

Frequently Asked Questions

Why does the proposal include a center-running bikeway?

The center-running bikeway design most effectively mitigates all identified potential impacts (i.e., collisions or close calls between motorists and bicyclists along the corridor, double-parking/loading problems, etc.), accommodates new conditions like shared spaces, and ensures a safer transportation environment for all users.

How do people get on/off center-running bikeway?

We acknowledge that not everyone is comfortable using the travel lane to access mid-block destinations. The spacing of vertical delineators will allow for bicyclists to exit the bikeway midblock and into the travel lane. See response below for more details.

How do people make left turns along the center running bikeway?

People on bicycles can still make left and right turns from the center bikeway using painted bike boxes at most intersections, and at intersections where there are no bike boxes (15th, 16th, and 24th streets), signal changes, including bike signals, are proposed. Left turns will be prohibited for vehicles. People in vehicles who want to access side streets can travel on parallel streets for access, or if they must travel on Valencia, vehicles can still make right turns at the intersections or turn left in both directions at 25th street and southbound at 14th street.

Why is there a gap in the project area? Why not expand the project area to Cesar Chavez Street?

The pilot project extents are terminating at 24th Street because the goal is to directly address the portion of Valencia Street on the Vision Zero High Injury Network. Additionally, this is a pilot project, so the project team wants to ensure that the proposed center-running design is effective in creating a safer bikeway and addressing all the competing demands along the corridor. The SFMTA is committed to bringing protected bikeways to the remainder of the Valencia corridor following this pilot project.

What happens after the pilot?

In summer 2024, we will share evaluation findings and proposed next steps to the SFMTA Board of Directors, who will ultimately approve/reject the pilot proposal. Vision Zero Safe Streets Evaluation Program will analyze projects pre- and post-implementation to review outcomes and determine design effectiveness during the 18th-month pilot.

Why are there long red zones at the intersections within the parking area?

Also known as daylighting, the red zone provides ample space for cars to turn at intersections without running into the center-running bikeway and improves intersection visibility for other modes approaching the intersection. It removes visual barriers within a minimum of 10 feet of a crosswalk or intersection, which provides more opportunity for people to better respond to oncoming conflicts.

Where can I park/load?

New metered spaces along the cross streets will increase private parking access as it will ensure turnover. Overnight parking will still be available. Please look out for signage to see when parking

regulations are in effect. There are also a number of off street parking options like garages that have not yet reached their maximum occupancy. [Click here for more information about locations of these garages.](#) Passenger and commercial loading were prioritized given that Valencia is a vibrant commercial corridor. All active passenger loading zones will be maintained with new passenger loading zones sprinkled throughout. Establishments will have more choices to load goods and services with yellow zones, general loading zones, and dual use zones.

What's the difference between a dual-use and a general loading zone?

General Loading Zones are a new addition to the curb management toolkit. They are active loading zones where any vehicle can load or unload goods or passengers for up to five minutes. This type of zone was created to address the growing need for short term loading space for non-commercial vehicles that can be shared amongst business on a block which in turn can help to reduce double parking along busy commercial corridors. Dual Use Zones serve two different users along the same stretch of curb during different hours of the day. The most common version of a dual use zone is a commercial loading zone in the day and a passenger loading zone in the evening.

Cities with center-running bikeways?

Center running bikeways are not entirely a new concept. We inquired agencies in Washington D.C. and Monterey, CA with experiences in center-running bikeway design implementation. Center-running bikeway design Pennsylvania Avenue in Washington D.C. was implemented in 2010 and the North Fremont Bike Ped Project in Monterey, CA was implemented in 2019. Both Washington D.C. and Monterey indicated that there was an increase in bike volumes post-implementation. Evaluation from Pennsylvania Ave (3rd to 15th Street NW) in Washington D.C. shows that bike volumes **increased by approximately 200%** post-implementation. Results from intercept surveys also show that most cyclists agreed that center bike lanes made riding bikes less stressful, safer, and easier. However, both cities indicated that there is an adjustment period from all users, and saw an uptick in collisions post-implementation, but largely from vehicles.