISH – BLUE ZONE
 - i. Hill Street, north side, from 10 feet to 30 feet west of Valencia Street
- C. ESTABLISH – CLASS IV BIKEWAY (PARKING-PROTECTED BIKEWAY)
 - i. 17th Street, eastbound, from 50 feet west of Valencia Street to 50 feet east of Valencia Street
 - ii. 17th Street, westbound, from 50 feet east of Valencia Street to 50 feet west of Valencia Street
- D. ESTABLISH – RED ZONE
 - i. 17th Street, north side, from Valencia Street to 50 feet easterly
 - ii. 17th Street, south side, from Valencia Street to 50 feet easterly
 - iii. 17th Street, south side, from Valencia Street to 86 feet westerly
 - iv. 17th Street, north side, from Valencia Street to 50 feet westerly
 - v. Valencia Street, west side, from Hill Street to 52 feet northerly
 - vi. Valencia Street, west side, from 96 feet to 120 feet north of Hill Street
- E. ESTABLISH – TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY
 - i. 17th Street, north side, from 50 feet to 80 feet east of Valencia Street
 - ii. 21st Street, north side, from 7 feet to 33 feet west of Valencia Street
- F. RESCIND – TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM TO 9PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side, from 49 feet to 86 feet south of 21st Street
- G. RESCIND – TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 12PM TO 9PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side, from 189 to 211 feet south of 18th Street
- H. ESTABLISH – TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 12PM TO 9PM, MONDAY THROUGH SATURDAY

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- i. Valencia Street, east side, from 169 to 189 feet south of 18th Street
- ii. Valencia Street, east side, from 69 feet to 86 feet south of 21st Street
- I. RESCIND – NO LEFT TURN, EXCEPT BICYCLES
 - i. Valencia Street, northbound and southbound, at 17th Street
 - ii. Valencia Street, northbound and southbound, at 21st Street
 - iii. Valencia Street, northbound and southbound, at 23rd Street
- J. RESCIND – TOW-AWAY NO STOPPING, 6-WHEEL METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM, MONDAY THROUGH SATURDAY
 - i. 19th Street, north side, from 50 feet to 92 feet east of Valencia Street
- K. ESTABLISH – TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 26 feet to 116 feet north of 16th Street
 - ii. 19th Street, north side, from 11 feet to 58 feet east of Valencia Street
- L. RESCIND – TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY
 - i. 22nd Street, south side, from 108 feet to 130 feet east of Valencia Street

STAKEHOLDER ENGAGEMENT

Since the SFMTA Board of Directors approval of the Mid-Valencia Curbside Protected Bikeway Project on November 19, 2024, the project team has continued engagement and outreach with the Valencia Street community. Since that milestone, the project team has continued to work with merchant associations, individual small business owners, residents, advocates, and representatives from District 9 Supervisor Jackie Fielder’s office.

Implementation of the Mid-Valencia Curbside Protected Bikeway Project started in mid-February, and the project team has held regular meetings with the District 9 office, Valencia Corridor Merchants Association (VCMA), San Francisco Bicycle Coalition, and the Valencia Construction Working Group. These meetings have focused on construction activities updates, public feedback, scheduling, and construction progress.

The project team committed to keeping the public up to date with all construction activities during implementation. Outreach during construction has included weekly emails to stakeholders sharing progress from the previous week as well as a look ahead for expected construction activities for the upcoming two weeks. Additionally, notices for more disruptive activities including parking restrictions or overnight roadway closures were posted in advance along the affected areas. The Valencia Construction Working Group, which includes small business owners, advocates, and residents, met twice during implementation to discuss construction activities, provide feedback, and share updates on the project progression and schedule. The project team has been responsive to public feedback on construction activity concerns and have revised hours of work, relocated construction signs and material, cleared construction zones for unique loading needs, and customized work hours around special community requests because of

these comments.

The project team also received feedback on the approved design. Staff met multiple times with representatives from Mission Pet Hospital, Tacolicious, Amado's, La Raza Community Resource Center, and the VCMA. Through this outreach, additional changes to the parking and loading mix are proposed to accommodate the specific needs of these small businesses and community centers. Staff also heard a continued preference for allowing left turns from Valencia Street to side streets along the project corridor. Staff have discussed introducing left turns back on to the corridor as well as the tradeoffs with the VCMA, representatives from the District 9 office, and small business owners.

Public Hearing and Board of Directors Meeting for Project Approval

Staff communicated about this public hearing and the public's opportunity for official public comment through an update on the project's webpage, and email and text notifications sent to the project update subscriber list. The project team also shared the public hearing information with community stakeholder groups. Public hearing notices were posted along the project area, per the requirements to hold an official public hearing on a proposal.

ALTERNATIVES CONSIDERED

Option 1 – Keep Left Turns Restricted (Approved Project)

The first alternative considered was to keep all left turns restricted on Valencia Street between 15th Street and 23rd Street. This condition would be the same as under the center-running bikeway conditions and would not allow any left turns from Valencia Street to any side streets. This option would continue to address one of the top crash factors present before the center-running bikeway was installed and reduce conflicts between pedestrians and cyclists and turning vehicles.

However, keeping left turns restricted may make vehicle circulation and access to side streets more inconvenient as motorists would not be able to make a direct left turn from Valencia Street to cross streets. Under approved conditions, motorists are required to make three right turns and drive around the block in order to access areas to the left of Valencia Street. These three right turns are the equivalent of one left turn from Valencia Street to a side street. In order to provide more direct access to side streets and in response to small businesses and merchant associations, this alternative was rejected.

Option 2 – Reinroduce Left Turns at All Intersections

The second alternative considered was to reintroduce left turns at every intersection on Valencia Street. This option was deemed not feasible due to intersection space constraints, traffic signal infrastructure limitations, and concerns with intersection operation.

FUNDING IMPACT

Funding cost for the parking and loading revisions would not add any cost to the project. Left turn reintroduction would require \$165,000 of project costs for design, construction, and evaluation. The project has sufficient contingencies in its allocated budget to absorb these costs.

Uses

Scope	Amount
Design	\$15,000
Construction	\$50,000
Evaluation	\$100,000

Sources

Funding Source	Amount
Prop B	\$165,000

ENVIRONMENTAL REVIEW

The proposed supplemental traffic modifications and parking and loading regulation changes to the Mid-Valencia Curbside Protected Bikeway Project are subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, pursuant to Public Resources Code Section 21080.25.

On October 22, 2024, the Planning Department determined that the proposed Mid-Valencia Curbside Protected Bikeway Project (Case Number 2024-004482ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

On April 8, 2025, the Planning Department determined that the proposed supplemental traffic modifications and parking and loading regulation changes to the Mid-Valencia Curbside Protected Bikeway Project do not constitute a substantial modification to the statutory exemption issued on October 22, 2024, and are statutorily exempt under Public Resources Code Section 21080.25.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-004482ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends approval of the supplemental traffic modifications and parking and loading regulation changes on Valencia Street between 15th and 23rd streets to provide more access for people and goods, improve safety for all modes of transportation, and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First City that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to creating a network of protected bikeways citywide; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed, as part of the Mid-Valencia Curbside Protected Bikeway Project, additional parking and traffic modifications along Valencia Street between 15th and 23rd streets, as follows:

- A. ESTABLISH – GREEN METERED ZONE, 30-MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 110 feet to 180 feet south of 18th Street
- B. ESTABLISH – BLUE ZONE
 - i. Hill Street, north side, from 10 feet to 30 feet west of Valencia Street
- C. ESTABLISH – CLASS IV BIKEWAY (PARKING-PROTECTED BIKEWAY)
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- L. RESCIND – TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY
 - i. 22nd Street, south side, from 108 feet to 130 feet east of Valencia Street; and,

WHEREAS, Although the City Traffic Engineer has the authority to approve Items A, B, and D through L the SFMTA Board is requested to approve these items as part of the Mid-Valencia Curbside Protected Bikeway Project revisions; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed supplemental traffic modifications and parking and loading regulation changes to the Mid-Valencia Curbside Protected Bikeway Project are subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On October 22, 2024, the Planning Department determined that the proposed Mid-Valencia Curbside Protected Bikeway Project (Case Number 2024-004482ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and

WHEREAS, On April 8, 2025, the Planning Department determined that the proposed supplemental traffic modifications and parking and loading regulation changes to the Mid-Valencia Curbside Protected Bikeway Project do not constitute a substantial modification to the statutory exemption issued on October 22, 2024, and are statutorily exempt under Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is not an Approval Action as defined by the S.F. Administrative Code Chapter 31, Section 31.04(h)(2)(A); the project approved by the SFMTA Board on November 19, 2024 constituted the Approval Action under Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-004482ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves revisions to the side-running protected bikeway and parking and traffic modifications on Valencia Street between 15th and 23rd streets, as set forth Items A through L above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 15, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency