



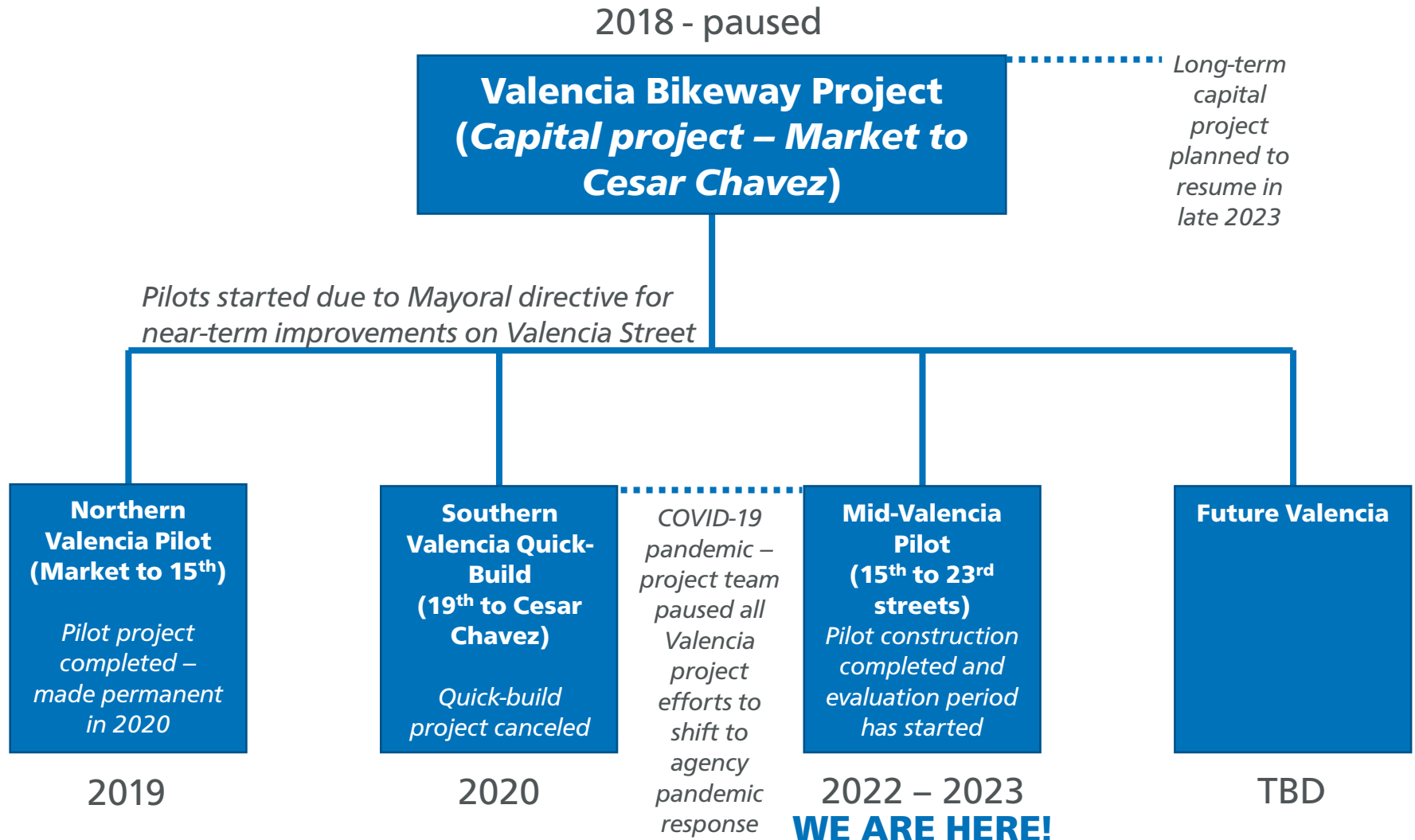
SFMTA

Mid-Valencia Bikeway Pilot Project

SFMTA Community Advisory Committee

October 5, 2023

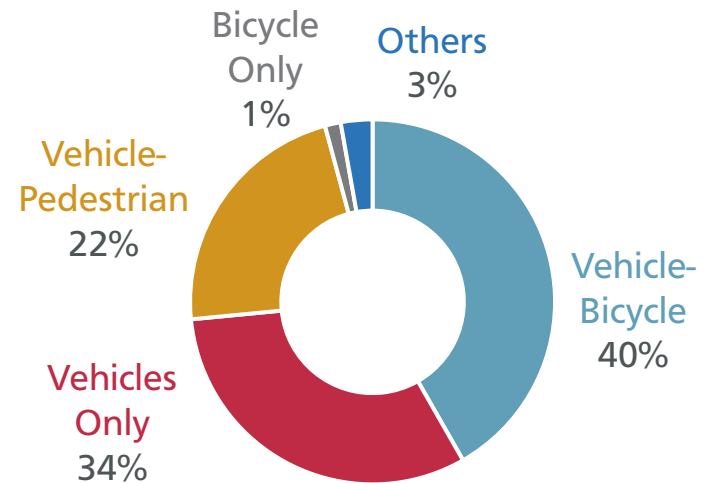
Project History



Ongoing Challenges

- **132 collisions** from 2018-2022, including a fatality. A second fatality occurred in January 2023 at 16th/ Valencia and September 2023 at 18th/ Valencia
- Loading estimates indicated vehicles were double parking **68%** of the time throughout the day and up to **78%** in the evening

Collisions by Mode



Center-Running Bikeway Pilot

Bicycle Safety Improvements

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

Pedestrian Safety Improvements

- Intersection daylighting
- Advanced limit lines
- Left turn restrictions
- No right turn on red regulations

Curb Management

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



Pilot Framework Evaluation

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


Pilot Education

- Tabling at Valencia Sunday Streets
- Educational mailer
- Educational email/text blast campaigns:
 - Project stakeholder list
 - Community groups and neighborhood associations (email only)
- Engagement with community groups via community hosted meetings
- Bike rides with community groups
- Educational video (October 2023)

NEW TRAFFIC REGULATIONS

 **No Vehicle Left or U-Turn FROM Valencia Street TO cross streets (all intersections on Valencia between 15th to 23rd streets).**
Left and u-turns are now prohibited from vehicles traveling on Valencia Street TO cross the streets (i.e., numbered streets). Vehicles can still make left-turns FROM cross streets ONTO Valencia Street.
Reminder: Vehicle u-turns mid-block on any street in a business district is illegal.
Example of a legal turn: Vehicle traveling westbound on 15th Street and makes a left turn ONTO Valencia Street.
Example of illegal turns: Vehicle traveling southbound on Valencia Street and makes a left turn onto 18th Street and proceeds westbound OR makes a u-turn at Valencia at 18th Street ONTO Valencia Street and proceeds northbound.

 **No Vehicle Right Turn on a Red Light**
At specific locations along Valencia Street and on cross streets, vehicles making a right turn may not make the right turn on a red light. Please pay attention to all traffic signs and signals on the road.
 At the intersections of Valencia at 15th Street and Valencia at 23rd Street, the vehicle no right turn signs are blank-out lighted signs. When they are lit, vehicles cannot make a right turn.

 **VEHICLE PARKING, LOADING, OR DRIVING IS PROHIBITED IN THE CENTER-RUNNING PROTECTED BIKEWAY.**

HOW TO NAVIGATE THE CENTER-RUNNING PROTECTED BIKEWAY

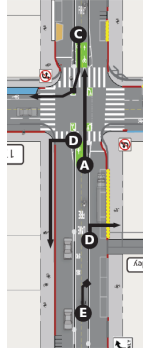
A **Transitioning between blocks** - People on bikes should use the vehicle signals and only proceed through an intersection on a green light for the north and southbound directions. During the north and southbound green signal phase, there should be no conflicts between other users on the street and bicyclists proceeding straight through.

B **Transitioning between curbside and center-running bikeway** - People on bikes should use the bike signals at the intersections of Valencia at 15th Street and Valencia at 23rd Street. People on bikes should only proceed through on a green light from the bike signal and NOT the green light on the vehicle signal, where the center-running bikeway transitions to the curbside bikeway.

C **Turning to the cross streets** - People on bikes looking to make a left or right turn from Valencia Street onto the cross streets (i.e., numbered streets), can use the bike boxes at the intersection by exiting the bikeway, and waiting in the box for the green light for the cross street.

D **Mid-block access** - Accessing mid-block destinations can be achieved by exiting the bikeway at any location where there is a break in the bus lane curb. People on bikes can ride between the bus lane curb and reach the sidewalk by traveling through the vehicle travel lane (when safe to do so) and curb lane. Alternatively, for those who do not want to mix with vehicular traffic, they can use the bike boxes or crosswalks at any of the signalized intersections when vehicles are stopped at a red light.

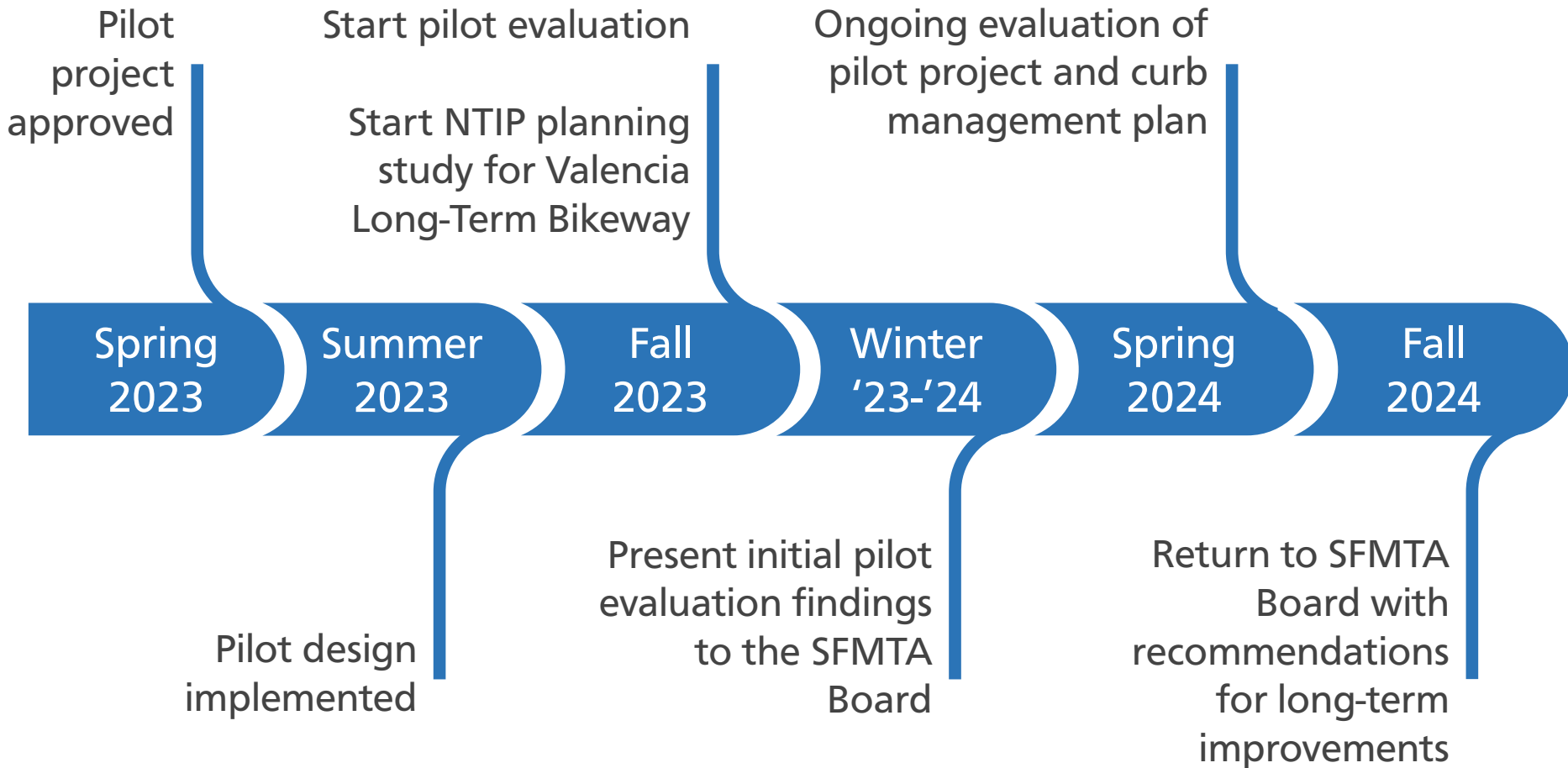
E **Emergency vehicle access** - Emergency responders may use the bikeway as a fire lane in cases where the vehicle lane is blocked or otherwise not accessible. If an emergency vehicle needs to access the lane, the center-running protected bikeway includes rubber curbs and buffers along the sides of the bikeway where people bicycling can pull over to let the emergency vehicle pass.



Pilot Enforcement

- Project team coordinated with SFMTA Parking Control Officers (PCO):
 - Education during pilot construction
 - Increased enforcement during initial months of pilot
- Top 5 violations from citation issued between July through August 2023:
 - Truck load zone (66%)
 - Meter expired (9%)
 - Street cleaning (8%)
 - White zone (7%)
 - Red zone (3%)

Pilot Schedule and Next Steps





Thank you!

[SFMTA.com/Valencia](https://www.sfmta.com/Valencia)