THIS PRINT COVERS CALENDAR ITEM NO.: 12

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

DIVISION: Streets

BRIEF DESCRIPTION:

Approving a side-running protected bikeway, traffic modifications, and parking and loading regulation changes on Valencia Street between 15th and 23rd streets and side streets to provide more access for people and goods, improve safety for all modes of transportation, and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project.

SUMMARY:

- The Mid-Valencia Bikeway Pilot officially began in August 2023 with a center-running bikeway design, traffic modifications, and curb management plan, but per the direction from the February 20, 2024, SFMTA Board of Directors meeting, the project team was directed to explore a side-running bikeway option on Valencia Street between 15th and 23rd streets (Mid-Valencia Curbside Protected Bikeway Project).
- Staff developed a side-running protected bikeway design and determined that a switch from a center-running to side-running bikeway design was feasible. A side-running bikeway design would maintain or build on the improvements from the existing center-running pilot. On June 18, 2024, the Board of Directors endorsed a conceptual design of the side-running bikeway.
- The new design proposal includes a side-running separated bikeway along the curb, pedestrian safety improvements, and parking and loading regulation changes.
- The design was informed by a robust community engagement process that included door-todoor outreach, stakeholder meetings, block-by-block merchant meetings, two project open houses, and coordination with other City Departments.
- The Planning Department has determined that the proposed Mid-Valencia Curbside Protected Bikeway Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

- 1. SFMTAB Resolution
- 2. Mid-Valencia Curbside Protected Bikeway Design Plan View Drawing

APPROVALS:		DATE
DIRECTOR _	Jung-Tish-	November 14, 2024
SECRETARY_	lilm	November 14, 2024

ASSIGNED SFMTAB CALENDAR DATE: November 19, 2024

PURPOSE

Approving a side-running protected bikeway, traffic modifications, and parking and loading regulation changes on Valencia Street between 15th to 23rd streets and side streets to provide more access for people and goods, improve safety for all modes of transportation, and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item would support the following Transit First Policy Principles:

- 1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- 2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
- 6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

Existing Conditions

Under the current Mid-Valencia Bikeway Pilot conditions, Valencia Street is a north-south twoway street in the Mission District with one travel lane in each direction. The roadway width between 15th Street and 19th Street varies from 52.5- to 56.5-feet wide with sidewalks that vary between 13 and 15 feet on both sides. The roadway width between 19th Street and 23rd Street is

generally 62.5-feet wide with 10-foot-wide sidewalks on both sides. Between 15th Street and 23rd Street, a class IV center-running bikeway runs along the corridor with two- to six-foot wide buffers between the bikeway and travel lanes. Rubber mountable curbs, K-71 bollards, and rubber speed bumps are installed in the buffer area to provide vertical separation. Parking, loading, and parklets are present along the curb, with painted red curbs (daylighting) at intersections, alleys, and driveways to improve pedestrian visibility and provide clearance for turning vehicles to and from side streets. Between 15th Street and Market Street, side-running parking-protected bikeways are present while Class II bike lanes are present between 23rd Street and Cesar Chavez Street.

Valencia Street is one of the most popular bicycle routes in San Francisco and is the primary north-south bicycle route through the Mission District. Valencia Street has an average of over 3,500 cyclists and approximately 7,500 vehicles daily. The posted speed of the roadway is 20 miles per hour. Traffic signals on Valencia Street are optimized for a "green wave" where cyclists can travel steadily through the corridor at 13 miles per hour between 17th and 22nd streets. At Valencia intersections between 15th Street and 23rd Street, vehicle left and U-turn restrictions are present while right turn on red restrictions are present at Valencia and 15th, 16th, and 23rd streets.

There are no bus stops or bus zones on Valencia Street between 15th and 23rd streets. The Muni 22 Fillmore and 33 Ashbury routes cross Valencia Street at 16th and 18th streets, respectively.

Project and Pilot Background

Valencia Street is a vibrant and diverse area featuring restaurants, shops, nightlife, and essential services. It is a major commercial corridor, a residential area, and one of the city's key north-south bike routes, attracting residents and visitors who use various modes of transportation. Prior to the Mid-Valencia Bikeway Pilot, the corridor experienced two major transportation issues: 1) unprotected bike lanes that led to conflicts between vehicles and bicycles, and 2) an imbalance between curb supply and demand which led to illegal and unpredictable loading activities.

Valencia Street is part of the High Injury Network, contributing to a significant portion of the city's severe traffic injuries. The unprotected bike lanes led to frequent crash patterns such as vehicle dooring and sideswipes. Between 2018 through 2022, there were 132 total traffic collisions, and the corridor experienced 2.2 collisions per month. For bike-related collisions, the project area experienced 1.0 bike collision per month.

Additionally, the high demand for loading spaces from delivery trucks and ride-share services caused frequent double-parking in the vehicle and bike lanes. This resulted in an increase in congestion, a challenging and stressful ride for people who bike, and unpredictable loading practices.

In 2018, the Valencia Bikeway Project was initiated to address these issues, but a long-term capital project would require large amounts of project funding, extensive outreach, and many

years of engineering design. To address the existing safety concerns faster, the project team implemented several pilot projects using the Quick-Build model. The first parking-protected bikeway pilot between Market and 15th streets became a permanent design in April 2020. Plans for a Quick-Build on Valencia between 19th Street and Cesar Chavez were initiated but were paused due to the COVID-19 pandemic.

In early 2022, the effort to upgrade bike facilities south of 15th Street was restarted through the Mid-Valencia Bikeway Pilot. Since the COVID-19 pandemic and subsequent shelter-in-place mandate, the corridor exhibited the new importance of parklets, an emergence of food delivery services, and a need for a general rebalance of parking and loading. As a result, the pilot proposal included new curbside priorities for parklets and flexible parking and loading spaces with an upgrade of the class II painted bikeway to a protected center-running bikeway facility on Valencia Street between 15th Street and 23rd Street. A center-running bikeway design addressed the safety concerns of the High Injury Network while maintaining bikeway connectivity. This option was also selected as a compromise with merchants who expressed a preference to retain as much curbside space for parklets and parking and loading spaces as possible to support economic growth while emerging from the COVID-19 pandemic

The Mid-Valencia Bikeway Pilot was approved by the SFMTA Board of Directors in April 2023 with the pilot period officially starting in August 2023. Throughout the pilot, staff continued to engage with stakeholders, business owners, and advocacy groups for feedback on the center-running bikeway configuration. Several months after pilot installation, staff adjusted the pilot by bringing back single space meters, adjusted the color curb mix to increase general meter parking, installed additional signage to reinforce left and U- turns restrictions, adjusted signal timing to reduce vehicular congestion, and installed wayfinding signage to existing SFMTA parking garages on Hoff and Bartlett streets. Additionally, staff conducted data-based project evaluations at the 3-, 6-, and 12-month milestones to assess and revise the center-running design.

In February 2024, staff provided an update to the SFMTA Board of Directors and shared findings from the 3-month evaluation mark. Staff also shared feedback from the community, especially from local merchants, gathered during the initial months of the pilot. That feedback and outreach work is further detailed below in the "Stakeholder Engagement" section of this report. At the February 2024 project update, the SFMTA Board of Directors directed staff to continue adjusting the center-running bikeway and explore an alternative design, specifically a side-running bikeway concept.

Since then, staff initiated a planning and design process (Mid-Valencia Curbside Protected Bikeway Project), which was informed by extensive community engagement. On June 18, 2024, staff presented to the SFMTA Board a conceptual design of a side-running bike lane, which the board endorsed and directed staff to develop into a detailed design.

Center-Running Bikeway Pilot Evaluation

To ensure a successful pilot process, staff evaluated the center-running separated bikeway and its

associated design elements at the 3-, 6-, and 12-month post-implementation time periods. The evaluation included metrics that measured the design's effectiveness at improving safety and ensuring the adequate movement and access of goods and people. Additionally, other aspects, such as transportation modal volumes, or the number of people using the street, and traffic operations (i.e., congestion), were also measured to evaluate potential impacts from the design.

Below is a table that summarizes the overall findings from the metrics used to evaluate the pilot design during the three evaluation periods. Please note that the final 12-month evaluation report is still in-progress and the findings shown below are preliminary and need further review.

Metric	Key Finding – compared to pre-implementation conditions			
	3-month finding	6-month finding	12-month finding (<i>preliminary</i>)	
Review of traffic collision factors	Factors related to the pre-pilot design have been significantly reduced. (top pre-pilot crash factors between vehicles and motorists included sideswipes, dooring, rear end collisions in the bike lane)	Monthly collision rates for all modes, bike/scooter related and ped-related have all trended down when compared to post 3- months and post 5- months. Factors related to the pre-pilot design have continued to be significantly reduced.	A years' worth of collision data is now available. With the latest data, monthly collision rates continue to trend downward, albeit they are not drastically lower than pre-implementation conditions.	
Vehicle left turn frequency (turn restriction compliance)	1% of through volumes (pre-pilot: 8%)	1% of through volumes	1% of through volumes	
Frequency of double parking / loading in the bikeway (vehicle loading)	13% of all loading activity / 0.1% of all loading activity (pre-pilot: 67% / 40%)	14% of all loading activity / 0.1% of all loading activity	18% of all loading activity / 0.1% of all loading activity	
Average rate of vehicle incursions in the bikeway	1% per hour; 3-4 vehicles per hour (pre pilot: 40% of vehicle loading	1% per hour; 3-4 vehicles per hour	1% per hour; about 4 vehicles per hour	

	activity occurred in the bikeway)		
Average daily vehicle speed Compared to pre- implementation conditions	-1 mph (pre-pilot: 19 mph)	-2 mph	+1 mph
Average daily vehicle volume Compared to pre- implementation conditions	-26% (pre-pilot: 8,700)	-23%	-14%
Average daily bicycle volume Compared to pre- implementation conditions	+3% (pre-pilot: 3,450)	-2%	+2%
Average daily pedestrian volume (2-hr am and 2-hr pm peak periods) Compared to pre- implementation conditions	-5% (pre-pilot: 2,160)	+4%	-8%
Bicycle signal compliance / vehicle compliance with bike signal restrictions	77% / 97% (pre-pilot: N/A)	76% / 97%	75% / 98%
Bicycle and pedestrian interactions at the intersection	5% of crossing pedestrians interact with a person bicycling. When compared to the northern design (side-running), there	On average, 3.6% of pedestrians crossing at the crosswalk are expected to interact with a person bicycling through the intersection or	On average, 0.4% of pedestrians crossing at the crosswalk are expected to interact with a person bicycling through the intersection or making a turn from or

	is little difference between post- implementation bicycle-pedestrian interaction rates. (pre-pilot: N/A)	making a turn from or to a cross street per hour.	to a cross street per hour.
Bike positioning	95% of bicyclists are in biking the in bikeway (pre-pilot: 88%)	94% of bicyclists are biking in the bikeway	95% of bicyclists are biking in the bikeway
Traffic Impacts on adjacent street <i>Measured by using</i> <i>vehicle speeds and</i> <i>vehicle travel time on</i> <i>parallel neighboring</i> <i>streets</i>	Insignificant to no change on all metrics evaluated	Insignificant to no change on all metrics evaluated	Not evaluated at 12 months
Congestion on Valencia Street <i>PM-peak median travel</i> <i>time minutes</i> <i>PM-peak median travel</i> <i>time minutes at 23rd</i> <i>Street intersection</i>	N/A	Vehicle travel time on Valencia Street has decreased or not changed significantly in either direction: Northbound: 90 seconds faster Southbound: 20 seconds faster Valencia at 23 rd Street NB: Slight decrease SB: Slight increase	Vehicle travel time on Valencia Street has not changed significantly in either travel direction: Northbound: 10 seconds slower Southbound: 8 seconds slower Valencia at 23 rd Street NB: Slight increase SB: Slight increase

Based on the findings from all three evaluation periods, the center-running bikeway pilot is an improvement from pre-pilot conditions. Aspects like vehicle blockage of the bikeway, which was a significant traffic safety concern in pre-pilot conditions, were drastically less frequent during the pilot. Other concerns, such as vehicle dooring or vehicle encroachment of the bikeway, were

also less frequent after pilot implementation. Essentially, the pilot has reduced or almost eliminated all mid-block conflicts associated with parking and loading for people on bikes. Overall, the pilot has made the biking experience calmer and more predictable.

Other aspects of the pilot design, such as the curb management plan, also showed success at reducing unpredictable vehicle loading behavior, such as double-parking. However, even with these positives from the pilot design, a new conflict arose from the project: vehicles making illegal left or U-turns at intersections. These illegal movements are the main cause for bike-related collisions in the current pilot conditions. Additionally, bicyclists sometimes found it difficult to transition from a side- to center-running bike lane at each end of the project area at 15th and 23rd streets. It was also observed that motorcycles started using the wide center-running lane to do exhibition driving.

The full 12-month evaluation report is expected to be published in late November/early December 2024. The report will be published on the project's webpage at <u>SFMTA.com/Valencia</u>.

Side-Running Bikeway Proposal – Project Elements and Tradeoffs

Bike Safety Improvements

The goals of this project include improving safety for all who travel on Valencia Street, preserving the economic vitality of Valencia Street, and ensuring access for people and goods. See Enclosure 2 for the existing and proposed pilot project plans.

The side-running bikeway option on Valencia Street between 15th and 23rd streets would include a separated bikeway in each direction next to the sidewalk rather than in the center of the roadway. This bikeway design would be similar to the one on Valencia between Market and 15th streets, which was installed in 2019.

Between 15th and 19th streets, the side-running bikeway is proposed to be typically five feet wide, but increases in width to as wide as seven feet for short segments which would allow for side-by-side riding and passing. There will be a minimum of three-foot wide buffers with safe-hit posts between the bikeway and the parking lane, but the buffers widen to 5 feet in areas where accessible parking and loading are present. The parking lane will be eight feet wide while the travel lanes will be 10 to 11- feet wide in each direction. Figure 1 shows a cross section of a typical block between 15th to 19th streets.



Figure 1 – Typical Cross Section – Valencia Street between 15th to 19th streets

Between 19th and 23rd streets, the bikeway is about six feet wide and increases in width to as wide as seven feet in some areas. There will be five-foot wide buffers with safe-hit posts between the bikeway and the parking lane, and a parking lane that will be seven feet wide. The travel lanes will be 13 feet wide in each direction. Figure 2 shows a cross section of a typical block between 19th to 23rd streets.



Figure 2 – Typical Cross Section – Valencia Street between 19th to 23rd streets

In both segments (i.e., between 15th and 19th streets and 19th and 23rd streets), the bikeway would be separated from with vehicle travel lane in most areas by a floating parking/loading lane and safe-hit posts (delineators).

There are 26 Shared Spaces parklets on the project corridor. During the outreach process, the project team worked with merchants to determine if they wanted to keep their parklet curbside, remove it, or move it to a floating configuration. If the parklet is kept curbside, the bike lane will jog around it. If the parklet is moved to a floating configuration, the bike lane will run between the curb and the parklet. Parklet design details are further described below.

Bike boxes and two-stage turn boxes (which provide dedicated space at corners for cyclists to safely make left turns in two steps and not require mixing with vehicle traffic) are included in the proposal at intersections to accommodate bicycle turns on and off Valencia.

With the side-running bikeway option, there are design tradeoffs that impact bike lane widths, buffer widths, intersection design, vehicle lane width, and the total number of parking and loading spaces.

The curb-to-curb width between 15th and 19th street is six to ten feet narrower due to wider sidewalks. As a result, there is less space in the roadway for bike lanes, buffers next to parking spaces, and vehicle lanes. For this stretch of Valencia Street, bike lanes, buffers between the bike lane and parking spaces, and vehicle travel lanes will be narrower and may feel more constrained. The section between 19th and 23rd streets is wider and bike lanes, buffers, and vehicle lanes would be less constrained and most likely feel more comfortable.

A pivot to a side-running bikeway would be considered a Quick-Build project, which means the project would be completed almost entirely through SFMTA shops. Capital work, including upgrades to traffic signals to accommodate separating turning vehicles from people riding bikes, would require an extensive design and construction process. It is expected that the proposed side-running design will not be able to accommodate new signal phases to separate turning vehicles from people who are riding bikes but will include protected intersections, which require little to no signal infrastructure upgrades. Additionally, vehicle left and U-turn restrictions in the northbound and southbound directions on Valencia Street between 15th to 23rd streets will remain to prevent that conflict from occurring when both vehicles and bicyclists have the right-of-way to proceed through in those directions.

Currently, traffic signals along Valencia Street are timed to allow a person riding a bicycle at 13 miles per hour to catch one green light after another down the corridor between 17th and 22nd streets. This will remain for the side-running bikeway proposal.

Parking and Loading

The proposed elements of the side-running bikeway design also include a proposed parking and loading mix. The proposed mix was established in close collaboration with merchants along the corridor and informed by the evaluation data. Project staff conducted a parking and loading survey while going door-to-door along the pilot area, held block-by-block design meetings with merchants and fronting establishments, led one-on-one meetings with parklet owners, color curb sponsors and neighboring establishments, hosted walkthroughs with merchants along each block of the project area, and attended weekly Valencia Merchants Corridor Association (VCMA) (both at-large and the bike lane subcommittee) meetings.

Project staff originally proposed a curb management plan, driven by the SFMTA Boardapproved Curb Management Strategy and based on qualitative and quantitative data, that identified where and how the curb should be prioritized to support the design of a side-running

bike lane, including locations for commercial loading, passenger loading, general loading, blue zones, short-term parking, bike corrals, bikeshare stations, Shared Spaces parklets, and general metered parking. Based on VCMA feedback, project staff significantly revised the curb management plan, making over 30 parking and loading zone changes along the project area. The final locations and times of the curb regulations proposed to be in effect were based on VCMA feedback.

The proposed parking and loading mix will have tradeoffs when compared to the center-running design. The most notable tradeoff is a reduction in curb space for parking and loading. The center-running bikeway design allowed 85-90% of available curb space to be retained from the existing conditions prior to the pilot. The side-running bikeway design only allows half of the available curb space to be retained compared to the pre-center-running bikeway conditions.

Staff reviewed the corridor very carefully and optimized the amount of parking spaces on the corridor. Parking reduction near driveways, alleys, and side streets is necessary to provide clear visibility between drivers and people walking and riding bikes. Parking removal is also required to maintain access to fire hydrants, account for constrained roadway widths, and accommodate curbside parklets throughout the project corridor.

On Valencia between 15th and 19th streets, roadway space is further constrained due to the narrower curb-to-curb width because of the wider sidewalks. In this section of the project area, bike lanes, buffers, curb lanes, vehicle travel lanes, and parklets account for a significant amount of the roadway. As a result, parking and loading lanes cannot always be accommodated. In some areas, parking will not be permitted due to the presence of fire hydrants (30' red zone around fire hydrants). Additionally, for parklets that remain curbside, as opposed to floating, removal of one to two parking spaces on either side of the parklet is necessary to allow for the bike lane to weave safely around the parklet.

The design incorporated the following strategies to optimize the amount of parking on the corridor:

- Minimized bike-lane transition zones around curbside parklets so parking space removal reduces from two to four spaces to one to two spaces;
- Worked with VCMA to identify and reduce the number of proposed loading zones to only those that were specifically sponsored, requested, or negotiated as part of parklet placement;
- Moved two bikeshare stations from Valencia Street to side streets to allow for more parking spaces on the corridor;
- Worked with the San Francisco Police Department (SFPD) to add back one parking space on 17th street near Mission Station; and
- Added motorcycle parking in locations where there was not enough space for a full vehicle parking space.

Overall, it is anticipated vehicle parking and loading would be reduced by approximately 34

percent from 225 vehicle spaces and 28 motorcycle spaces currently on the corridor with the center-running bike lane design to 146 vehicle spaces and 51 motorcycle spaces with the proposed side-running design. Some blocks will see significantly more vehicle parking/loading loss than other blocks due to driveways, alleyways, fire hydrants, and parklet placement. See table below for a summary of pre-pilot, center-running, and side-running parking, loading, and motorcycles space totals.

Parking and Loading Spaces					
	Pre- Pilot	Center-R	Running	Side-Ru	Inning
	All Day	Before 4pm	After 4pm	Before 4pm	After 4pm
Parking	228	98	147	84	103
Loading	61	127	78	62	43
Motorcycle	31	28	28	51	51
Total	320	253	253	197	197

Staff will continue to revise the parking and loading mix following implementation of the project based on the following criteria:

- Business feedback;
- Observations/data for double-parking near intersections as it could possibly pose a safety risk;
- Occupancy rate of commercial loading zones; and
- Frequency and duration of double-parked vehicles based on time of day.

Pedestrian Safety Improvements

With the side-running design, pedestrian improvements installed with the center-running design will remain the same. At all intersections, the project would re-install parking restrictions to improve visibility at crosswalks (i.e., daylighting). These no-parking areas would include a minimum of 20 feet of painted red curb. The project would also re-install advanced limit lines, which are solid white lines extending across the approach lanes to indicate where vehicles must stop at signalized intersection approaches to improve visibility among vehicles, bicyclists, and pedestrians and to discourage vehicles from encroaching into the crosswalk.

The side-running bikeway design will install new protected corners at all intersections using paint, safe-hit posts, and black and yellow speed bumps to help slow down right turning vehicles. Additionally, existing vehicle left and U-turn restrictions at intersections on Valencia Street

between 15th and 23rd streets in the northbound and southbound directions, will remain to reduce vehicle-pedestrian conflicts and ensure safety. The project is also proposing to add vehicle no right turn on red restrictions across the corridor and on cross streets. Lastly, the project also will remove parking near driveways, fire hydrants, alleys, and near crosswalks to increase pedestrian visibility.

Shared Spaces Parklets

To optimize parking and loading on the corridor, changes to parklet placement is proposed. Specifically, a floating parklet configuration would allow a parklet away from the curb and permit the bikeway to pass between the sidewalk and the parklet. Additionally, a floating parklet configuration would not require bikeway transitions around the back of a parklet—which is required for a curbside parklet—and allow for parking and loading adjacent to a floating parklet. This would allow for up to two to three parking spaces to be retained with a floating parklet configuration.

Permitted parklet operators have been given the option to keep their outdoor parklet curbside, as it is now, remove their parklet, or move to a floating configuration (i.e., between the vehicle travel lane and bikeway). 21 parklet owners decided to keep their parklets curbside, 3 floating, and 2 decided to fully remove.

Floating parklets will have additional design requirements compared to the standard curbside design. These design criteria are anticipated to be incorporated into the Shared Spaces Design Manual as an appendix and were informed by consulting with other peer cities, including Oakland and New York, who have successfully operated side-running protected bikeways for several years with parklets in the floating configuration.

Specifically, floating parklet design criteria will include the following:

- A boundary wall or railing along the bikeway side of the parklet to restrict parklet users to a single designated crossing between the parklet and sidewalk to provide more predictability at conflict points for all users. The crossing between the parklet and sidewalk will require additional signage to alert users of potential conflicts between pedestrians and people on bikes.
- A raised accessible crossing will be installed in the bikeway to connect the sidewalk to the parklet. The crossing will serve as a level accessible pathway and traffic calming measure to slow people on bikes as they approach pedestrians entering or exiting a floating parklet.
- At a minimum, a three-foot buffer between the bikeway and parklet will be maintained to ensure proper sightlines for pedestrians who are stepping out of the floating parklet.
- A floating parklet must also be offset one-foot from the vehicle travel lane to provide separation from the vehicle travel lane.

Similar to the other design elements, a mixture of floating and curbside parklet configurations

creates tradeoffs that should be considered. This mixture of parklet placement would require people on bikes to navigate between two configurations: between the curb and floating parklet and around a curbside parklet, next to the vehicle travel lane.

Floating parklets would require business employees, servers, and patrons to cross the bikeway from the sidewalk to the floating parklet. Although the crossing from the sidewalk to the floating parklet would be raised and prioritize pedestrians, the location where people walking to the parklet and people riding bikes cross paths could be a potential conflict point. The design criteria noted above are intended to mitigate potential conflicts and make this crossing point as visible, accessible, and predictable as possible.

Under a side-running bikeway design, businesses without an existing Shared Spaces parklet would not be able to apply for a curbside parklet and may only apply for a floating parklet with evaluation for approval on a case-by-case basis. Introducing new curbside parklets along the corridor would further reduce the overall number of parking and loading spaces and would also introduce more weaving around parklets for people who ride bikes.

The interdepartmental Shared Spaces team is continuing to refine the policy for a floating parklet configuration, which includes final design details and logistics for owners to reconstruct their structure into this alignment.

Floating Parklet Financial Assistance

Parklets are a vital component to what makes the Valencia commercial corridor so vibrant and unique. SFMTA will allocate a portion of the project budget to reimburse impacted parklet operators who will either remove or relocate their structure to the floating configuration. Quotes or receipts demonstrating the reimbursement amount must be pre-approved by the SFMTA ahead of removing or modifying a parklet. SFMTA will provide financial assistance of up to \$30,000 to reimburse labor and material expenses directly related to removing and rebuilding a compliant structure in a floating parking lane configuration. If the operator removes their existing permitted curbside parklet, they can be reimbursed up to \$5,000 for labor and material expenses to demolish the parklet. These are one-time reimbursements, and only available to businesses with an existing parklet. The operator will agree to complete their work at an agreed upon schedule to facilitate roadway construction work for the adopted bikeway design.

PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS

Below is a list of all the traffic modifications associated with the proposed project. Items A, B, H, N, O, P, and T through JJ require SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 subsection (a) delegates to the City Traffic Engineer the authority to approve items I (less than 20') and KK through NN and, subsection (b) delegates to the City Traffic Engineer the authority to approve the following items after a public hearing C through G, I (greater than 20'), J, K, L, M, Q, R, S the City Traffic Engineer recommends that

the SFMTA Board approve these items as part of the Mid-Valencia Curbside Protected Bikeway Project.

- A. ESTABLISH CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)
 - i. Valencia Street, northbound and southbound, between 15th street and 23rd Street
 - ii. Valencia Street, east side, from 23rd Street to 58 feet southerly
- B. ESTABLISH TOW-AWAY NO STOPPING ANY TIME
 - i. Valencia Street, east side, from 23rd Street to 58 feet southerly
- C. ESTABLISH NO LEFT TURN, NO U-TURNS, EXCEPT BICYCLES
 - i. Valencia Street, northbound, at 15th Street
 - ii. Valencia Street, northbound and southbound, at 17th Street
 - iii. Valencia Street, northbound and southbound, at 18th Street
 - iv. Valencia Street, northbound and southbound, at 19th Street
 - v. Valencia Street, northbound and southbound, at 20th Street
 - vi. Valencia Street, northbound and southbound, at 21st Street
 - vii. Valencia Street, northbound and southbound, at 22nd Street
 - viii. Valencia Street, northbound and southbound, at 23rd Street
- D. ESTABLISH NO LEFT TURN, NO U-TURNS, EXCEPT MUNI and BICYCLES
 - i. Valencia Street, northbound and southbound, at 16th Street
- E. ESTABLISH RIGHT TURN ONLY
 - i. Sparrow Street, westbound, at Valencia Street
 - ii. Sycamore Street, westbound, at Valencia Street
 - iii. Cunningham Place, eastbound, at Valencia Street
 - iv. Liberty Street, eastbound, at Valencia Street
- F. ESTABLISH NO LEFT TURN, NO U-TURN
 - i. Valencia Street, southbound, at Sparrow Street
 - ii. Valencia Street, southbound, at Clarion Alley
 - iii. Valencia Street, northbound and southbound, at Sycamore Street
 - iv. Valencia Street, northbound, at Cunningham Place
 - v. Valencia Street, northbound, at Liberty Street
- G. ESTABLISH NO RIGHT TURN ON RED
 - i. 15th Street, westbound, at Valencia Street
 - ii. Valencia Street, southbound, at 15th Street
 - iii. 16th Street, eastbound and westbound, at Valencia Street
 - iv. Valencia Street, northbound and southbound, at 16th Street
 - v. 17th Street, eastbound and westbound, at Valencia Street
 - vi. Valencia Street, northbound and southbound, at 17th Street
 - vii. 18th Street, eastbound and westbound, at Valencia Street
 - viii. Valencia Street, northbound and southbound, at 18th Street
 - ix. 19th Street, eastbound and westbound, at Valencia Street
 - x. Valencia Street, northbound and southbound, at 19th Street
 - xi. 20th Street, eastbound and westbound, at Valencia Street
 - xii. Valencia Street, northbound and southbound, at 20th Street
 - xiii. 21st Street, eastbound and westbound, at Valencia Street

xiv. Valencia Street, northbound and southbound, at 21st Street

xv. 22nd Street, eastbound and westbound, at Valencia Street

xvi. Valencia Street, northbound and southbound, at 22nd Street

xvii. 23rd Street, eastbound and eastbound, at Valencia Street

xviii. Valencia Street, northbound and southbound, at 23rd Street

H. ESTABLISH – MARKED CROSSWALK

i. Valencia Street, east side, from 64 feet to 74 feet north of 16th Street

ii. Valencia Street, east side, from 30 feet to 40 feet north of 19th Street

iii. Valencia Street, west side, from 69 feet to 79 feet north of Hill Street

I. ESTABLISH – RED ZONE

i. Valencia Street, west side, from 15th Street to 44 feet southerly

ii. Valencia Street, west side, from 177 feet to 200 feet south of 15th Street

- iii. Valencia Street, west side, from 221 feet to 286 feet south of 15th Street
- iv. Valencia Street, west side, from 123 feet to 185 feet north of 16th Street

v. Valencia Street, west side, from 16th Street to 35 feet northerly

vi. Valencia Street, east side, from 16th Street to 21 feet northerly

vii. Valencia Street, east side from 117 feet to 137 feet north of 16th Street

viii. Valencia Street, east side from 64 feet to 79 feet south of Sparrow Street

ix. Valencia Street, east side, from Sparrow Street to 10 feet southerly

x. Valencia Street, east side, from Sparrow Street to 11 feet northerly

xi. Valencia Street, east side, from 21 feet to 43 feet north of Sparrow Street

xii. Valencia Street, east side, from 63 feet to 87 feet north of Sparrow Street

xiii. Valencia Street, east side, from 106 feet to 126 feet north of Sparrow Street

xiv. Valencia Street, east side, from 105 feet to 121 feet south of 15th Street

xv. Valencia Street, east side, from 70 feet to 94 feet south of 15th Street

xvi. Valencia Street, east side, from 15th Street to 30 feet southerly

xvii. Valencia Street, west side, from 16th Street to 38 feet southerly

xviii. Valencia Street, west side, from 197 feet to 296 feet south of 16th Street

xix. Valencia Street, west side, from 17th Street to 78 feet northerly

xx. Valencia Street, east side, from 17th Street to 76 feet northerly

xxi. Valencia Street, east side, from 89 feet to 109 feet north of 17th Street

xxii. Valencia Street, east side from 195 feet to 249 feet north of 17th Street

xxiii. Valencia Street, east side, from 16th Street to 38 feet southerly

xxiv. Valencia Street, west side, from 230 feet to 248 feet south of 17th Street

xxv. Valencia Street, west side, from 260 feet to 275 feet south of 17th Street

xxvi. Valencia Street, west side, from 314 feet to 334 feet south of 17th Street

xxvii. Valencia Street, west side, from 18th Street to 28 feet northerly

xxviii. Valencia Street, east side, from 18th Street to 18 feet northerly

xxix. Valencia Street, east side, from 91 feet to 111 feet north of 18th Street

xxx. Valencia Street, east side, from 123 feet to 138 feet north of 18th Street

xxxi. Valencia Street, east side, from Sycamore Street to 20 feet southerly

xxxii. Valencia Street, east side, from Sycamore Street to 22 feet northerly

xxxiii. Valencia Street, east side, from 38 feet to 52 feet north of Sycamore Street

xxxiv. Valencia Street, east side, from Clarion Alley to 15 southerly

Valencia Street, east side, from 17th Street to 21 feet southerly XXXV. Valencia Street, west side, from 19th Street to 66 feet northerly xxxvi. xxxvii. Valencia Street, west side, from 131 feet to 203 feet north of 19th Street xxxviii. Valencia Street, west side, from 261 feet to 287 feet north of 19th Street xxxix. Valencia Street, west side from 18th Street to 12 feet southerly xl. Valencia Street, east side, from 19th Street to 23 feet northerly xli. Valencia Street, east side, from 109 feet to 161 feet north of 19th Street xlii. Valencia Street, east side from 283 feet to 307 feet south of 18th Street xliii. Valencia Street, east side from 211 feet to 235 feet south of 18th Street xliv. Valencia Street, east side from 149 feet to 169 feet south of 18th Street xlv. Valencia Street, east side from 128 feet to 133 feet south of 18th Street xlvi. Valencia Street, east side from 47 feet to 67 feet south of 18th Street xlvii. Valencia Street, east side from 18th Street to 24 feet southerly xlviii. Valencia Street, west side, from 20th Street to 28 feet northerly xlix. Valencia Street, west side, from 210 feet to 276 feet north of 20th Street 1. Valencia Street, west side, from 291 feet to 311 feet north of 20th Street li. Valencia Street, west side, from Cunningham Place to 8 feet northerly lii. Valencia Street, west side, from 27 feet to 46 feet north of Cunningham Place liii. Valencia Street, west side from 19th Street to 35 feet southerly liv. Valencia Street, east side, from 20th Street to 29 feet northerly 1v. Valencia Street, east side, from 172 feet to 192 feet north of 20th Street lvi. Valencia Street, east side, from 200 feet to 210 feet north of 20th Street lvii. Valencia Street, east side, from 306 feet to 316 feet north of 20th Street lviii. Valencia Street, east side, from 340 feet to 360 feet north of 20th Street Valencia Street, east side, from 373 feet to 383 feet north of 20th Street lix. 1x. Valencia Street, east side, from 392 feet to 407 feet north of 20th Street lxi. Valencia Street, east side, from 77 feet to 88 feet south of 19th Street lxii. Valencia Street, east side from 19th Street to 27 feet southerly lxiii. 20th Street, south side from Valencia Street to 15 feet easterly lxiv. Valencia Street west side from 21st Street to 50 feet northerly lxv. Valencia Street west side from 98 feet to 128 feet north of 21st Street lxvi. Valencia Street west side from 172 feet to 188 feet north of 21st Street lxvii. Valencia Street, west side from Liberty Street to 5 feet southerly lxviii. Valencia Street, west side from Liberty Street to 35 feet northerly lxix. Valencia Street, west side from 82 feet to 104 feet north of Liberty Street lxx. Valencia Street, west side from 56 feet to 104 feet south of 20th Street lxxi. Valencia Street, west side from 20th Street to 32 feet southerly lxxii. Valencia Street, east side from 21st Street to 29 feet northerly lxxiii. Valencia Street, east side from 149 feet to 169 feet north of 21st Street lxxiv. Valencia Street, east side from 180 feet to 198 feet north of 21st Street lxxv. Valencia Street, east side from 208 feet to 213 feet north of 21st Street lxxvi. Valencia Street, east side from 260 feet to 270 feet north of 21st Street lxxvii. Valencia Street, east side from 270 feet to 277 feet north of 21st Street lxxviii. Valencia Street, east side from 174 feet to 203 feet south of 20th Street

lxxix. Valencia Street, east side from 127 feet to 162 feet south of 20th Street Valencia Street, east side from 65 feet to 111 feet south of 20th Street lxxx. lxxxi. Valencia Street, east side from 20th Street to 25 feet southerly lxxxii. 21st Street, north side from Valencia Street to 20 feet easterly lxxxiii. 21st Street, south side from Valencia Street to 15 feet easterly lxxxiv. Valencia Street, east side, from 22nd Street to 31 feet northerly lxxxv. Valencia Street, east side, from 70 feet to 100 feet north of 22nd Street lxxxvi. Valencia Street, east side, from 183 feet to 203 north of 22nd Street lxxxvii. Valencia Street, east side, from 216 feet to 226 north of 22nd Street lxxxviii. Valencia Street, east side, from 279 feet to 299 feet north of 22nd Street Valencia Street, east side, from 314 feet to 348 feet north of 22nd Street lxxxix. Valencia Street, east side, from 359 feet to 400 feet north of 22nd Street xc. Valencia Street, east side, from 83 feet to 87 feet south of 21st Street xci. Valencia Street, east side, from 21st Street to 26 feet southerly xcii. xciii. Valencia Street, west side, from 22nd Street to 23 feet northerly xciv. Valencia Street, west side, from 86 feet to 106 feet north of 22nd Street Valencia Street, west side, from Hill Street to 5 feet southerly xcv. xcvi. Valencia Street, west side, from Hill Street to 14 feet northerly xcvii. Valencia Street, west side, from 77 feet to 87 feet south of 21st Street xcviii. Valencia Street, west side, from 45 feet to 65 feet south of 21st Street xcix. Valencia Street, west side, from 21st street to 14 feet southerly c. 22nd Street, north side, from Valencia Street to 20 feet easterly ci. 22nd Street, south side, from Valencia Street to 15 feet easterly cii. Valencia Street, east side from 23rd Street to 27 feet northerly ciii. Valencia Street, east side from 47 feet to 62 feet north of 23rd Street civ. Valencia Street, east side from 72 feet to 86 feet north of 23rd Street cv. Valencia Street, east side from 96 feet to 106 feet north of 23rd Street cvi. Valencia Street, east side from 116 feet to 126 feet north of 23rd Street cvii. Valencia Street, east side from 207 feet to 227 north of 23rd Street cviii. Valencia Street, east side from 240 feet to 250 north of 23rd Street cix. Valencia Street, east side, from 263 feet to 283 feet north of 23rd Street Valencia Street, east side, from 180 feet to 210 feet south of 23rd Street CX. cxi. Valencia Street, east side from 56 feet to 104 feet south of 22nd Street cxii. Valencia Street, east side from 22nd Street to 35 feet southerly cxiii. Valencia Street, west side from 23rd Street to 32 feet northerly cxiv. Valencia Street, west side, from 86 feet to 99 feet north of 23rd Street cxv. Valencia Street, west side, from 120 feet to 160 feet north of 23rd Street cxvi. Valencia Street, west side, from 172 feet to 192 feet north of 23rd Street cxvii. Valencia Street, west side, from 236 feet to 304 feet north of 23rd Street cxviii. Valencia Street, west side, from 364 feet to 388 feet north of 23rd Street cxix. Valencia Street, west side, from 404 feet to 430 feet north of 23rd Street Valencia Street, west side, from 442 feet to 462 feet north of 23rd Street CXX. cxxi. Valencia Street, west side, from 22nd street to 18 feet southerly 23rd Street, north side, from Valencia Street to 15 feet westerly cxxii.

- cxxiii. 23rd Street, south side, from Valencia Street to 20 feet westerly
- exxiv. Albion Street, east side from 0 feet to 20 feet north of 16th Street
- cxxv. Albion Street, east side from 0 feet to 20 feet south of 16th Street
- cxxvi. Guerrero Street, east side from 0 feet to 20 feet south of Liberty Street

J. ESTABLISH - BLUE ZONE, AT ALL TIMES

- i. Valencia Street, east side, from 21 feet to 41 feet north of 16th Street
- ii. Valencia Street, east side, from 21 feet to 44 feet south of 17th Street
- iii. 19th Street, south side from 10 feet to 28 feet east of Valencia Street
- iv. Valencia Street, west side, from 190 feet to 210 feet north of 20th Street
- v. 20th Street, north side from 18 feet to 40 feet east of Valencia Street
- vi. Liberty Street, north side from 4 feet to 24 feet west of Valencia Street
- vii. Valencia Street, east side from 29 feet to 49 feet north of 21st Street
- viii. Valencia Street, north side from 10 feet to 30 feet west of Valencia Street
- ix. Valencia Street, east side, from 26 feet to 46 feet south of 21st Street
- x. Valencia Street, east side, from 104 feet to 124 feet south of 22nd Street
- xi. 23rd Street, north side, from 99 feet to 117 feet west of Valencia Street
- xii. Albion Street, east side from 20 feet to 40 feet north of 16th Street
- xiii. Albion Street, east side from 20 feet to 40 feet south of 16th Street
- xiv. 17th Street, north side from 0 feet to 20 feet west of Hoff Street
- xv. 18th Street, north side from 15 feet to 35 feet west of Lexington Street
- xvi. Dearborn Street, east side, from 12 feet to 32 feet south of 17th Street
- xvii. Lexington Street, west side from 0 feet to 20 feet south of 18th Street
- xviii. Guerrero Street, east side from 20 feet to 40 feet south of Liberty Street
- K. ESTABLISH NO STOPPING ANY TIME, EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

- i. 15th Street, north side, from 10 feet to 75 feet east of Valencia Street (65-foot bike share station)
- ii. 17th Street at Valencia Street Bike Share Station
- iii. 17th Street, north side, from 50 feet to 105 feet west of Valencia Street (55-foot bike share station)
- iv. Valencia Street at 17th Street- Bike Share Station
- v. Valencia Street, east side, from 30 feet to 56 feet north of 17th Street (26-foot bike share station)
- vi. Valencia Street at 18th Street- Bike Share Station
- vii. Valencia Street, west side, from 90 feet to 149 feet west of Valencia Street (59foot bike share station)
- viii. Valencia Street at 20th Street (Mission Playground) Bike Share Station
 - ix. 21st Street at Valencia Street Bike Share Station
 - x. 21st Street, south side, from 15 feet to 77 feet west of Valencia Street (62' bike share station)
- xi. 22nd Street at Valencia Street Bike Share Station
- xii. 22nd Street, south side, from 10 feet to 62 feet west of Valencia Street (52' bike share station)
- L. ESTABLISH NO PARKING ANYTIME EXCEPT BICYCLES

i. Valencia Street, west side, from 185 feet to 207 feet north of 16th Street

ii. Valencia Street, east side from 242 feet to 260 feet north of 21st Street M. ESTABLISH - COMPACT PARKING

i. Valencia Street, east side, from 66 feet to 83 feet south of 21st Street

- N. ESTABLISH GREEN METER, 15-MINUTE LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side from 35 feet to 53 feet north of Liberty Street
 - ii. Valencia Street, west side, from 14 feet to 31 feet north of Hill Street
- O. ESTABLISH GREEN METER, 30-MINUTE LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side, from 44 feet to 67 feet south of 17th Street
 - ii. 18th Street, south side, from 20 feet to 52 feet west of Valencia Street
 - iii. Valencia Street, west side, from 23 feet to 59 feet north of 22nd Street
- P. ESTABLISH METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 44 feet to 62 feet south of 15th Street
 - ii. Valencia Street, west side, from 93 feet to 114 feet south of 15th Street
 - iii. Valencia Street, west side, from 120 feet to 123 feet north of 16th Street
 - iv. Valencia Street, east side, from 11 feet to 21 feet north of Sparrow Street
 - v. Valencia Street, east side from 94 feet to 105 feet south of 15th Street
 - vi. Valencia Street, west side, from 38 feet to 41 feet south of 16th Street
 - vii. Valencia Street, west side, from 191 feet to 197 feet south of 16th Street
 - viii. Valencia Street, east side, from 189 feet to 195 feet north of 17th Street
 - ix. Valencia Street, east side, from 261 feet to 268 feet south of 16th Street
 - x. Valencia Street, east side, from 38 feet to 41 feet south of 16th Street
 - xi. Valencia Street, west side, from 203 feet to 209 feet north of 19th Street
 - xii. Valencia Street, west side, from 249 feet to 261 feet north of 19th Street
 - xiii. Valencia Street, east side from 260 feet to 269 feet south of 18th Street
 - xiv. Valencia Street, east side, from 383 feet to 392 feet north of 20th Street
 - xv. Valencia Street, east side from 69 feet to 75 feet south of 19th Street
 - xvi. Valencia Street, east side, from 250 feet to 263 feet north of 23rd Street
 - xvii. Valencia Street, west side, from 72 feet to 86 feet north of 23rd Street
- Q. ESTABLISH PASSENGER LOADING ZONE, 7AM TO 10PM, DAILY
 - i. Valencia Street, west side, from 275 feet to 314 feet south of 17th Street
- R. ESTABLISH PASSENGER LOADING ZONE, 7AM TO 11PM, MONDAY THROUGH FRIDAY, 7AM TO 6PM, SATURDAY
- i. Valencia Street, east side, from 124 feet to 180 feet south of 22nd Street S. ESTABLISH - PASSENGER LOADING ZONE, AT ALL TIMES
 - i. Valencia Street, east side, from 10 feet to 46 feet south of Sparrow Street
 - ii. Valencia Street, east side, from 138 feet to 160 feet north of 18th Street
- T. ESTABLISH TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 12PM to 9PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side from 189 feet to 211 feet south of 18th Street
- U. ESTABLISH TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 7AM to

7PM, DAILY

 i. Valencia Street, east side, from 29 feet to 49 feet north of 20th Street
 V. ESTABLISH - TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 8AM to 1PM, MONDAY THROUGH SATURDAY

i. Valencia Street, east side, from 169 feet to 189 feet north of 17th Street

- W. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 6AM TO 12PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 161 feet to 191 feet south of 16th Street
- X. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 7AM TO 11AM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 11AM to 10PM, DAILY

i. 20th Street, south side from 15 feet to 52 feet east of Valencia Street

- Y. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side from 5 feet to 41 feet south of Liberty Street
 - ii. Valencia Street, east side, from 126 feet to 166 feet north of 23rd Street
 - iii. 19th Street, south side from 28 feet to 94 feet east of Valencia Street
- Z. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM MONDAY THROUGH SATURDAY
 - i. 15th Street, south side, from 3 feet to 52 feet west of Valencia Street
- AA. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM, DAILY
 - i. Valencia Street, west side, from 209 feet to 249 feet north of 19th Street
- BB. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 173 feet to 184 feet north of Cunningham Place

CC. ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 9PM, MONDAY THROUGH SATURDAY

- i. Valencia Street, east side, from 18 feet to 48 feet north of 18th Street
- ii. Valencia Street, west side, from 46 feet to 89 feet north of Cunningham Place
- iii. Valencia Street, east side, from 46 feet to 83 feet south of 21st Street
- iv. 22nd Street, south side, from 15 feet to 47 feet east of Valencia Street
- v. Valencia Street, west side, from 192 feet to 236 feet north of 23rd Street

DD. ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY

- i. Valencia Street, west side, from 35 feet to 104 feet north of 16th Street
- ii. Valencia Street, east side, from 81 feet to 117 feet north of 16th Street
- iii. 15th Street, south side, from 13 feet to 53 feet east of Valencia Street
- iv. Valencia Street, west side, from 80 feet to 101 feet south of 16th Street Valencia Street, east side, from 41 feet to 81 feet south of 16th Street

KK.

v. Valencia Street, west side, from 78 feet to 118 feet north of 17th Street

- vi. Valencia Street, east side, from 109 feet to 149 feet north of 17th Street
- vii. Valencia Street, east side from 67 feet to 128 feet south of 18th Street
- viii. Valencia Street, west side, from 152 feet to 173 feet north of Cunningham Place
- ix. Valencia Street, east side, from 210 feet to 270 feet north of 20th Street
- x. Valencia Street, west side, from 86 feet to 131 feet north of 19th Street
- xi. 20th Street, south side from 22 feet to 56 feet west of Valencia Street
- xii. 20th Street, north side from 37 feet to 85 feet west of Valencia Street
- xiii. Valencia Street, east side from 109 feet to 149 feet north of 21st Street
- xiv. 21st Street, north side from 20 feet to 95 feet east of Valencia Street
- xv. Valencia Street, east side, from 226 feet to 280 feet north of 22nd Street
- xvi. Valencia Street, west side, from 14 feet to 45 feet south of 21st Street
- xvii. 22nd Street, north side, from 20 feet to 53 feet east of Valencia Street
- xviii. 23rd Street, north side, from 15 feet to 59 feet west of Valencia Street

EE.ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 4PM to 12AM MONDAY THROUGH SATURDAY

i. 16th Street, north side, from 16 feet to 52 feet west of Valencia Street

FF. ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 4PM to 9PM, MONDAY THROUGH SATURDAY

- i. Valencia Street, west side, from 41 feet to 83 feet south of 16th Street
- ii. Valencia Street, west side, from 74 feet to 119 feet north of 18th Street
- iii. Valencia Street, east side, from 20 feet to 65 feet south of Sycamore Street
- GG. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY; PASSENGER LOADING ZONE, 6PM to 8PM, TUESDAYS AND 9AM TO 2PM, SUNDAYS
 - i. Valencia Street, east side, from 316 feet to 340 feet north of 20th Street
- HH. ESTABLISH TOW-AWAY NO STOPPING, PASSENGER LOADING ZONE, 5PM TO 2AM, DAILY
 - i. Valencia Street, east side, from 66 feet to 109 feet north of 19th Street
- II. ESTABLISH TOW-AWAY NO STOPPING, PASSENGER LOADING ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY
 - i. Valencia Street, west side, from 150 feet to 190 feet north of 20th Street
- JJ. ESTABLISH TOW-AWAY NO STOPPING, PASSENGER LOADING ZONE, DURING POSTED SERVICES

i. Valencia Street, east side, from 149 feet to 172 feet north of 20th Street RESCIND – NO PARKING ANY TIME

- i. 17th Street, south side, from 105 feet to 142 feet west of Valencia Street
- ii. 17th Street, south side, from feet to 159 to 171 feet west of Valencia Street
- LL.REVOKE TOW-AWAY NO STOPPING, METERED 6-WHEEL COMMERCIAL

LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM, MONDAY THROUGH SATURDAY

i. 19th Street, south side from 10 feet to 76 feet east of Valencia Street

MM. REVOKE - TOW-AWAY NO STOPPING, METERED 6-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 6PM to 10PM, MONDAY THROUGH SATURDAY i. 19th Street, south side from 15 feet to 57 feet west of Valencia Street NN. REVOKE - TOW-AWAY NO STOPPING, METERED 6-WHEEL

- COMMERCIAL LOADING, 9AM TO 6PM, MONDAY THROUGH SATURDAY
 - i. 23rd Street, south side, from 20 feet to 64 feet west of Valencia Street

STAKEHOLDER ENGAGEMENT

Outreach for the Center-Running Bikeway

Implementation for the center-running bikeway was completed in August 2023. Soon after, the project team began receiving feedback from the community via the project email address and through meetings with community groups expressing a variety of opinions on the project. In late fall 2023, the project team began meeting with merchants along the corridor and the merchant association to discuss issues and areas of improvement with the center-running bikeway.

Merchant feedback mainly focused on perceived impacts of the center-running bikeway design on businesses. A major concern was that motorists were confused about the new left and U-turn restrictions at intersections and had challenges navigating the street leading to frustration, increased congestion, and potential safety issues. Additionally, merchants mentioned that customers traveling by car were unclear about where and when they could park, which deterred them from visiting and shopping. Conversations with residents and visitors confirmed some of these statements, but many also mentioned that it has always been difficult to find parking along Valencia Street given its popularity as a commercial corridor.

Additional merchant comments about the center-running bikeway concerned the mix of parking and loading spaces. The center-running bikeway design included an increase in commercial loading spaces to accommodate the loading that was previously occurring in the bike lane, vehicle travel lane, or center turn lane. While these additional commercial loading spaces were installed to maintain traffic flow and circulation by limiting instances for double parking, it also reduced the number of parking spaces available for customers. Some business owners expressed that more parking spaces were needed while others requested that Class II bike lane design return or the bikeway be removed from Valencia altogether.

The project team responded to this feedback by adjusting the center-running bikeway design in the following ways:

• Reducing the hours for and overall number of commercial loading spaces in advance of the 2023 holiday season. These changes allowed for increased hours and the number of general metered parking spaces. While initially intended to be temporary, they were popular with merchants and made permanent.

- Multi-space meters kiosks were converted back to single-space meters with customized decals providing clear parking regulation information for each parking or loading space.
- Improved and added wayfinding directing patrons to two SFMTA garages at 16th Street and 21st Street. Posters with the same information were distributed to businesses along the project corridor.
- Additional parking and loading mix changes were implemented in spring 2024. These changes were based on feedback from the Valencia Merchants Corridor Association and individual business owners along the project corridor who expressed that there were still too many loading spaces and not enough parking spaces.

The project team also heard from people who ride bikes who provided generally mixed feedback. Some felt the bikeway was a vast improvement over the pre-pilot condition as bike traffic was now separated from vehicle traffic. Supportive users noted how the bikeway was less blocked by vehicles and dooring was no longer an issue.

Conversely, some people who ride bikes were less supportive of the center-running bikeway. Feedback from this group reported instances of continued vehicles entering the center-running bikeway creating the sense of unpredictable conditions. Some stated that accessing mid-block destinations was challenging and that intersection transitions from center-running to side-running were not always intuitive. Additionally, people riding bikes reported vehicles disobeying no left or U-turn restrictions, leading to intersection vehicle-bike conflicts.

In response to this feedback, the project team installed additional "no vehicle left and U-turn signs" at intersections and mid-block locations where this movement was frequently occurring to further emphasize that this movement was illegal.

Merchants and people who ride bikes also shared that vehicle congestion seemed to increase and the traffic signal green wave was broken at the intersections of Valencia and 15th and 23rd streets where the new bike signals were installed. In response to these comments, the signal timing was revised at these two intersections to reallocate some green time to vehicle travel on Valencia to reduce vehicle congestion and to restore the bike green wave.

Outreach for a Side-Running Bikeway Option

At the February 2024 SFMTA Board of Directors meeting, the project team was directed by the Board to investigate a side-running bikeway design option. For that investigation, outreach with merchants, business owners, and stakeholder groups was a key component shaping the conceptual design, sharing potential tradeoffs, understanding preferences for parklet placement and color cub mix.

Parklet placement was identified as a key component for a side-running bikeway option. The project team met with all 26 parklet owners in February and March 2024 to discuss how parklet owners used their parklets and parklet placement preference under a side-running bikeway design (remain curbside, move to floating, or remove entirely). Staff also shared tradeoffs under

a side-running bikeway design which included parking removal for staying curbside, customer access to parklets, and relocation cost. Parklet owner reception to the floating parklet concept was mixed with some owners interested with the idea, while others were concerned with access, employee safety, logistics, and cost.

In March and April, individual merchant outreach expanded from parklet owners and the project team met with over 100 merchants and business owners along the project corridor. These meetings focused on introducing the concept of a side-running bikeway design, sharing design tradeoffs, and understanding merchant preferences for the parking and loading mix. While staff shared elements of a side-running bikeway design, the team also noticed conflicting preferences from merchants. In some cases parklet placement preference conflicted with adjacent business's parking and loading mix preference or adjacent neighbors had different opinion on the location of bikeshare stations and commercial parking. The project team met with merchants and business owners to discuss tradeoffs and conflicts at block-by-block meetings. Staff used feedback from merchant outreach to customize a side-running bikeway design incorporating parklet placement, parking and loading mix, and bikeway design preferences where appropriate.

Aside from door-to-door merchant outreach, staff also participated in or led additional outreach events and opportunities. The project team staffed an energizer station with the San Francisco Bike Coalition on Valencia Street for Bike to Wherever Day on May 16, 2024. Staff shared conceptual designs for a side-running bikeway design and heard cyclist experiences with the center-running bikeway. Staff heard the center-running design had its trade-offs but was better than the former unprotected painted (Class II) bike lanes and interest in a side-running bikeway design although more information was needed.

The project team hosted block-by-block meetings in May and June 2024 to share the conceptual designs for each block. Merchants were able to see their initial input and feedback on parking and loading spaces and parklet placement reflected from March and April in the conceptual design. These meetings were held at two-block intervals and 12 to 15 businesses attended each of the four meetings. These smaller-sized meetings provided an opportunity for each merchant to see what their block would look like and provide live feedback to the project team. Additionally, these meetings allowed merchants to understand each other's curb access needs and to discuss compromises between neighbors as well as learn about the available parking supply on their block.

At these block-by-block meetings, feedback included parklet owners more clearly understanding how their parklet placement may affect adjacent parking and loading spaces, preferences for changing commercial loading to short-term parking or general loading zones, and relocating or resizing loading zones to provide more general metered parking. Additional comments raised questions about the turn restrictions at intersections and potential opportunities for placemaking where parking was removed for daylighting at alleys, driveways, and cross streets.

On June 18, 2024, the project team attended the SFMTA Board of Directors meeting to provide an update on the exploration of a side-running bikeway design and receive direction on next

steps from the Board. Following the staff presentation and update, the SFMTA Board of Directors endorsed the concept of a side-running bike lane and directed staff to advance the conceptual design to a final design by the end of the year.

After receiving this direction, the project team worked closely with the 26 parklet owners in July and August to reach a decision on parklet placement under a side-running bikeway design. Signed agreements from the parklet owners indicated that 21 parklets would stay curbside, 3 would be relocated to a floating position, and 2 would be removed. These preferences were incorporated into the final design.

After the parklet placements were finalized, staff advanced the final design in September to incorporate the bikeway design, emergency response access, bikeshare station placement, parklet placement preferences, and parking and loading space mix. Once a final design was ready to share with the public, walking tours and open houses were scheduled to share the final design with merchants, residents, bicycle and pedestrian advocates, and emergency response services.

In September, four walking tours were held with businesses to share the final design and receive minor feedback. These walking tours were held before the larger, general open houses and allowed the project team and merchants to have a more personal and tailored conversation. Each of the four walking tours were attended by approximately five businesses. The tours allowed staff and businesses to discuss design decisions, share the design for their block, discuss the parking and loading mix, and answer questions about the design. Although some merchants questioned the presence of any bike lane on Valencia, they felt their input from earlier rounds of outreach was incorporated into the final design and appreciated the multiple and personal opportunities for input.

Two open house sessions were held in late September and focused on sharing the extensive outreach and project history, evaluation results of the center-running bikeway, and the final designs for the side-running bikeway. The open houses and final design were advertised through a mailer to almost 14,000 residents within two blocks of the project area and included information about the proposed plan, legislative process, and an invitation to the two open houses. Postings along the project corridor, invitations to the project email list, text alerts, and notices on the project website all advertised the open house sessions.

Several members of the public shared their feedback with the project team via the project email address. Most of the emails expressed support for the side-running lane.

The open house session were held in late September on opposite ends of the project corridor to allow more people to attend. Approximately 150 members of the public attended the open house sessions with many of them spending at least an hour speaking with neighbors and project staff. Staff were able the share design decisions, hear feedback on the design, and answer questions.

At the open house, public opinions remained divided about the center-running bikeway. Some had grown to appreciate it while other still felt strongly about it being removed. Some raised

concerns about the side-running option including how cyclists and customers would navigate the floating parklet configuration while other appreciated the familiarity of a side-running bikeway design. Some cyclists stated that accessing mid-block locations would be easier and appreciated keeping the vehicle left turn restrictions at intersections. Merchants were concerned with parking and loading removal associated with daylighting, parklets, and emergency service access but still wanted the center-running bikeway removed. Merchants appreciated the extensive outreach and opportunities for input throughout the project process.

Aside from major outreach milestones, the project has established regular outreach meetings with specific groups of stakeholders. In August, the project established a construction working group that includes SFMTA project staff, SFMTA shops staff, transportation safety advocates, businesses owners, and residents. The group includes approximately 12 people, meets monthly, and is the first time that the public has had the opportunity to directly interact with shops staff during the planning of a construction project. The working group has provided useful feedback about how to plan for construction in a way that minimizes inconvenience for the public and maximizes communication leading up to and during construction activities. These meetings will continue through the duration of construction.

Additionally, staff meets weekly with the Valencia Corridor Merchants Association (VCMA) to discuss and finetune the side-running bikeway design. These meetings are intended to discuss upcoming milestones in the project, review the design (including the parking and loading mix) and the possibility of landscaping planters along Valencia. Staff has attended multiple VCMA membership meetings to provide project updates, share the conceptual and final designs, and receive feedback.

In addition to outreach to VCMA, staff have continued to provide updates to community stakeholder groups, such as Friends of Valencia, San Francisco Bike Coalition, KidSafeSF, WalkSF, San Francisco Bay Area Planning and Urban Research Association (SPUR), Liberty Hill Neighbor Association, Mission Merchants Association, Calle 24, San Francisco Council of District Merchant Associations (CDMA), San Francisco Multimodal Accessibility Advisory Committee (MAAC), and SFMTA Citizens' Advisory Council (CAC), San Francisco County Transportation Authority CAC, and San Francisco Mayor's Disability Council.

Mainstream media briefings have occurred before major milestones such as SFMTA Board of Directors presentation or project open houses to ensure that the general public is informed and aware of the progress of the project and opportunities for input. In general, media coverage for the project has been largely accurate and has served as another useful tool to keep the public apprised of progress on the project.

Emergency Access

The design review for the Mid-Valencia Curbside Protected Bikeway Project included the San Francisco Fire Department (SFFD) and the San Francisco Police Department (SFPD) to ensure they have reviewed the design and been provided an opportunity for input.

Staff twice met with SFFD on Valencia Street to walk the corridor, review the design in real time, and provide feedback. SFFD feedback mainly focused on clear spaces near fire hydrants, floating parklet placement and design, clear space in the roadway to respond to calls, distances from building faces to edge of parking or parklets, and concerns with overhead wire presence. Staff incorporated feedback from SFFD where appropriate including additional parking removal near fire hydrants and the removal of overhead Muni lines between 16th and 17th streets which would impact SFFD's aerial ladder fire response operations.

The project team also met with SFPD twice to discuss preferences with parking and loading around the Mission Street Station at 17th Street and Valencia Street. SFPD representatives were also present during one of the walking tours in September. While parking and loading will remain restricted on the Valencia Street frontage of Mission Street Station, some parking and loading will be added back along the 17th Street frontage.

This project was reviewed as a regular calendar item at the Transportation Advisory Safety Committee (TASC) on Thursday, October 10, 2024 with no objections from SFMTA Streets Division, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, the San Francisco Department of Public Works, the SFPD, or the SFFD.

Public Hearing and Board of Directors Meeting for Project Approval

The project's official engineering public hearing for the Mid-Valencia Curbside Protected Bikeway Project will be held at the November 19, 2024, SFMTA Board of Directors meeting. Staff has communicated about the event and the public's opportunity for official public comment through an update on the project's webpage and emails and texts sent to the project update subscriber list. The project team also shared the public hearing information with community stakeholder groups. Public hearing notices were posted along the project area, per the requirements to hold an official public hearing on a proposal.

Throughout the entire project delivery process, the project team has also been actively engaged with representatives from District 9 Supervisor Hillary Ronen's office.

ALTERNATIVES CONSIDERED

Option 1 – Keep the existing center-running bikeway

The first alternative considered was to keep the existing center-running bikeway. Based on findings from both the 3-month and 6-month evaluations and preliminary findings from the 12-month evaluation period, instances of dooring and side swiping between vehicles and people on bikes has dramatically decreased. Additionally, the frequency of parking and loading in the bikeway and vehicle travel lane has decreased. This has generally resulted in a more predictable

and comfortable bikeway facility.

Additionally, the center-running design maintains approximately 80% of the available curb space for parking and loading when compared to the previous roadway layout. The center-running bikeway design offers more flexibility for businesses' new curbside parklets in the future. Additionally, the center-running bikeway design allows parklets to stay curbside and would not require cyclists to weave behind curbside parklets or between the sidewalk and a floating parklet as in a side-running bikeway design. People who ride bikes have stated that the center-running bikeway configuration allows side-by-side riding and allows them to feel more visible in the roadway.

There are challenges for people who ride bikes under the center-running bikeway design. Getting from the bikeway to a midblock destination can be challenging. Traveling from the center-running bikeway to the sidewalk requires crossing a lane of vehicle traffic or riding to an intersection and doubling back to the destination. Some people on bikes have also indicated that vehicles violate the no left-turn or no U-turn restrictions at intersections of mid-block locations and vehicles use the center-running bikeway, both of which feel unpredictable and uncomfortable. Others have mentioned that the transitions from center-running bikeway to side-running bikeways or bike lanes at 15th and 23rd streets can be confusing.

Community feedback has indicated that some users, regardless of mode, have found the centerrunning bikeway design to be less intuitive and confusing. Intersection turn restrictions, the inability to pass a stopped or double-parked vehicle resulting in temporary back-ups, and vehicles traveling a high rate of speed in the bikeway have frustrated some business owners, merchants, and visitors.

Conversely, side-running bikeways have been installed throughout the city and users, whether they are people who drive, walk, or bike, are more familiar with that configuration. Additionally, a side-running bikeway option provides even more physical protection with the parking and loading lane between moving vehicles and people riding bikes. The predictability and familiarity of a side-running bikeway option, increased protection and separation for the bikeway, and general community preference for a side-running bikeway option have indicated to staff that it is a better fit for the project corridor and why this alternative was rejected.

Option 2 – Re-install Class II bike lane

The second alternative considered was to revert to the pre-pilot conditions with Class II bike lanes. This option was deemed infeasible due to the significant issues that previously made the street confusing, uncomfortable, and inefficient.

Loading activities under the Class II design occurred at the curb, in the bike lane, in the vehicle lane and in the striped center median. These multiple locations of loading created an unpredictable and chaotic situation for all users of the roadway including motorists, cyclists, and delivery drivers. This loading activity pattern created vehicle back-ups and disrupted traffic flow.

People riding in the unprotected bike lane frequently experienced vehicles parked and loading in the bikeway, which felt uncomfortable and unpredictable.

Overall, the previous bike lane configuration did not adequately provide a calm and predictable bikeway for the high volume of people riding bikes on Valencia Street. Reverting back to a Class II bike lanes does not align with city goals, such as Vision Zero, since prior traffic safety issues would persist. The collision analysis indicated that there was at least 1 bike-related collision a month in the project area prior to the pilot, which is a higher rate than other comparable commercial corridors. The high rate of collisions combined with the more vulnerable road users involved (i.e., people on bikes and pedestrians), resulted in Valencia Street being a high injury corridor, the 12% of city street miles that accounts for 68% of severe and fatal traffic related injuries in the city. Consequently, re-installing Class II bike lanes is not a viable option.

Option 3 – Remove or Relocation of Bikeway from Valencia

A third alternative to remove or relocate the bikeway from Valencia Street has been proposed by some members of the public. The first bike lanes were striped on Valencia Street in 1999 and the multimodal network has been upgraded at regular intervals since then. Streets to the west of Valencia Street are much steeper, less flat, and less desirable for cyclists. Streets to the east of Valencia Street do not directly connect neighborhoods to the south of Cesar Chavez Streets with Market Street. Mission Street is transit-centric and South Van Ness Avenue is mainly autocentric. Additionally, Valencia Street is full of shops, restaurants, cultural centers, bars, and other attractions that will bring visitors, including 3,600 cyclists per day. Since Valencia Street is a flat street that directly connects neighborhoods to the north and south, a cyclist commuter corridor, and has many diverse places to visit, removing or relocating the bikeway off of Valencia is not a viable option.

FUNDING IMPACT

The Mid-Valencia Curbside Protected Bikeway Project has a budget of \$1,223,999.83 for both design and construction and funding is provided by local SFMTA funds. The total budgeted project cost is broken down into the following project phases:

- Design \$200,000
- Construction \$1,023,999.83

Phase	Prop B	Commuter Shuttle Fees	Total
Design	\$200,000		\$200,000
Construction	\$474,696	\$549,303.83	\$1,023,999.83
Total	\$674,696	\$549,303.83	\$1,223,999.83

Estimated project costs have escalated as project scope has been finalized. It is expected that an additional \$900,000 will be required to fund repaying of the center of the roadway, planters and

landscaping, and parklet reimbursement assistance in order to complete the project. Funding for escalation has not been identified.

ENVIRONMENTAL REVIEW

The proposed Mid-Valencia Curbside Protected Bikeway Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, pursuant to Public Resources Code Section 21080.25.

On November 4, 2024, the Planning Department determined that the proposed Mid-Valencia Curbside Protected Bikeway Project (Case Number 2024-004482ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <u>https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-004482ENV</u> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at: <u>https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf</u>

The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors approve a side-running protected bikeway and parking and traffic modifications on Valencia Street between 15th and 23rd streets and side streets, as set forth in Items A through NN above to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project.

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS

RESOLUTION No.

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First City that prioritizes non-private automobile transportation; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to creating a network of protected bikeways citywide; and

WHEREAS, The San Francisco Municipal Transportation Agency has proposed, as part of the Mid-Valencia Curbside Protected Bikeway Project, the installation of a side-running protected bikeway and parking and traffic modifications along Valencia Street between 15th and 23rd streets and side streets, as follows:

A. ESTABLISH – CLASS IV BIKEWAY (PARKING PROTECTED BIKEWAY)

- i. Valencia Street, northbound and southbound, between 15th Street and 23rd Street
- ii. Valencia Street, east side, from 23rd Street to 58 feet southerly
- B. ESTABLISH TOW-AWAY NO STOPPING ANY TIME
 - i. Valencia Street, east side, from 23rd Street to 58 feet southerly
- C. ESTABLISH NO LEFT TURN, NO U-TURNS, EXCEPT BICYCLES
 - i. Valencia Street, northbound, at 15th Street
 - ii. Valencia Street, northbound and southbound, at 17th Street
 - iii. Valencia Street, northbound and southbound, at 18th Street
 - iv. Valencia Street, northbound and southbound, at 19th Street
 - v. Valencia Street, northbound and southbound, at 20th Street
 - vi. Valencia Street, northbound and southbound, at 21st Street
 - vii. Valencia Street, northbound and southbound, at 22nd Street
 - viii. Valencia Street, northbound and southbound, at 23rd Street
- D. ESTABLISH NO LEFT TURN, NO U-TURNS, EXCEPT MUNI and BICYCLES
 - i. Valencia Street, northbound and southbound, at 16th Street
- E. ESTABLISH RIGHT TURN ONLY
 - i. Sparrow Street, westbound, at Valencia Street
 - ii. Sycamore Street, westbound, at Valencia Street
 - iii. Cunningham Place, eastbound, at Valencia Street
 - iv. Liberty Street, eastbound, at Valencia Street
- F. ESTABLISH NO LEFT TURN, NO U-TURN
 - i. Valencia Street, southbound, at Sparrow Street
 - ii. Valencia Street, southbound, at Clarion Alley

- iii. Valencia Street, northbound and southbound, at Sycamore Street
- iv. Valencia Street, northbound, at Cunningham Place
- v. Valencia Street, northbound, at Liberty Street

G. ESTABLISH – NO RIGHT TURN ON RED

- i. 15th Street, westbound, at Valencia Street
- ii. Valencia Street, southbound, at 15th Street
- iii. 16th Street, eastbound and westbound, at Valencia Street
- iv. Valencia Street, northbound and southbound, at 16th Street
- v. 17th Street, eastbound and westbound, at Valencia Street
- vi. Valencia Street, northbound and southbound, at 17th Street
- vii. 18th Street, eastbound and westbound, at Valencia Street
- viii. Valencia Street, northbound and southbound, at 18th Street
- ix. 19th Street, eastbound and westbound, at Valencia Street
- x. Valencia Street, northbound and southbound, at 19th Street
- xi. 20th Street, eastbound and westbound, at Valencia Street
- xii. Valencia Street, northbound and southbound, at 20th Street
- xiii. 21st Street, eastbound and westbound, at Valencia Street
- xiv. Valencia Street, northbound and southbound, at 21st Street
- xv. 22nd Street, eastbound and westbound, at Valencia Street

xvi. Valencia Street, northbound and southbound, at 22nd Street

xvii. 23rd Street, eastbound and eastbound, at Valencia Street

xviii. Valencia Street, northbound and southbound, at 23rd Street

H. ESTABLISH – MARKED CROSSWALK

- i. Valencia Street, east side, from 64 feet to 74 feet north of 16th Street
- ii. Valencia Street, east side, from 30 feet to 40 feet north of 19th Street
- iii. Valencia Street, west side, from 69 feet to 79 feet north of Hill Street
- I. ESTABLISH RED ZONE
 - i. Valencia Street, west side, from 15th Street to 44 feet southerly
 - ii. Valencia Street, west side, from 177 feet to 200 feet south of 15th Street
 - iii. Valencia Street, west side, from 221 feet to 286 feet south of 15th Street
 - iv. Valencia Street, west side, from 123 feet to 185 feet north of 16th Street
 - v. Valencia Street, west side, from 16th Street to 35 feet northerly
 - vi. Valencia Street, east side, from 16th Street to 21 feet northerly
 - vii. Valencia Street, east side from 117 feet to 137 feet north of 16th Street
 - viii. Valencia Street, east side from 64 feet to 79 feet south of Sparrow Street
 - ix. Valencia Street, east side, from Sparrow Street to 10 feet southerly
 - x. Valencia Street, east side, from Sparrow Street to 11 feet northerly
 - xi. Valencia Street, east side, from 21 feet to 43 feet north of Sparrow Street
 - xii. Valencia Street, east side, from 63 feet to 87 feet north of Sparrow Street
 - xiii. Valencia Street, east side, from 106 feet to 126 feet north of Sparrow Street
 - xiv. Valencia Street, east side, from 105 feet to 121 feet south of 15th Street
 - xv. Valencia Street, east side, from 70 feet to 94 feet south of 15th Street
 - xvi. Valencia Street, east side, from 15th Street to 30 feet southerly
 - xvii. Valencia Street, west side, from 16th Street to 38 feet southerly
 - xviii. Valencia Street, west side, from 197 feet to 296 feet south of 16th Street

xix. Valencia Street, west side, from 17th Street to 78 feet northerly Valencia Street, east side, from 17th Street to 76 feet northerly XX. xxi. Valencia Street, east side, from 89 feet to 109 feet north of 17th Street xxii. Valencia Street, east side from 195 feet to 249 feet north of 17th Street xxiii. Valencia Street, east side, from 16th Street to 38 feet southerly xxiv. Valencia Street, west side, from 230 feet to 248 feet south of 17th Street XXV. Valencia Street, west side, from 260 feet to 275 feet south of 17th Street xxvi. Valencia Street, west side, from 314 feet to 334 feet south of 17th Street xxvii. Valencia Street, west side, from 18th Street to 28 feet northerly xxviii. Valencia Street, east side, from 18th Street to 18 feet northerly Valencia Street, east side, from 91 feet to 111 feet north of 18th Street xxix. Valencia Street, east side, from 123 feet to 138 feet north of 18th Street XXX. xxxi. Valencia Street, east side, from Sycamore Street to 20 feet southerly Valencia Street, east side, from Sycamore Street to 22 feet northerly xxxii. xxxiii. Valencia Street, east side, from 38 feet to 52 feet north of Sycamore Street xxxiv. Valencia Street, east side, from Clarion Alley to 15 southerly Valencia Street, east side, from 17th Street to 21 feet southerly XXXV. xxxvi. Valencia Street, west side, from 19th Street to 66 feet northerly xxxvii. Valencia Street, west side, from 131 feet to 203 feet north of 19th Street xxxviii. Valencia Street, west side, from 261 feet to 287 feet north of 19th Street Valencia Street, west side from 18th Street to 12 feet southerly xxxix. x1. Valencia Street, east side, from 19th Street to 23 feet northerly xli. Valencia Street, east side, from 109 feet to 161 feet north of 19th Street xlii. Valencia Street, east side from 283 feet to 307 feet south of 18th Street xliii. Valencia Street, east side from 211 feet to 235 feet south of 18th Street xliv. Valencia Street, east side from 149 feet to 169 feet south of 18th Street xlv. Valencia Street, east side from 128 feet to 133 feet south of 18th Street Valencia Street, east side from 47 feet to 67 feet south of 18th Street xlvi. xlvii. Valencia Street, east side from 18th Street to 24 feet southerly Valencia Street, west side, from 20th Street to 28 feet northerly xlviii. Valencia Street, west side, from 210 feet to 276 feet north of 20th Street xlix. 1. Valencia Street, west side, from 291 feet to 311 feet north of 20th Street li. Valencia Street, west side, from Cunningham Place to 8 feet northerly lii. Valencia Street, west side, from 27 feet to 46 feet north of Cunningham Place liii. Valencia Street, west side from 19th Street to 35 feet southerly liv. Valencia Street, east side, from 20th Street to 29 feet northerly lv. Valencia Street, east side, from 172 feet to 192 feet north of 20th Street lvi. Valencia Street, east side, from 200 feet to 210 feet north of 20th Street lvii. Valencia Street, east side, from 306 feet to 316 feet north of 20th Street lviii. Valencia Street, east side, from 340 feet to 360 feet north of 20th Street lix. Valencia Street, east side, from 373 feet to 383 feet north of 20th Street lx. Valencia Street, east side, from 392 feet to 407 feet north of 20th Street lxi. Valencia Street, east side, from 77 feet to 88 feet south of 19th Street lxii. Valencia Street, east side from 19th Street to 27 feet southerly lxiii. 20th Street, south side from Valencia Street to 15 feet easterly

Valencia Street west side from 21st Street to 50 feet northerly lxiv. lxv. Valencia Street west side from 98 feet to 128 feet north of 21st Street lxvi. Valencia Street west side from 172 feet to 188 feet north of 21st Street lxvii. Valencia Street, west side from Liberty Street to 5 feet southerly lxviii. Valencia Street, west side from Liberty Street to 35 feet northerly lxix. Valencia Street, west side from 82 feet to 104 feet north of Liberty Street lxx. Valencia Street, west side from 56 feet to 104 feet south of 20th Street lxxi. Valencia Street, west side from 20th Street to 32 feet southerly lxxii. Valencia Street, east side from 21st Street to 29 feet northerly lxxiii. Valencia Street, east side from 149 feet to 169 feet north of 21st Street lxxiv. Valencia Street, east side from 180 feet to 198 feet north of 21st Street Valencia Street, east side from 208 feet to 213 feet north of 21st Street lxxv. lxxvi. Valencia Street, east side from 260 feet to 270 feet north of 21st Street lxxvii. Valencia Street, east side from 270 feet to 277 feet north of 21st Street lxxviii. Valencia Street, east side from 174 feet to 203 feet south of 20th Street lxxix. Valencia Street, east side from 127 feet to 162 feet south of 20th Street lxxx. Valencia Street, east side from 65 feet to 111 feet south of 20th Street lxxxi. Valencia Street, east side from 20th Street to 25 feet southerly lxxxii. 21st Street, north side from Valencia Street to 20 feet easterly lxxxiii. 21st Street, south side from Valencia Street to 15 feet easterly lxxxiv. Valencia Street, east side, from 22nd Street to 31 feet northerly lxxxv. Valencia Street, east side, from 70 feet to 100 feet north of 22nd Street lxxxvi. Valencia Street, east side, from 183 feet to 203 north of 22nd Street lxxxvii. Valencia Street, east side, from 216 feet to 226 north of 22nd Street lxxxviii. Valencia Street, east side, from 279 feet to 299 feet north of 22nd Street lxxxix. Valencia Street, east side, from 314 feet to 348 feet north of 22nd Street Valencia Street, east side, from 359 feet to 400 feet north of 22nd Street xc. xci. Valencia Street, east side, from 83 feet to 87 feet south of 21st Street xcii. Valencia Street, east side, from 21st Street to 26 feet southerly xciii. Valencia Street, west side, from 22nd Street to 23 feet northerly xciv. Valencia Street, west side, from 86 feet to 106 feet north of 22nd Street xcv. Valencia Street, west side, from Hill Street to 5 feet southerly Valencia Street, west side, from Hill Street to 14 feet northerly xcvi. xcvii. Valencia Street, west side, from 77 feet to 87 feet south of 21st Street xcviii. Valencia Street, west side, from 45 feet to 65 feet south of 21st Street xcix. Valencia Street, west side, from 21st street to 14 feet southerly c. 22nd Street, north side, from Valencia Street to 20 feet easterly ci. 22nd Street, south side, from Valencia Street to 15 feet easterly cii. Valencia Street, east side from 23rd Street to 27 feet northerly ciii. Valencia Street, east side from 47 feet to 62 feet north of 23rd Street civ. Valencia Street, east side from 72 feet to 86 feet north of 23rd Street cv. Valencia Street, east side from 96 feet to 106 feet north of 23rd Street cvi. Valencia Street, east side from 116 feet to 126 feet north of 23rd Street cvii. Valencia Street, east side from 207 feet to 227 north of 23rd Street cviii. Valencia Street, east side from 240 feet to 250 north of 23rd Street

cix. Valencia Street, east side, from 263 feet to 283 feet north of 23rd Street Valencia Street, east side, from 180 feet to 210 feet south of 23rd Street CX. cxi. Valencia Street, east side from 56 feet to 104 feet south of 22nd Street cxii. Valencia Street, east side from 22nd Street to 35 feet southerly cxiii. Valencia Street, west side from 23rd Street to 32 feet northerly cxiv. Valencia Street, west side, from 86 feet to 99 feet north of 23rd Street cxv. Valencia Street, west side, from 120 feet to 160 feet north of 23rd Street Valencia Street, west side, from 172 feet to 192 feet north of 23rd Street cxvi. cxvii. Valencia Street, west side, from 236 feet to 304 feet north of 23rd Street cxviii. Valencia Street, west side, from 364 feet to 388 feet north of 23rd Street cxix. Valencia Street, west side, from 404 feet to 430 feet north of 23rd Street Valencia Street, west side, from 442 feet to 462 feet north of 23rd Street CXX. cxxi. Valencia Street, west side, from 22nd street to 18 feet southerly 23rd Street, north side, from Valencia Street to 15 feet westerly cxxii. 23rd Street, south side, from Valencia Street to 20 feet westerly cxxiii. cxxiv. Albion Street, east side from 0 feet to 20 feet north of 16th Street Albion Street, east side from 0 feet to 20 feet south of 16th Street cxxv. cxxvi. Guerrero Street, east side from 0 feet to 20 feet south of Liberty Street J. ESTABLISH - BLUE ZONE, AT ALL TIMES i. Valencia Street, east side, from 21 feet to 41 feet north of 16th Street ii. Valencia Street, east side, from 21 feet to 44 feet south of 17th Street iii. 19th Street, south side from 10 feet to 28 feet east of Valencia Street Valencia Street, west side, from 190 feet to 210 feet north of 20th Street iv. 20th Street, north side from 18 feet to 40 feet east of Valencia Street v. Liberty Street, north side from 4 feet to 24 feet west of Valencia Street vi. vii. Valencia Street, east side from 29 feet to 49 feet north of 21st Street viii. Valencia Street, north side from 10 feet to 30 feet west of Valencia Street ix. Valencia Street, east side, from 26 feet to 46 feet south of 21st Street x. Valencia Street, east side, from 104 feet to 124 feet south of 22nd Street xi. 23rd Street, north side, from 99 feet to 117 feet west of Valencia Street xii. Albion Street, east side from 20 feet to 40 feet north of 16th Street xiii. Albion Street, east side from 20 feet to 40 feet south of 16th Street 17th Street, north side from 0 feet to 20 feet west of Hoff Street xiv. 18th Street, north side from 15 feet to 35 feet west of Lexington Street XV. xvi. Dearborn Street, east side, from 12 feet to 32 feet south of 17th Street xvii. Lexington Street, west side from 0 feet to 20 feet south of 18th Street xviii. Guerrero Street, east side from 20 feet to 40 feet south of Liberty Street K. ESTABLISH – NO STOPPING ANY TIME, EXCEPT BICYCLES ESTABLISH – BIKE SHARE STATION i. 15th Street, north side, from 10 feet to 75 feet east of Valencia Street (65-foot bike share station) ii. 17th Street at Valencia Street - Bike Share Station iii. 17th Street, north side, from 50 feet to 105 feet west of Valencia Street (55-foot bike share station)

iv. Valencia Street at 17th Street- Bike Share Station

- v. Valencia Street, east side, from 30 feet to 56 feet north of 17th Street (26-foot bike share station)
- vi. Valencia Street at 18th Street- Bike Share Station
- vii. Valencia Street, west side, from 90 feet to 149 feet west of Valencia Street (59foot bike share station)
- viii. Valencia Street at 20th Street (Mission Playground) Bike Share Station
- ix. 21st Street at Valencia Street Bike Share Station
- x. 21st Street, south side, from 15 feet to 77 feet west of Valencia Street (62' bike share station)
- xi. 22nd Street at Valencia Street Bike Share Station
- xii. 22nd Street, south side, from 10 feet to 62 feet west of Valencia Street (52' bike share station)
- L. ESTABLISH NO PARKING ANYTIME EXCEPT BICYCLES
 - i. Valencia Street, west side, from 185 feet to 207 feet north of 16th Street
 - ii. Valencia Street, east side from 242 feet to 260 feet north of 21st Street
- M. ESTABLISH COMPACT PARKING

i.

- Valencia Street, east side, from 66 feet to 83 feet south of 21st Street
- N. ESTABLISH GREEN METER, 15-MINUTE LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side from 35 feet to 53 feet north of Liberty Street
 - ii. Valencia Street, west side, from 14 feet to 31 feet north of Hill Street
- O. ESTABLISH GREEN METER, 30-MINUTE LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side, from 44 feet to 67 feet south of 17th Street
 - ii. 18th Street, south side, from 20 feet to 52 feet west of Valencia Street
 - iii. Valencia Street, west side, from 23 feet to 59 feet north of 22nd Street
- P. ESTABLISH METERED MOTORCYCLE PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 44 feet to 62 feet south of 15th Street
 - ii. Valencia Street, west side, from 93 feet to 114 feet south of 15th Street
 - iii. Valencia Street, west side, from 120 feet to 123 feet north of 16th Street
 - iv. Valencia Street, east side, from 11 feet to 21 feet north of Sparrow Street
 - v. Valencia Street, east side from 94 feet to 105 feet south of 15th Street
 - vi. Valencia Street, west side, from 38 feet to 41 feet south of 16th Street
 - vii. Valencia Street, west side, from 191 feet to 197 feet south of 16th Street
 - viii. Valencia Street, east side, from 189 feet to 195 feet north of 17th Streetix. Valencia Street, east side, from 261 feet to 268 feet south of 16th Street
 - x. Valencia Street, east side, from 38 feet to 41 feet south of 16th Street
 - xi. Valencia Street, west side, from 203 feet to 209 feet north of 19th Street
 - xii. Valencia Street, west side, from 249 feet to 261 feet north of 19th Street
 - xiii. Valencia Street, east side from 260 feet to 269 feet south of 18th Street
 - xiv. Valencia Street, east side, from 383 feet to 392 feet north of 20th Street
 - xv. Valencia Street, east side from 69 feet to 75 feet south of 19th Street
 - xvi. Valencia Street, east side, from 250 feet to 263 feet north of 23rd Street
 - xvii. Valencia Street, west side, from 72 feet to 86 feet north of 23rd Street

- Q. ESTABLISH PASSENGER LOADING ZONE, 7AM TO 10PM, DAILY
 - i. Valencia Street, west side, from 275 feet to 314 feet south of 17th Street
- R. ESTABLISH PASSENGER LOADING ZONE, 7AM TO 11PM, MONDAY THROUGH FRIDAY, 7AM TO 6PM, SATURDAY
 - i. Valencia Street, east side, from 124 feet to 180 feet south of 22nd Street
- S. ESTABLISH PASSENGER LOADING ZONE, AT ALL TIMES
 - i. Valencia Street, east side, from 10 feet to 46 feet south of Sparrow Street
 - ii. Valencia Street, east side, from 138 feet to 160 feet north of 18th Street
- T. ESTABLISH TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 12PM to 9PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side from 189 feet to 211 feet south of 18th Street
- U. ESTABLISH TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 7AM to 7PM, DAILY
 - i. Valencia Street, east side, from 29 feet to 49 feet north of 20th Street
- V. ESTABLISH TOW-AWAY NO STOPPING, GENERAL LOADING ZONE, 8AM to 1PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side, from 169 feet to 189 feet north of 17th Street
- W. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 6AM TO 12PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 161 feet to 191 feet south of 16th Street
- X. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 7AM TO 11AM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 11AM to 10PM, DAILY
 - i. 20th Street, south side from 15 feet to 52 feet east of Valencia Street
- Y. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side from 5 feet to 41 feet south of Liberty Street
 - ii. Valencia Street, east side, from 126 feet to 166 feet north of 23rd Street
 - iii. 19th Street, south side from 28 feet to 94 feet east of Valencia Street
- Z. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM MONDAY THROUGH SATURDAY
 - i. 15th Street, south side, from 3 feet to 52 feet west of Valencia Street
- AA. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM, DAILY
 - i. Valencia Street, west side, from 209 feet to 249 feet north of 19th Street
- BB. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 6PM, MONDAY THROUGH SATURDAY
- i. Valencia Street, west side, from 173 feet to 184 feet north of Cunningham Place CC. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL
 - LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 9PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, east side, from 18 feet to 48 feet north of 18th Street

ii. Valencia Street, west side, from 46 feet to 89 feet north of Cunningham Place

iii. Valencia Street, east side, from 46 feet to 83 feet south of 21st Street

iv. 22nd Street, south side, from 15 feet to 47 feet east of Valencia Street

v. Valencia Street, west side, from 192 feet to 236 feet north of 23rd Street

DD. ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY

i. Valencia Street, west side, from 35 feet to 104 feet north of 16th Street

- ii. Valencia Street, east side, from 81 feet to 117 feet north of 16th Street
- iii. 15th Street, south side, from 13 feet to 53 feet east of Valencia Street
- iv. Valencia Street, west side, from 80 feet to 101 feet south of 16th Street
- v. Valencia Street, west side, from 78 feet to 118 feet north of 17th Street
- vi. Valencia Street, east side, from 109 feet to 149 feet north of 17th Street
- vii. Valencia Street, east side, from 81 feet to 101 feet south of 16th Street
- viii. Valencia Street, east side from 67 feet to 128 feet south of 18th Street

ix. Valencia Street, west side, from 152 feet to 173 feet north of Cunningham Place

x. Valencia Street, east side, from 210 feet to 270 feet north of 20th Street

xi. Valencia Street, west side, from 86 feet to 131 feet north of 19th Street

- xii. 20th Street, south side from 22 feet to 56 feet west of Valencia Street
- xiii. 20th Street, north side from 37 feet to 85 feet west of Valencia Street

xiv. Valencia Street, east side from 109 feet to 149 feet north of 21st Street

- xv. 21st Street, north side from 20 feet to 95 feet east of Valencia Street
- xvi. Valencia Street, east side, from 226 feet to 280 feet north of 22nd Street
- xvii. Valencia Street, west side, from 14 feet to 45 feet south of 21st Street
- xviii. 22nd Street, north side, from 20 feet to 53 feet east of Valencia Street
 - xix. 23rd Street, north side, from 15 feet to 59 feet west of Valencia Street

EE. ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY; GENERAL

LOADING ZONE, 4PM to 12AM MONDAY THROUGH SATURDAY

- i. 16th Street, north side, from 16 feet to 52 feet west of Valencia Street FF. ESTABLISH - TOW-AWAY NO STOPPING, METERED COMMERCIAL
- LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 4PM to 9PM, MONDAY THROUGH SATURDAY
 - i. Valencia Street, west side, from 41 feet to 83 feet south of 16th Street
 - ii. Valencia Street, east side, from 41 feet to 81 feet south of 16th Street
 - iii. Valencia Street, west side, from 74 feet to 119 feet north of 18th Street
 - iv. Valencia Street, east side, from 20 feet to 65 feet south of Sycamore Street
- GG. ESTABLISH TOW-AWAY NO STOPPING, METERED COMMERCIAL
 LOADING, 8AM TO 4PM, MONDAY THROUGH SATURDAY; PASSENGER
 LOADING ZONE, 6PM to 8PM, TUESDAYS AND 9AM TO 2PM, SUNDAYS
 i. Valencia Street, east side, from 316 feet to 340 feet north of 20th Street
- HH. ESTABLISH TOW-AWAY NO STOPPING, PASSENGER LOADING ZONE, 5PM TO 2AM, DAILY

i. Valencia Street, east side, from 66 feet to 109 feet north of 19th Street

II. ESTABLISH - TOW-AWAY NO STOPPING, PASSENGER LOADING ZONE, 8AM TO 10AM AND 3PM TO 6PM, MONDAY THROUGH FRIDAY

- i. Valencia Street, west side, from 150 feet to 190 feet north of 20th Street
- JJ. ESTABLISH TOW-AWAY NO STOPPING, PASSENGER LOADING ZONE, DURING POSTED SERVICES
- i. Valencia Street, east side, from 149 feet to 172 feet north of 20th Street KK. RESCIND NO PARKING ANY TIME
 - i. 17th Street, south side, from 105 feet to 142 feet west of Valencia Street
 - ii. 17th Street, south side, from feet to 159 to 171 feet west of Valencia Street
- LL. REVOKE TOW-AWAY NO STOPPING, METERED 6-WHEEL COMMERCIAL LOADING, 8AM TO 12PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 12PM to 10PM, MONDAY THROUGH SATURDAY
 i. 19th Street, south side from 10 feet to 76 feet east of Valencia Street
- MM. REVOKE TOW-AWAY NO STOPPING, METERED 6-WHEEL COMMERCIAL LOADING, 8AM TO 6PM, MONDAY THROUGH SATURDAY; GENERAL LOADING ZONE, 6PM to 10PM, MONDAY THROUGH SATURDAY
 i. 19th Street, south side from 15 feet to 57 feet west of Valencia Street
- NN. REVOKE TOW-AWAY NO STOPPING, METERED 6-WHEEL COMMERCIAL LOADING, 9AM TO 6PM, MONDAY THROUGH SATURDAY
 i. 23rd Street, south side, from 20 feet to 64 feet west of Valencia Street
 - 1. 2510 Street, south side, nom 20 feet to 04 feet west of Valencia Street

WHEREAS, Although the City Traffic Engineer has the authority to approve Item through G, I through M, Q through S, and KK through NN, the SFMTA Board is requested to approve these items as part of the Mid-Valencia Curbside Protected Bikeway Project; and

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and

WHEREAS, The proposed Mid-Valencia Curbside Protected Bikeway Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right-of-way, pursuant to Public Resources Code Section 21080.25; and

WHEREAS, On November 4, 2024 the Planning Department determined that the proposed Mid-Valencia Curbside Protected Bikeway Project (Case Number 2024-004482ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <u>https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2024-004482ENV</u> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approve a side-running protected bikeway and parking and traffic modifications on Valencia Street between 15th and 23rd streets and side streets, as set forth in Items A through NN above to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Mid-Valencia Curbside Protected Bikeway Project; and be it further

RESOLVED, That the cost to parklet operators to remove or rebuild would normally be a private obligation under the terms of San Francisco's Shared Spaces Program, Administrative Code Section 94A, but that the San Francisco Municipal Transportation Agency Board of Directors upon recommendation of the Director of Transportation and the Director of the Streets Division authorizes the use of project funds for eligible reimbursement expenses of up to \$5,000 for an individual parklet removal and up to \$30,000 for an individual parklet relocation from curbside to floating position.

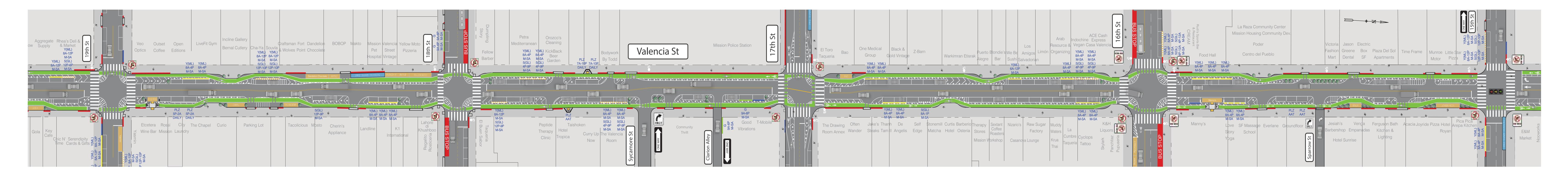
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 19, 2024.

Secretary to the Board of Directors San Francisco Municipal Transportation Agency

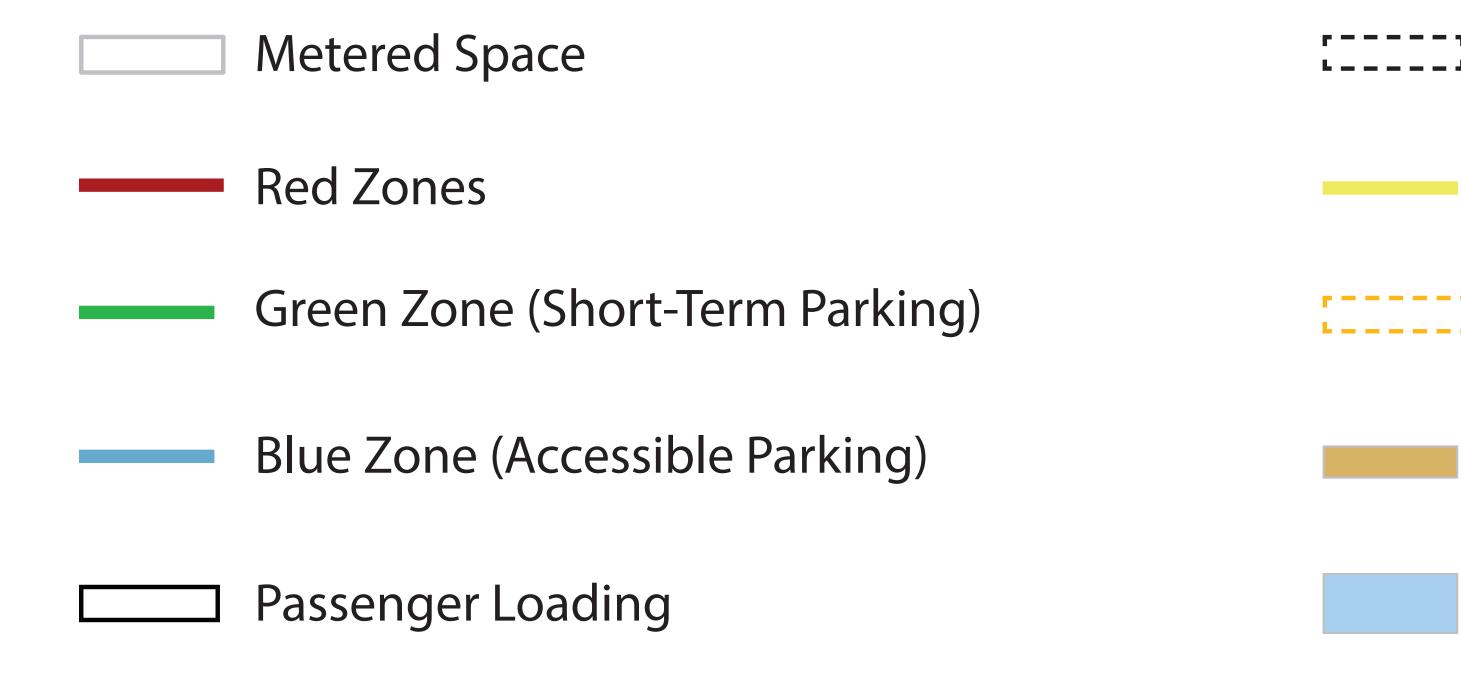


Proposed Valencia Bikeway Design Valencia Street between 15th and 19th streets

← Southbound towards Cesar Chavez St



Legend



- **Bikeshare Station** [[[]]] 5-Minute General Loading Zone Yellow Zone (Commercial Loading) **Driveway** [____] Dual Use Zone (Commercial/General) Motorcycle Spaces Shared Spaces (Parklet) Potential Site for Landscaping
 - **Bike Corral**

Curb Regulation Codes:

Y(6-W): 6-Wheel Commercial Loading Y(ML): Metered Commercial Loading 5(GL): 5-Minute General Loading Zone

Northbound towards Market St \longrightarrow

PLZ: Passenger Loading Zone

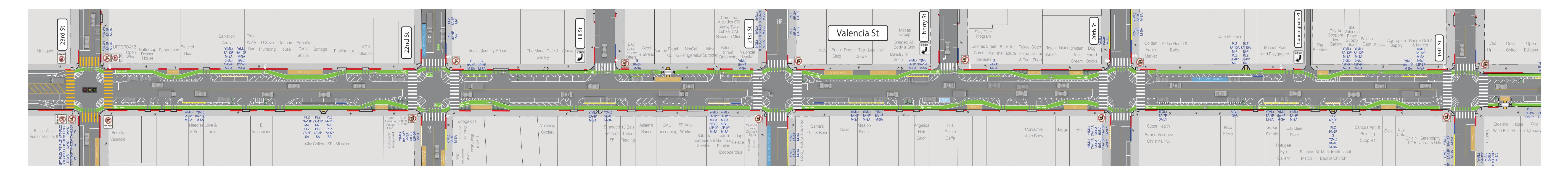
G: Green Zone (Short-Term Parking)

DPS: During Posted Services

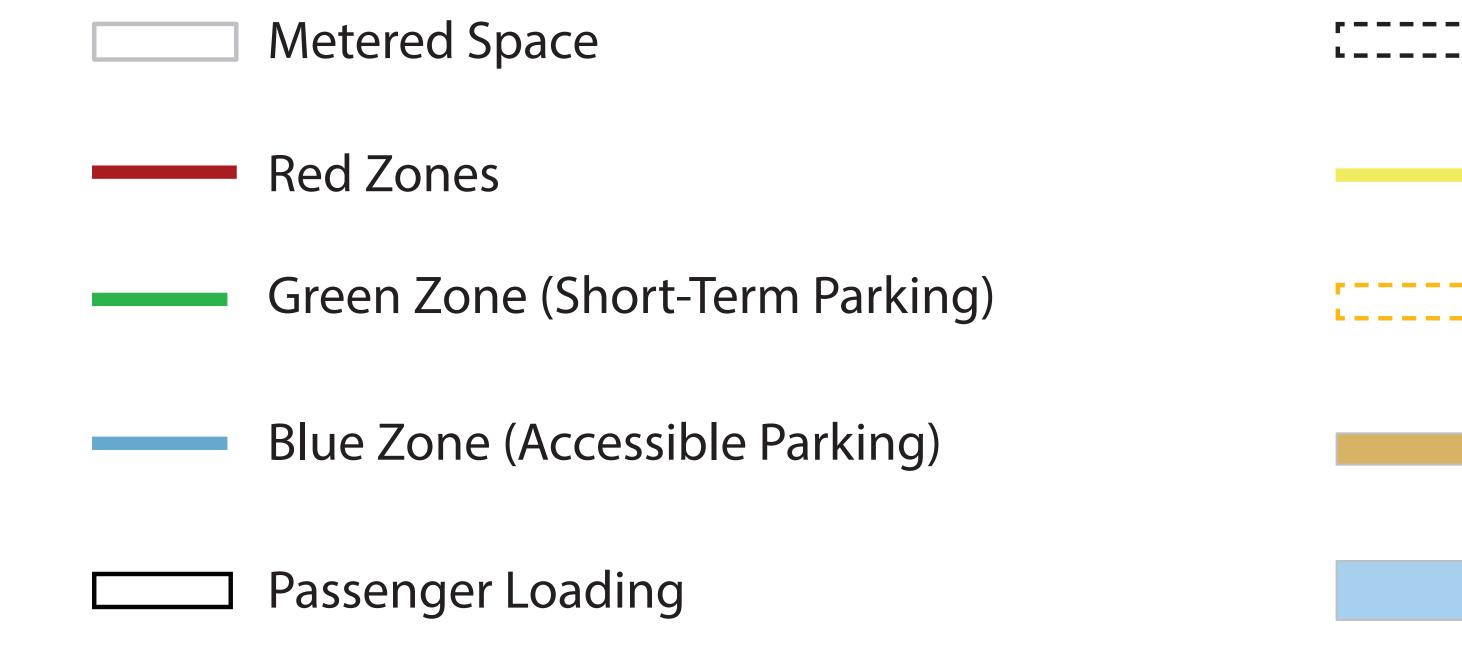


Proposed Valencia Bikeway Design Valencia Street between 19th and 23rd streets

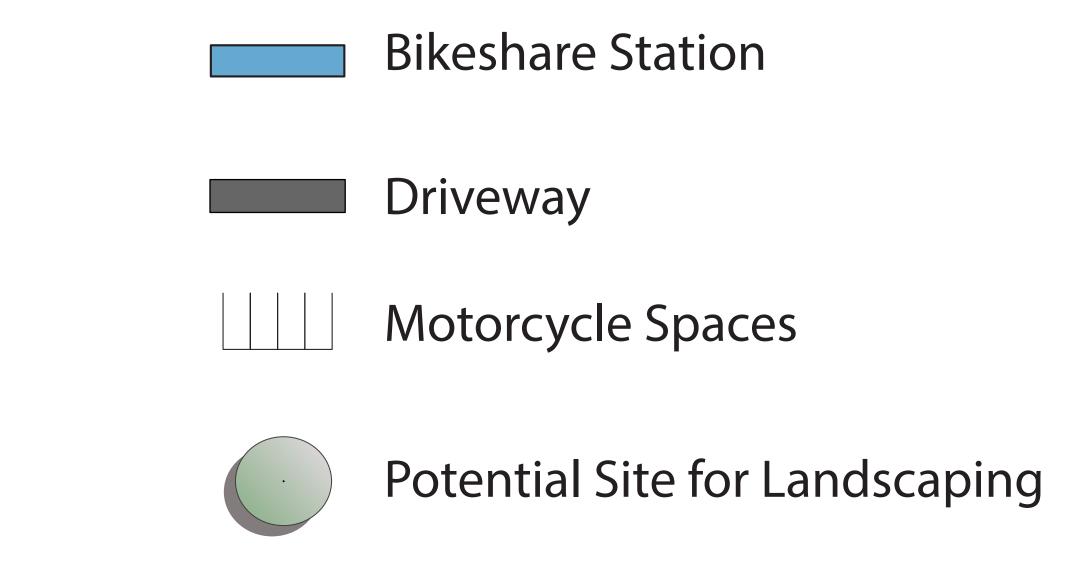
← Southbound towards Cesar Chavez St



Legend



- [[[]]] 5-Minute General Loading Zone
 - Yellow Zone (Commercial Loading)
- [____] Dual Use Zone (Commercial/General)
 - Shared Spaces (Parklet)
 - **Bike Corral**



Curb Regulation Codes:

Y(6-W): 6-Wheel Commercial Loading Y(ML): Metered Commercial Loading 5(GL): 5-Minute General Loading Zone

Northbound towards Market St \longrightarrow

PLZ: Passenger Loading Zone

G: Green Zone (Short-Term Parking)

DPS: During Posted Services