

**THIS PRINT COVERS CALENDAR ITEM NO.: 12**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Approving a permanent parking protected bikeway and parking and traffic modifications on Valencia Street between Market and 15<sup>th</sup> streets to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Valencia Bikeway Improvements Project.



**SUMMARY:**

- In January 2019, the SFMTA implemented a parking protected bikeway (Class IV) pilot on Valencia Street and visibility zones between Market and 15<sup>th</sup> streets to improve safety and comfort for people walking and biking along the corridor.
- The pilot project established two loading islands with railings between Duboce Street and 14<sup>th</sup> Streets to accommodate the drop-off and pick-up of students at schools on both sides of Valencia Street on this block.
- The pilot project generally retained parking in the project area, but to effectuate safety improvements, removed up to 80 general metered parking spaces and 20 motorcycle spaces. The pilot project increased the number of commercial loading spaces by approximately 50 percent.
- The SFMTA conducted public outreach to refine the bikeway design and curbside management along the Valencia corridor between Market and 15<sup>th</sup> streets, including public meetings, door-to-door outreach, and stakeholder meetings.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Valencia Street Project Area Map
3. Valencia Street Pilot Project Block Graphics

**APPROVALS:**

DIRECTOR  \_\_\_\_\_  
SECRETARY  \_\_\_\_\_

**DATE**

June 11, 2020

June 10, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** June 16, 2020

**PAGE 2.**

**PURPOSE**

Approving a permanent parking protected bikeway and parking and traffic modifications on Valencia Street between Market and 15<sup>th</sup> streets to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Valencia Bikeway Improvements Project.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goal and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
  - Objective 1.1: Achieve Vision Zero Goal by eliminating all traffic deaths
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
  - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation
  - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Transit First 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. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments
9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass

## **PAGE 3.**

transit and the continued development of an integrated, reliable, regional public transportation system.

10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway.

## **DESCRIPTION**

### **Background**

On December 4, 2018, the SFMTA Board of Directors approved a parking-protected bikeway pilot on Valencia between Market and 15<sup>th</sup> streets until June 30, 2020. The pilot supported the September 26, 2018 Mayoral guidance to expedite installation of a protected bikeway on Valencia Street between Market and 15<sup>th</sup> streets. The project responded to critical safety needs by piloting a parking-protected bikeway between Market and 15<sup>th</sup> streets, along with pedestrian visibility improvements and two loading islands for passenger loading outside of schools. These loading islands were installed to provide separation between the curbside bike lane and parked cars and contained a railing to channel passengers to a designated crossing point across the bikeway.

A detailed evaluation of the pilot project is enclosed and shows that safety conditions were improved with the pilot changes, particularly for those biking and walking. Staff recommends approval of the Northern Valencia Bikeway Improvement Project to make permanent the pilot project with some minor modifications.

### **Pre-Pilot Conditions**

Valencia Street is a two-lane street (one lane in each direction) in the city's Mission neighborhood. Between Market and 15<sup>th</sup> streets, Valencia Street has a two-way left-turn lane in the center of the street that allows vehicle turn maneuvers and occasional weekend parking for religious institutions. Approximately 1,000 vehicles travel along the corridor in the PM peak hour. Valencia Street is also one of the most popular bicycle routes in San Francisco and is the primary north-south bicycle route through the Mission. There are Class II bicycle lanes on both sides of the street, with an average of over 2,000 daily cyclists on the corridor. The posted speed of the roadway is 25 miles per hour; however, Valencia Street's signals are optimized for the "green wave," where cyclists are able to travel steadily through the corridor at 13 miles per hour.

Despite the importance of Valencia as a bicycle route and pedestrian-oriented commercial district, there are significant safety challenges on Valencia Street. Valencia Street is part of San Francisco's Vision Zero High-Injury Network, which are the 13 percent of City streets accounting for 75 percent of traffic injuries. In the past five years, there have been a total of 268 collisions along Valencia Street between Market and Mission streets. This includes 204 collisions that resulted in injuries to drivers, bicyclists, and/or pedestrians, and one collision resulted in a fatality. Of the 268 collisions on the entire corridor, 116 collisions involved bicyclists. A concentration of these collisions occurred between Market and 15<sup>th</sup> streets, with 81

## **PAGE 4.**

collisions (30 percent) occurring along just 22 percent of the street. In addition, a fatal hit-and-run pedestrian collision occurred near the Valencia and Clinton Park intersection in December 2013.

### **Proposed Permanent Project Elements**

The goals of this project include addressing safety needs for cyclists and pedestrians along Valencia Street and informing the quick-build project design on Valencia Street from 19th Street to Cesar Chavez. The proposed design supports the September 2018 Mayoral guidance to expedite installation of a protected bikeway on Valencia Street between Market and 15<sup>th</sup> streets.

Proposed permanent improvements along Valencia Street within the project area include:

1. Parking-protected bikeway installation – Parking and traffic modifications along Valencia Street between Market and 15<sup>th</sup> streets to establish parking-protected bikeways to reduce conflicts between motor vehicles and bikes and other bicycle safety improvements.
2. Pedestrian safety improvements – Parking and traffic modifications along Valencia Streets between Market and 15<sup>th</sup> streets and along adjoining streets and alleys to establish no parking areas to improve visibility for all road users at intersections.
3. School loading modifications – Concrete loading slands and accessible path with railing on Valencia Street between Duboce and 14<sup>th</sup> streets to assist with school pick-ups and drop-offs.
4. Curb management changes – Parking and loading modifications along Valencia Street between Market and 15<sup>th</sup> streets to accommodate existing loading demand needs and provide additional loading spaces to reduce the frequency of double parking.

All proposed permanent improvements were installed in early 2019 as part of the pilot project.

### **Bicycle Safety Improvements**

The existing bike lanes (Class II) on Valencia Street will be permanently upgraded to a protected bikeway (Class IV, also known as a separated bikeway or cycle track). A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and through vehicle traffic. A parking protected bikeway is a type of separated bikeway that uses a parking lane and painted buffer between the vehicle travel lanes and the bikeway so that people on bikes are protected from moving traffic.

The SFMTA proposes permanently installing a parking protected bikeway in both directions on Valencia Street between Market and 15<sup>th</sup> streets to accommodate safer and more comfortable bicycle travel along the corridor. A parking-protected bikeway is proposed to improve safety, accommodate parking and loading activity on the corridor, discourage double parking, and prevent driving and parking in the bikeway.

## PAGE 5.

Protected bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed parking protected bikeway on Valencia Street meets these three conditions. The alternative criteria for the parking protected bikeway design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists.. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89 Class IV Bikeway Guidance. The NACTO guidelines state that parking protected bikeways require the following features:

- A protected bikeway, like a bike lane, is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a protected bikeway and at periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the protected bikeway.

The protected bikeway for Valencia Street will conform to these NACTO design guidelines.

The protected bikeway will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The painted buffer alongside the parking lanes that separates the vehicle travel lane from the bikeway will be clearly marked with cross-hatching and at least 60-inches in width, the recommended buffer width. In addition, midblock

## **PAGE 6.**

curb ramps were installed to help those traveling by wheelchair, stroller or other modes of transportation with wheels, in order to access the sidewalk. It was also reviewed by the San Francisco Fire Department.

### **Pedestrian Safety Improvements**

At all street and alley intersection crossings, the project would permanently implement parking restrictions to improve visibility at crosswalks (i.e., daylighting). These no parking areas will include painted red curb and could be enhanced with additional delineation to prevent vehicles from parking in these areas and help slow turning movements. The project will upgrade existing crosswalks to high visibility continental crosswalk markings and install advance limit lines at signalized intersection approaches to discourage vehicles from encroaching into the crosswalk.

### **School Loading Modifications**

Two schools operate on Valencia Street between Market and 15<sup>th</sup> streets, Millennium School (245 Valencia Street) and San Francisco Friends School (250 Valencia Street). Coordination with the schools is described further under the Stakeholder Engagement summary below. Both schools currently have curbside white passenger loading zones used for student drop-off and pick-up in the morning and afternoons, respectively. Special consideration to the treatment of these loading zones was given, to ensure that the pilot project continues to provide for safe and efficient school loading operations. With creation of a parking protected bikeway, these loading zones would be modified by constructing two concrete removable loading islands between the loading zones and the sidewalk. Railings would be provided along the loading island to channelize students crossing the bikeway into a limited number of locations to ensure both student and bicyclist safety; crosswalks would be painted at these locations to alert people on bikes to the presence of students crossing.

### **Curb Management Changes**

Double parking and parking in the existing bike lanes are frequent occurrences and force people who ride bikes to merge into the vehicle lane when blocked. The proposed parking protected bike lane will reduce the frequency of vehicles stopped in the bike lanes. All of the existing passenger loading spaces on Valencia Street between Market and 15<sup>th</sup> streets will be retained. In addition, the project will increase the number of yellow commercial loading zones on this segment of Valencia Street by nearly 50 percent and create new commercial loading zones on the cross streets just off Valencia Street. Half of the yellow commercial loading zones will be in effect seven days a week and will convert to five-minute commercial loading zones in the evening after 6 pm; the other half would revert to general parking in the evening after commercial loading hours. The public will be notified of these parking and loading restrictions by the installation of signs at these locations and not curb markings or painting. Following implementation, SFMTA staff will measure the effectiveness of these zones, and determine if additional measures are needed. Increasing the number of commercial loading zones and providing five-minute commercial loading zones after 6 pm on this section of Valencia Street

**PAGE 7.**

will provide more spaces for vehicles to park and load and reduce the frequency of double parking in the bike and vehicle travel lanes. In total, the pilot project proposes to remove up to 80 general metered parking spaces and 20 motorcycle spaces.

**Proposed Permanent Parking and Traffic Modifications**

Items A through I, except for Item G, require SFMTA Board approval. Further, although the Transportation Code delegates to the City Traffic Engineer the authority to install color curb markings, including commercial loading zones, as set forth in Item G and Items J through V, SFMTA staff recommend that the SFMTA Board approve these items as part of the Valencia Bikeway Improvements Project.

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING PROTECTED BIKEWAY) – Valencia Street, northbound, east side, from 15th Street to Market Street; Valencia Street, southbound, west side, from Market Street to 15th Street
- B. ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES – 15th Street, westbound, at Valencia Street; Valencia Street, southbound, at 15th Street; 14th Street, eastbound, at Valencia Street (Bike Two-Stage Turn Box); Valencia Street, northbound, at 14th Street; Duboce Avenue, westbound and eastbound, at Valencia Street; Valencia Street, southbound, at Duboce Avenue; Valencia Street, northbound, at McCoppin Street; Market Street, eastbound, at Valencia Street
- C. ESTABLISH – NO LEFT TURN – Valencia Street, northbound and southbound, at Duboce Avenue
- D. ESTABLISH – NO LEFT TURN, 7:30AM-8:30AM AND 2:00PM-6:00PM, SCHOOL DAYS – Clinton Park, eastbound, at Valencia Street
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Valencia Street, west side, from Market Street to 48 feet southerly; Valencia Street, west side, from McCoppin Street 20 feet northerly; Valencia Street, east side, from McCoppin Street to Market Street; Valencia Street, east side, from McCoppin Street to 176 feet southerly; Valencia Street, west side, from Duboce Avenue to 167 feet northerly; Valencia Street, west side, from Duboce Avenue to 55 feet southerly; Valencia Street, east side, from Duboce Avenue to Clinton Park; Valencia Street, west side, from 14th Street to 138 feet northerly; Valencia Street, west side, from 14th Street to 46 feet southerly; Valencia Street, east side, from 14th Street to 102 feet southerly; Valencia Street, east side, from 15th Street to 22 feet northerly; Valencia Street, west side, from 15th Street to 100 feet northerly; Valencia Street, west side, from 118 feet to 192 feet south of McCoppin Street; Valencia Street, east side, from 94 feet to 192 feet north of Duboce Avenue; Valencia Street, east side, from 82 feet to 197 feet north of 15th Street; Valencia Street, west side, from Rosa Parks Lane to 45 feet southerly; Valencia Street, west side, from Rosa Parks Lane to 17 feet northerly; Valencia Street, west side, from Brosnan Street to 4 feet southerly; Valencia Street, west side, from Brosnan Street to 24 feet northerly; Valencia Street, west side, from Clinton Park to 33 feet southerly; Valencia Street, west side, from Clinton Park to 31 feet northerly; Valencia Street, east side, from Clinton Park to 24 feet southerly

- F. ESTABLISH – RED ZONE – Valencia Street, east side, from 228 feet to 275 feet north of 15th Street; Valencia Street, west side, from 52 feet to 107 feet north of Rosa Parks Lane; Valencia Street, east side, from 54 feet to 81 feet north of 14th Street; Valencia Street, west side, from 211 feet to 336 feet north of Duboce Avenue; Valencia Street, east side, from 40 feet to 77 feet north of Duboce Avenue; Valencia Street, east side, from 232 feet to 271 feet north of Duboce Avenue; Valencia Street, east side, from 293 feet to 331 feet north of Duboce Avenue; Valencia Street, east side, from Duboce Avenue to 10 feet northerly; Valencia Street, west side, from 31 feet to 61 feet north of Clinton Park; McCoppin Street, south side, from Valencia Street to 13 feet easterly; Duboce Avenue, south side, from Valencia Street to 18 feet easterly; 15th Street, north side, from Valencia Street to 30 feet easterly
- G. ESTABLISH – TOW AWAY, NO STOPPING, 7 AM TO 9 AM, 4 PM TO 6 PM, DAILY/ ESTABLISH – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 9 AM TO 4 PM, DAILY (METERED MONDAY-SATURDAY) / ESTABLISH – PASSENGER LOADING ONLY, 6 PM TO 2 AM, DAILY – Valencia Street, west side, from 4 feet to 44 feet south of Brosnan Street
- H. RESCIND – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – Valencia Street, east side, from 18 feet to 40 feet north of 15th Street (previously legislated but not yet implemented, replacing existing blue zone on the east side of Valencia Street between 15th and 16th Streets); Valencia Street, east side, from 8 feet to 26 feet north of Clinton Park (previously legislated but not yet implemented, replacing existing blue zone on the east side of Valencia Street between 14th and 15th Streets); Valencia Street, east side, from 15 feet to 35 feet north of 14th Street
- I. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – 15th Street, north side, from Caledonia Street to 22 feet westerly; Valencia Street, east side, from 125 feet to 145 feet south of Clinton Park Street; Duboce Avenue, south side, from 18 feet to 38 feet east of Valencia Street
- J. ESTABLISH – 15-MINUTE METERED PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, east side, from 176 feet to 198 feet south of McCoppin Street; Valencia Street, east side, from 202 to 245 feet south of 14th Street
- K. ESTABLISH – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, west side, from 45 feet to 84 feet south of 14th Street; 14th Street, south side, from 9 feet to 52 feet east of Valencia Street; 15th Street, north side, from 30 feet to 54 feet east of Valencia Street
- L. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – McCoppin Street, south side, from 13 feet to 57 feet east of Valencia Street; 14th Street, north side, from 20 to 50 feet west of Valencia Street
- M. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, DAILY (METERED MONDAY-SATURDAY) / ESTABLISH – PASSENGER LOADING ONLY, 6 PM TO 2 AM, DAILY – Valencia Street, west side, from 20 feet to 64 feet north of McCoppin Street; Valencia Street, east side, from 24 feet to 64 feet south of Clinton Park; Valencia Street, east side, from 22 feet to 82 feet north of 15th Street



## **PAGE 9.**

- N. ESTABLISH – 30-MINUTE TRUCK LOADING ZONE, 8 AM TO 6 PM, DAILY (METERED MONDAY-SATURDAY) / ESTABLISH – PASSENGER LOADING ONLY, 6 PM TO 2 AM, DAILY – Valencia Street, east side, from 10 feet to 40 feet north of Duboce Avenue
- O. ESTABLISH – MOTORCYCLE PARKING – Duboce Avenue, north side, from 57 feet to 92 feet east of Valencia Street
- P. ESTABLISH – PASSENGER LOADING ONLY, 7:30 AM TO 8:30 AM, SCHOOLDAYS / ESTABLISH – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 8:30 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, west side, from 55 feet to 98 feet south of Duboce Avenue
- Q. ESTABLISH – SCHOOL PASSENGER LOADING ZONE, 8:00 AM TO 9:30 AM, 2:30 PM TO 4:30 PM, SCHOOLDAYS - Valencia Street, east side, from 121 feet to 221 feet north of 14th Street
- R. ESTABLISH – SCHOOL PASSENGER LOADING ZONE, 8:00 AM TO 9:30 AM, 2:30 PM TO 4:30 PM, SCHOOLDAYS / ESTABLISH – PASSENGER LOADING ZONE, DURING POSTED SERVICE - Valencia Street, east side, from 81 feet to 121 feet north of 14th Street
- S. ESTABLISH – SCHOOL PASSENGER LOADING ZONE, 7:30 AM TO 8:30 AM, 2:00 PM TO 6:00 PM, SCHOOLDAYS - Valencia Street, west side, from Brosnan Street to Clinton Park
- T. ESTABLISH – PASSENGER LOADING ZONE, 10 AM TO 4 PM, TUESDAY THROUGH THURSDAY – Valencia Street, west side, from 167 feet to 212 feet north of Duboce Avenue
- U. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY – Valencia Street, west side, from 45 to 92 feet south of Rosa Parks Lane
- V. RESCIND – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, east side, from 127 feet to 155 feet south of 14th Street

## **STAKEHOLDER ENGAGEMENT**

### **Door-to-Door Outreach**

Two rounds of merchant door-to-door outreach were conducted on Valencia Street. The first round was conducted from Market to Mission streets, while the second round included Market to 24<sup>th</sup> streets, with a focus on the Valencia Street Pilot Project between Market and 15<sup>th</sup> streets and a focus on curbside management outreach from 15<sup>th</sup> to 24<sup>th</sup> streets. Between February and April 2018, the SFMTA performed outreach to businesses along Valencia Street to raise awareness of the project and get a better understanding of their loading needs. Staff contacted 215 businesses to discuss the project and the scope of potential changes to the street. This portion of outreach also allowed staff to share a loading survey which asked businesses to describe their loading practices and identify any possibilities for curbside management improvement. The feedback received from the surveys was directly incorporated into the placement of the proposed white passenger and yellow commercial loading zones. During follow-up meetings with businesses

## **PAGE 10.**

along the project corridor in October and November 2018, we shared the proposed design for each block between Market and 15<sup>th</sup> street so business owners understood the changes to the roadway, parking and loading with the proposed project. Merchants had concerns regarding the loss of parking for customers and not having enough curb space to accommodate loading and unloading of goods into their business. However, most merchants recognized the need to prioritize bike safety on the corridor.

### **Stakeholder Meetings**

The SFMTA conducted targeted stakeholder meetings with community and advocacy groups including, but not limited to WalkSF, San Francisco Bike Coalition, Valencia Corridor Merchants Association, Mission Merchants Association, San Francisco Interfaith Council and representatives from Annunciation Greek Orthodox Cathedral, Mission Dolores Neighborhood Association, Liberty Hill Neighborhood Association, Mission Economic Development Agency, Calle 24, PODER, and representatives from District 8 and 9 Supervisors' Offices (including Jeff Sheehy, Rafael Mandelman, and Hilary Ronen's offices over the life of the project). Through our continued outreach process, both Supervisor offices have been supportive in the safety improvements. In total, we reached out to over 45 stakeholder groups to discuss potential changes to the Valencia Street corridor.

In addition, several meetings between SFMTA staff and representatives from the Millennium School (245 Valencia Street) and San Francisco Friends School (250 Valencia Street) were held as the project was developed in recognition of the need to ensure safe student loading as part of the pilot. Student loading during school drop-off and pick-up times was a primary concern of both schools.

As described above, the Valencia Street Project incorporates a concrete loading island, railing and pedestrian crossing improvements of the bike lane on both sides of the street, in front of each school. Further, construction schedules were coordinated closely with the schools' winter holiday schedules. Where possible, construction was done on the weekends and during school recesses to minimize impacts on drop-off and pick-up procedures.

### **Informational Workshops**

Two informational workshops were held on July 19 and July 28, 2018 at the Women's Building auditorium at 3543 18<sup>th</sup> Street to share information about the project and alternative street designs. On November 14, 2018, a third informational workshop was held at the Annunciation Greek Orthodox Cathedral at 245 Valencia Street. Approximately 8,800 community meeting postcards were sent to all addresses within a one block radius of Valencia Street and an email invitation to 300 addresses were sent in advance of both the July and November workshops. In addition, for July, approximately 50 posters promoting the open houses sessions were posted along the project corridor. Approximately 185 members of the community attended the two July workshop sessions and approximately 90 members of the community attended the November workshop sessions. Attendees represented the local residents, business owners, and employees as

## **PAGE 11.**

well as those who bike through Valencia Street.

### **Additional Outreach**

In addition to the merchant door-to-door outreach, stakeholder meetings, and community workshops, the project team went to several existing events in the neighborhood to share project information with the community. This included conversations with community members at the Mission Branch Library, Valencia Gardens, the Mission Community Market, Mission Sunday Streets, and handing out flyers to bike commuters on the corridor. Through these events, staff were able to talk to over 400 community members about the project.

### **Post Implementation Engagement**

Following the implementation of the pilot protected bikeways, the project team worked with SF Friends School and Millennium School to ensure that school loading would not impact general traffic flow even more more than the existing condition. The SFMTA provided educational flyers to share with the schools and parents that detailed where people should park, load, walk, and bike when using the new street configuration. Through continued communication, the project team supported in making small changes, such as adding parking T's adjacent to the loading island in order to clarify where people should load and park, additional signage and pavement markings to clarify and caution road users.

The project team also worked with local merchants with loading and parking concerns. Utilizing feedback from merchants, the project team added new loading zones on cross streets and converted a commercial loading zone to two green short-termed parking spaces to support the turnover of parked vehicles on the corridor.

### **San Francisco Fire Department**

SFMTA staff and the the San Francisco Fire Department (SFFD) met multiple times to discuss parking protected bikeway designs for Valencia Street. These meetings consisted of walking the project corridors with SFFD staff to identify design modifications to accommodate preferences from the SFFD, reviewing the design with SFFD representatives, and revising protected bike lane and bike lane buffer widths. As such, the SFFD approved the parking protected bike lane on Valencia Street between Market and 15<sup>th</sup> streets at the November 8, 2018 Transportation Advisory Staff Committee (TASC )meeting.

## **ALTERNATIVES CONSIDERED**

As part of the Valencia Bikeway Improvements project, SFMTA staff will determine permanent improvements to Valencia Street based on pilot evaluation results, public input, SFMTA transportation goals and technical constraints. A preferred alternative, considering the results of the pilot project, is expected to be identified by early 2020.

## **PAGE 12.**

Three alternatives are being considered in the Valencia Bikeway Improvements project:

1. Parking protected bike lanes (one-way bike lanes on each side of the street)
2. Two-way protected bike lane (two-way bike lane on one side of the street)
3. Center-running protected bike lane (two-way bike lane in the center of the street)

While each of these alternative designs has opportunities and constraints, alternatives 2 and 3 would require a major infrastructure investment to upgrade traffic signals and were not feasible as the pilot project.

As part of the pilot project, the SFMTA evaluated several safety metrics (pre-and-post implementation) in order to understand the effectiveness of the various pilot project improvements. This analysis included pre-data collected in October 2018 and post-data collected in May 2019. Evaluation criteria included:

- Bike lane blockages
- Mixing zones, (portion of a bike lane leading up to the intersection where bikes and turning vehicles mix and which are intended to minimize conflicts with turning vehicles and through bikes at intersections), compared to previous conditions
- Conflicts between bikes and vehicles mid-block (i.e., dooring)
- Conflicts between people crossing the bike lane to access the school loading islands
- Bike positioning (i.e., in people biking in the bike lane versus in the travel lane)

Overall, the data collected demonstrated that safety conditions were improved with the pilot improvements, particularly for those biking and walking. More specifically:

- The Pilot project improvements practically eliminated illegal vehicle loading activities in the bike lane, from 160 recorded instances to only two with the new roadway design. Overall, this resulted in a 99 percent decrease of vehicles loading and parking in the bike lane.
- 84 percent of people driving yielded to bicyclists at the mixing zones.
- 98 percent of bicyclists are biking in the protected bikeway or buffered area.
- 93 percent of commercial vehicles are loading in designated loading zones
- There were zero observations of close calls or near misses observed when people crossed the bike lane to access the school loading island or sidewalk.
- The potential for “dooring” decreased. There was a 95 percent decrease in vehicle/bike interactions at mid-block locations after the pilot protected bikeway was implemented.

Based on these initial results, the SFMTA determined that that the improvements resulted in safer conditions overall compared to pre-pilot conditions, and recommend making the pilot project improvements permanent.

## **FUNDING IMPACT**

The Valencia Street Pilot Project will provide parking protected bike lanes, pedestrian safety measures, and parking and loading changes on a faster timeline than the larger Valencia Bikeway

## **PAGE 13.**

Improvements project. The pilot project will help inform the final design of the long-term project while providing safety improvements more quickly. The project was added to San Francisco Municipal Transportation Agency's 2019-2023 Capital Improvement Program. Both the pilot and the Valencia Bikeway Improvements project are currently budgeted and funded as follows:

- Planning – Proposition K (\$145,000)
- Pilot Design/Construction – Proposition B Population Baseline (\$200,001), Transit Sustainability Fee (\$113,956) and Market/Octavia Impact Fees (\$523,043)

## **ENVIRONMENTAL REVIEW**

The proposed Valencia Street Bikeway Improvements Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On February 19, 2020, the Planning Department determined (Case Number 2020-001983ENV) that the proposed Valencia Street Bikeway Improvements Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The Planning Department's determination (Case Number 2020-001983ENV) is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and is incorporated herein by reference.

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

## **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:

[https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

The proposed project is not subject to the Board of Supervisors review, because the project establishes a Class IV bicycle facility and all of the parking and traffic modifications in the proposed approval action are directly related to the establishment of the bikeway.

The City Attorney has reviewed this item. No other approvals are required.

## **RECOMMENDATION**

Staff recommends that the SFMTA Board of Directors approve a permanent parking protected bikeway and parking and traffic modifications on Valencia Street between Market and 15<sup>th</sup>

**PAGE 14.**

streets, as set forth in Items A-V above, to improve safety for all modes of transportation and enhance comfort for people walking and biking along the corridor as part of the Valencia Street Bikeway Improvement Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Valencia Street; 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 has proposed the installation of permanent parking protected bikeways and parking and traffic modifications along Valencia Street between Market and 15<sup>th</sup> streets as follows:

- A. ESTABLISH – CLASS IV PROTECTED BIKEWAY (PARKING PROTECTED BIKEWAY) – Valencia Street, northbound, east side, from 15th Street to Market Street; Valencia Street, southbound, west side, from Market Street to 15th Street
- B. ESTABLISH – NO RIGHT TURN ON RED, EXCEPT BIKES – 15th Street, westbound, at Valencia Street; Valencia Street, southbound, at 15th Street; 14th Street, eastbound, at Valencia Street (Bike Two-Stage Turn Box); Valencia Street, northbound, at 14th Street; Duboce Avenue, westbound and eastbound, at Valencia Street; Valencia Street, southbound, at Duboce Avenue; Valencia Street, northbound, at McCoppin Street; Market Street, eastbound, at Valencia Street
- C. ESTABLISH – NO LEFT TURN – Valencia Street, northbound and southbound, at Duboce Avenue
- D. ESTABLISH – NO LEFT TURN, 7:30AM-8:30AM AND 2:00PM-6:00PM, SCHOOL DAYS – Clinton Park, eastbound, at Valencia Street
- E. ESTABLISH – TOW-AWAY, NO STOPPING ANYTIME – Valencia Street, west side, from Market Street to 48 feet southerly; Valencia Street, west side, from McCoppin Street 20 feet northerly; Valencia Street, east side, from McCoppin Street to Market Street; Valencia Street, east side, from McCoppin Street to 176 feet southerly; Valencia Street, west side, from Duboce Avenue to 167 feet northerly; Valencia Street, west side, from Duboce Avenue to 55 feet southerly; Valencia Street, east side, from Duboce Avenue to Clinton Park; Valencia Street, west side, from 14th Street to 138 feet northerly; Valencia Street, west side, from 14th Street to 46 feet southerly; Valencia Street, east side, from 14th Street to 102 feet southerly; Valencia Street, east side, from 15th Street to 22 feet northerly; Valencia Street, west side, from 15th Street to 100 feet northerly; Valencia Street, west side, from 118 feet to 192 feet south of McCoppin Street; Valencia Street, east side, from 94 feet to 192 feet north of Duboce Avenue; Valencia Street, east side, from 82 feet to 197 feet north of 15th Street; Valencia Street, west side, from Rosa Parks Lane to 45 feet southerly; Valencia Street, west side, from

Rosa Parks Lane to 17 feet northerly; Valencia Street, west side, from Brosnan Street to 4 feet southerly; Valencia Street, west side, from Brosnan Street to 24 feet northerly; Valencia Street, west side, from Clinton Park to 33 feet southerly; Valencia Street, west side, from Clinton Park to 31 feet northerly; Valencia Street, east side, from Clinton Park to 24 feet southerly

- F. ESTABLISH – RED ZONE – Valencia Street, east side, from 228 feet to 275 feet north of 15th Street; Valencia Street, west side, from 52 feet to 107 feet north of Rosa Parks Lane; Valencia Street, east side, from 54 feet to 81 feet north of 14th Street; Valencia Street, west side, from 211 feet to 336 feet north of Duboce Avenue; Valencia Street, east side, from 40 feet to 77 feet north of Duboce Avenue; Valencia Street, east side, from 232 feet to 271 feet north of Duboce Avenue; Valencia Street, east side, from 293 feet to 331 feet north of Duboce Avenue; Valencia Street, east side, from Duboce Avenue to 10 feet northerly; Valencia Street, west side, from 31 feet to 61 feet north of Clinton Park; McCoppin Street, south side, from Valencia Street to 13 feet easterly; Duboce Avenue, south side, from Valencia Street to 18 feet easterly; 15th Street, north side, from Valencia Street to 30 feet easterly
- G. ESTABLISH – TOW AWAY, NO STOPPING, 7 AM TO 9 AM, 4 PM TO 6 PM, DAILY/ ESTABLISH – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 9 AM TO 4 PM, DAILY (METERED MONDAY-SATURDAY) / ESTABLISH – PASSENGER LOADING ONLY, 6 PM TO 2 AM, DAILY – Valencia Street, west side, from 4 feet to 44 feet south of Brosnan Street
- H. RESCIND – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – Valencia Street, east side, from 18 feet to 40 feet north of 15th Street (previously legislated but not yet implemented, replacing existing blue zone on the east side of Valencia Street between 15th and 16th Streets); Valencia Street, east side, from 8 feet to 26 feet north of Clinton Park (previously legislated but not yet implemented, replacing existing blue zone on the east side of Valencia Street between 14th and 15th Streets); Valencia Street, east side, from 15 feet to 35 feet north of 14th Street
- I. ESTABLISH – BLUE ZONE, DISABLED PARKING ONLY, AT ALL TIMES – 15th Street, north side, from Caledonia Street to 22 feet westerly; Valencia Street, east side, from 125 feet to 145 feet south of Clinton Park Street; Duboce Avenue, south side, from 18 feet to 38 feet east of Valencia Street
- J. ESTABLISH – 15-MINUTE METERED PARKING, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, east side, from 176 feet to 198 feet south of McCoppin Street; Valencia Street, east side, from 202 to 245 feet south of 14th Street
- K. ESTABLISH – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, west side, from 45 feet to 84 feet south of 14th Street; 14th Street, south side, from 9 feet to 52 feet east of Valencia Street; 15th Street, north side, from 30 feet to 54 feet east of Valencia Street
- L. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – McCoppin Street, south side, from 13 feet to 57 feet east of Valencia Street; 14th Street, north side, from 20 to 50 feet west of Valencia Street
- M. ESTABLISH – 30-MINUTE COMMERCIAL LOADING ZONE, 8 AM TO 6 PM,



DAILY (METERED MONDAY-SATURDAY) / ESTABLISH – PASSENGER LOADING ONLY, 6 PM TO 2 AM, DAILY – Valencia Street, west side, from 20 feet to 64 feet north of McCoppin Street; Valencia Street, east side, from 24 feet to 64 feet south of Clinton Park; Valencia Street, east side, from 22 feet to 82 feet north of 15th Street

- N. ESTABLISH – 30-MINUTE TRUCK LOADING ZONE, 8 AM TO 6 PM, DAILY (METERED MONDAY-SATURDAY) / ESTABLISH – PASSENGER LOADING ONLY, 6 PM TO 2 AM, DAILY – Valencia Street, east side, from 10 feet to 40 feet north of Duboce Avenue
- O. ESTABLISH – MOTORCYCLE PARKING – Duboce Avenue, north side, from 57 feet to 92 feet east of Valencia Street
- P. ESTABLISH – PASSENGER LOADING ZONE, 7:30 AM TO 8:30 AM, SCHOOLDAYS / ESTABLISH – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 8:30 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, west side, from 55 feet to 98 feet south of Duboce Avenue
- Q. ESTABLISH – SCHOOL PASSENGER LOADING ZONE, 8:00 AM TO 9:30 AM, 2:30 PM TO 4:30 PM, SCHOOLDAYS - Valencia Street, east side, from 121 feet to 221 feet north of 14th Street
- R. ESTABLISH – SCHOOL PASSENGER LOADING ZONE, 8:00 AM TO 9:30 AM, 2:30 PM TO 4:30 PM, SCHOOLDAYS / ESTABLISH – PASSENGER LOADING ZONE, DURING POSTED SERVICE - Valencia Street, east side, from 81 feet to 121 feet north of 14th Street
- S. ESTABLISH – SCHOOL PASSENGER LOADING ZONE, 7:30 AM TO 8:30 AM, 2:00 PM TO 6:00 PM, SCHOOLDAYS - Valencia Street, west side, from Brosnan Street to Clinton Park
- T. ESTABLISH – PASSENGER LOADING ZONE, 10 AM TO 4 PM, TUESDAY THROUGH THURSDAY – Valencia Street, west side, from 167 feet to 212 feet north of Duboce Avenue
- U. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY – Valencia Street, west side, from 45 to 92 feet south of Rosa Parks Lane
- V. RESCIND – 30-MINUTE METERED COMMERCIAL LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY – Valencia Street, east side, from 127 feet to 155 feet south of 14th Street; and,

WHEREAS, Although the City Traffic Engineer has the authority to install color curb markings, as set forth in Item G and Items J through V, SFMTA staff recommend that the SFMTA Board approve these items as part of the larger Valencia Street Bikeway Improvements Project; and,

WHEREAS, The proposed Valencia Street Bikeway Improvements Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

**PAGE 18.**

WHEREAS, On February 19, 2020, the Planning Department determined that the proposed Valencia Street Bikeway Improvement Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; 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 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through community workshops and door-to-door outreach; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves a parking protected bikeway and parking and traffic modifications, as set forth in items A through V above, along Valencia Street between Market and 15<sup>th</sup> streets as part of the Valencia Street Improvement Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 16, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Enclosure 2 – Valencia Bikeway Improvements Project Area Map



**Enclosure 3 – Valencia Street Project Block Graphics**

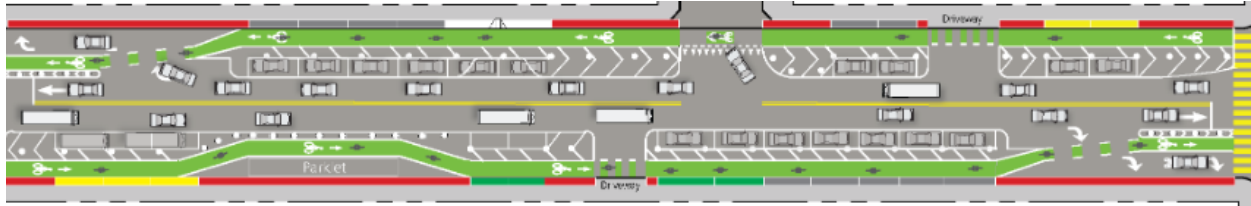


Figure 1: Valencia Street between 15<sup>th</sup> Street and 14<sup>th</sup> Street

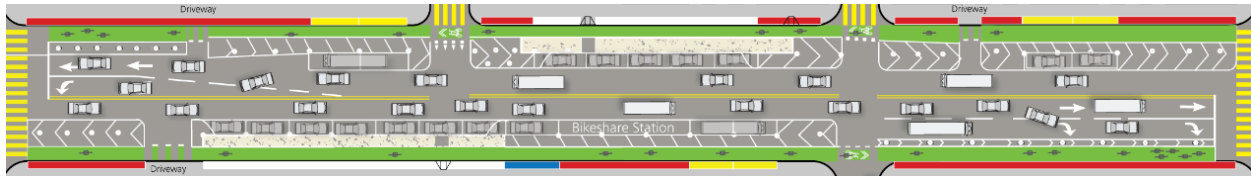


Figure 2: Valencia Street between 14<sup>th</sup> Street and Duboce Street

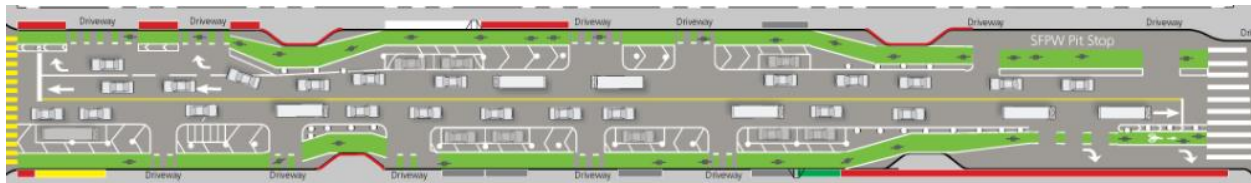


Figure 3: Valencia Street between Duboce Street and McCoppin Street



Figure 4: Valencia Street between McCoppin Street and Market Street