

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving a center-running protected bikeway and traffic modifications using reversible and/or adjustable elements and curb regulations to provide more access for people and goods on Valencia Street between 15th and 23rd streets until October 31, 2024, to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Bikeway Pilot Project.

SUMMARY:

- The Mid-Valencia Bikeway Pilot Project proposes a two-way Class IV center-running protected bikeway on Valencia Street between 15th and 23rd streets, left turn restrictions, pedestrian safety improvements, and associated parking and loading changes.
- To address double parking on Valencia Street between 15th and 23rd streets, the proposal includes a curb management plan that increases the amount of loading space for both commercial and non-commercial vehicles. The proposal roughly doubles the number of loading spaces and reduces the amount of general parking by 22%. The project would establish 40 new metered spaces on side streets.
- The SFMTA refined the bikeway design and curb management plan based on feedback obtained from stakeholders along the Valencia Street project corridor, including through public meetings, door-to-door outreach, a virtual open house, and numerous stakeholder meetings.
- The Planning Department has determined that the Mid-Valencia Bikeway Pilot Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Valencia Street Existing and Proposed Pilot Project Plans
3. Valencia Street Conceptual Alternatives Considered

APPROVALS:

	DATE
DIRECTOR 	<u>March 29, 2023</u>
SECRETARY 	<u>March 29, 2023</u>

ASSIGNED SFMTAB CALENDAR DATE: April 4, 2023

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PURPOSE

Approving a center-running protected bikeway and traffic modifications using reversible and/or adjustable elements and curb regulations to provide more access for people and goods on Valencia Street between 15th and 23rd streets until October 31, 2024, to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Bikeway Pilot Project.

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.

DESCRIPTION

Existing Conditions

Valencia Street is a north-south roadway with one lane in each direction in the City's Mission neighborhood. Between 15th and 19th streets, the roadway is generally 52.5 feet wide, and sidewalks are generally 15 feet wide. Between 19th and 23rd streets, the roadway is generally 62.5 feet wide, and the sidewalks are generally 10 feet wide. This segment of Valencia Street also has a two-way left turn lane in the center of the roadway that allows vehicle turn movements. Typical cross streets within the project area vary in width from 30 feet to 50 feet, while

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alleyways vary in width from 7 feet to 21 feet. All cross streets are signalized, except for T-intersections and alleyways.

Valencia Street is one of the most popular bicycle routes in San Francisco and is the primary north-south bicycle route through the Mission neighborhood. There are Class II bikeways (painted bicycle lanes) on both sides of the street between 15th and 23rd streets. North of 15th Street to Market Street, there are parking-protected bikeways. Valencia Street has an average of over 2,280 cyclists and approximately 8,000 vehicles daily. The posted speed of the roadway is 20 miles per hour; however, Valencia Street's signals are optimized for a "green wave" where cyclists can travel steadily through the corridor at 13 miles per hour from 16th to 25th streets.

There are no bus stops or bus zones on Valencia Street between 15th and 23rd streets. The Muni 55 Dogpatch and 78X 16th Street Arena Express routes travel southbound on Valencia Street between 15th and 16th streets to loop buses from inbound to outbound service. The Muni 22 Fillmore and 33 Ashbury routes cross Valencia Street at 16th and 18th streets, respectively.

Collision History

Despite the importance of Valencia Street as a bicycle route and pedestrian-oriented commercial district, there are significant safety challenges in the project area. Valencia Street is part of San Francisco's Vision Zero High-Injury Network, which are the 12 percent of City streets that account for 68 percent of severe and fatal traffic collisions. An average of 26 collisions occurs annually along Valencia Street between 15th and 23rd streets. In the last five years from January 2018 to December 2022, there were 132 collisions that resulted in injuries to drivers, bicyclists, and/or pedestrians, including one fatality along this segment. Since that data was collected, a woman crossing the street was killed by a driver turning left in their car at the 16th and Valencia intersection in January 2023.

Bicycle collisions constitute 45% of all collisions in the project area, with unsafe turns, lane changes, and dooring by vehicles as the most common reasons for bicycle collisions. Pedestrian collisions make up 24% of all collisions, and the most common reason for these collisions is a vehicle failing to yield at a crosswalk.

Curb Uses

There is also currently a mismatch between the high demand for curb space and the amount of available space for passenger and goods drop-offs and pick-ups resulting in vehicles double parking in the bicycle lane or the vehicle travel lane. Like most commercial corridors, Valencia Street's loading zones are the result of decades of individual requests, rather than a comprehensive planning process. A mix of residential and commercial services line and surround Valencia Street with attractions that offer community services, food and drink, and retail.

The demand for curb space to load goods or provide access to residents and visitors stretches from about 8 am until about 9 pm, with a few blocks seeing activity until midnight or later.

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Valencia Street from 15th St to 23rd St currently has 28 passenger loading spaces, 63 commercial loading spaces, eight short-term general metered parking stalls (green zones), 129 general metered parking stalls, 10 pre-pandemic parklets, and one ADA-accessible parking space (blue zone) in the project area. 70 spaces are currently occupied by parklets (both Shared Spaces and public parklets pre-dating the Shared Spaces program). There are 12 bike share stations and seven on-street bike corrals in the project area.

The addition of the Shared Spaces dining parklets further impact the availability of loading space along Valencia Street. There are 38 Shared Spaces parklets in the project area, occupying a variety of commercial loading, passenger loading, car share and metered parking spaces. The Shared Spaces program was implemented in 2020 as a response to the COVID-19 pandemic. Enabling the curb space to be used for dining and retail provided a critical lifeline for businesses and provided additional outdoor public space. Due to its popularity and success, a permanent Shared Spaces program was approved by the San Francisco Board of Supervisors in July 2021. While Shared Spaces contributes to the vitality and vibrancy of the corridor, these structures have also removed many loading zones that are needed to serve these businesses, further exacerbating the problem of double parking along the corridor.

Pilot Proposal

The improvements proposed in the Mid-Valencia Bikeway Pilot Project are intended to allow the SFMTA to continue to collect data to inform a streetscape project for the Valencia Bikeway Improvements Project. Extensive evaluation of the pilot would help inform long-term improvements. Before expiration of the pilot in 2024, SFMTA staff would return to the Board with recommendations for permanent improvements.

Specifically, the proposed pilot project would install a center-running protected bikeway on Valencia Street between 15th and 23rd streets. This would allow the SFMTA to make observations and collect data on key performance metrics at three critical milestones post-implementation in fall 2023, spring 2024, and early fall 2024 to inform the final design and preferred alternative. The SFMTA will also report to the SFMTA Board on the interim evaluation findings and recommendations from the fall 2023 milestone no later than December 31, 2023. Recommendations could include additional traffic circulation changes to address evaluation findings.

The evaluation would measure the following elements:

- Safe Behavior:
 - User compliance with new traffic restrictions and traffic control devices – user compliance with corridor-wide left-turn restrictions and new bicycle signals.
 - Vehicle speeds – vehicle speeds along the corridor.
 - Bicycle and pedestrian conflicts at the intersection –interactions and potential conflicts between people bicycling along the bikeway or changing routes/exiting the bikeway, and pedestrians crossing at the intersection.
- Effective Design:

- Traffic collisions – the amount and severity of incidents to determine if the design was effective in reducing the amount of traffic collisions experienced on the street. Traffic collision patterns would be analyzed to determine if the design was effective in addressing existing patterns of travel behaviors that result in the current high rate of collisions on the corridor.
- Vehicle loading behavior – pre- and post-implementation observations of vehicle blockages of the bikeway and double parking to determine if vehicles are continuing to block the bikeway, double park, the type of loading occurring, and the duration of loading events.
- Bicycle positioning along the street – the position of bicyclists to determine the number of cyclists riding in the new center-running protected bikeway versus the vehicle travel lane or sidewalk.
- Bikeway ease of access – where people are entering and exiting the bikeway to measure bikeway access efficiency.
- Emergency vehicle interaction with the bikeway – emergency vehicle use of the emergency vehicle access lane in the center-running bikeway to determine potential conflicts with people bicycling.
- Mobility:
 - The bicycle, pedestrian, and vehicle volumes both pre-and post-implementation to determine significant changes in mode shift. Mode shift, especially changes in bicycle volumes, are an indicator to assess user comfort with transportation facilities.
 - Transit travel times – peak travel time changes on Muni routes that operate on Mission Street to measure potential impacts from diverted left-turns from Valencia Street.
 - Corridor access (origin and destinations) – an analysis of where people are coming from, where they visit along the corridor, and the mode they use to travel to and from the corridor.
 - Change in vehicle congestion levels – pre- and post-implementation measurement of potential operational impacts on neighboring streets from pilot design.

As currently proposed, the Mid-Valencia Bikeway Pilot Project would remain in place until October 31, 2024, to inform future changes to the street that are being considered as part of the Valencia Bikeway Improvements Project. While the planned Valencia Bikeway Improvements Project involves more expansive changes to the street, it shares central elements with the Mid-Valencia Bikeway Pilot Project, namely a protected bikeway, pedestrian improvements, and curb management modifications to improve passenger and commercial loading. Prior to October 31, 2024, SFMTA staff will return to the Board with final evaluation results and recommendations.

Project Elements

The goals of this project include improving safety for all who travel on Valencia Street, preserving the economic vitality of Valencia Street, and ensuring access for people and goods. The Mid-Valencia Bikeway Pilot Project would inform the final design of the Valencia Bikeway

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Improvements Project. The proposed center-running bikeway design is in response to SFMTA's commitment to delivering quick-build projects as part of the Vision Zero initiative to expedite safety improvements on the City's high-injury network. See Enclosure 2 for the existing and proposed pilot project plans.

Bicycle Safety Improvements

The project proposes to improve safety, comfort, and connectivity for bicyclists on Valencia Street by dedicating roadway space with quick-build materials, such as paint and posts. The proposal includes a two-way, northbound and southbound Class IV (i.e., protected) bikeway in the center of Valencia Street between 15th and 23rd streets. The center-running bikeway would improve safety, accommodate parking and loading activity on the corridor, discourage double parking, and prevent driving in the bikeway.

The two-way protected bikeway would be approximately 12-foot wide with two- to six-foot buffers between the bikeway and travel lane. Rubber mountable curbs and delineators are proposed for the bikeway's vertical separation and would be installed in the buffer area. The installation of the center-running bikeway on Valencia Street would include the removal of the two-way left turn lane and left turn pockets along the corridor. Proposed vehicle travel lane widths would range from 11 feet 3 inches to 12 feet 3 inches. Bike boxes and two-stage turn boxes would be included in the proposal at all intersections to accommodate bicycle turns on and off Valencia, except for 15th and 23rd streets, where signal modifications, including new bicycle signals and signal timing changes would be installed to accommodate a new bicycle phase.

Turn Restrictions

The project proposes vehicle left turn restrictions onto all side streets from Valencia Street between 15th and 23rd streets. These left turn restrictions would protect bicyclists and pedestrians by removing the potential for collisions from left turning vehicles at intersections and reducing the overall number of conflict points among all roadway users. These changes are important for pedestrian and bicycle safety, regardless of the bikeway design. Bicycles could continue to make left turns onto all side streets from Valencia Street. Left turn restrictions are also proposed for vehicles turning onto Valencia Street from T-intersections and alleyways as vehicles would not be permitted to enter or cross the center-running bikeway.

Additionally, No Right Turn on Red restrictions are proposed for all approaches of Valencia at 15th, 16th, and 23rd streets, and additional locations for these regulations will be considered as part of the evaluation of this pilot project. No Right Turn on Red restrictions are needed to install the new bicycle phases at 15th and 23rd streets. These signal modifications would include new bicycle signals and signal timing changes to accommodate a new bicycle phase.

Transit Operations

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During the 18-month pilot, Muni vehicles would be re-routed off Valencia Street. Currently, approximately 30 non-revenue Muni trolley buses pull-out in the early morning period via a westbound right turn from 17th Street onto Valencia Street, followed by a left turn from Valencia Street onto 16th Street. Approximately 10 non-revenue trolley buses currently pull-in via an eastbound right turn from 16th Street onto Valencia Street, followed by a left turn from Valencia Street onto 17th Street. All these buses would be shifted to 16th Street instead of traveling along Valencia Street.

Additionally, the Muni 55 Dogpatch and 78X 16th Street Arena Express routes currently travel southbound on Valencia Street between 15th and 16th streets to loop between inbound and outbound service. These buses will now make this counterclockwise loop one block to the west on Guerrero Street by traveling westbound on 15th Street, making the left turn to southbound Guerrero, and making another left turn to eastbound 16th Street.

Finally, the Muni 22 Fillmore and 33 Ashbury routes would continue to cross Valencia Street at 16th and 18th streets, respectively. There are no bus stops or bus zones on Valencia Street between 15th and 23rd streets that would be impacted (consolidated or relocated) because of this proposal.

Pedestrian Safety Improvements

At all intersections, the project would implement parking restrictions to improve visibility at crosswalks (i.e., daylighting). These no parking areas would include a minimum of 20 feet of painted red curb. The project would install advanced limit lines, which are solid white lines extending across the approach lanes to indicate where vehicles must stop, at signalized intersection approaches to improve visibility among vehicles, bicyclists, and pedestrians and to discourage vehicles from encroaching into the crosswalk. As discussed in the Turn Restrictions section, the project would also restrict vehicle turning movements to increase pedestrian and bicycle safety.

Staff will continue to monitor pedestrian safety and identify further pedestrian safety improvements, including signal timing, throughout the course of the pilot to the extent possible.

Curb Management Plan

The proposed curb management plan applies the SFMTA Curb Management Strategy to prioritize and allocate curb space along the project area based on surrounding land uses and curb needs. Adopted by the SFMTA Board of Directors in February 2020, the Curb Management Strategy provides a policy framework to manage and allocate the City's curb space in a holistic way that is both responsive to current demands, anticipates future needs, and supports the City of San Francisco's Vision Zero Policy, Transit First Policy, and the mode shift goal of achieving at least 80% of all San Francisco trips by transit, walking, or biking by 2030.

The plan prioritizes access for goods and people by roughly doubling the number of loading

spaces along Valencia Street between 15th and 23rd streets and by adding new loading spaces on the cross streets. See Enclosure 2 for a detailed proposal of parking and loading changes.

Curb Uses	Existing	Proposed	Change
Access for people/goods (loading and bikeshare)	71	143	+25%
Private vehicle parking (incl. bicycles)	176	100	-22%
Parklets and Shared Spaces (public space)	73	60	-3%
Added safety zones	n/a	17	

Table 1. Existing and proposed percentages of curb space allocated for different uses within the project area.

The proposed curb changes seek to rebalance the curb along Valencia to better match the supply of commercial and passenger loading spaces to demand and to replace the commercial loading spaces occupied by parklets. In Table 1, the “Access for people/goods (loading and bikeshare)” curb use includes passenger loading, commercial loading, general loading, dual-use loading spaces and bikeshare. “Private vehicle parking” includes spaces for vehicles, bicycles, motorcycles, disabled parking, and short-term (green) parking. “Parklets” include both pre-pandemic parklets and Shared Spaces parklets. The reduction in space allocated to parklets is the result of some businesses deciding not to join the permanent program as well as the reduction in size of some parklets. The overall inventory of spaces on each block will also be reduced because of daylighting at the corners for visibility.

Proposed loading zones range from two to six parking spaces depending on the curb needs of adjacent businesses and the size of trucks that serve their businesses. Approximately 16 existing commercial loading zones will be lengthened to better serve large trucks and meet loading demand. On blocks where loading has historically taken place in the center turn lane, new longer loading zones at the curb are proposed and existing commercial loading zones will be lengthened to accommodate larger trucks. Almost all the existing passenger loading zones on Valencia Street between 15th and 23rd streets will be retained or expanded.

Since loading needs change throughout the day, many loading zones along the corridor are designed as “dual-use” where they serve two uses throughout the day. They can function as zones for commercial delivery loading during the morning and then become “general loading zones” at 12 pm or 6 pm. Most dual-use loading zones are proposed to be in effect until 9 pm, allowing for overnight parking. Where there are high concentrations of restaurants and bars, the plan proposes the dual-use loading zone to be in effect until midnight, and there is one pre-existing dual-use zone that ends at 2 am.

General loading zones are not restricted to commercial vehicles and are proposed throughout the project area to combat instances of double-parking resulting from food deliveries or passenger pick-up/ drop-off. They can be used by any type of vehicle (attended or unattended) for up to five minutes. Thus, they can serve businesses and workers who rely on their personal vehicles to make deliveries and while also accommodating passenger pick-ups and drop-offs. The hours that general loading zones are in effect are customized based on the needs of adjacent businesses.

To improve the availability of parking for customers and visitors of Valencia Street, the plan proposes adding metered parking spaces along cross streets within 200 feet or less from Valencia Street. Metered spaces increase parking availability, because they encourage visitors to move along after finishing their shopping. This plan proposes metered spaces on 19th, Liberty, 21st, Hill, and 23rd streets, totaling 36 new metered spaces: 4 metered loading spaces and 32 general metered parking spaces.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Items B and Items T through AA require 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 Item A and Items C through S, as part of the Mid-Valencia Bikeway Pilot Project.

- A. ESTABLISH – CLASS IV BIKEWAY – Valencia Street, northbound and southbound, between 15th Street and 23rd Street (converts existing Class II bikeway to center-running bikeway); Valencia Street, east side, from 23rd Street to 58 feet southerly (converts existing Class II bikeway to protected bikeway)
- B. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Valencia Street, east side, from 23rd Street to 58 feet southerly
- C. ESTABLISH – NO LEFT TURN, NO U-TURNS, EXCEPT BICYCLES – Valencia Street, northbound, at 15th Street; Valencia Street, northbound and southbound, at 16th Street; Valencia Street, northbound and southbound, at 17th Street; Valencia Street, northbound and southbound, at 18th Street; Valencia Street, northbound and southbound, at 19th Street; Valencia Street, northbound and southbound, at 20th Street; Valencia Street, northbound and southbound, at 21st Street; Valencia Street, northbound and southbound, at 22nd Street; Valencia Street, northbound and southbound, at 23rd Street
- D. ESTABLISH – NO LEFT TURN, 4 PM TO 7 PM, MONDAY THROUGH FRIDAY, EXCEPT MUNI – Guerrero Street, southbound, at 16th Street (adds “EXCEPT MUNI” exception to existing turn restriction)
- E. ESTABLISH – RIGHT TURN ONLY – Sparrow Street, westbound, at Valencia Street; Sycamore Street, westbound, at Valencia Street; Cunningham Place, eastbound, at Valencia Street; Liberty Street, eastbound, at Valencia Street; Hill Street, eastbound, at Valencia Street
- F. ESTABLISH – NO LEFT TURN, NO U-TURN – Valencia Street, southbound, at Sparrow Street; Valencia Street, southbound, at Clarion Alley; Valencia Street, northbound, at Cunningham Place; Valencia Street, northbound, at Liberty Street; Valencia Street, northbound, at Hill Street
- G. ESTABLISH – NO RIGHT TURN ON RED – 15th Street, westbound, at Valencia Street; Valencia Street, southbound, at 15th Street; 16th Street, eastbound and westbound, at Valencia Street; Valencia Street, northbound and southbound, at 16th Street; 23rd Street, eastbound and westbound, at Valencia Street; Valencia Street, northbound and southbound,

at 23rd Street

- H. ESTABLISH – STOP SIGN – Liberty Street, eastbound, at Valencia Street; Hill Street, eastbound, at Valencia Street
- I. ESTABLISH – RED ZONE – Valencia Street, east side, from 18 feet to 38 feet north of 17th Street (adds 20 feet to existing 18 feet red zone); Valencia Street, west side, from 18 feet to 30 feet north of 17th Street (adds 12 feet to existing 18 feet red zone); Valencia Street, east side, from 10 feet to 21 feet north of 18th Street (adds 11 feet to existing 10 feet red zone); Valencia Street, west side, from 15 feet to 21 feet north of 18th Street (adds 6 feet to existing 15 feet red zone); Valencia Street, east side, from 12 feet to 22 feet north of 19th Street (adds 10 feet to existing 12 feet red zone); Valencia Street, west side, from 10 feet to 24 feet north of 19th Street (adds 14 feet to existing 10 feet red zone); Valencia Street, east side, from 6 feet to 14 feet south of 19th Street (adds 12 feet to existing 6 feet red zone); Valencia Street, west side, from 12 feet to 20 feet south of 19th Street (adds 8 feet to existing 12 feet red zone); Valencia Street, east side, from 5 feet to 20 feet north of 20th Street (adds 15 feet to existing 5 feet red zone); Valencia Street, west side, from 10 feet to 20 feet south of 20th Street (adds 10 feet to existing 10 feet red zone); Valencia Street, east side, from 12 feet to 20 feet north of 21st Street (adds 8 feet to existing 12 feet red zone); Valencia Street, west side, from 5 feet to 20 feet north of 21st Street (adds 15 feet to existing 5 feet red zone); Valencia Street, west side, from 14 feet to 20 feet south of 21st Street (adds 6 feet to existing 14 feet red zone); Valencia Street, east side, from 7 feet to 20 feet north of 22nd Street (adds 13 feet to existing 7 feet red zone); Valencia Street, east side, from 5 feet to 20 feet south of 22nd Street (adds 15 feet to existing 5 feet red zone); Valencia Street, west side, from 12 feet to 20 feet south of 22nd Street (adds 8 feet to existing 12 feet red zone); Valencia Street, east side, from 23rd Street to 20 feet northerly; Valencia, west side, from 19 feet to 20 feet north of 23rd Street (adds 1 foot to existing 19 feet red zone)
- J. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY - Valencia Street, east side, from 161 feet to 197 feet north of 16th Street (Converts two general metered spaces to commercial loading zone); Valencia Street, east side, from 45 feet to 131 feet north of 20th Street (Extends and converts commercial loading zone to dual-use loading zone); 20th Street, south side, from 22 feet to 79 feet west of Valencia (Establishes a commercial loading zone); Valencia Street, west side from 146 feet to 212 feet south of 20th Street (Converts two general metered spaces and extends commercial loading zone); Valencia Street, east side, from 261 feet to 300 feet south of 21st street (Converts two general metered spaces to commercial loading zone); 22nd Street, south side, from 20 feet to 60 feet west of Valencia Street (Converts two general metered spaces to commercial loading zone); Valencia Street, east side, from 22 feet to 82 feet north of 15th Street, (Removes night time commercial loading zone, converts commercial loading to six wheel commercial loading); Valencia Street, east side from 156 feet to 196 feet south of 15th Street, (Converts two general metered spaces to commercial loading zone); Valencia Street, east side, from 78 feet to 100 feet north of 22nd Street , (Extends commercial loading zone by converting one general metered space); 23rd Street, north side, from 21 feet to 63 feet west of Valencia Street, (Converts two general metered spaces to a commercial loading zone)
- K. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING,

8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM MONDAY THROUGH SATURDAY - Valencia Street, east side, from 70 feet to 114 south of 15th Street (Converts two general metered spaces to dual-use loading zone); Valencia Street, east side, from 243 to 283 feet north of 17th Street (Converts defunct passenger loading zone into dual-use loading zone); Valencia Street, east side from 44 feet to 86 feet south of 18th Street (Converts two general metered spaces to dual-use loading zone); Valencia Street, east side from 60 feet to 100 feet south of 20th Street (Converts two general metered spaces to a dual-use loading zone); Valencia Street, west side from 23 feet to 45 feet north of 21st Street (Converts one general metered space to a dual-use loading zone); 15th Street, south side, from 3 to 48 feet west of Valencia Street (Converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 152 feet to 192 feet north of 17th Street (Relocates one general metered space and relocates and converts commercial loading zone to dual-use loading zone); 19th Street, south side, from 15 feet to 55 feet west of Valencia (Establishes dual-use loading zone); 19th street, north side, from 20 feet to 75 feet east of Valencia (Converts two general metered spaces to dual-use loading zone); 19th street, south side, from 10 feet to 72 feet east of Valencia (Converts three general metered spaces to dual-use loading zone); Valencia Street, west side, from 20 feet to 68 feet south of 19th Street (Shifts and converts commercial zone and converts one short-term metered space to dual-use loading zone); Valencia Street, west side, from 29 feet to 91 feet north of Cunningham Place (Converts three general metered spaces to dual-use loading zone)

- L. ESTABLISH – TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 6PM to 10PM MONDAY THROUGH SATURDAY – Valencia Street, west side, from 21 feet to 65 feet south of 15th Street (Converts two general metered spaces to dual-use loading zone); Valencia Street, west side, from 97 feet to 241 feet north of 17th Street (Converts three general metered spaces and extends and converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 90 feet to 152 feet north of 17th Street (Converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 283 to 326 feet north of 17th Street (Converts two general metered spaces to dual-use loading zone); Valencia Street, east side, from 18 feet to 98 feet south of 17th Street (Extends and converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 20 feet to 110 feet north of 18th Street (Extends and converts commercial loading zone and converts one short-term metered space and one general metered space to dual-use loading zone); Valencia Street, west side, from 73 feet to 131 north of 18th Street (Relocates three commercial loading displaced by shared spaces and converts to dual-use loading zone); Valencia Street, east side, from 86 feet to 128 feet south of 18th Street (Converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 151 to 217 feet south of 18th Street (Extends and converts commercial loading zone and converts one general metered space and one short-term metered space to dual-use loading zone); Valencia Street, west side, from 74 to 143 feet north of 19th Street (Converts three general metered spaces to dual-use loading zone); Valencia Street, west side, from 20 to 107 feet north of 20th Street (Shifts and converts commercial loading zone to a dual-use loading zone); Valencia Street, west side from 8 feet to 68 feet south of Liberty Street

(Shifts, extends, and converts commercial loading zone and converts one general metered space to dual-use loading zone); Valencia Street, east side from 20 feet to 92 feet north of 21st Street (Converts bike corral and shifts and converts commercial loading zone and to dual-use loading zone); 21st Street, north side, from 20 feet to 95 feet east of Valencia Street (Relocates short-term parking, extends and converts commercial loading to dual-use loading zone); 21st Street, south side, from 6 feet to 70 feet east of Valencia Street (Converts three general metered spaces to dual-use loading zone); Valencia Street, west side from 5 feet to 65 feet south of Hill Street (Converts three general metered spaces to a dual-use loading zone); 22nd Street, south side, from 6 feet to 45 feet east of Valencia Street (Relocates blue zone from 22nd St to Valencia and converts one general metered space to dual-use loading zone); Valencia Street, east side, from 20 feet to 42 feet north of 23rd Street (Converts one general metered space, extends and converts commercial loading to dual-use loading zone); Valencia Street, west side, from 20 feet to 77 feet north of 23rd Street (Converts three general metered spaces to a dual-use loading zone); Valencia Street, west side, from 263 feet to 324 feet south of 22nd Street (Converts three general metered spaces to a dual-use loading zone); Valencia Street, west side, from 20 feet to 82 feet south of 23rd Street (Extends and converts commercial loading zone to dual-use loading zone); Valencia Street, west side, from 20 feet to 58 feet south of 21st Street (Converts two general metered spaces to dual-use loading zone); Valencia Street, west side, from 20 feet to 82 feet south of 23rd Street (Extends and converts commercial loading zone to dual-use loading zone)

- M. ESTABLISH – TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 6PM to 12AM MONDAY THROUGH SATURDAY – 16th Street, north side, from 8 feet to 50 feet west of Valencia Street (Relocates and converts blue zone and one general metered space to dual-use loading zone); Valencia Street, west side, from 22 feet to 130 feet north of 16th Street (Extends and converts commercial loading zone and three general metered spaces to dual-use loading zone); Valencia Street, west side, from 35 feet to 115 feet south of 16th Street (Converts one general metered space and extends and converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 35 feet to 121 feet south of 16th Street (Converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 38 feet to 58 feet north of 17th Street (Converts one general metered space to dual-use loading zone); 18th Street, south side, from 20 to 53 feet west of Valencia Street (Converts commercial loading zone to dual-use loading zone); Valencia Street, east side, from 106 feet to 146 feet south of 19th Street (Converts one general metered space and commercial loading zone to dual-use loading zone);
- N. ESTABLISH – TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY; PASSENGER LOADING ZONE, 6PM to 2AM DAILY – Valencia Street, east side from 68 feet to 116 feet north of 19th Street (Converts passenger loading zone to dual-use loading zone)
- O. ESTABLISH - TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 12PM to 10PM, MONDAY THROUGH SATURDAY – Valencia Street, west side from 130 feet to 147 feet south of 18th Street (Converts one short-term metered space to general loading zone); Valencia Street, west side, from 68 feet to 89 feet south of 19th Street (Converts one general metered space to general loading zone); Valencia Street, east side, from 20 feet to 46

- feet south of 19th Street (Converts one general metered space to general loading zone);
- P. ESTABLISH - TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 11AM to 10PM MONDAY THROUGH SATURDAY – Valencia Street, east side, from 242 feet to 263 feet south of 18th Street (Converts one general metered space to general loading zone); Valencia Street, west side from 136 feet to 156 feet south of 22nd Street (Converts one general metered space to a general loading zone)
- Q. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES – Valencia Street, east side, from 216 feet to 236 feet south of 15th Street (Extends adjacent passenger loading zone by converting one general metered space); Valencia Street, east side from 197 feet to 217 south of 22nd Street (Extends passenger loading zone by converting one general metered space)
- R. ESTABLISH - SHORT TERM PARKING, GREEN ZONE, 30-MINUTE LIMIT, 9A-10P, MONDAY THROUGH SATURDAY – 21st Street, north side, from 95 feet to 135 feet east of Valencia Street (Converts one general metered space to relocated short-term parking displaced by daylighting and dual-use loading zone)
- S. ESTABLISH - BLUE ZONE, AT ALL TIMES – Valencia Street, east side from 14 feet to 34 feet north of 16th Street; 19th Street, north side, from 2 feet to 21 feet west of Valencia Street (Establishes blue zone); Valencia Street, west side, from 43 feet to 63 feet north of 22nd Street (Adds one general metered space displaced by blue zone relocated from 22nd St to Valencia); 23rd Street, north side, from 3 feet to 21 feet west of Valencia Street (Converts general metered parking to accessible parking)
- T. ESTABLISH - METERED PARKING, 9AM TO 10PM, NO TIME LIMIT, MONDAY THROUGH SATURDAY – 19th Street, north side, from Valencia Street to Lapidge Street; 20th Street, north side, from 37 feet to 89 feet west of Valencia Street; Liberty Street, north side, from 4 feet to 63 feet west of Valencia Street; Liberty Street, south side, from 20 feet to 76 feet west of Valencia Street; 21st Street, north side, from 12 feet to 91 feet west of Valencia Street; 21st Street, south side, from 20 feet to 82 feet west of Valencia Street; Hill Street, north side, from 30 feet to 78 feet west of Valencia Street; Hill Street, south side, from 25 feet to 66 feet west of Valencia Street; 23rd Street, south side from 64 feet to 123 feet west of Valencia Street
- U. ESTABLISH - METERED SIX-WHEEL LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY – 23rd Street, south side from 20 feet to 64 feet west of Valencia Street
- V. ESTABLISH – METERED GREEN ZONE, 15-MINUTE LIMIT, 9AM TO 10PM, MONDAY THROUGH SATURDAY, Hill Street, north side from 8 feet to 30 feet west of Valencia Street
- W. ESTABLISH – METERED SIX-WHEEL LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY, GENERAL LOADING ZONE, 6PM to 10PM MONDAY THROUGH SATURDAY – 20th Street, south side, from 22 feet to 79 feet west of Valencia Street; 19th Street, south side, from 15 feet to 57 feet west of Valencia
- X. RESCIND – TWO HOUR PARKING, 9AM to 8PM, MONDAY THROUGH FRIDAY, EXCEPT AREA “S” PERMITS – 18th Street, south side, from 20 to 53 feet west of Valencia Street; 19th Street, south side from Valencia Street to 105 feet westerly; 19th Street, north side, from Valencia to Lapidge

- Y. RESCIND – TWO HOUR PARKING, 9AM to 8PM, MONDAY THROUGH SATURDAY, EXCEPT AREA “I” PERMITS, 20th Street, north side, from 37 feet to 89 feet west of Valencia Street; 20th Street, south side, from 22 feet to 79 feet west of Valencia Street; Liberty Street, north side, from 4 feet to 63 feet west of Valencia Street; Liberty Street, south side, from 20 feet to 76 feet west of Valencia Street; 21st Street, south side, from 20 feet to 84 feet west of Valencia Street; 21st Street, north side, from 12 feet to 91 feet west of Valencia Street
- Z. RESCIND – ONE HOUR PARKING, 9AM to 8PM, MONDAY THROUGH SATURDAY, EXCEPT AREA “I” PERMITS, 22nd Street, south side, from 20 feet to 60 feet west of Valencia Street; Hill Street, north side, from Valencia Street to 78 feet westerly; Hill Street, south side, from 25 feet to 66 feet west of Valencia Street
- AA. RESCIND – TWO HOUR PARKING, 9AM to 8PM, MONDAY THROUGH SATURDAY, EXCEPT AREA “Z” PERMITS, 23rd Street, south side, from Valencia Street to San Jose Avenue

ALTERNATIVES CONSIDERED

The project team assessed numerous design alternatives as part of the long-term Valencia Bikeway Improvements Project. Alternatives were also considered through near-term efforts, like the early 2020 southern Valencia Quick-Build proposal. With all these efforts, the pedestrian improvements, left-turn restrictions, and curb management elements of the proposals remained constant, but the one element that differed was the bikeway configuration. Given the direction to focus on implementing near-term safety improvements on Valencia Street under the Quick-Build program, the project team recommends piloting a center-running protected bikeway design along Valencia Street between 15th and 23rd streets.

The following details the alternatives considered and the associated tradeoffs and constraints. See Enclosure 3 for cross section diagrams of the design alternatives considered.

Option 1 – Curbside One-Way Parking Protected Bikeway on Both Sides of the Street

As part of the effort to improve Valencia Street in the near-term and building off the work from the 2019 northern Valencia pilot between Market and 15th streets, the project team worked on the southern Valencia pilot between 19th Street and Cesar Chavez in early 2020. The proposal recommended implementing a curbside one-way protected bikeway on both sides of the street. The southern Valencia effort began outreach and held a project open house, but it never moved past that phase due to the onset of COVID-19 and the agency’s shift to pandemic response, putting the project on pause.

From the outreach conducted, the proposal was opposed by many merchants and faith institutions along the corridor, because it would have resulted in repurposing 40% of the parking and loading in the project area to accommodate the curbside protected bikeway.

In spring 2022, with the pandemic receding, the project team resumed work. Rather than restart the southern Valencia effort from early 2020, the team proposed a new section, which was identified as mid-Valencia (15th to 24th streets). Reviewing the feedback gathered from the early 2020 southern Valencia effort, the curbside one-way protected bikeway on both sides of the street was not recommended due to impacts to both commercial loading and Shared Spaces, which had proliferated along the corridor since 2020. The impact to curb space was especially important to consider as Shared Spaces moved from a pandemic-response to an on-going program. According to Shared Spaces program policies, “floating” parklets, such as those next to park-protected bikeways, are generally not permitted, because they present challenges around ADA access. Additionally, implementing a curbside one-way protected bikeway on both sides of the street would require the removal of a curb lane on the section of Valencia between 15th and 19th streets.

Option 2 – Two-Way Protected Bikeway on One Side of the Street

The long-term Valencia Bikeway Improvements Project explored a two-way protected bikeway on one side of the street as one of the three design concepts during its 2018 community workshops. This design alternative was also proposed by community members during this pilot project’s outreach phase.

This alternative proposes to implement a curbside two-way protected bikeway on the east side of the street, convert one travel lane to a floating loading lane, and change circulation on Valencia Street from two-way to one-way in the southbound direction. The existing curb lane on the west side of the street would remain.

This proposal presents several considerations and challenges:

- Two-way protected bikeways are typically pursued along one-way streets due to less potential for cross traffic conflicts at the intersection. Changing the traffic circulation on this section of Valencia Street would necessitate a traffic circulation study since Valencia is a neighborhood commercial street.
- With the installation of floating loading lane, the east side of the street would not have any curb access for uses like passenger loading, goods and freight deliveries, or Shared Spaces parklets. Significant community and merchant outreach would have to be conducted to mitigate the impacts.
- The two-way protected bikeway configuration will change the alignment of lanes in the roadway, which could necessitate the repositioning of existing signals or require new signals to facilitate the various movements at the intersection. Adding or modifying signal infrastructure to this magnitude could require changes to sidewalks, curb ramps, roadways, and signal poles and foundations. These changes require utility coordination and detailed civil design, all of which are out of the scope of a near-term or Quick-Build project.

With all these challenges, this design alternative could be appropriate as a long-term option but is not viable using quick-build implementation methods. Given the project’s current direction of

delivering quick-build solutions, this alternative is not feasible based on the existing scope and schedule. If the project team were to pursue this design alternative, instead of or in addition to the proposed center-running protected bikeway, the estimated project timeframe is three to five years.

The project team is committed to exploring and proposing a long-term vision for Valencia Street that could incorporate elements described in this alternative option.

Option 3 – Pedestrianizing Valencia Street

During the outreach phase for the Mid-Valencia Bikeway Pilot Project, some community members wanted to build on the success of the weekend Shared Spaces roadway closure on Valencia Street and fully pedestrianize the corridor.

This proposal would entail the entire corridor or certain blocks of the corridor to primarily be accessible only by pedestrians, bicycle users, and micro-mobility users.

This proposal presents several considerations and challenges:

- Stakeholder buy-in and cooperation is necessary for project approval and success. Driveway and passenger/goods loading access needs to be maintained for merchants, institutions, and residents. This proposal requires extensive coordination with merchants and delivery services to determine alternative approaches to address urban freight loading needs, parcel deliveries, and other commercial activities like curbside pick-up and other courier services.
- This proposal requires coordination with San Francisco Police Department (SFPD) to establish access points for Mission Station, located on Valencia between 17th and 18th streets, and with San Francisco Fire Department (SFFD) to assess and mitigate for impacts to their emergency response routes.
- A traffic circulation study is required, as this alternative removes a neighborhood commercial street from the road network. Guerrero Street has an existing commercial truck restriction, Mission Street is a Muni priority street, and other buses (i.e., commuter shuttles, school buses, trolleys on overhead wires, and other Muni vehicles) use Valencia Street.
- This may also trigger more extensive environmental clearance if a pedestrianized Valencia Street is prioritized for outdoor dining activities.

With all these challenges and requirements for successful project delivery, this design alternative is more appropriate as a long-term option, rather than a quick-build solution on Valencia Street. Given the project's current direction of delivering quick-build solutions, this alternative is not feasible based on the existing scope and schedule. This alternative also carries greater schedule risk due to the extensive amount of coordination with the various stakeholders using the street or impacted by the pedestrianization of it.

The project team is committed to exploring and proposing a long-term vision for Valencia Street

that could incorporate elements described in this alternative option.

Option 4 – No Build

A no build option was also considered during the project delivery process for the Mid-Valencia Bikeway Pilot Project. Since the proponents of the project favored design alternatives that are long-term projects, the project team considered ceasing quick-build efforts to resume work on the capital project, which is the long-term vision for Valencia Street.

However, the traffic safety issues on this section of Valencia Street are some of the worst when compared to similar neighborhood commercial streets. On average, Valencia Street experiences 2.2 collisions a month. More than half the time there is a collision on Valencia Street, a person bicycling, or walking is involved. Additionally, double parking continues to be major issue for all users of the street. A no build option would mean these issues would continue to persist, while the project team works to deliver a more permanent long-term design alternative.

STAKEHOLDER ENGAGEMENT

Initial Outreach

Initial outreach for the Mid-Valencia Bikeway Pilot Project spanned between July 2022 through the end of summer 2022. The project team communicated about the project and initial outreach phase by sending out a postcard to all addresses, including both residents and businesses, in the project area and sending email and text blasts through the project update subscriber list. The project team also sent emails and other communications to Shared Spaces permit holders along the project area and to community stakeholder groups.

Staff kicked off community engagement in the initial outreach phase of the project by tabling at the July 10, 2022, Sunday Streets event, which took place on Valencia Street. The project team distributed factsheets communicating the restart of the project, proposed design elements, and the pilot timeline. Event attendees were able to provide feedback through direct conversations with the project team or through an in-person and online comment card. Overall, attendees that shared feedback were enthusiastic about the project restarting and showed strong interest in improving traffic safety and transportation along Valencia Street. Some expressed confusion about the project's "pilot" status and wondered why a permanent solution was not being pursued. People were also intrigued by the center-running protected bikeway concept and wanted to learn more about it.

Moreover, staff conducted door-to-door visits with over 60 businesses to discuss the project and the scope of potential changes to the street. This portion of outreach also allowed staff to share a loading survey which asked businesses to describe their loading practices and identify any possibilities for curbside management improvement. Staff met with 20 of those businesses to discuss the loading needs of their block and the curb management tools available to address

those needs. The meetings and feedback received from the surveys were used to develop the curb management plan and inform the length, placement, and hours of the proposed loading to fit the combined needs of each block. Some merchants had concerns regarding adequate loading space to receive their own deliveries and how a center-running design would affect their operations. Others were concerned about the conversion of parking to loading zones for people and goods. However, many merchants recognized the need to prioritize bike and pedestrian safety on the corridor and the need to balance competing demands for curb space including the loading demand their businesses generate.

Lastly, staff also attended several community-hosted meetings during the initial outreach phase. These meetings had similar objectives as the Sunday Streets tabling event for staff to re-introduce the project, share the project timeline, and showcase proposed design elements through a presentation. Afterwards, staff conversed with the attendees by answering questions, discussing concerns, and gathered initial feedback. Overall, 14 stakeholder groups were identified in the project area. The stakeholder groups contacted include the Valencia Corridor Merchants Association, Mission Merchants Association, Liberty Hill Neighborhood Association, Calle 24, PODER, City College – Mission Center, Buena Vista Horace Mann, the San Francisco Bicycle Coalition, WalkSF, KidSafeSF, St. Marks Baptist Church (faith institution), Templo De La Fe (faith institution), Iglesia Maranatha Pentecostal Church (faith institution), and Bethel Church – Reality SF (faith institution). Staff contacted the groups to coordinate meetings, and 10 groups invited the project team to present at their regularly occurring community meetings.

Feedback received from the community group meetings were mixed, with some community members seeking no change, but most feedback supported the goal to improve traffic safety and transportation along Valencia Street, especially as it relates to bicycle and pedestrian safety. Many of the groups who opposed the early 2020 southern Valencia proposal were in favor of the Mid-Valencia Bikeway Pilot's proposed center-running protected bikeway, because it maintained more access to the curb and prioritized space for commercial activities, like loading and Shared Spaces parklets. Some saw the tension between the need for safety and the demand for curb access and recognized that the SFMTA is balancing economic vitality, safety, and efficiency simultaneously with the proposed bikeway pilot and accompanying curb management proposal.

Design Outreach

In September 2022, the project team launched a virtual open house that was live from September 16 to September 30. The open house was communicated through an update on the project's webpage, postcards sent to residents and merchants in the project area, social media posts, and email and text blasts sent to the project update subscriber list. Additionally, the project team shared open house information with community stakeholder groups.

The open house shared project progress, provided detailed information on various project elements, showcased the proposed design on a block level, and gathered feedback on the proposal. The public had options to provide their feedback through the virtual comment card or

by participating in two virtual office hours hosted on Zoom. The project team also made themselves available to meet with interested community groups.

The public also had the option to view open house materials in-person at two SFMTA garages located near the project limits (the 16th and Hoff Garage and the Mission Bartlett Garage). A QR Code to the open house comment card, project email address, and phone number for voice and text messages were included on the in-person open materials for community members to provide feedback.

The virtual open house had over 4,600 webpage views but is unknown if the count of views were unique (i.e., counting all site visits, even if it is a repeat visit, versus counting an individual's visit once only), and received 618 responses. In general, respondents who opposed or remained neutral were supportive of improving Valencia Street and traffic safety, but not necessarily of the center-running protected bikeway design. Specifically, there were concerns expressed about the materials used to create the protected bikeway, enforcement of vehicle encroachment into the center-running bikeway, sharing the bikeway with emergency vehicles, and how people bicycling would enter and exit the bikeway during their trip to access adjacent businesses and institutions. Moreover, there were asks for the consideration of alternative proposals and community-driven concepts, all which are discussed in the "Alternatives Considered" section of this calendar item.

Upon the conclusion of the open house, project staff continued to meet with community groups. An additional community group, Mission Destino, was also identified during the design phase. Mission Destino is comprised of representatives from the American Indian Cultural District and Calle 24 Latino Cultural District, and this group provided feedback on culturally relevant metrics that should be considered in the evaluation of the bikeway project. Conversations with merchant groups produced some concerns about potential impacts to commercial loading operations, even with the new curb management plan that increases loading availability.

The project team has incorporated this feedback into the latest iteration of the Mid-Valencia Bikeway Pilot Project design. Staff worked with the Valencia corridor merchants in developing a curb management plan that best meets the loading needs of businesses and institutions on the street. Additionally, staff have worked with various City partners to test and propose more durable and robust bikeway separation materials for the protected bikeway to address concerns of bikeway encroachment. The project team has also reduced the southern project limit from 24th Street to 23rd Street, responding to concerns from Muni Transit Planning about impacts to the operation of routes on or across Valencia Street.

Public Hearing and Board of Directors Meeting for Project Approval

The pilot project's official engineering public hearing will be held at the April 4, 2023 SFMTA Board of Director's meeting. Staff communicated about the event and the public's opportunity for official public comment through an update on the project's webpage, postcards sent to residents and merchants in the project area, and email and text blasts 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.

Throughout the entire project delivery process, the project team has also been actively engaged with representatives from District 9 Supervisor Ronen’s office.

Emergency Access

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the project team has submitted proposed street designs for interdepartmental reviews. In working with SFFD staff, the project team has adjusted lane widths, buffer areas, and bikeway separation materials per their feedback. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the proposed design. The project proposal would:

- Install a bikeway that is 14-feet wide (including the bikeway and buffer) that could be used for emergency access.
- Install Opticom Emergency Vehicle Preemption receivers on traffic signals along the project corridor to allow emergency vehicle priority.

This project was reviewed at the Transportation Advisory Safety Committee (TASC) on January 26, 2023 and February 23, 2023 with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, the San Francisco Department of Public Works, the SFPD, or the SFFD.

FUNDING IMPACT

Funding for the proposed traffic modifications is provided by Proposition B Population Baseline, Proposition D TNC Tax, and Proposition K Transportation Sales Tax in the amount of \$590,000. The total project cost is broken down into the following project phases:

- Design – \$140,000 (Proposition B)
- Construction - \$450,000 (Propositions D and K)

	Proposition B	Proposition D	Proposition K	Total
Design	\$140,000			\$140,000
Construction		\$292,500	\$157,500	\$450,000
Total	\$140,000	\$292,500	\$157,500	\$590,000

ENVIRONMENTAL REVIEW

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.

The Planning Department determined on February 8, 2023, that the proposed Mid-Valencia Bikeway Pilot Project (Case Number 2023-000053ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

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=2023-000053ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

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 that the SFMTA Board of Directors approve a center-running protected bikeway and parking and traffic modifications using reversible and/or adjustable elements on Valencia Street between 15th and 23rd streets, as set forth in Items A through AA above, until October 31, 2024 to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Bikeway Pilot 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 the installation of a center-running protected bikeway and parking and traffic modifications along Valencia Street between 15th and 23rd streets until October 31, 2024 as follows:

- A. ESTABLISH – CLASS IV BIKEWAY – Valencia Street, northbound and southbound, between 15th Street and 23rd Street (converts existing Class II bikeway to center-running bikeway); Valencia Street, east side, from 23rd Street to 58 feet southerly (converts existing Class II bikeway to protected bikeway)
- B. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME – Valencia Street, east side, from 23rd Street to 58 feet southerly
- C. ESTABLISH – NO LEFT TURN, NO U-TURNS, EXCEPT BICYCLES – Valencia Street, northbound, at 15th Street; Valencia Street, northbound and southbound, at 16th Street; Valencia Street, northbound and southbound, at 17th Street; Valencia Street, northbound and southbound, at 18th Street; Valencia Street, northbound and southbound, at 19th Street; Valencia Street, northbound and southbound, at 20th Street; Valencia Street, northbound and southbound, at 21st Street; Valencia Street, northbound and southbound, at 22nd Street; Valencia Street, northbound and southbound, at 23rd Street
- D. ESTABLISH – NO LEFT TURN, 4PM TO 7PM, MONDAY THROUGH FRIDAY, EXCEPT MUNI – Guerrero Street, southbound, at 16th Street
- E. ESTABLISH – RIGHT TURN ONLY – Sparrow Street, westbound, at Valencia Street; Sycamore Street, westbound, at Valencia Street; Cunningham Place, eastbound, at Valencia Street; Liberty Street, eastbound, at Valencia Street; Hill Street, eastbound, at Valencia Street
- F. ESTABLISH – NO LEFT TURN, NO U-TURN – Valencia Street, southbound, at Sparrow Street; Valencia Street, southbound, at Clarion Alley; Valencia Street, northbound, at Cunningham Place; Valencia Street, northbound, at Liberty Street; Valencia Street, northbound, at Hill Street
- G. ESTABLISH – NO RIGHT TURN ON RED – 15th Street, westbound, at Valencia Street; Valencia Street, southbound, at 15th Street; 16th Street, eastbound and westbound,

at Valencia Street; Valencia Street, northbound and southbound, at 16th Street; 23rd Street, eastbound and westbound, at Valencia Street; Valencia Street, northbound and southbound, at 23rd Street

- H. ESTABLISH – STOP SIGN – Liberty Street, eastbound, at Valencia Street; Hill Street, eastbound, at Valencia Street
- I. ESTABLISH – RED ZONE – Valencia Street, east side, from 18 feet to 38 feet north of 17th Street; Valencia Street, west side, from 18 feet to 30 feet north of 17th Street; Valencia Street, east side, from 10 feet to 21 feet north of 18th Street; Valencia Street, west side, from 15 feet to 21 feet north of 18th Street; Valencia Street, east side, from 12 feet to 22 feet north of 19th Street; Valencia Street, west side, from 10 feet to 24 feet north of 19th Street; Valencia Street, east side, from 6 feet to 14 feet south of 19th Street; Valencia Street, west side, from 12 feet to 20 feet south of 19th Street; Valencia Street, east side, from 5 feet to 20 feet north of 20th Street; Valencia Street, west side, from 10 feet to 20 feet south of 20th Street; Valencia Street, east side, from 12 feet to 20 feet north of 21st Street; Valencia Street, west side, from 5 feet to 20 feet north of 21st Street; Valencia Street, west side, from 14 feet to 20 feet south of 21st Street; Valencia Street, east side, from 7 feet to 20 feet north of 22nd Street; Valencia Street, east side, from 5 feet to 20 feet south of 22nd Street; Valencia Street, west side, from 12 feet to 20 feet south of 22nd Street; Valencia Street, east side, from 23rd Street to 20 feet northerly; Valencia, west side, from 19 feet to 20 feet north of 23rd Street
- J. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY – Valencia Street, east side, from 22 feet to 82 feet north of 15th Street; Valencia Street, east side from 156 feet to 196 feet south of 15th Street; Valencia Street, east side, from 161 feet to 197 feet north of 16th Street; Valencia Street, east side, from 45 feet to 153 feet north of 20th Street; 20th Street, south side, from 22 feet to 79 feet west of Valencia Street; 22nd Street, south side, from 20 feet to 60 feet west of Valencia Street; Valencia Street, west side from 146 feet to 212 feet south of 20th Street; Valencia Street, east side, from 261 feet to 300 feet south of 21st street; Valencia Street, east side, from 78 feet to 100 feet north of 22nd Street; 23rd Street, north side, from 21 feet to 63 feet west of Valencia Street
- K. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM MONDAY THROUGH SATURDAY – Valencia Street, east side, from 70 feet to 114 south of 15th Street; Valencia Street, east side, from 243 to 283 feet north of 17th Street; Valencia Street, east side from 44 feet to 86 feet south of 18th Street; Valencia Street, east side from 60 feet to 100 feet south of 20th Street; Valencia Street, west side from 23 feet to 45 feet north of 21st Street; 15th Street, south side, from 3 feet to 48 feet west of Valencia Street; Valencia Street, east side, from 151 feet to 191 feet north of 17th Street; 19th street, north side, from 20 feet to 75 feet east of Valencia Street; 19th street, south side, from 10 feet to 72 feet east of Valencia (Converts three general metered spaces to dual-use loading zone); 19th Street, south side, from 15 feet to 55 feet west of Valencia; Valencia Street, west side, from 20 feet to 68 feet south of 19th Street; Valencia Street, west side, from 29 feet to 91 feet north of Cunningham Place; 19th street, south side, from 10 feet to 72 feet east of Valencia
- L. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL LOADING, 8AM TO

6PM, MONDAY THROUGH SATURDAY, GENERAL LOADING ZONE, 6PM to 10PM MONDAY THROUGH SATURDAY – Valencia Street, west side, from 21 feet to 65 feet south of 15th Street; Valencia Street, west side, from 97 feet to 241 feet north of 17th Street; Valencia Street, east side, from 283 feet to 326 feet north of 17th Street; Valencia Street, east side, from 90 feet to 152 feet north of 17th Street; Valencia Street, east side, from 18 feet to 98 south of 17th Street; Valencia Street, east side, from 20 feet to 110 feet north of 18th Street; Valencia Street, west side, from 73 feet to 131 north of 18th Street; Valencia Street, east side, from 86 feet to 128 feet south of 18th Street; Valencia Street, east side, from 151 feet to 217 feet south of 18th Street; Valencia Street, west side, from 74 feet to 143 feet north of 19th Street; Valencia Street, west side, from 20 to 107 feet north of 20th Street; Valencia Street, west side from 8 feet to 68 feet south of Liberty Street; Valencia Street, west side, from 20 feet to 58 feet south of 21st Street; Valencia Street, east side from 20 feet to 92 feet north of 21st Street (Converts bike corral and shifts and converts commercial loading zone and to dual-use loading zone); 21st Street, south side, from 6 feet to 70 feet east of Valencia Street; 21st Street, north side, from 20 feet to 95 feet east of Valencia Street; Valencia Street, west side from 5 feet to 65 feet south of Hill Street; 22nd Street, south side, from 6 feet to 45 feet east of Valencia Street; Valencia Street, west side, from 263 feet to 324 feet south of 22nd Street; Valencia Street, east side, from 20 feet to 42 feet north of 23rd Street; Valencia Street, west side, from 20 feet to 77 feet north of 23rd Street; Valencia Street, west side, from 20 feet to 82 feet south of 23rd Street; Valencia Street, west side, from 20 feet to 82 feet south of 23rd Street (Extends and converts commercial loading zone to dual-use loading zone)

- M. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY, GENERAL LOADING ZONE, 6PM to 12AM MONDAY THROUGH SATURDAY – Valencia Street, west side, from 22 feet to 130 feet north of 16th Street; 16th Street, north side, from 8 feet to 50 feet west of Valencia Street; Valencia Street, west side, from 35 feet to 115 feet south of 16th Street; Valencia Street, east side, from 35 feet to 121 feet south of 16th Street; Valencia Street, east side, from 38 feet to 58 feet north of 17th Street; 18th Street, south side, from 20 feet to 53 feet west of Valencia Street; Valencia Street, east side, from 106 feet to 146 feet south of 19th Street
- N. ESTABLISH - TOW-AWAY NO STOPPING, SIX-WHEEL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY, PASSENGER LOADING ZONE, 6PM to 2AM DAILY – Valencia Street, east side from 68 feet to 116 feet north of 19th Street (Converts passenger loading zone to dual-use loading zone)
- O. ESTABLISH - TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 12PM to 10PM, MONDAY THROUGH SATURDAY – Valencia Street, west side from 130 feet to 147 feet south of 18th Street; Valencia Street, west side, from 68 feet to 89 feet south of 19th Street; Valencia Street, east side, from 20 feet to 46 feet south of 19th Street
- P. ESTABLISH - TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 11AM to 10PM MONDAY THROUGH SATURDAY – Valencia Street, east side, from 242 feet to 263 feet south of 18th Street; Valencia Street, west side from 136 feet to 156 feet south of 22nd Street
- Q. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES – Valencia Street,

east side, from 216 feet to 236 feet south of 15th Street; Valencia Street, east side from 197 feet to 217 feet south of 22nd Street

- R. ESTABLISH - SHORT TERM PARKING, GREEN ZONE, 30-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY – 21st Street, north side, from 95 feet to 135 feet east of Valencia Street
- S. ESTABLISH - BLUE ZONE, AT ALL TIMES – Valencia Street, east side from 14 feet to 34 feet north of 16th Street; 19th Street, north side, from 2 to 21 feet west of Valencia St; Valencia Street, west side, from 43 feet to 63 feet north of 22nd Street; 23rd Street, north side, from 3 feet to 21 feet west of Valencia Street
- T. ESTABLISH - METERED PARKING, 9AM TO 6PM, NO TIME LIMIT, MONDAY THROUGH SATURDAY – 19th Street, north side, from Valencia Street to Lapidge Street; 20th Street, north side, from 37 feet to 89 feet west of Valencia Street; Liberty Street, north side, from 4 feet to 63 feet west of Valencia Street; Liberty Street, south side, from 20 feet to 76 feet west of Valencia Street; 21st Street, north side, from 12 feet to 91 feet west of Valencia Street; 21st Street, south side, from 20 feet to 82 feet west of Valencia Street; Hill Street, north side, from 30 feet to 78 feet west of Valencia Street; Hill Street, south side, from 25 feet to 66 feet west of Valencia Street; 23rd Street, south side from 64 feet to 123 feet west of Valencia Street;
- U. ESTABLISH - METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY – 23rd Street, south side from 20 feet to 64 feet west of Valencia Street
- V. ESTABLISH – METERED GREEN ZONE, 15-MINUTE LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY, Hill Street, north side from 8 feet to 30 feet west of Valencia Street
- W. ESTABLISH - METERED SIX-WHEEL LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY, GENERAL LOADING ZONE, 6PM to 10PM MONDAY THROUGH SATURDAY - 20th Street, south side, from 22 feet to 79 feet west of Valencia Street; 19th Street, south side, from 15 feet to 57 feet west of Valencia
- X. RESCIND - TWO HOUR PARKING, 9AM to 8PM, MONDAY THROUGH FRIDAY, EXCEPT AREA "S" PERMITS - 18th Street, south side, from 20 to 53 feet west of Valencia Street; 19th Street, south side from Valencia Street to 105 feet westerly; 19th Street, north side, from Valencia to Lapidge
- Y. RESCIND - TWO HOUR PARKING, 9AM to 8PM, MONDAY THROUGH SATURDAY, EXCEPT AREA "I" PERMITS, 20th Street, north side, from 37 feet to 89 feet west of Valencia Street; 20th Street, south side, from 22 feet to 79 feet west of Valencia Street; Liberty Street, north side, from 4 feet to 63 feet west of Valencia Street; Liberty Street, south side, from 20 feet to 76 feet west of Valencia Street; 21st Street, south side, from 20 feet to 84 feet west of Valencia Street; 21st Street, north side, from 12 feet to 91 feet west of Valencia Street
- Z. RESCIND - ONE HOUR PARKING, 9AM to 8PM, MONDAY THROUGH SATURDAY, EXCEPT AREA "I" PERMITS, 22nd Street, south side, from 20 feet to 60 feet west of Valencia Street; Hill Street, north side, from Valencia Street to 78 feet westerly; Hill Street, south side, from 25 feet to 66 feet west of Valencia Street
- AA. RESCIND - TWO HOUR PARKING, 9AM to 8PM, MONDAY THROUGH SATURDAY, EXCEPT AREA "Z" PERMITS, 23rd Street, south side, from Valencia Street to San Jose Avenue

WHEREAS, Although the City Traffic Engineer has the authority to approve Item A and Items C through S, the SFMTA Board is requested to approve these items as part of the Mid-Valencia Bikeway Pilot Project; 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, 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, The Planning Department determined on February 8, 2023, that the proposed Mid-Valencia Bikeway Pilot Project (Case Number 2023-000053ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code 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=2023-000053ENV> 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 the center-running protected bikeway and parking and traffic modifications using reversible and/or adjustable elements on Valencia Street between 15th and 23rd streets, as set forth Items A through H above, until October 31, 2024 as part of the Mid-Valencia Bikeway Pilot Project; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors upon recommendation of the Director of Transportation and the Director of the Streets Division approves the installation of parking meters as set forth in items T through W above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking restrictions as set forth in Items, I through S, and X through AA; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to explore opportunities to create more spaces for people to gather, recreate, and enjoy Valencia Street during the course of the pilot period to enhance economic vitality and support local businesses on the Valencia corridor; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to implement sufficient protective materials and measures along the center running bike lane pilot to ensure that vehicles are not able to obstruct the lane through parking, to continuously monitor the street for such obstructions, and to take any means necessary, including adding additional materials to ensure that the bike lane remains free from obstruction; and be it further

RESOLVED, That staff present interim findings to the San Francisco Municipal Transportation Agency Board of Directors on the center-running pilot no later than December 31, 2023, including data on how the pilot has affected the safety and comfort of people walking and bicycling on Valencia Street; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to maximize opportunities to improve pedestrian safety, including signal timing and other treatments, throughout the course of the pilot; and be it further

RESOLVED, That the interim findings will include potential recommendations to prioritize non-motorized and local traffic access, including potential one-way traffic, or other means to limit through traffic; and be it further

RESOLVED, That the interim findings will include recommendations and preliminary cost estimates for additional capital funding necessary to achieve a safe and vibrant Valencia Street, and that such cost estimates will be included in draft FY25-29 budget documents for consideration and prioritization by the San Francisco Municipal Transportation Agency Board of Directors.

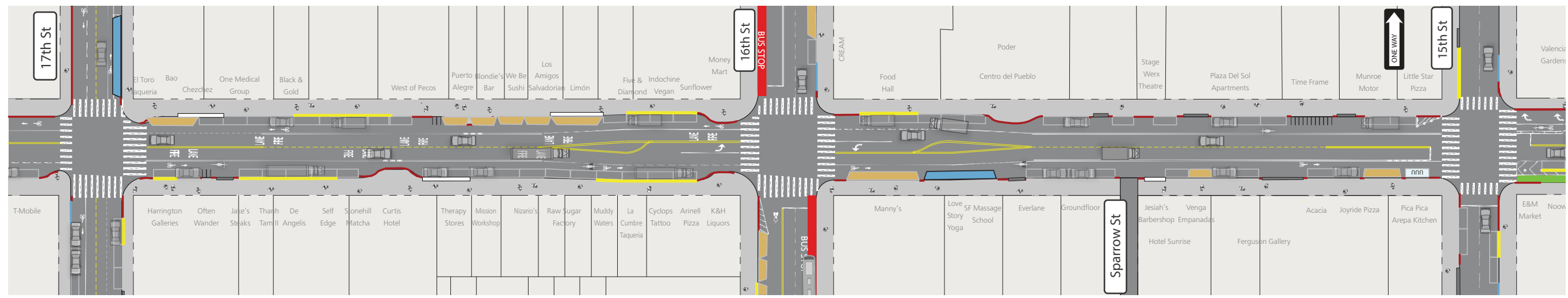
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 4, 2023.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

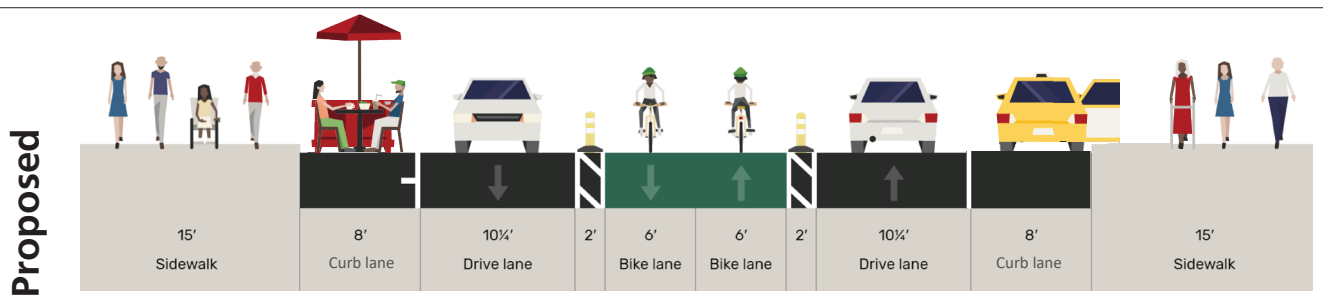
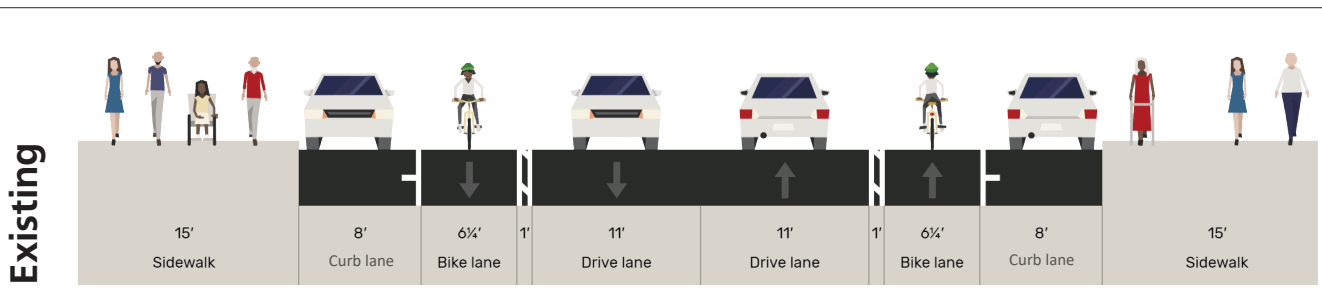
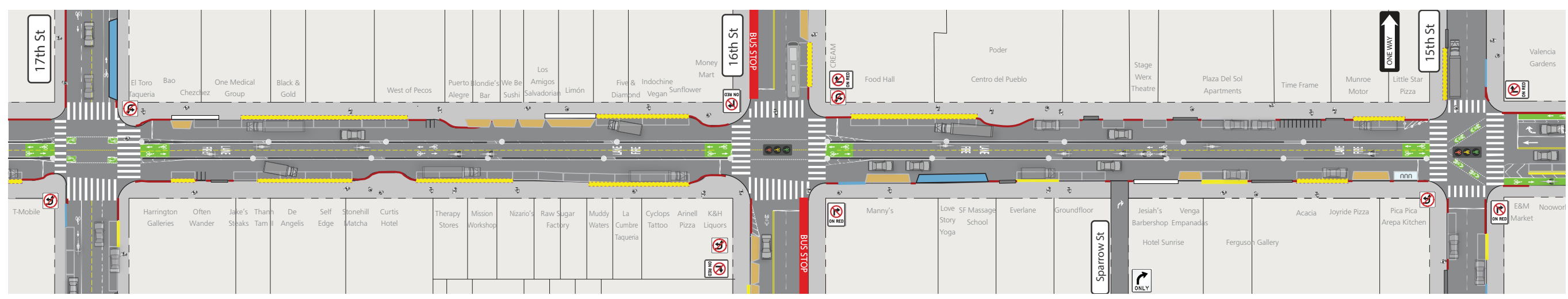
← Southbound towards Cesar Chavez St

Northbound towards Market St →

Existing



Proposed



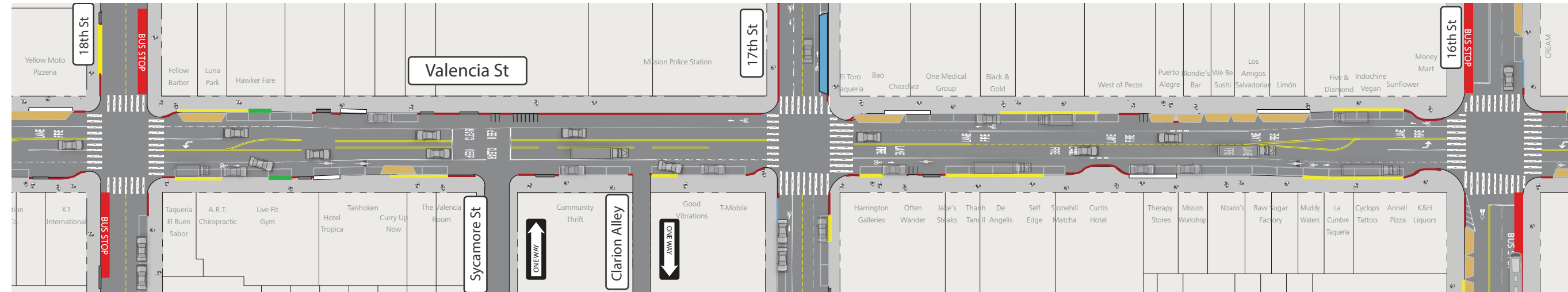
Legend

- Red Zones
- Blue Zone (Accessible Parking)
- White Zone (Passenger Loading)
- Bikeshare Station
- Green Zone (Short-term Parking)
- Metered Space
- General Loading Zone
- Shared Spaces
- Yellow Zone (Commercial Loading)
- Driveway
- Dual Use Zone (Commercial Loading & General Loading)
- Motorcycle Spaces
- Bike Corral

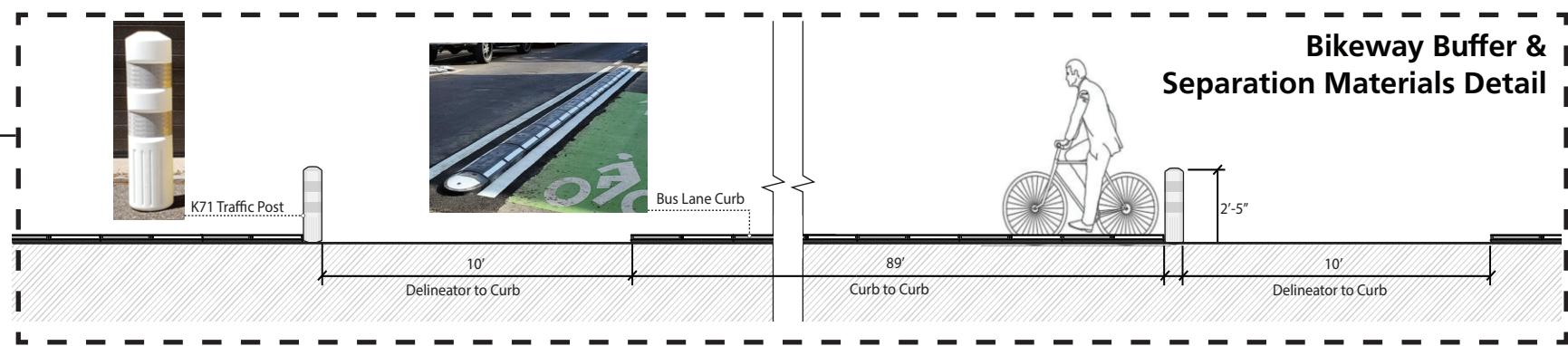
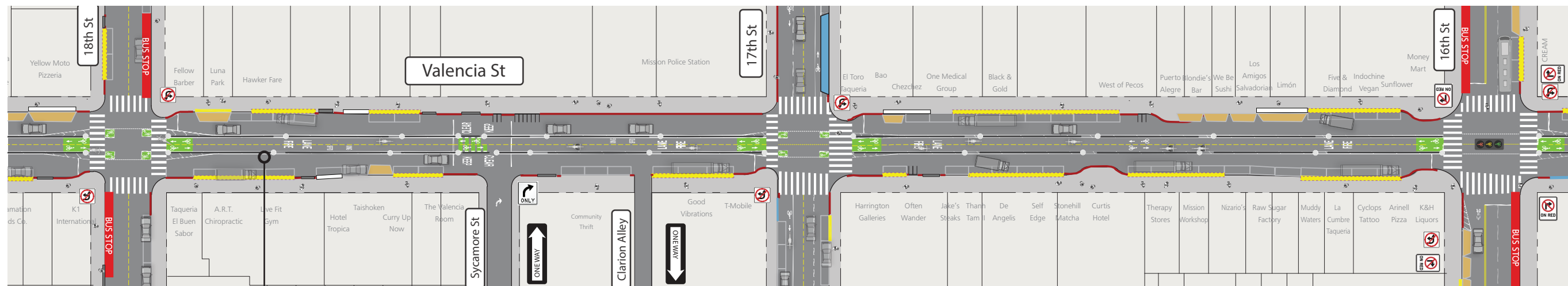
← Southbound towards Cesar Chavez St

Northbound towards Market St →

Existing



Proposed



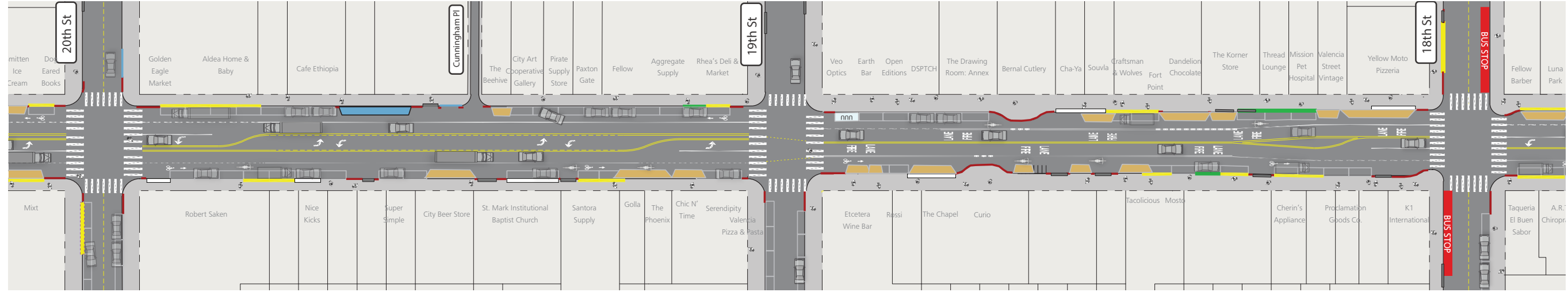
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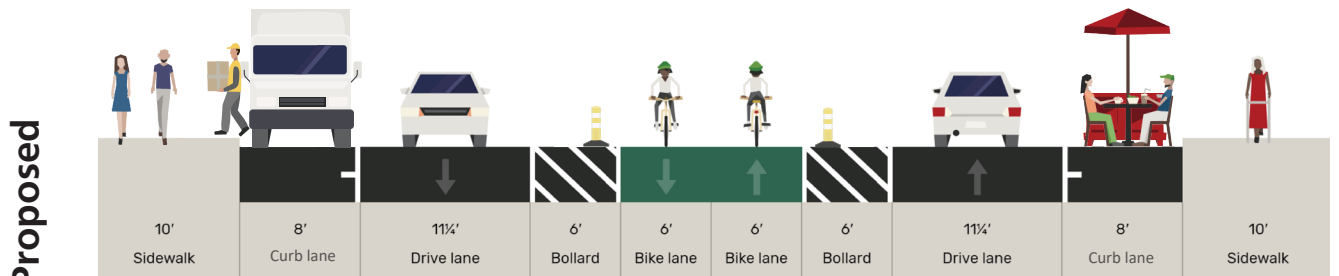
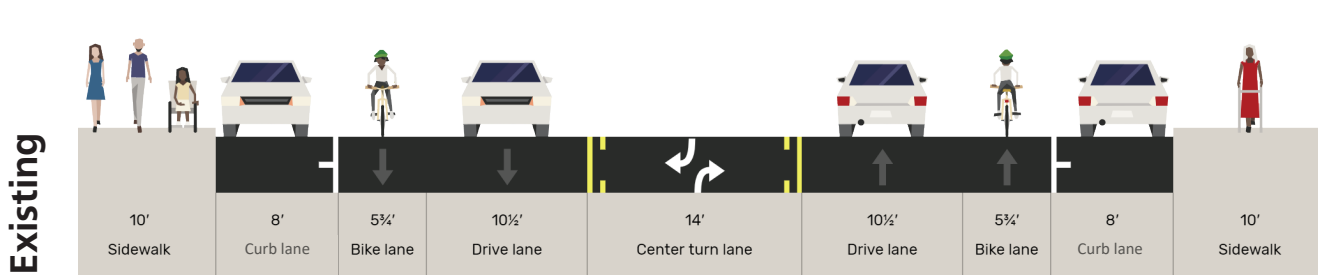
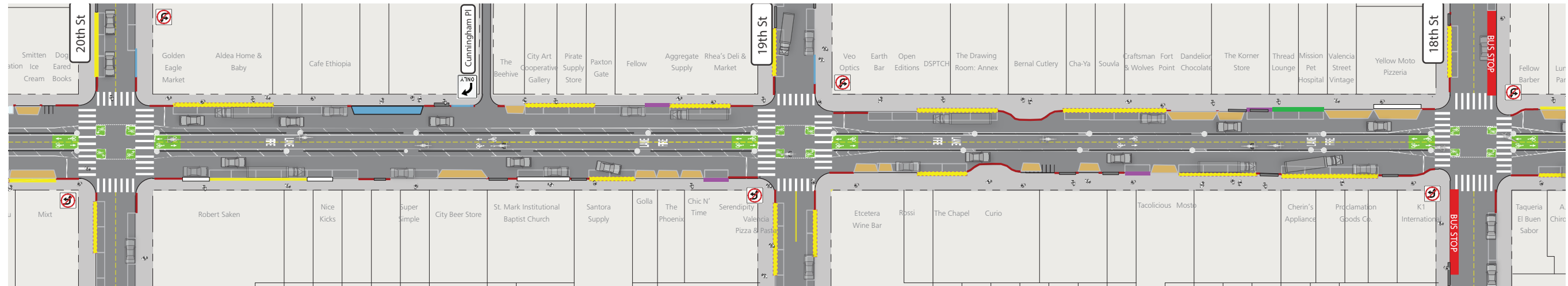
← Southbound towards Cesar Chavez St

Northbound towards Market St →

Existing



Proposed



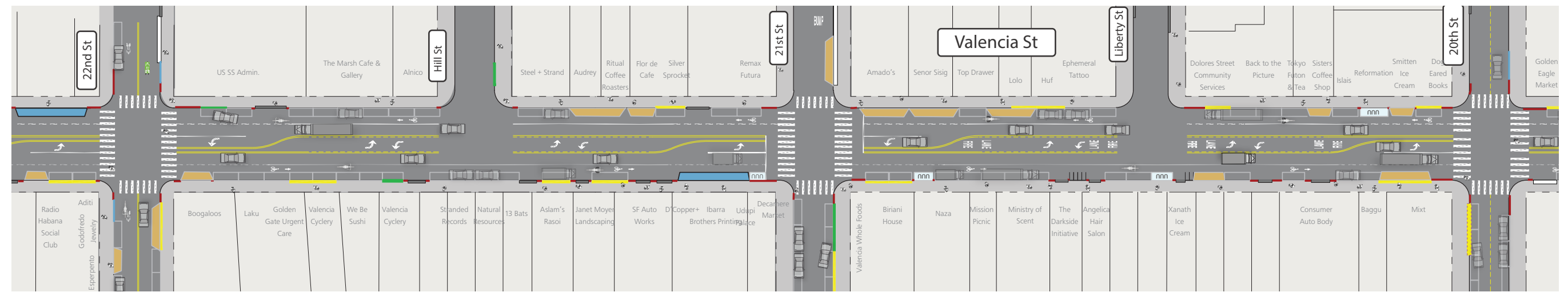
Legend

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- Bikeshare Station
- Green Zone (Short-term Parking)
- Metered Space
- General Loading Zone
- Shared Spaces
- Yellow Zone (Commercial Loading)
- Driveway
- Dual Use Zone (Commercial Loading & General Loading)
- Motorcycle Spaces
- Bike Corral

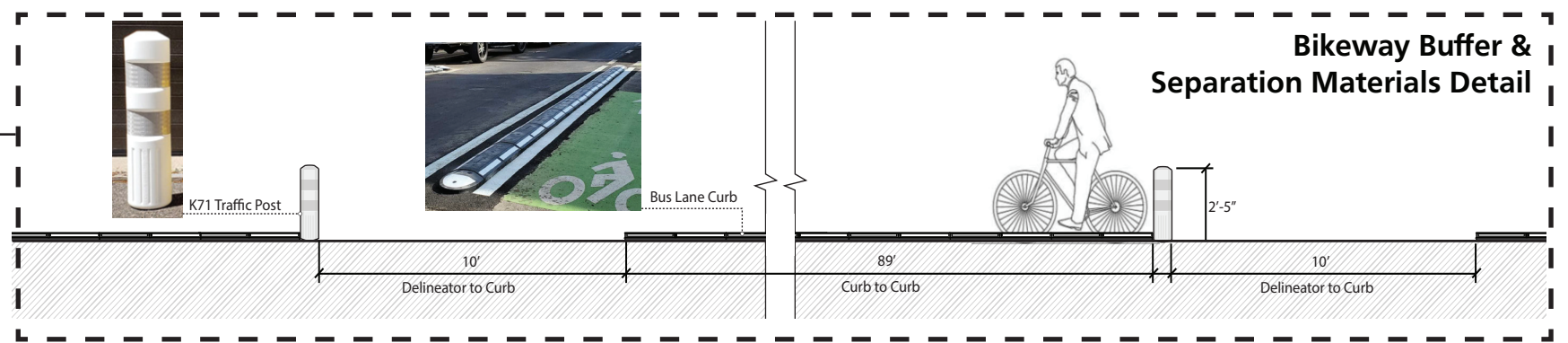
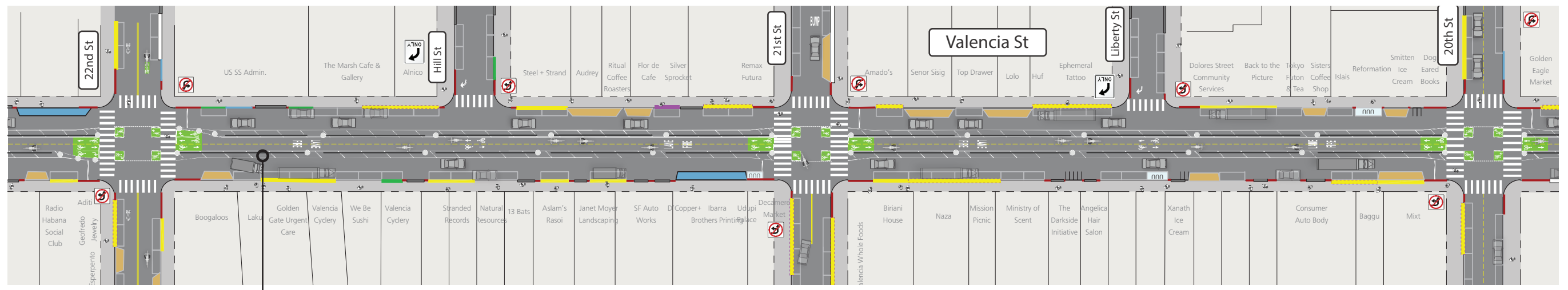
← Southbound towards Cesar Chavez St

Northbound towards Market St →

Existing



Proposed



Legend

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Proposed Valencia Bikeway Design

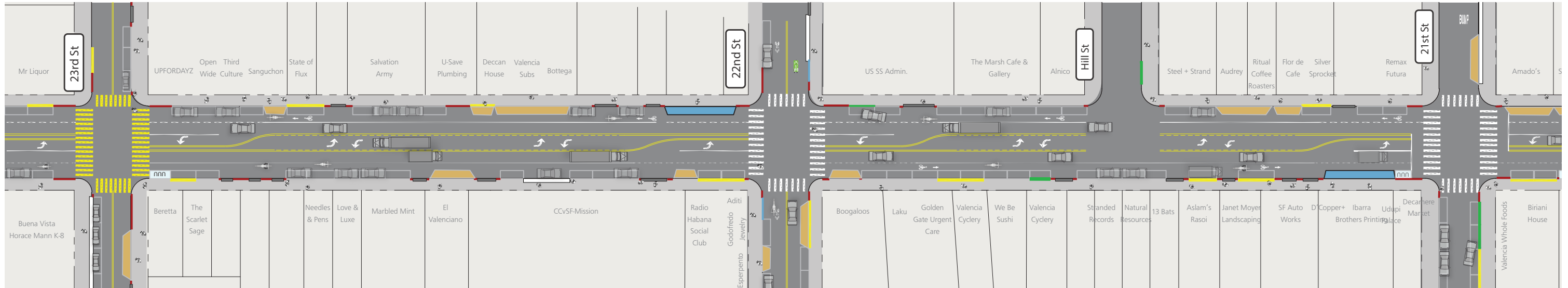
Valencia Street between 21nd and 23rd streets



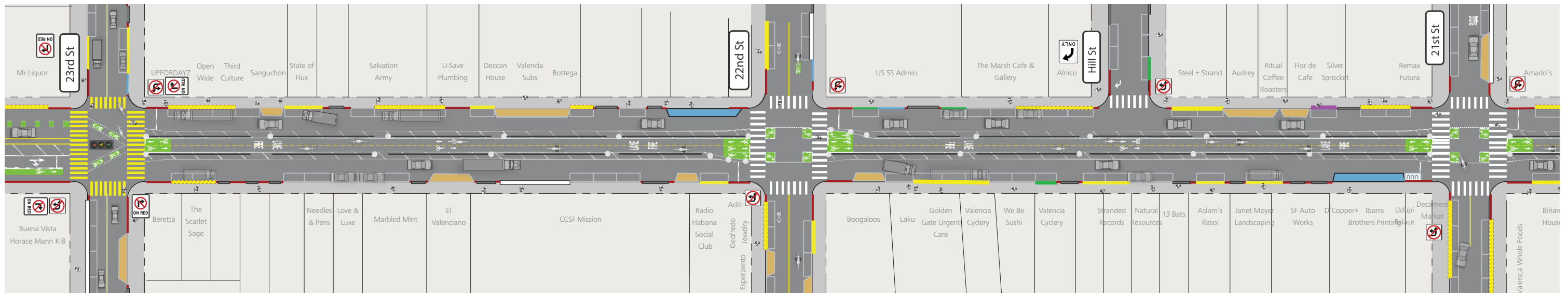
← Southbound towards Cesar Chavez St

Northbound towards Market St →

Existing



Proposed



Legend

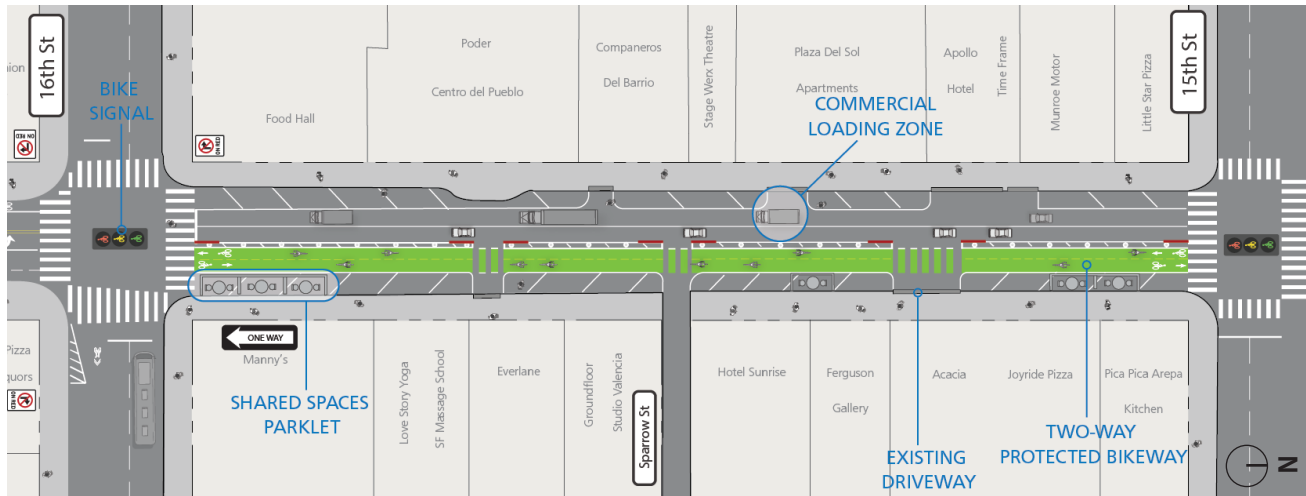
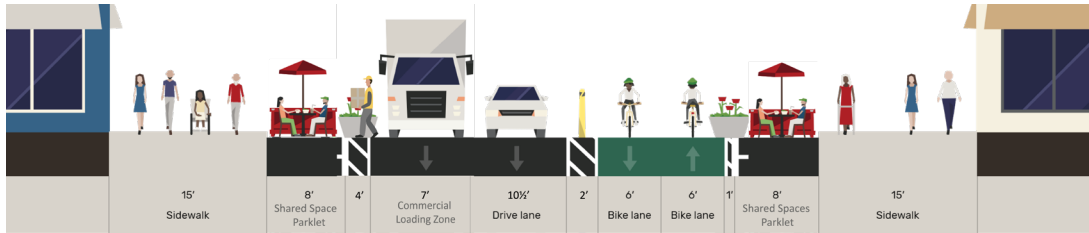
- Red Zones
- Green Zone (Short-term Parking)
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- Metered Space
- Driveway
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- General Loading Zone
- Bikeshare Station
- Shared Spaces
- Motorcycle Spaces
- nnn Bike Corral

Alternative Valencia Design

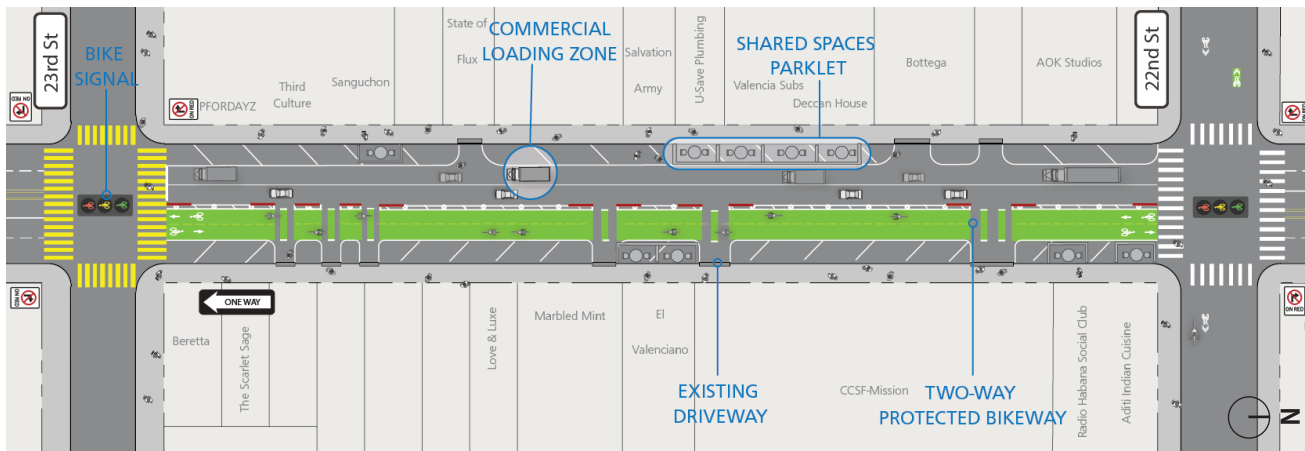
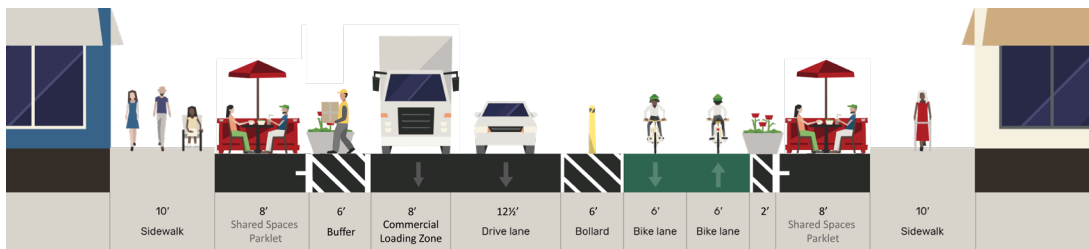
Curbside Two-way Protected Bikeways

*For Illustrative Purposes Only. All designs would require further design work, vetting through city review, and approvals.

Valencia Street (15th - 16th street)



Valencia Street (22nd - 23rd street)

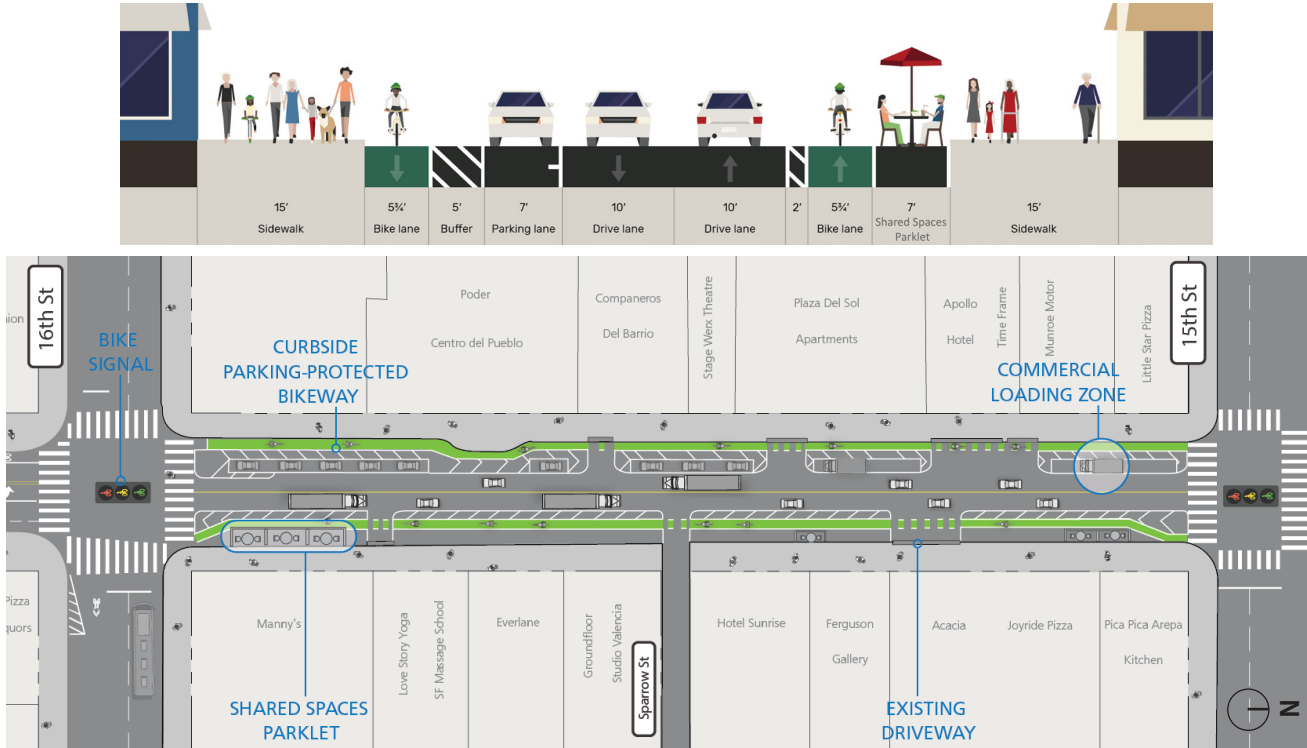


Alternative Valencia Design

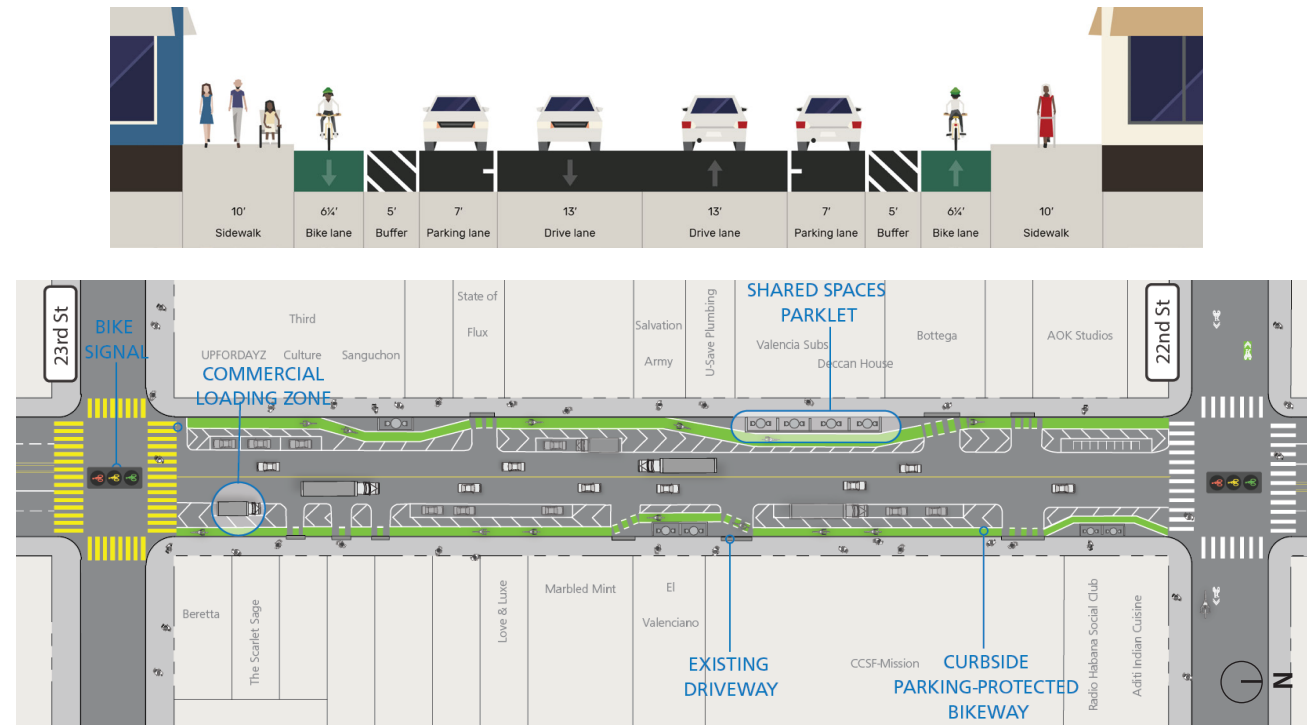
Curbside Parking-Protected Bikeway

*For Illustrative Purposes Only. All designs would require further design work, vetting through city review, and approvals.

Valencia Street (15th - 16th street)



Valencia Street (22nd - 23rd street)

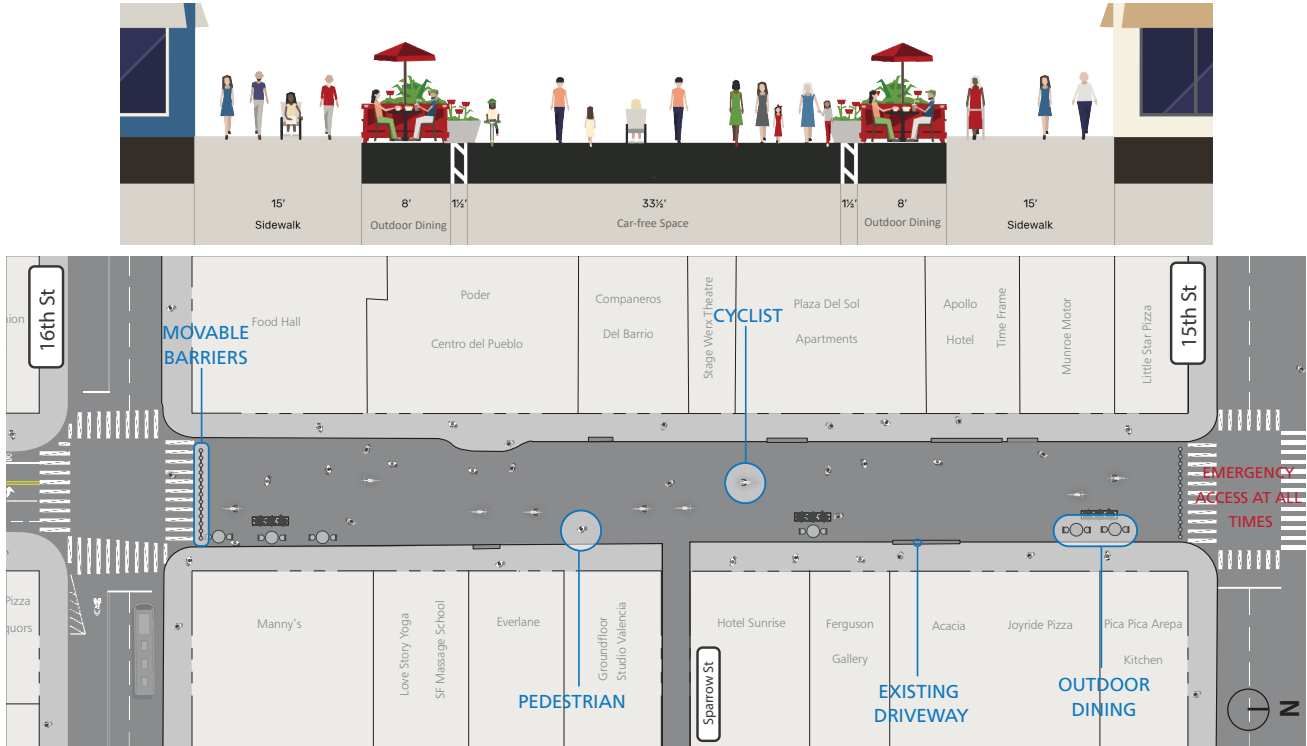


Alternative Valencia Design

Pedestrianized Valencia

*For Illustrative Purposes Only. All designs would require further design work, vetting through city review, and approvals.

Valencia Street (15th - 16th street)



Valencia Street (22nd - 23rd street)

