

VALENCIA BIKEWAY IMPROVEMENTS

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.

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. The pilot was observed shortly after implementation in summer 2019, and then fully evaluated a year after installation in late 2019/early 2020.

Data was collected on various weekdays during peak commute hours.



PROJECT FINDINGS - AT A GLANCE



90% of loading is taking place in the floating loading zones. Floating loading zone usage has steadily increased, while loading at other locations (i.e. double parking + bike lane) has decreased.



99% decrease in mid-block vehicle/bike interactions, and a **100%** reduction in close calls or near-dooring incidents.



29% decrease in close calls at Duboce and Valencia Streets after upgrading a mixing zone to a bike signal, and a 67% decrease in vehicle bike/interactions.



No close calls observed at the school loading island. While the number of interactions between cyclists and pedestrians increased at the loading island, bicyclists are yielding to pedestrians.



49% increase in bike volumes during the evening commute peak.

Date of Implementation

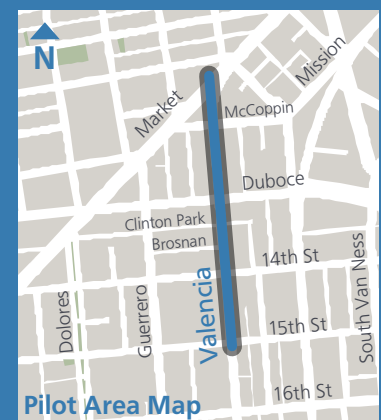
- Spring 2019

Project Elements

- Parking protected bikeways
- Loading islands with railing
- Increased loading zones
- Turn restrictions
- Daylighting and advanced limit lines

Key Evaluation Metrics

- Loading analysis
- Bike signal compliance and yielding
- Mid-block/dooring conflicts
- Pedestrian-Bike yielding at islands
- Bicycle counts



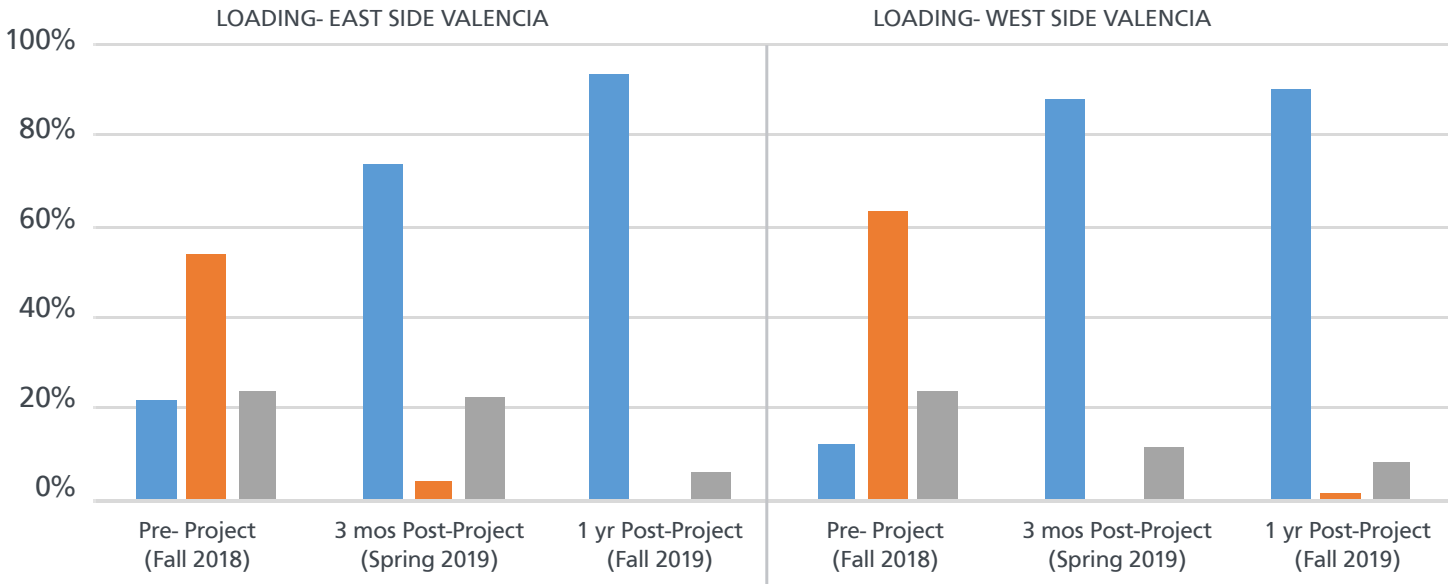
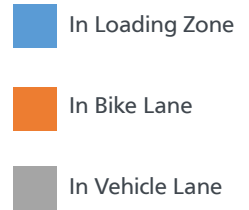
*An interaction occurs when one party requires a change in behavior to account for the other party.



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LOADING BEHAVIOR CHANGES

Vehicle loading primarily occurs in the floating loading zones (90%), and incidents of both loading in bike lane and double parking have significantly decreased since implementation of the project (Spring 2019), and even more since the interim evaluation (Summer 2019).



WHAT WE HEARD ON VALENCIA

An intercept survey was conducted on the project corridor in order to better understand people’s perception of safety pre- and post-implementation. In total, over 300 surveys were collected from people of different backgrounds, who live, work, visit and travel on Valencia.



82% of people riding bikes reported the largest improvement in terms of their sense of safety, followed by 30% of people who walk, while 30% of people who drive felt that their safety decreased somewhat or greatly.



Overall, people biking, walking and riding transit reported that they traveled Valencia more often following the installation of the improvements, while 10% of people who drive reported traveling Valencia less frequently as a result of the changes.



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