



Valencia Bikeway Improvements Project

Mid-Valencia Pilot (15th to 23rd Streets)

July 2023

PROJECT OVERVIEW

On average, mid-Valencia (between 15th and 23rd streets) experiences about two collisions per month, and more than half the time, these collisions involve someone bicycling or walking on the street. One of the top goals of this 12-month Mid-Valencia Pilot project is to make Valencia Street safer for all users. The pilot project implemented a two-way center-running protected bikeway, turn restrictions, pedestrian safety improvements, and associated parking and loading changes between 15th and 23rd streets. This project uses project elements from the Vision Zero Quick-Build toolkit to improve the traffic safety concerns and operational inefficiencies in the near-term.

The SFMTA refined the bikeway design and curb management plan based on feedback obtained from stakeholders along the Valencia Street project corridor, including through public meetings, door-to-door outreach, a virtual open house, and numerous stakeholder meetings.

A center-running protected bikeway design creates an opportunity not currently available along Valencia, fully separating bicycles from moving vehicles. When vehicles were double-parked in the previous bike lane, those who were traveling by bike did not have the choice of avoiding moving vehicle traffic. People on bikes often had to maneuver into the vehicle travel lane to get around the double-parked vehicle. The center-running protected bikeway separates bicycle traffic from the various travel and parking lane activities that currently led to multimodal conflicts.

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


Violators who park, load, or drive in the new bikeway will be cited or towed. Please park and conduct all vehicle loading activities at designated spaces along the curb.

NEW LOADING ZONES

The mid-Valencia pilot has introduced two new loading zones on Valencia Street between 15th and 23rd Streets, a **dual-use zone** and a **general loading zone**. Please pay attention to all street signs when parking and loading in the area. For more information, use the QR code below to access and review the Valencia color curb guide on loading zone regulations:



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

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NEW TRAFFIC REGULATIONS



No Vehicle Left or U-Turn FROM Valencia Street TO cross streets (all intersections on Valencia between 15th to 23rd streets).

Left and u-turns are now prohibited from vehicles traveling on Valencia Street TO cross the streets (i.e., numbered streets). Vehicles can still make left-turns FROM cross streets ONTO Valencia Street.

Reminder: Vehicle u-turns mid-block on any street in a business district is illegal.

Example of a legal turn: Vehicle traveling westbound on 15th Street and makes a left turn ONTO Valencia Street.

Example of illegal turns: Vehicle traveling southbound on Valencia Street and makes a left turn onto 18th Street and proceeds westbound OR makes a u-turn at Valencia at 18th Street ONTO Valencia Street and proceeds northbound.



No Vehicle Right Turn on a Red Light

At specific locations along Valencia Street and cross streets, vehicles making a right turn may not make the right turn on a red light. Please pay attention to all traffic signs and signals on the road.



At the intersections of Valencia at 15th Street and Valencia at 23rd Street, the vehicle no right turn signs are blank-out lighted signs. When they are lit, vehicles cannot make a right turn.

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

HOW TO NAVIGATE THE CENTER-RUNNING PROTECTED BIKEWAY

- A** **Transitioning between blocks** - People on bikes should use the vehicle signals and only proceed through an intersection on a green light for the north and southbound directions. During the north and southbound green signal phase, there should be no conflicts between other users on the street and bicyclists proceeding straight through.
- B** **Transitioning between curbside and center-running bikeway** - People on bikes should use the bike signals at the intersections of Valencia at 15th Street and Valencia at 23rd Street. People on bikes should only proceed through on a green light from the bike signal and NOT the green light on the vehicle signal, where the center-running bikeway transitions to the curbside bikeway.
- C** **Turning to the cross streets** - People on bikes looking to make a left or right turn from Valencia Street onto the cross streets (i.e., numbered streets), can use the bike boxes at the intersection by exiting the bikeway, and waiting in the box for the green light for the cross street.
- D** **Mid-block access** - Accessing mid-block destinations can be achieved by exiting the bikeway at any location where there is a break in the bus lane curb. People on bikes can ride between the bus lane curb and reach the sidewalk by traveling through the vehicle travel lane (when safe to do so) and curb lane. Alternatively, for those who do not want to mix with vehicular traffic, they can use the bike boxes or crosswalks at any of the signalized intersections when vehicles are stopped at a red light.
- E** **Emergency vehicle access** - Emergency responders may use the bikeway as a fire lane in cases where the vehicle lane is blocked or otherwise not accessible. If an emergency vehicle needs to access the lane, the center-running protected bikeway includes rubber curbs and buffers along the sides of the bikeway where people bicycling can pull over to let the emergency vehicle pass.

