



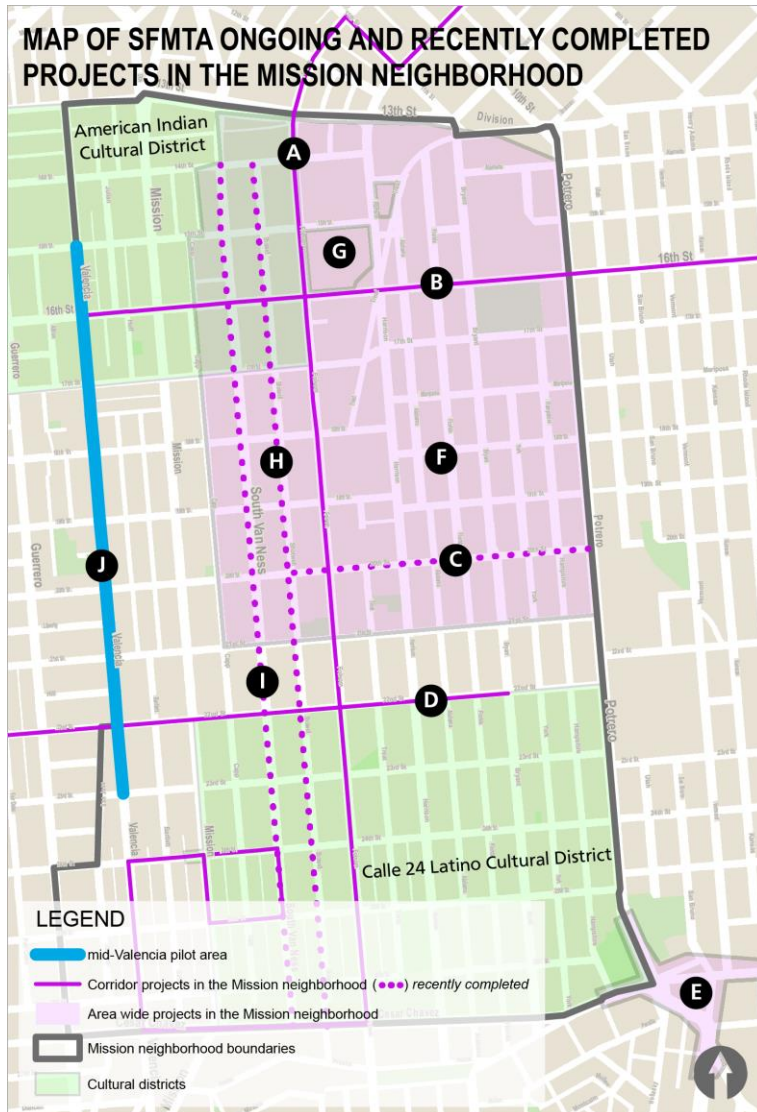
SFMTA

Mid-Valencia Bikeway Pilot Project

SFMTA Board of Directors Meeting

April 4, 2023

Mission Neighborhood Projects



Projects

- A** – 12 Folsom/Pacific Rincon Hill Extension
- B** – 16th Street Improvement Project, Phase 2
- C** – 20th Street Slow Street
- D** – 22nd Street Slow Street
- E** – Cesar Chavez/Potrero Avenue/Bayshore Boulevard Intersection Improvements
- F** – Northeast Mission Parking Management Project
- G** – Potrero Yard Modernization Project
- H** – Shotwell Slow Street
- I** – South Van Ness Avenue Quick-Build Project
- J** – Valencia Bikeway Improvements Project

Project Background

- 2019 – Parking-protected bikeway and curb management implemented between Market and 15th streets under Mayor Breed’s leadership.
- 2020 – Parking-protected bikeway proposed between 19th Street and Cesar Chavez. Proposal paused due to COVID-19.
- 2021-2023 – COVID-19 and expansion of Shared Spaces added complexity, requiring reassessment of viable options.



Pilot Project Goals

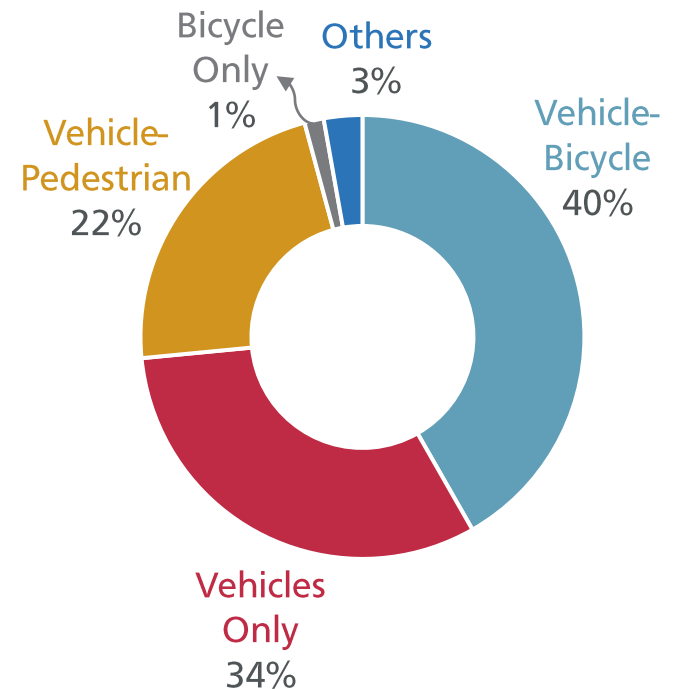
1. Improve safety for all who travel on Valencia Street
2. Preserve economic vitality of Valencia Street
3. Ensure movement and access of goods and people



Collisions at a Glance

- **132 collisions** from 2018-2022, including a fatality. A second fatality occurred in January 2023 at 16th/ Valencia.
- **Unsafe turn or lane changes** and **dooring** are the most common reasons for collisions involving a bicyclist.
- **Drivers failing to yield right-of-way** at a crosswalk is the most common reason for collisions involving a pedestrian.

Collisions by Mode



Design Toolkit

Bicycle Safety Improvements

- Center-running bikeway
- New bikeway separation materials
- Bicycle signals
- Bicycle boxes

Pedestrian Safety Improvements

- Intersection daylighting
- Advanced limit lines

Turn Restrictions

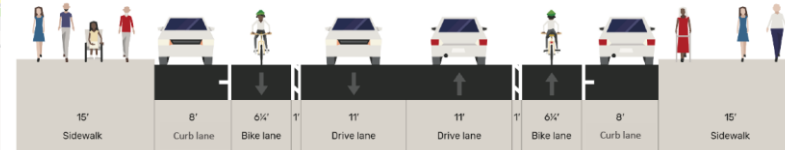
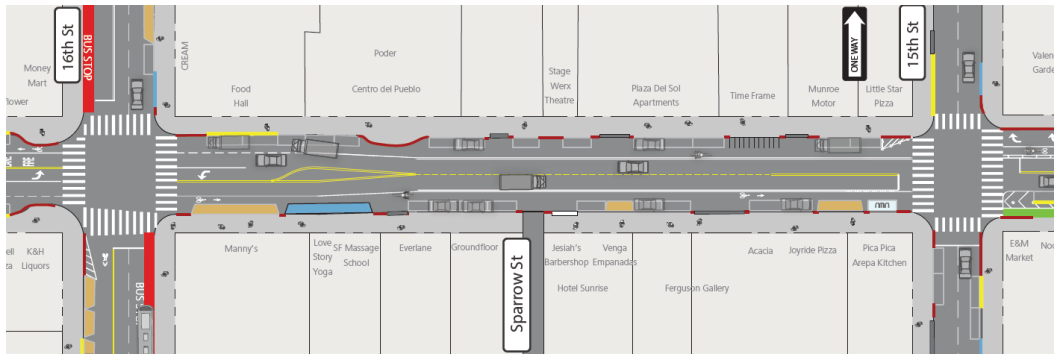
- Left turn restrictions
- No right turn on red regulations

Curb Management

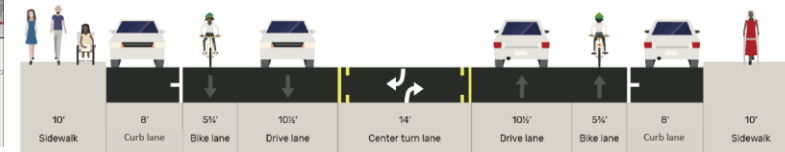
- Reconfigured curb layout
- New cross street meters
- Dual use zones
- General loading zones

Valencia Street Today

15th to 19th streets

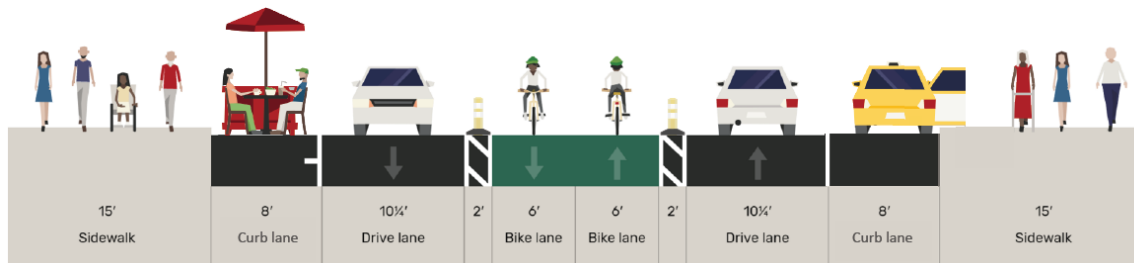
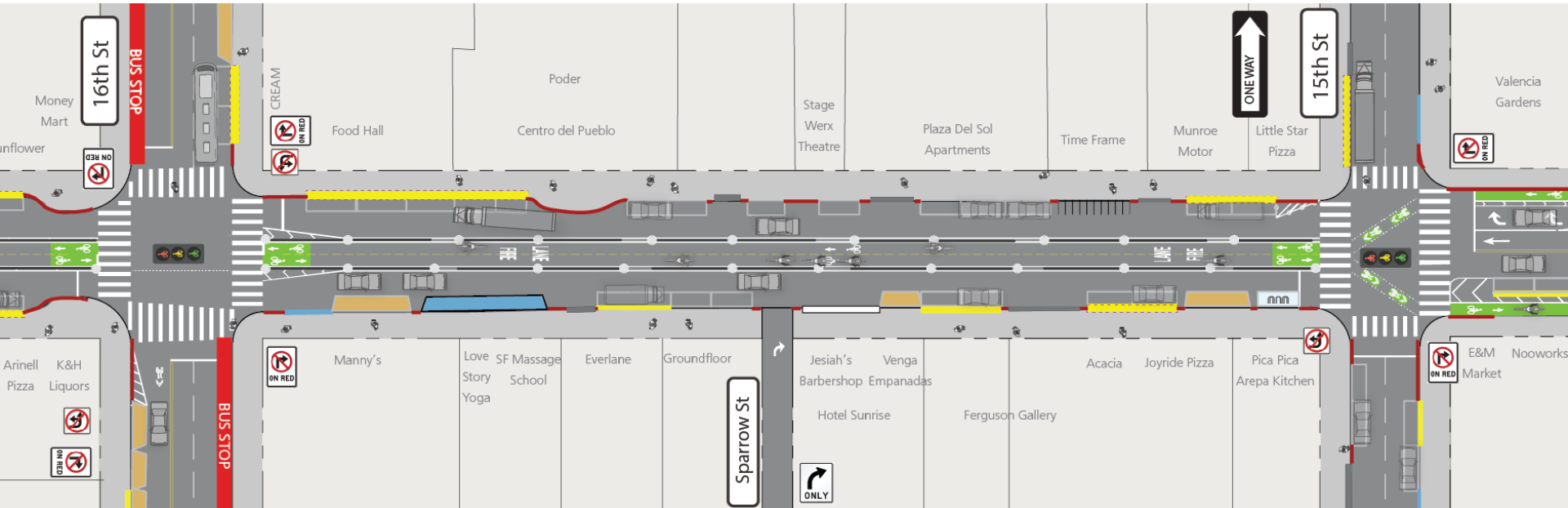


19th to 23rd streets



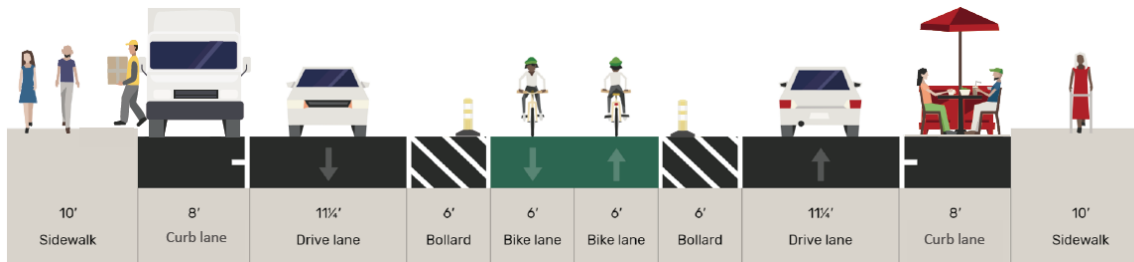
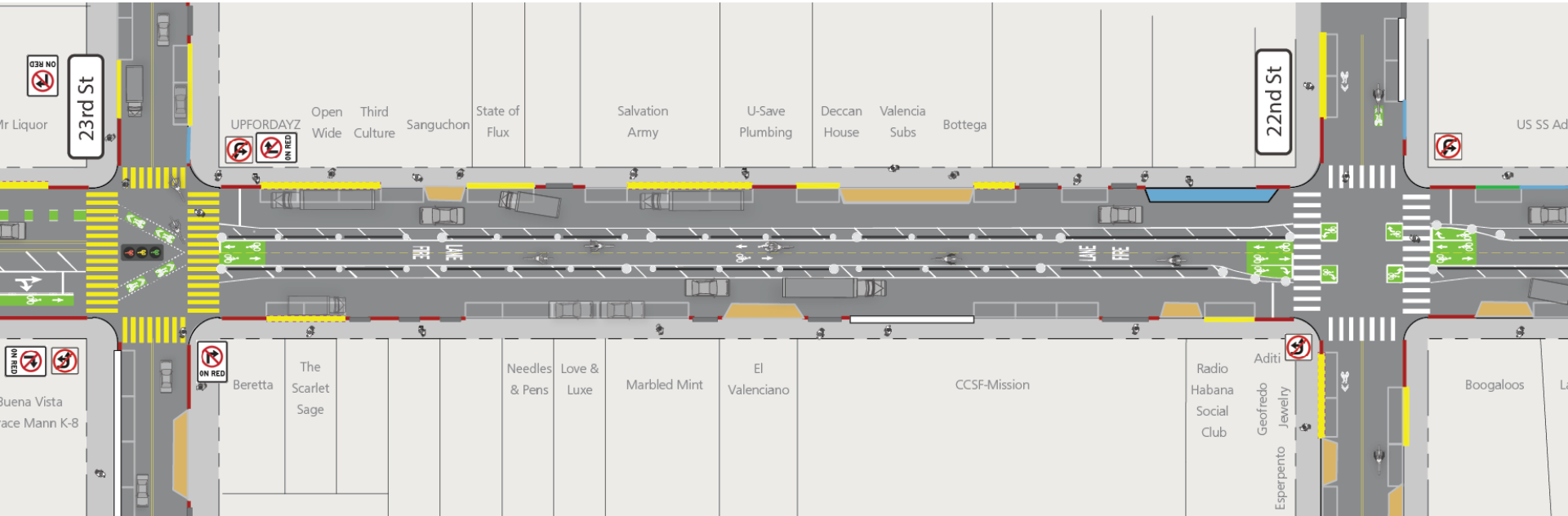
Center-Running Bikeway Pilot

15th to 19th Streets



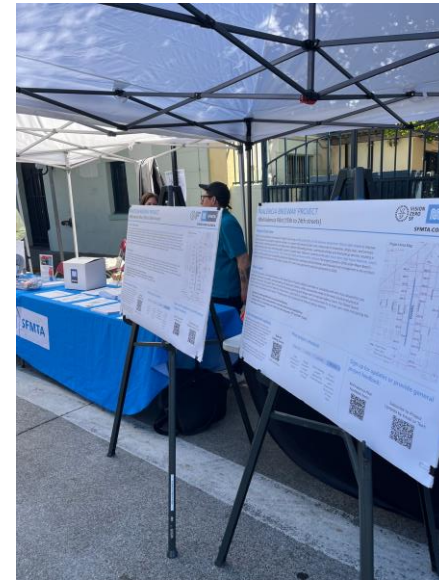
Center-Running Bikeway Pilot

19th to 23rd Streets



Stakeholder Engagement

- Sunday Streets
- Door-to-door outreach
- Loading survey
- Stakeholder meetings
- Virtual open house and office hours
 - Materials posted at 16th/ Hoff and Mission Bartlett garages
 - 4,600 total views
 - 618 comments and questions



Top Three Concerns from Respondents

1. Delineators posts inadequate to protect cyclists and prevent vehicles from illegally parking, turning, and loading in the center lane
2. Enforcement of illegal turns, double-parking, and loading needs to be strengthened with the adoption of center-running design
3. Exiting the center-running protected bikeway mid-block to access businesses along the corridor

Bikeway Separation Materials



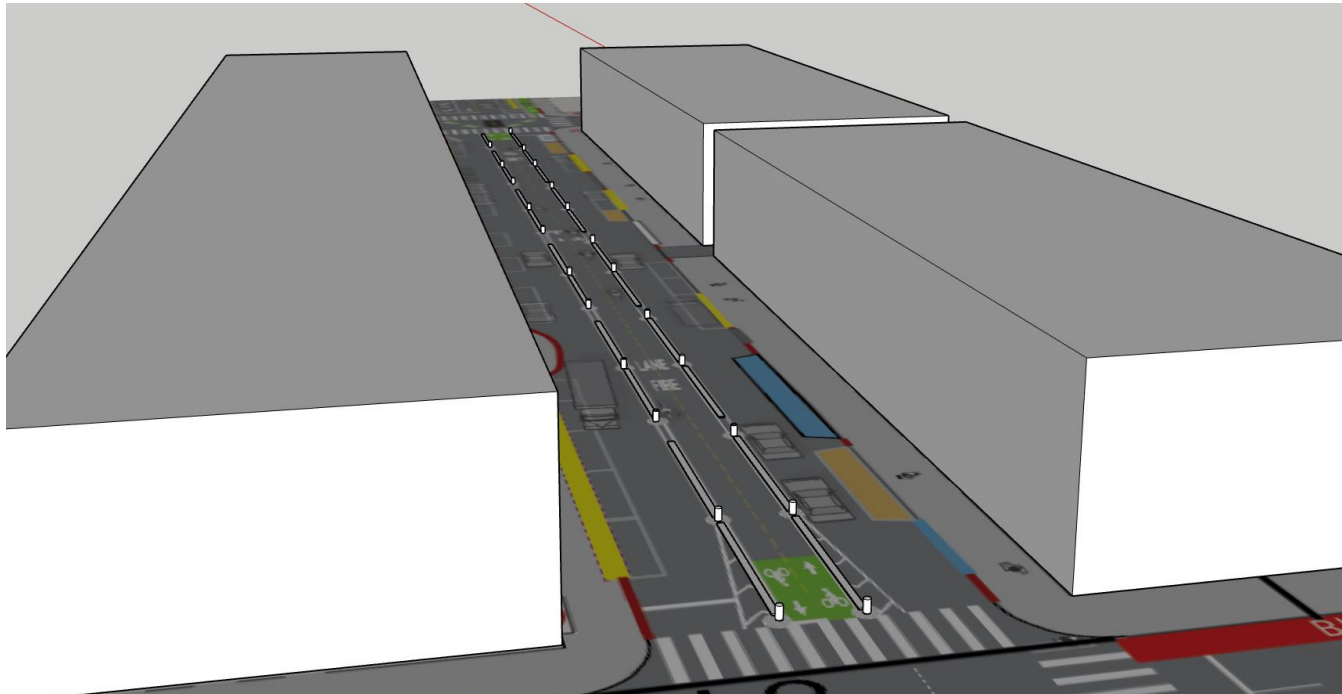
K71 Traffic Post



Bus Lane Curb



Delineator



Curb Management Strategy



Valencia Curb Use Current Conditions

- High level of loading and delivery activity
- Double parking is a hazard for all users
- Shared Spaces occupy loading zones
- Center turn lane used for loading



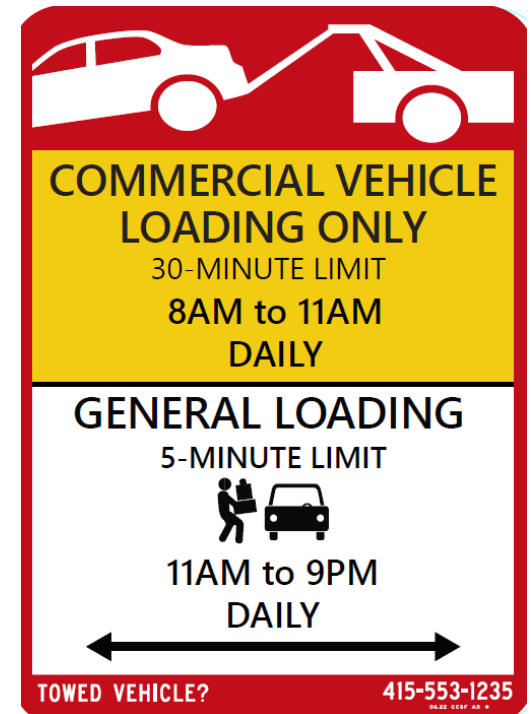
Loading by Location

Majority of observed loading not at curb

	16-17th		19th-23rd		all blocks	
	events	%	events	%	events	%
at curb	93	30%	280	33%	373	33%
in bike lane	164	54%	302	36%	466	41%
in veh travel lane	48	16%	59	7%	107	9%
center emergency lane	n/a	n/a	196	23%	197	17%
<i>total</i>	305		837		1,143	
		67%		70%		67%

Curb Management Tools & Strategies

- General Loading and “Dual Use” zones to meet a variety of needs throughout the day
- Promote turnover on side streets with new meters
- Improve visibility, design, and placement of loading zones
- Enforcement, evaluation, and education

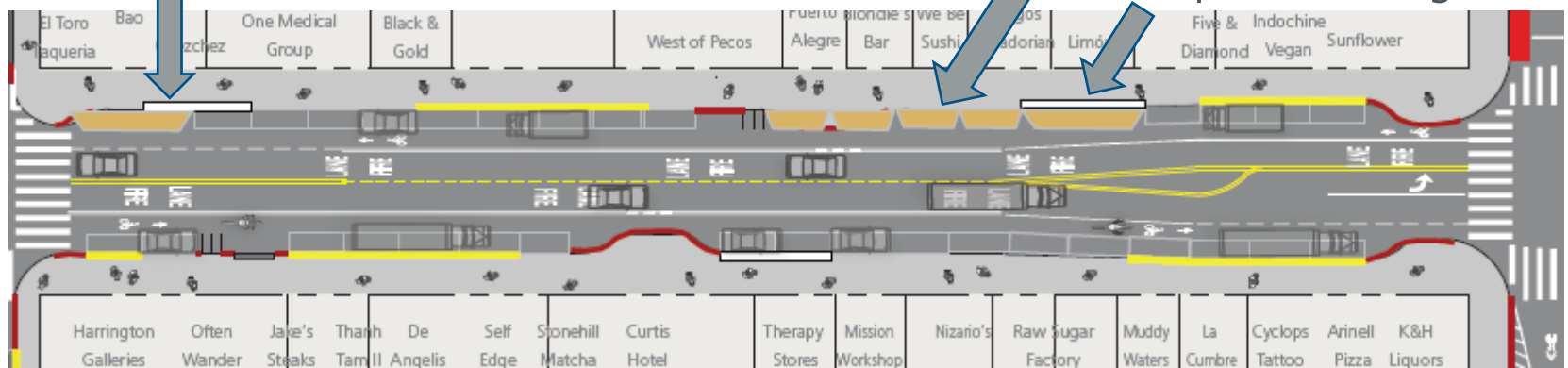


Denser Blocks: 15th to 19th

More businesses and parklets per block

Displaced loading zone

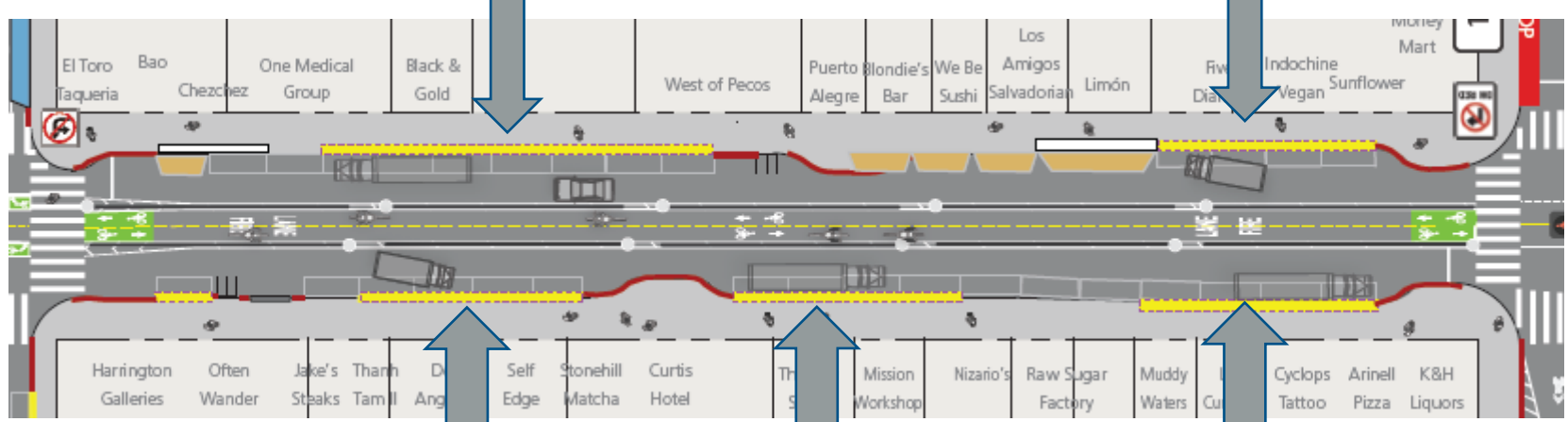
Displaced loading zones



Existing

Extended and converted to dual use

Combined loading/dual use



Proposed

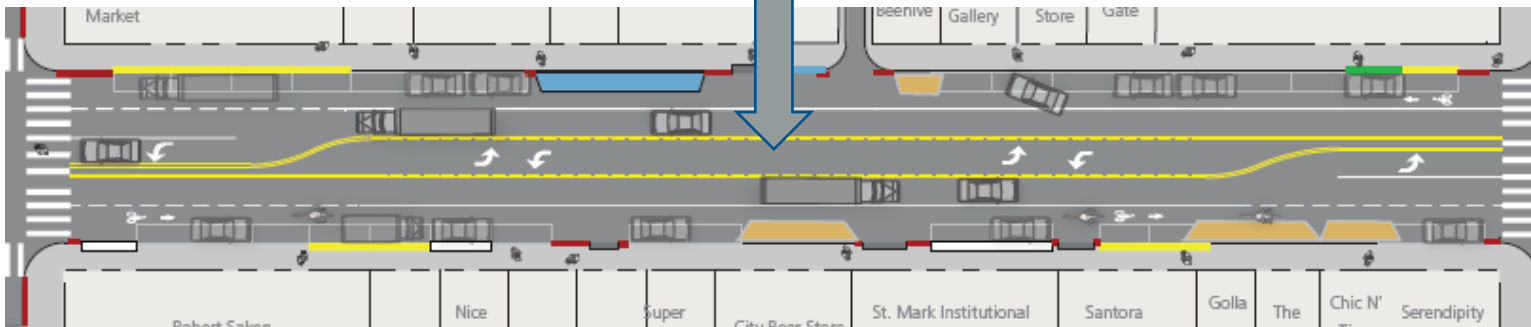
Converted to dual use

Combined loading/dual use

Dual use with late night access close to Bart

Center Loading: 19th to 23rd

Center turn lane

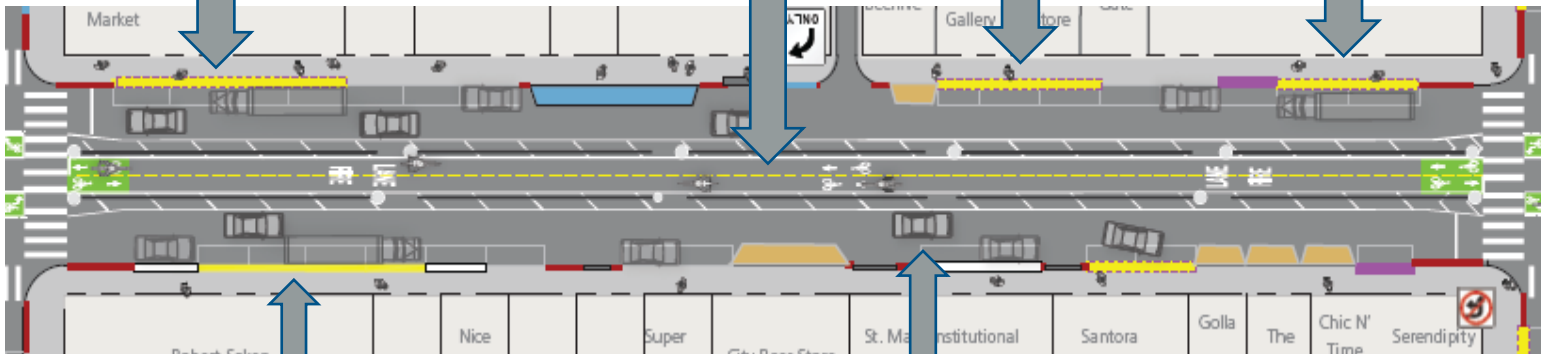


Existing

Added dual use hours/regs

Center running bikeway

Added dual use hours/regs



Proposed

Extended loading zone

Space for one vehicle in travel lane

Curb Counts for 15th to 23rd Streets

	Curb Use	Existing	Proposed	Difference
Access For People and Goods	Passenger loading	12	10	-2
	Commercial loading	47	21	-26
	General loading	0	5	+5
	Dual Use loading	0	96	+96
	Bikeshare	12	11	-1
Parking	Short term car parking (green)	8	5	-3
	Accessible car parking (blue)	1	3	+2
	Metered car parking	129	58	-71
	Metered motorcycle parking	31	31	0
	Bike corral	7	3	-4**
Public Space	Parklets	73	60	-13*
Safety	Red	0	17	+17
<i>Total Spaces</i>		320	320	

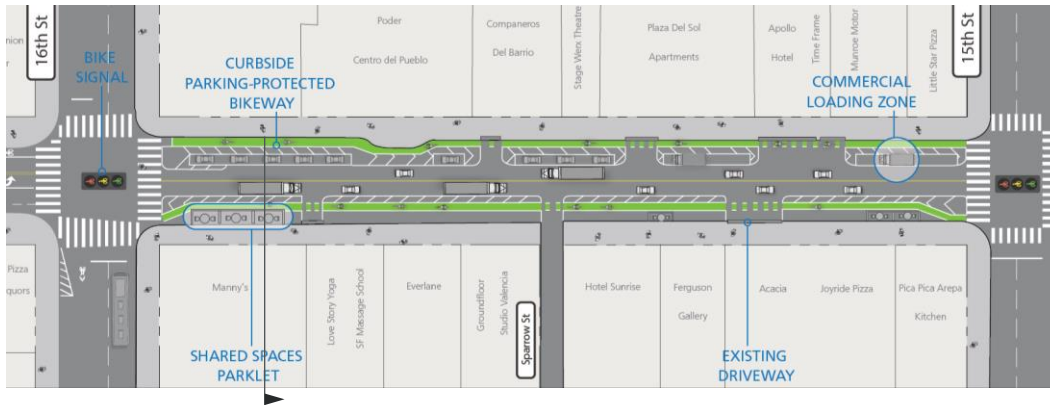
*Some businesses declined participation in permanent Shared Spaces program

**Project team will explore adding additional bike corrals in newly daylight zones to expand bike parking and deter parking in red zones at the intersection

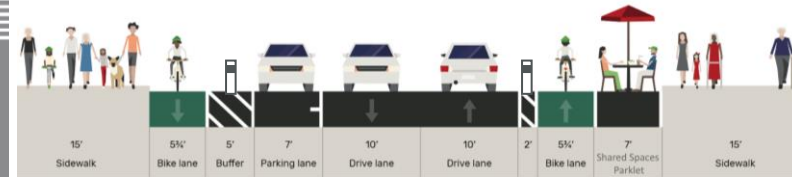
Curbside One-Way Protected Bikeways

Alternative 1

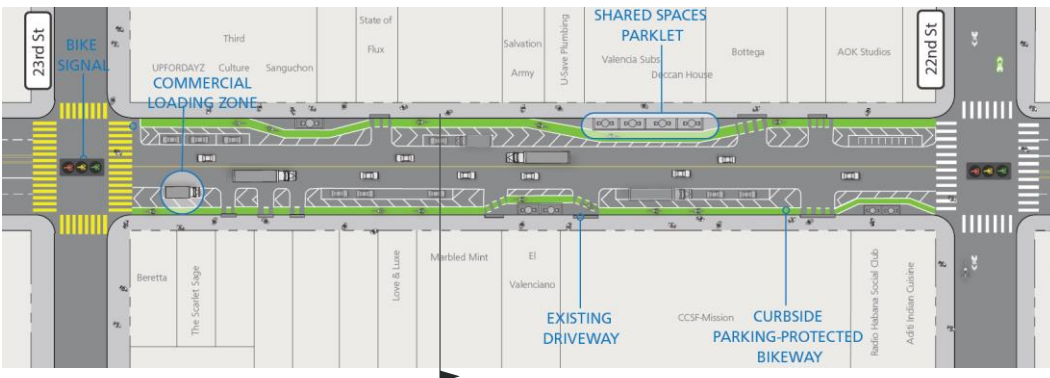
15th to 19th streets



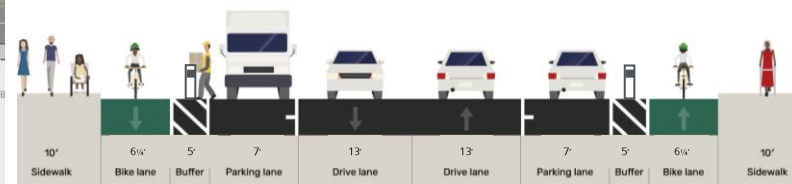
Facing northbound



19th to 23rd streets



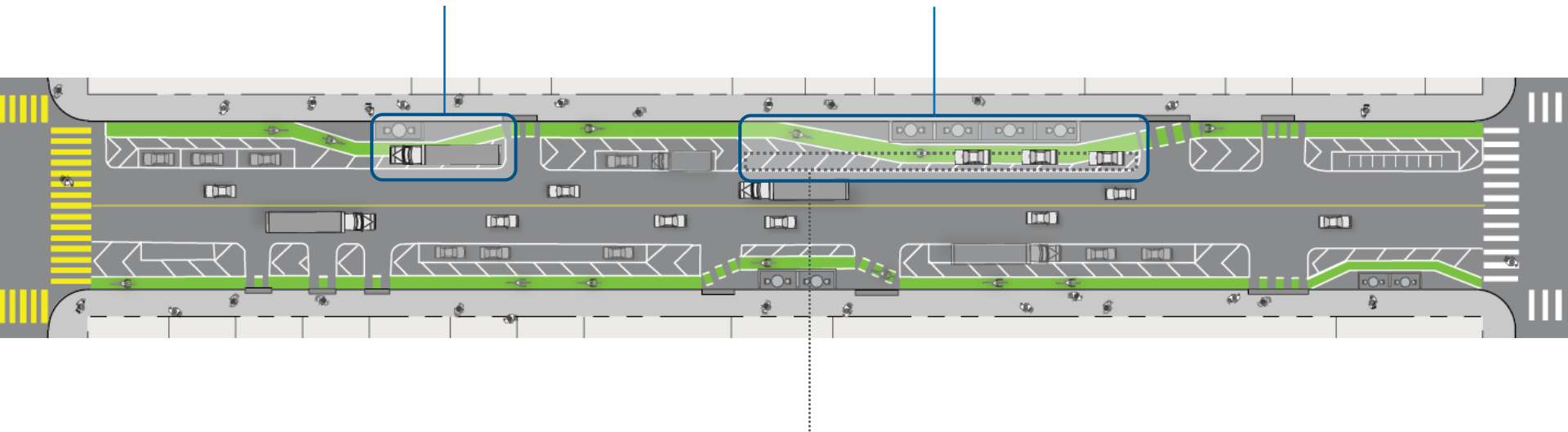
Facing northbound



Curbside One-Way Protected Bikeways

Alternative 1 – Design Considerations

Reduced curb supply. Weaving the bikeway around Shared Spaces reduces available curb space for loading and increases unused space. This may result in more double parking or blocking of the bikeway.

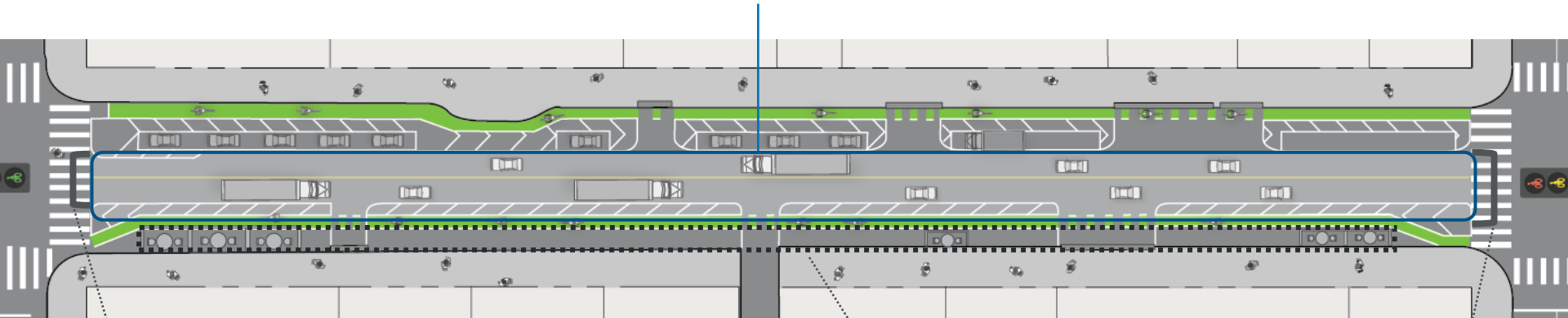


Dotted area represents space that could be used for loading if there were no Shared Spaces.

Curbside One-Way Protected Bikeways

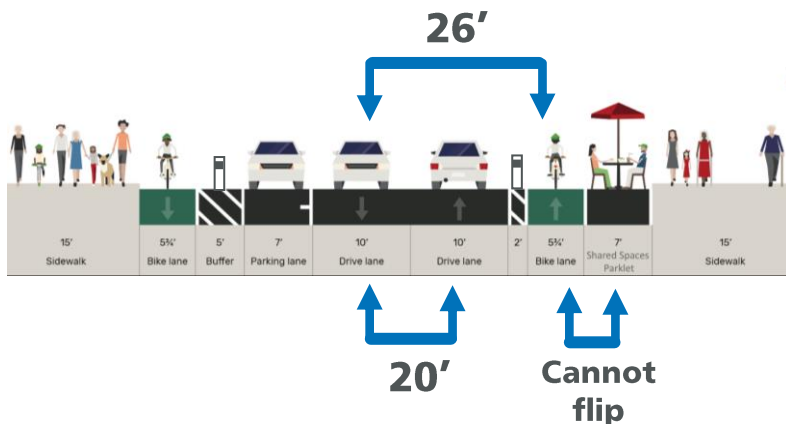
Alternative 1 – Design Considerations

SFFD emergency operations clear width. On streets with multistoried buildings, SFFD requires 26' of roadway space for emergency response operations.



20' travel lanes does not meet clear width

26' clear width is achieved by including the bikeway and buffer

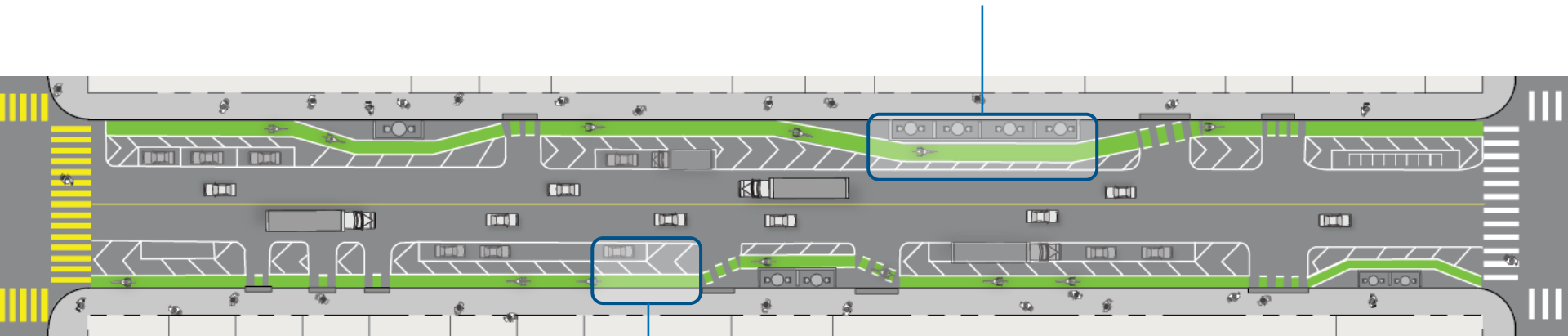


Converting this curb space to floating loading means that the design will no longer meet the 26' clear width. If loading is maintained curbside as shown, this bikeway cannot be protected with delineators or other materials.

Curbside One-Way Protected Bikeways

Alternative 1 – Design Considerations

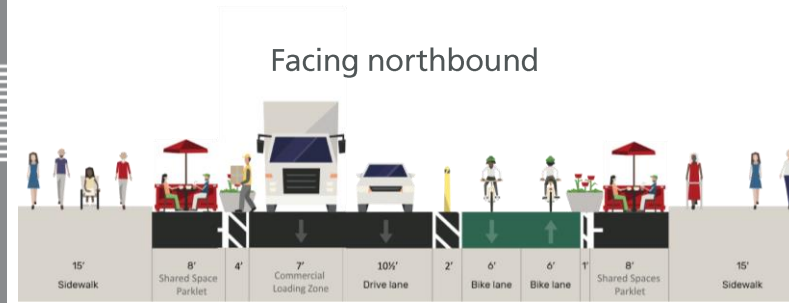
Curbside bikeway conflicts with Shared Spaces program operations. Removal of existing Shared Spaces parklet would require bikeway realignment to repurpose the new roadway space.



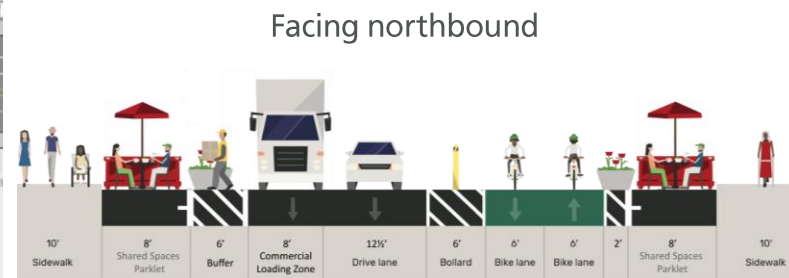
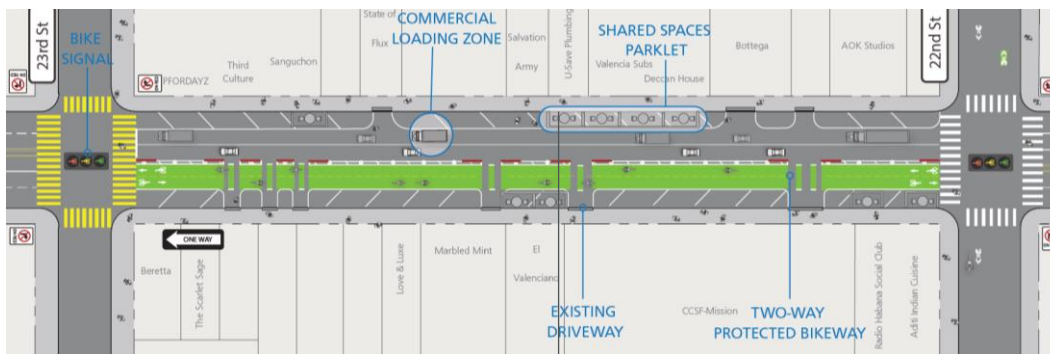
Addition of new Shared Spaces parklet would require bikeway realignment and curb layout reconfiguration to meet loading needs of the block.

Curbside Two-Way Bikeway Alternative 2

15th to 19th streets



19th to 23rd streets



Curbside Two-Way Bikeway

Alternative 2

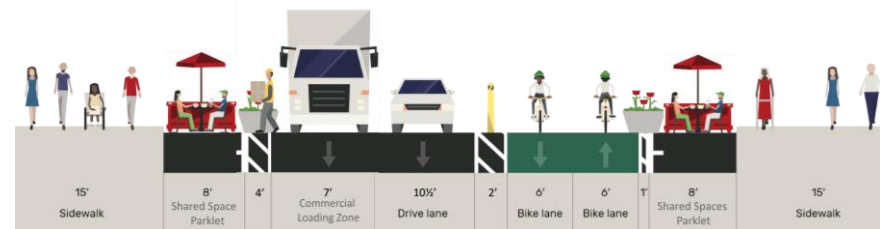
Key Considerations

- Traffic and circulation study on one-way operations
- Potential civil design, utilities coordination, and construction activities
- Engagement with merchants to address loading needs
- Coordination with SFPD and SFFD on design requirements for emergency operations

15th to 16th streets



Facing northbound



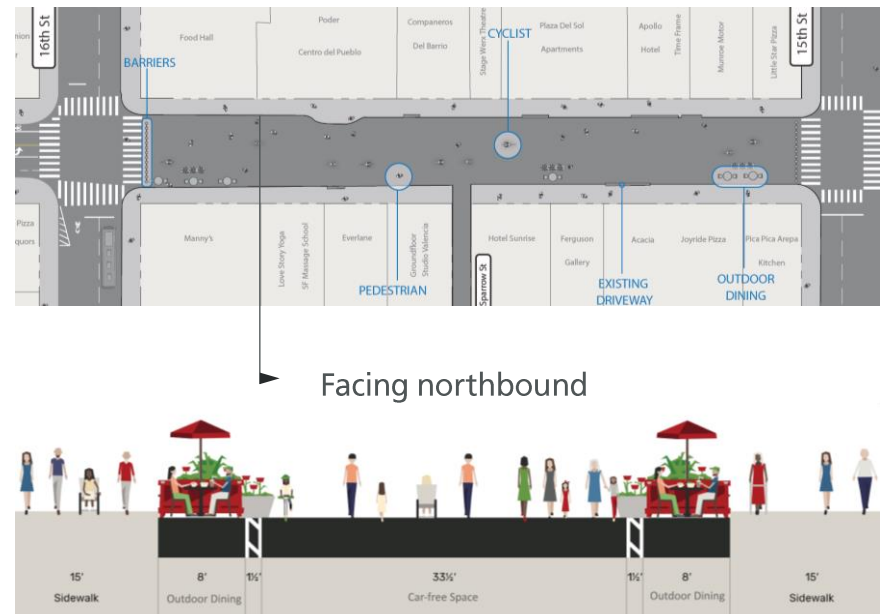
Pedestrianized Valencia

Alternative 3

Key Considerations

- Traffic and circulation study to understand impacts if vehicle access is restricted
- Engagement with merchants to address commercial loading needs and with property owners who have existing driveways
- Coordination with SFPD for Mission Station access and with SFFD for emergency response routes

15th to 16th streets



No Build Option

Alternative 4

- Existing traffic safety and double-parking issues have resulted in:
 - **2.2 collisions per month**, including two fatalities in the last five years
 - **More than half of collisions** involve a person bicycling or walking



Pilot Evaluation Framework

Safe Behavior

- User compliance with left-turn restrictions and bicycle signals
- Vehicle speeds
- Bicycle and pedestrian conflicts at the intersection

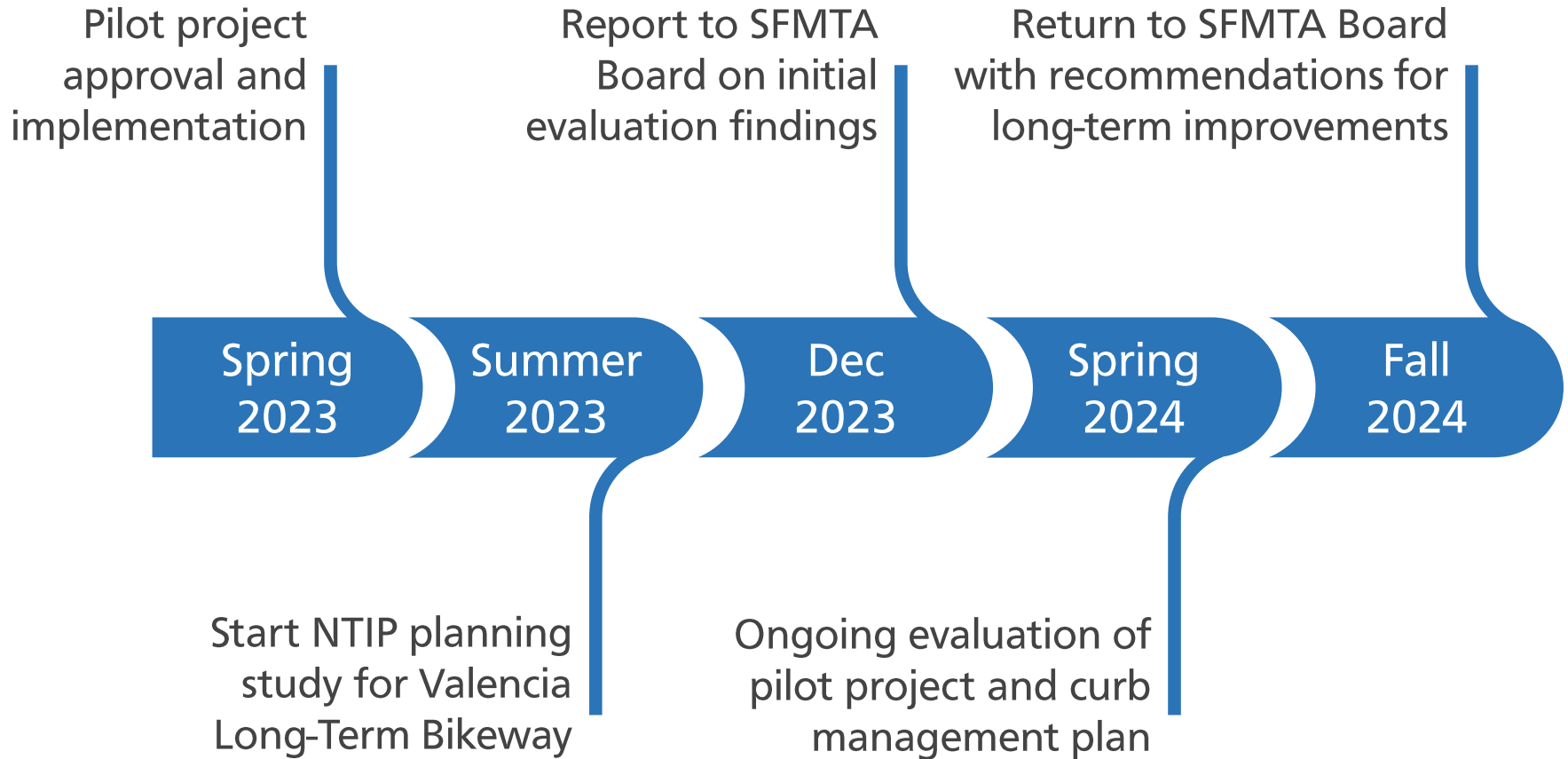
Effective Design

- Traffic collisions
- Vehicle loading behavior
- Bicycle positioning along the street
- Bikeway ease of access
- Emergency vehicle interaction with the bikeway

Mobility

- Bicycle, pedestrian, and vehicle volumes
- Transit travel times
- Corridor access (origin and destinations)
- Change in vehicle congestion levels

Next Steps



Valencia Bikeway Improvements

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Webpage: SFMTA.com/valencia