

Mid-Valencia Pilot– Long-Term Project Design Concepts

Purpose

During the September 2022 Virtual Open House, the SFMTA received various community-generated concepts that provide a vision of an improved Valencia corridor. The project team would like to note that while these concepts are innovative and ambitious, they do not fit within the current scope or schedule of the proposed pilot on mid-Valencia. Given Valencia’s existing street conditions and land use, these concepts would require a project timeline of at least three to five years for planning, outreach, design, project approvals, and construction. See below for more details on the design concepts proposed by Valencia community members.

Curbside Two-Way Protected Bikeway

Description:

You may recognize this concept from community-generated designs circulated among some Valencia Street users earlier this year. This design alternative was also one of the configurations proposed by the project team from the 2018 design workshops as part of the original Capital project. This design would shift outdoor dining to the sidewalk level and would implement a two-way contraflow bike lane on one side of the street, protected by planters, with a floating loading lane adjacent to the planters, and a vehicle travel lane on the other side of the floating loading lane.

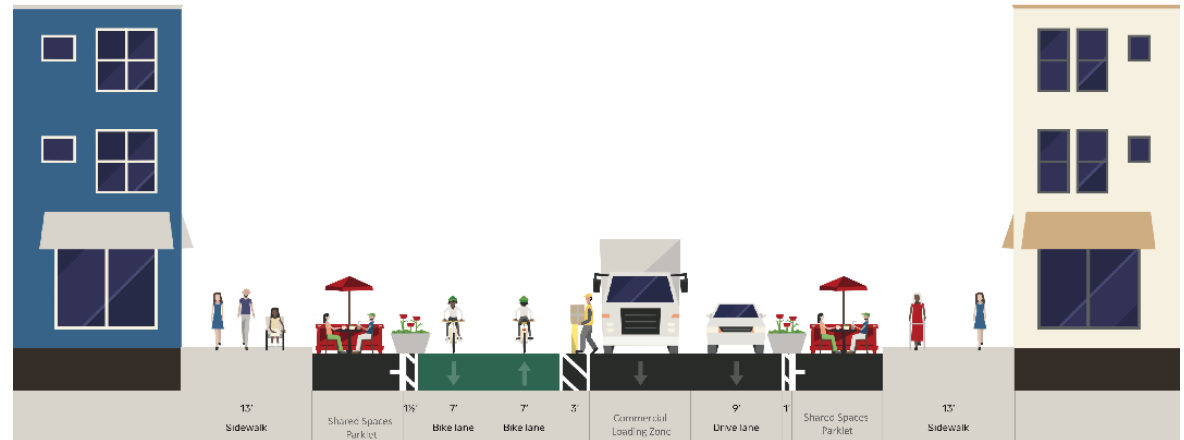


Figure 1. Sample cross section of Curbside Two-Way Protected Bikeway design along Valencia between 16th & 15th streets. **NOTE: This design does not meet the 26’ emergency vehicle clear width requirements**

Curbside Two-Way Protected Bikeway (continued)

Considerations and Challenges:

- Curbside two-way protected bikeways are typically pursued along one-way streets due to potential for less cross traffic conflicts at intersections. This concept would therefore consider the conversion of Valencia Street from a two-way street into a one-way street. In addition to community engagement, interagency coordination, and detailed design, a comprehensive circulation study on regional traffic impacts would be required if Valencia were to be converted into a one-way street, as this would drastically change the road network in the neighborhood. This concept would be at least a two-to-three-year endeavor to plan and design and an additional one to two years to construct.
- Because of the minimum 26' of unobstructed roadway width required by emergency responders, the installation of a curbside two-way protected bikeway on Valencia Street between 15th and 19th streets would necessitate the removal of parking and loading on one side of the street. That side of the street would not have any curb access for diverse uses like passenger loading, goods and freight deliveries, or Shared Spaces in one of the densest and busiest streets in San Francisco. On sections of Valencia Street north of 15th and south of 19th streets, there is adequate roadway width to maintain curb access on both sides of the street.

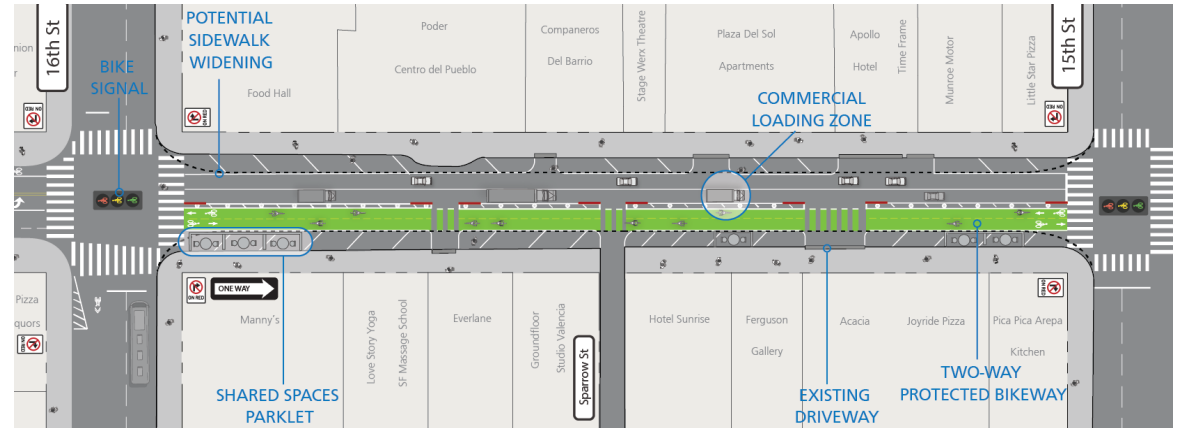


Figure 2. Sample conceptual design of Curbside Two-Way Protected Bikeway on Valencia between 16th St & 15th streets. **NOTE: This design does not meet the 26' emergency vehicle clear width requirements**

Curbside Two-Way Protected Bikeway (continued)

Considerations and Challenges (continued):

- This design concept would also require significant signal modifications:
 - Complete restriping of the street would necessitate repositioning of existing signals to proper alignment with new lanes.
 - Addition of new signals (bike signals and possible illuminating turn-restriction signs) would be needed to facilitate movements between new conflict points at the intersection with the new curbside two-way protected bikeway.
 - All these factors trigger the need to engage in detailed design with San Francisco Public Works to survey and install new signal poles and foundation, which in turn could result in modifications to the sidewalks and curb ramps and could require utility coordination.
- Widening the sidewalk to allow for Shared Spaces parklets (as shown on some concepts of this design) is a civil construction improvement that triggers a multiyear detailed design process in coordination with San Francisco Public Works and the Public Utilities Commission. Shared Spaces are not currently allowed on the sidewalk and would require legislative changes for this to be feasible.
- Requires commercial deliveries to cross the bike lane to access one side of the street, which increases the potential of conflicts with people bicycling.

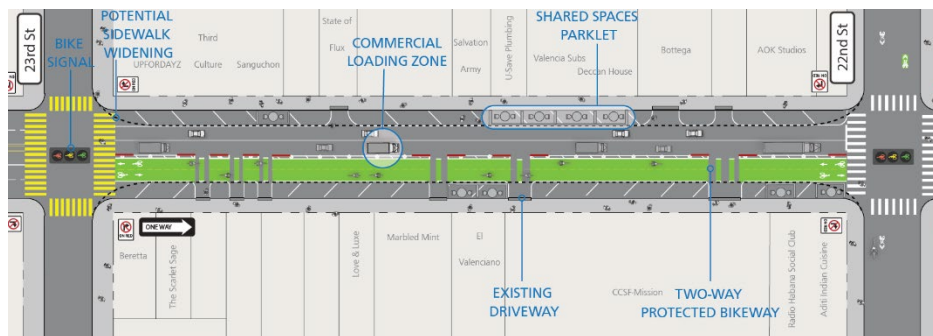


Figure 3. Sample conceptual design of Curbside Two-Way Protected Bikeway on Valencia between 23rd St & 22nd streets. **NOTE: This design does not meet the 26’ emergency vehicle clear width requirements**

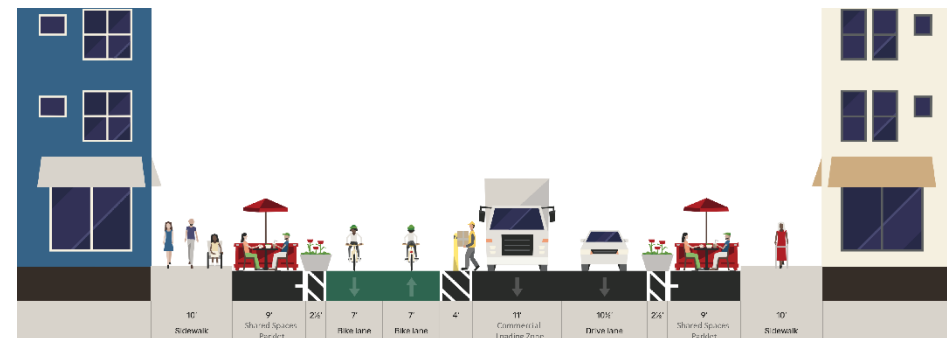


Figure 4. Sample cross section of Curbside Two-Way Protected Bikeway conceptual design on Valencia between 23rd & 22nd streets. **NOTE: This design does not meet the 26’ emergency vehicle clear width requirements**

Pedestrianized Valencia Street

Description: During the outreach phases of this pilot, staff received suggestions and requests from community stakeholders to pedestrianize Valencia Street, also known as Car-Free Valencia. This would mean the corridor, or certain blocks of the corridor, would primarily be accessible only by pedestrians, bicycle users, and micro-mobility users. This configuration could be similar to Sunday Streets or the Valencia Shared Spaces weekend closure that was implemented as a result of the pandemic.

Considerations and Challenges:

From a conceptual standpoint, while it may be relatively quicker to implement than other concepts or designs, this concept cannot be delivered expeditiously or using a quick-build model because it is not as simple as “closing” the street or installing diverters at intersections to prevent thru traffic.

- Substantial 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
- Requires extensive coordination with merchants to determine alternative approaches to address urban freight loading needs and other commercial activities, like curbside pick-up and other courier services.
- Requires extensive coordination with SFPD to establish Mission Station access points and assess impacts to SFPD and SFFD emergency response routes

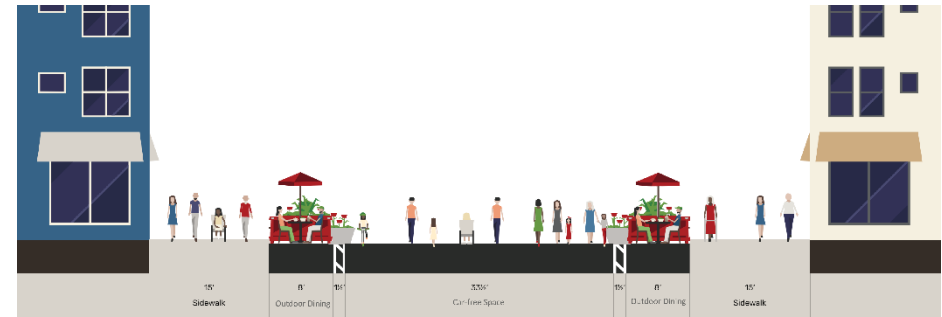


Figure 5. Sample cross section Pedestrianized Valencia design concept between 16th St & 15th streets.

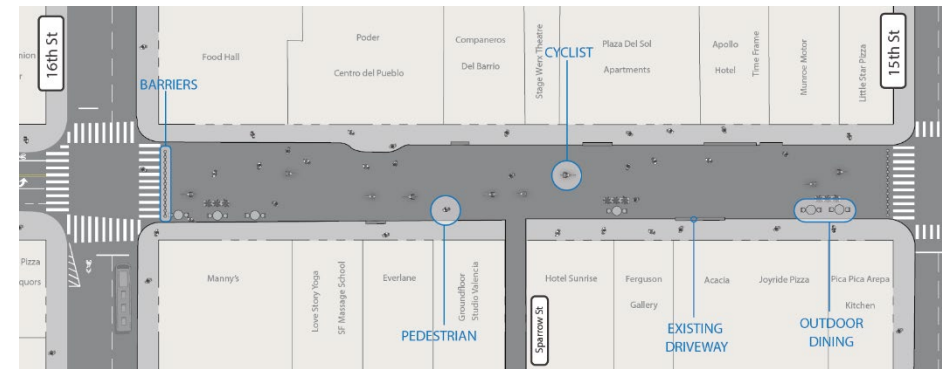


Figure 6. Sample conceptual design of Pedestrianized Valencia between 16th St & 15th streets.

Pedestrianized Valencia Street (continued)

Considerations and Challenges (continued):

- Triggers the need for a traffic circulation study as it removes a neighborhood commercial street from the road network. Guerrero Street has existing commercial truck restrictions, Mission Street is a Muni priority street, and other buses (i.e., commuter shuttles, Muni trolleys on overhead wires, and other Muni vehicles) use Valencia Street.
- May also trigger more extensive environmental clearance process if a pedestrianized Valencia Street is prioritized for outdoor dining activities.

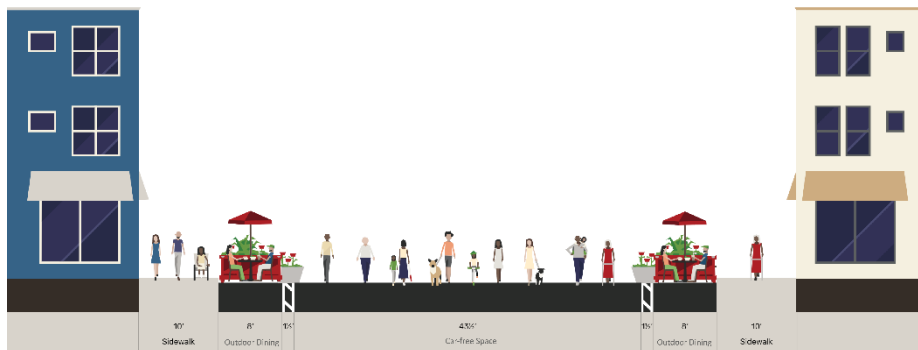


Figure 7. Sample cross section Pedestrianized Valencia design concept between 23rd & 22nd streets.

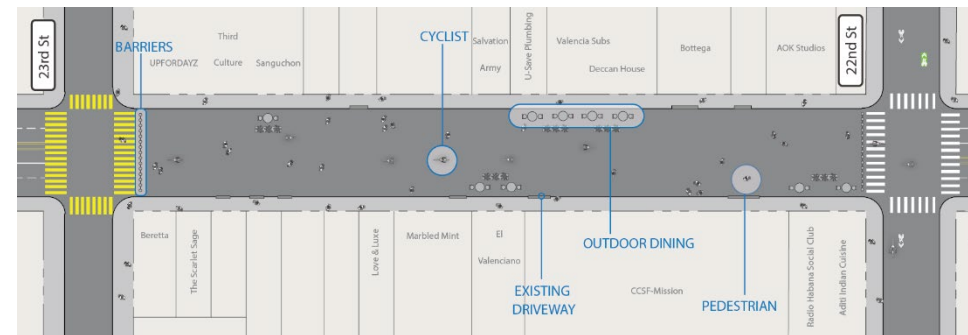


Figure 8. Sample conceptual design of Pedestrianized Valencia between 23rd & 22nd streets.

Conclusion

Due to the immediate need to address Valencia’s traffic safety and operational issues, like double parking of vehicles in the travel and bike lanes, the project team was tasked to deliver a near-term solution using the Vision Zero Quick-Build model. Elements of the [Center-Running Protected Bikeway Pilot](#) address these issues, and the pilot can be designed,



approved, and constructed within one year, a timeline shorter than what is required to pursue the community-generated concepts discussed above.

Nonetheless, both the SFMTA and District 9 Supervisor Ronen, are committed to exploring and proposing long-term visions of Valencia Street in the future that could incorporate elements described in this document.

Appendix

The following enlarged graphics in the appendix can be found throughout the document as visual reference materials for the long-term design concepts. These graphics were developed for discussion purposes.

Curbside Two-Way Protected Bikeway

Figure 1. Sample cross section of Curbside Two-Way Protected Bikeway design along Valencia between 16th & 15th streets.

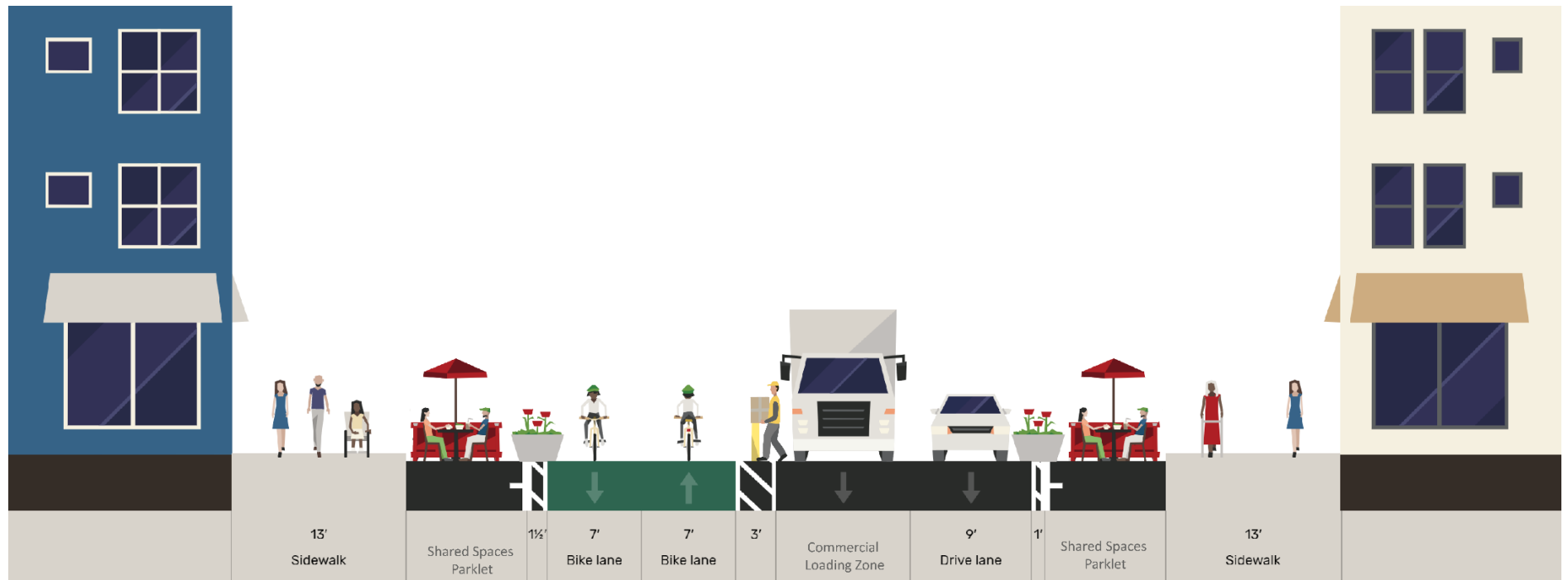


Figure 2. Sample conceptual design of Curbside Two-Way Protected Bikeway on Valencia between 16th St & 15th streets.

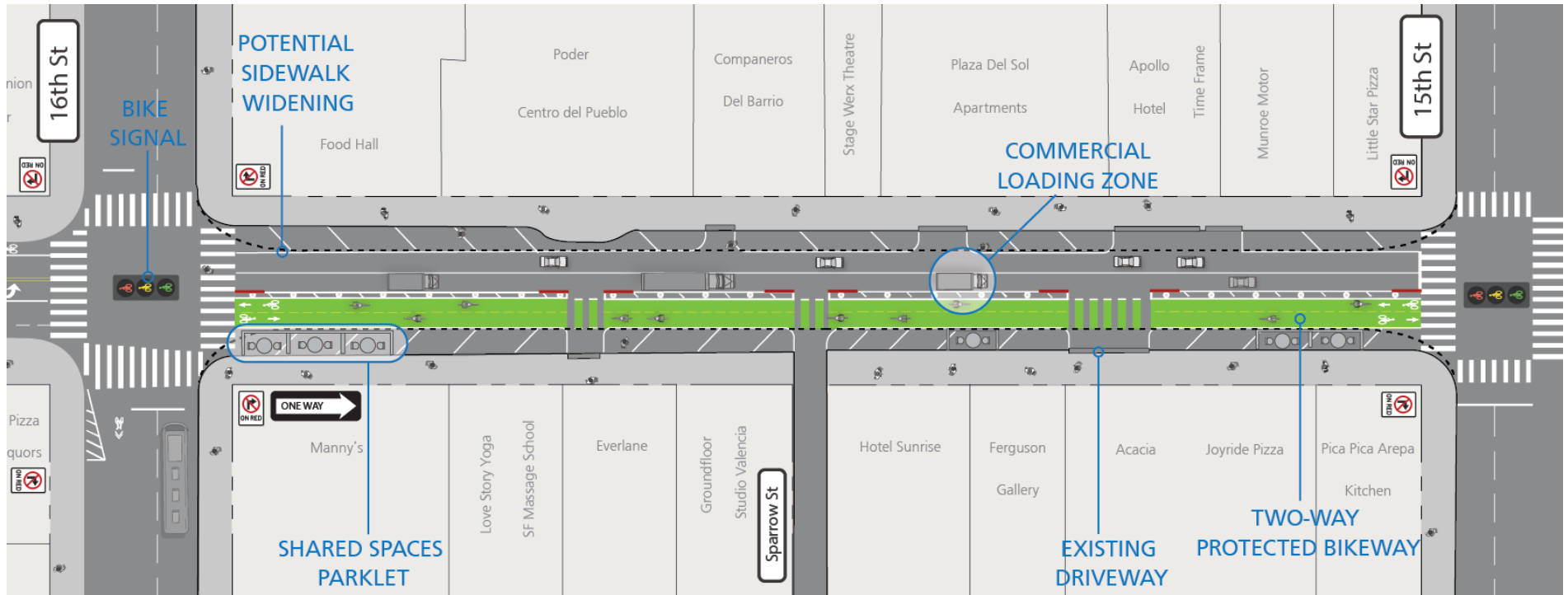


Figure 3. Sample conceptual design of Curbside Two-Way Protected Bikeway on Valencia between 23rd St & 22nd streets.

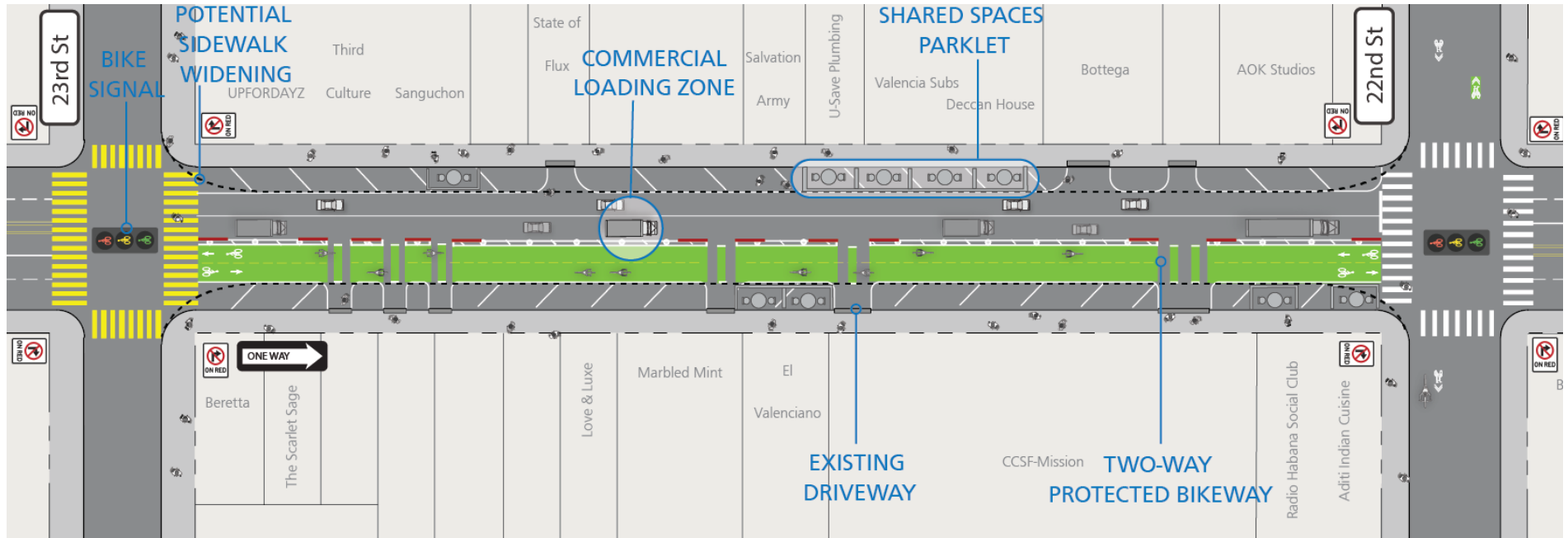
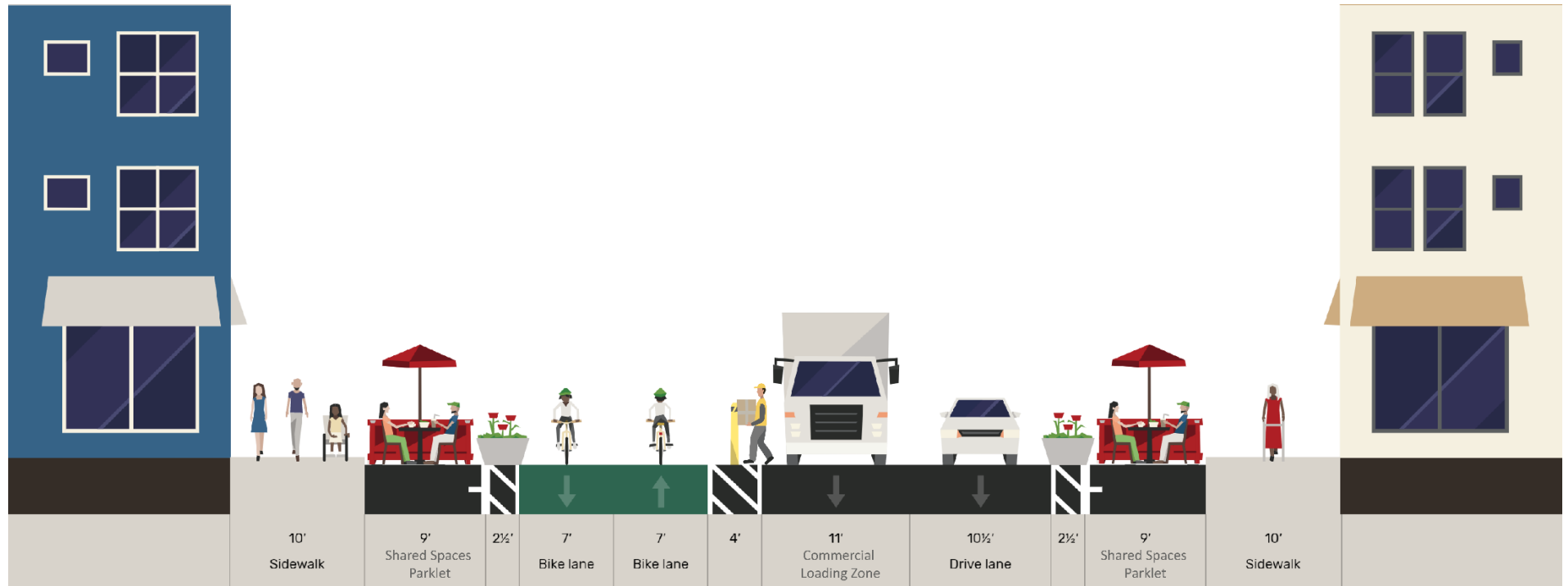


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Pedestrianized Valencia Street

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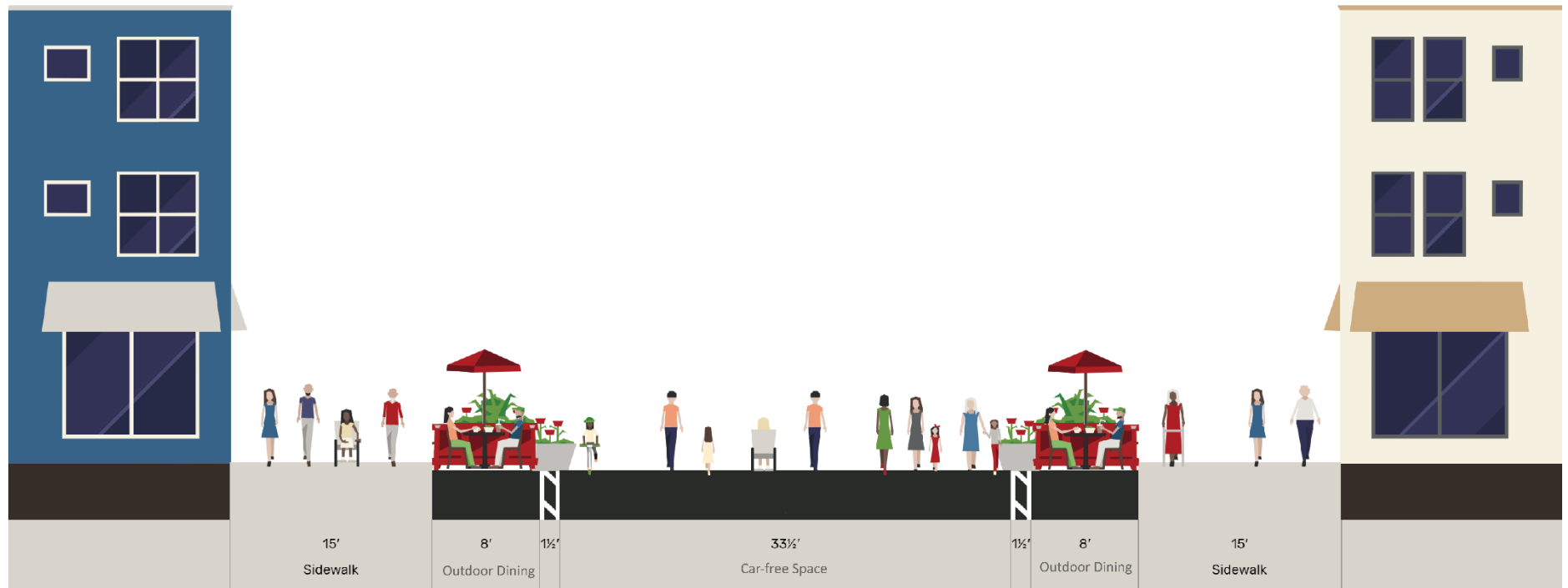


Figure 6. Sample conceptual design of Pedestrianized Valencia between 16th St & 15th streets.

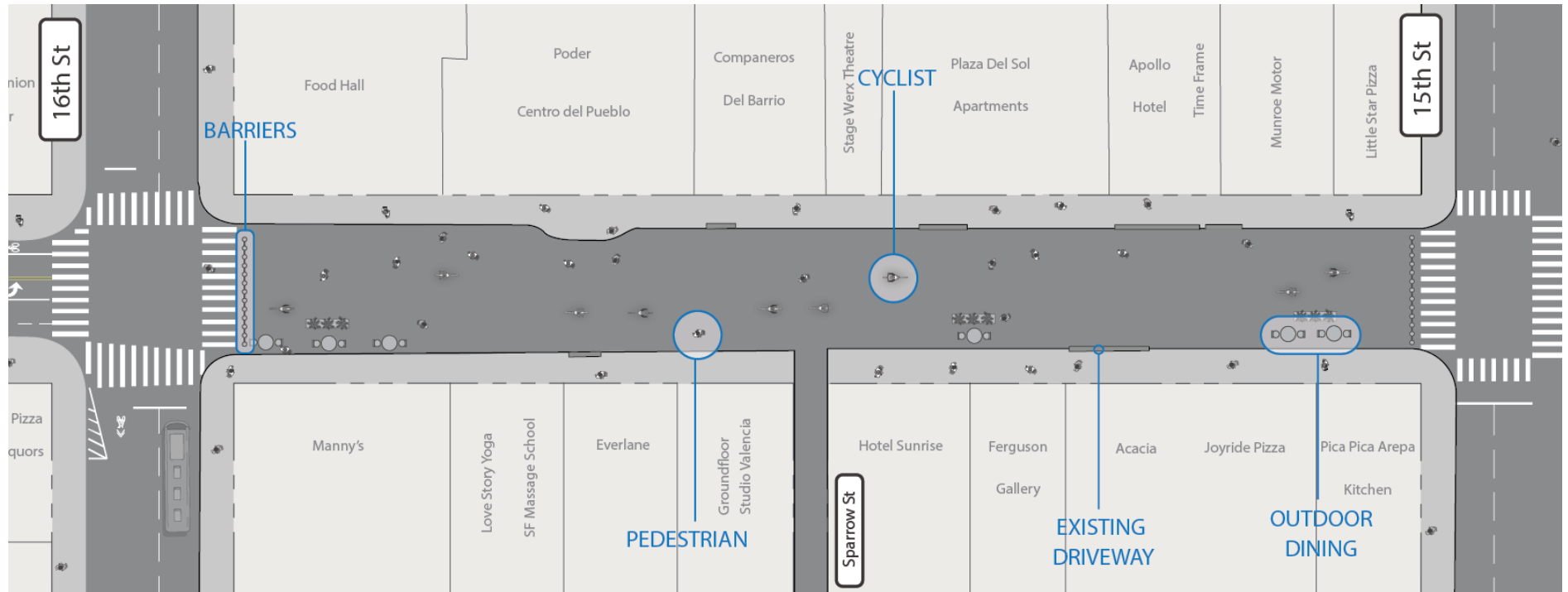


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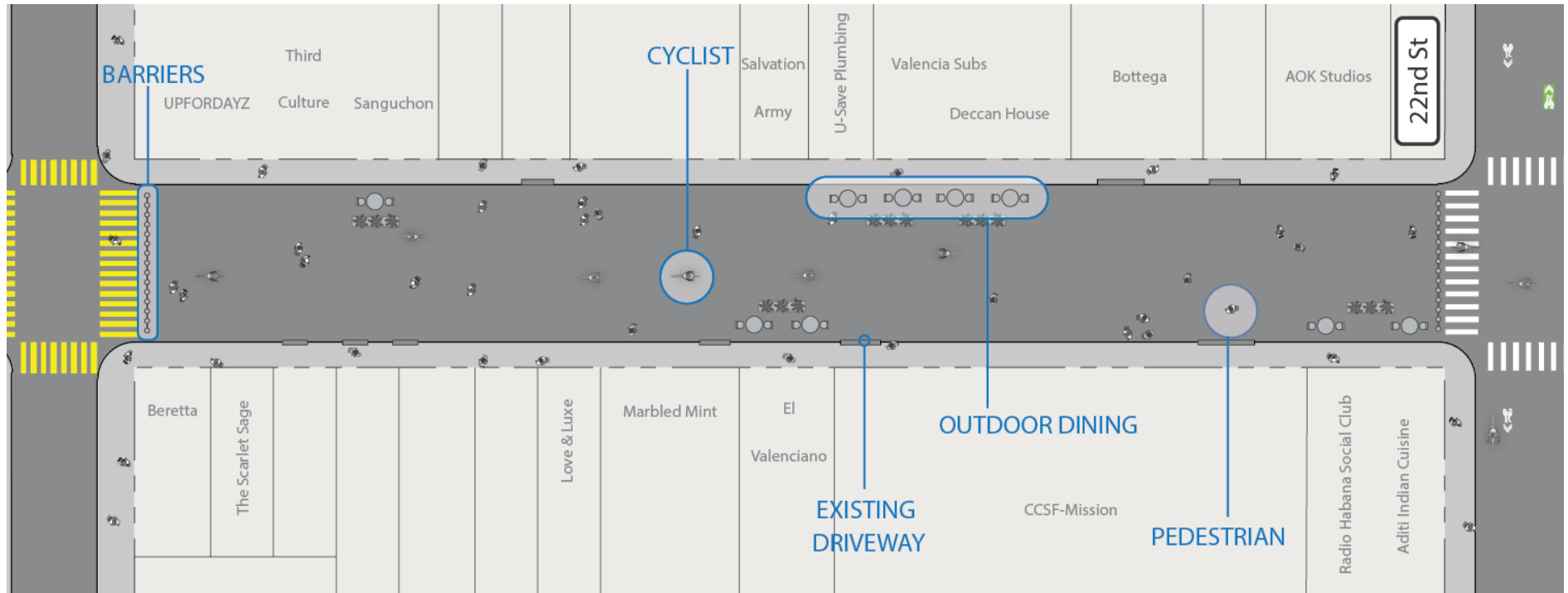


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