



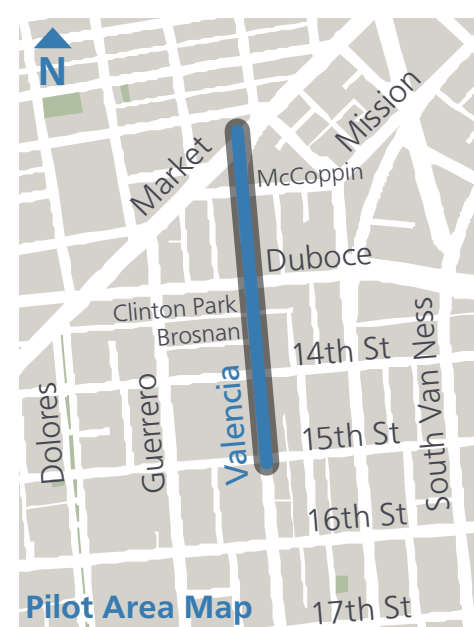
Valencia Bikeway Improvements

Pilot Project Summer 2019 Update

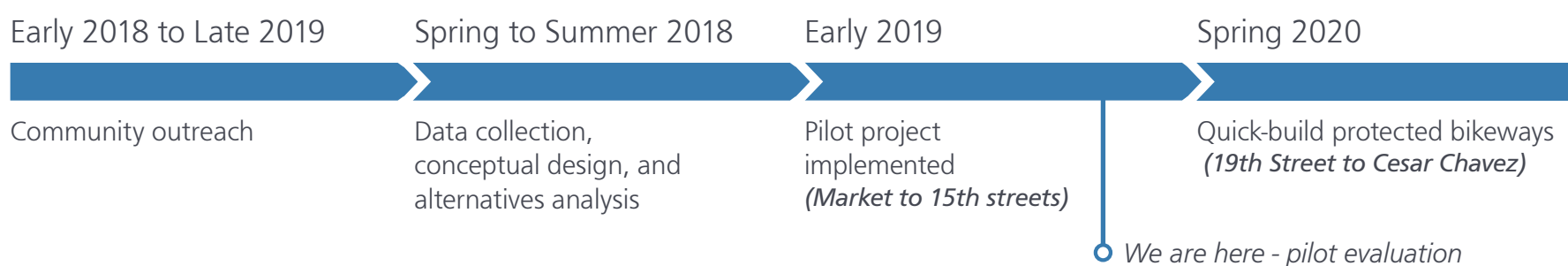
sfmta.com/valencia
sfmta.com/safestreetevaluation

Valencia Street serves as a major north-south bike route for those who live, work, visit, or travel through the neighborhood. As the street has grown in popularity, so have traffic conflicts for the various users of the streets. Ride-hailing services and commercial vehicles are frequently double-parking in the bike lane, posing safety concerns. Most of Valencia Street is part of the city's High-Injury Network, or the 13 percent of streets that account for 75 percent of severe and fatal traffic collisions.

For the past year and a half, the SFMTA has been working with the community in developing near- and long-term recommendations to improve traffic safety on Valencia Street between Market and Mission streets. The pilot project is part of the SFMTA's commitment to improving safety and comfort for those traveling on Valencia Street.



Project Timeline



Pilot Project

Under Mayor London Breed's leadership to expedite safety improvement on Valencia Street, the SFMTA implemented a pilot protected bikeway project from Market to 15th streets in early 2019. The pilot serves two purposes: (1) implement safety treatments to immediately address safety concerns, and (2) help inform the next phases of the project, including the quick-build protected bikeways from 19th Street to Cesar Chavez.

This summer, the project team evaluated the pilot project on a number of performance metrics to better understand the effectiveness of various treatments. This summary highlights the metrics observed and some of our preliminary findings. A full report will be shared in fall 2019.

Safety issue

- Outdated bike facility, double parking, and dooring
- Pedestrian visibility at intersections
- Pedestrian/Bike conflicts
- Double parking and dooring
- Intersection conflicts
- Intersection safety and bicyclist visibility

Treatment installed

- Parking protected bikeways
- Daylighting & advanced limit lines
- Loading islands w/ protective railing
- Increased loading zones
- Turn restrictions
- Mixing zones

Pilot Project Evaluation Key Findings

LOADING BEHAVIOR

- +** The proportion of people loading in the bike lane decreased **from 60.5% to 0.7%** with the implementation of a separated bike facility and more designated loading zones
- +/-** Double parking still occurs in vehicle lanes, but decreased **from an average of 14 to 8 vehicles per peak hour** after the pilot was implemented. The median loading time for double parkers decreased **from 4.6 minutes to 24 seconds**

Double Parking

Passenger vehicles represent the majority of double parking post pilot



93% of commercial vehicles are loading in designated loading zones

MIXING ZONE: YIELDING BEHAVIOR

- +** **84%** of people driving yielded to bicyclists at the mixing zone
- +/-** Close call or near-crash instances at mixing zones made up **13%** of observed vehicle and bike interactions at the mixing zone

BIKE POSITIONING

- +** **98%** of bicyclist are positioned in the buffer/protection area or bike lane post pilot implementation
- *96% rode in the bike lane;
2% rode in the buffer/protection area*

DOORING AND MID-BLOCK INTERACTIONS

- +** **95%** decrease in vehicle/bike interactions at mid-block locations after the pilot protected bikeway was implemented
- Conflicts between vehicles and bikes still occur at curb cuts where vehicles access off-street parking

PEDESTRIAN/BICYCLIST CONFLICTS

- +** Of the total pedestrians observed crossing into the bike lane from the school boarding islands during the morning and afternoon school hours, there were **0 observations** of close calls/near misses, collisions, or spillage into the bikeway

School loading island located at Valencia Street between Clinton Park and Brosnan Street



After School Pick-Up vs. Evening Bike Commute

No conflicts were observed even with a higher number of pedestrians and bikes present

**Staff from the SF Friends School assisted the bicyclists crossing the bikeway from the loading islands during school drop-off/pick-up hours*

Lessons Learned and Next Steps

- Preliminary findings from the pilot were positive and show that the protected bikeway and curb management changes have improved traffic safety, significantly reducing conflicts between vehicles and bikes (i.e. dooring, double parking, and parking maneuvers).
- Although these findings are encouraging, mixing zones and double parking remain an issue. The project team will explore design changes to address these challenges, including replacing mixing zones with separated signals and additional physical barriers. Signal separation was implemented at Valencia and Duboce streets in early August 2019.
- The project team will share the final project evaluation report in fall 2019. The report will also inform a quick-build project on Valencia Street from 19th Street to Cesar Chavez, which has similar physical constraints as this pilot area. This quick-build is anticipated to be completed by spring 2020.



Valencia Street between 14th and 15th streets



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