

THIS PRINT COVERS CALENDAR ITEM NO.: 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Receiving an update on the Valencia Bikeway Project, also known as the Mid-Valencia Bikeway Pilot, which seeks to improve safety, preserve economic vitality, and ensure movement and access of goods and people on Valencia Street between 15th and 23rd streets, and endorsing, but not approving, a shift in the current design from a center-running to a side-running bikeway.

SUMMARY:

- Since the Mid-Valencia Bikeway Pilot officially began in August 2023, project staff implemented design adjustments informed by project evaluations and in response to community feedback.
- Per the direction from the February 20, 2024, SFMTA Board of Directors meeting, the project team refined the current center-running pilot design and explored a side-running bikeway option for the current design on Valencia Street between 15th and 23rd streets based on community feedback.
- Staff developed a conceptual side-running design and determined that a switch from a center-running to side-running bikeway design is feasible. A side-running bikeway design would maintain or build on the improvements from the existing center-running pilot.
- The new design proposal includes a side-running protected bikeway, pedestrian safety improvements, and a curb management plan informed by the SFMTA Curb Management Strategy.
- The design was informed by door-to-door outreach, stakeholder meetings, block-by-block merchant meetings and data collection and coordination with other City Departments.
- The detailed design elements of the side-running bikeway project are still being developed and staff will return to the SFMTA Board of Directors in late 2024 for full project approval. In the interim, the proposed action is the endorsement and continuation of work to support the pivot from the center-running bikeway to a side-running bikeway.

ENCLOSURES:

1. SFMTAB Resolution
2. Valencia Street Concept Design Details – Typical Block Cross Sections and Project Area Plan View

APPROVALS:

	DATE
DIRECTOR <u> <i>Viktoria Wise</i> </u>	<u>June 13, 2024</u>
SECRETARY <u> <i>[Signature]</i> </u>	<u>June 13, 2024</u>

ASSIGNED SFMTAB CALENDAR DATE: June 18, 2024

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PURPOSE

Receiving an update on the Mid-Valencia Bikeway Pilot and endorsing, but not approving, a side-running bikeway conceptual design on Valencia Street between 15th and 23rd streets in place of the existing center-running design. A side-running bikeway design would continue to meet the project goals of improving safety for all modes of transportation, preserving economic vitality, and ensuring movement and access of goods and people on Valencia Street between 15th and 23rd streets.

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

The existing conditions for Valencia Street between 15th and 23rd Street are the current the Mid-Valencia Bikeway Pilot conditions. Under the current Mid-Valencia Bikeway Pilot conditions, Valencia Street is a north-south two-way street in the Mission District with one travel lane in each direction. The roadway width between 15th Street and 19th streets 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-foot wide with 10-foot-wide sidewalks on both sides. Between 15th Streets and 23rd streets, 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 driveway 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 3,300 cyclists and approximately 6,700 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 16th and 25th 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 led to illegal and dangerous 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. 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 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. However, the importance of parklets, emergence of food delivery services, and need for a new mix of parking and loading spaces on Valencia changed. Balancing the new curbside priorities for parklets and flexible parking and loading spaces with the need to upgrade the bikeway to a protected facility, a center-running bikeway on Valencia Street between 15th Street and 23rd Street was proposed. This option addressed the safety concerns on the High Injury Network while maintaining bikeway connectivity and retaining as much curbside space for parklets and parking and loading spaces as possible.

The Valencia Bikeway Project (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. Additionally, staff conducted data-based project evaluations at the 3-, 6-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, which included community engagement with merchants to gather feedback that informs the design process for a side-running bikeway concept. Staff has determined that a side-running design is feasible and will be working to take the conceptual design to a detailed design, pending endorsement of the Board of Directors of the side-running bikeway conceptual design.

Side-Running Bikeway Proposal

Side-Running Bikeway Design and Tradeoffs

A conceptual side-running option on Valencia Street between 15th and 23rd streets has been developed and generally focuses on the blocks between intersections. Outreach and coordination with merchants and stakeholder groups since February 2024 has focused on developing concepts for the block so business owners could begin to understand their own block’s potential layout and design, incorporate parklet placement preferences, understand tradeoffs, and work with project staff during the planning process to prioritize their most important preferences for their block. Pending SFMTA Board of Directors endorsement, the conceptual design will be advanced to a full, final project which will be brought to the SFMTA Board of Directors in the next several

months.

A side-running bikeway option on Valencia Street between 15th and 23rd streets would include a 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. Additionally, a side-running option would optimize parking and loading spaces, allow for existing parklets to remain on the corridor and continue to ensure emergency response access.

Between 15th to 19th streets, the side-running bikeway is anticipated to be mainly five feet wide but may increase to as wide as eight feet for small segments. There will be three feet wide buffers between the bikeway and the parking lane. 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.

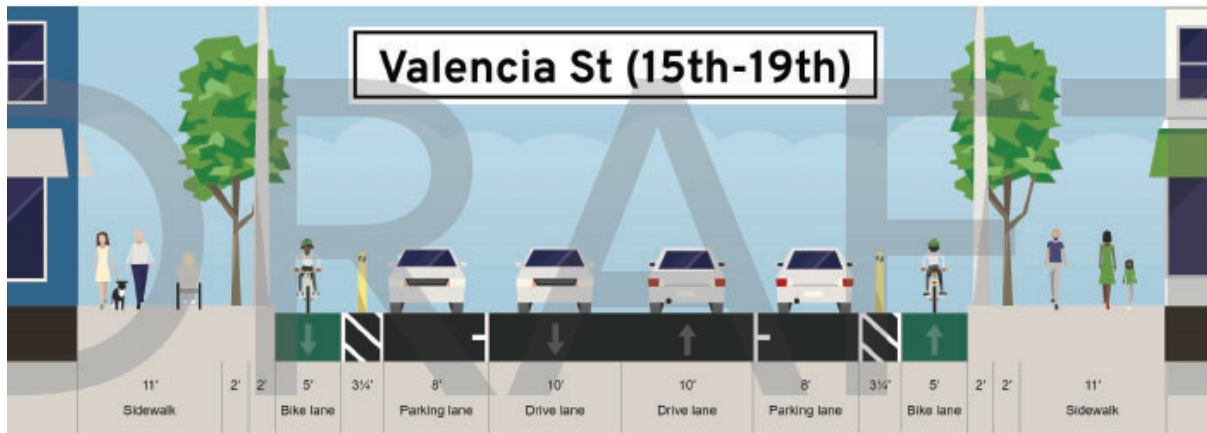


Figure 1 – Typical Cross Section – Valencia Street between 15th to 19th streets

Between 19th to 23rd streets, the bikeway is about six feet wide and expands to 8 feet in some areas. There will be a five-foot buffer 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.

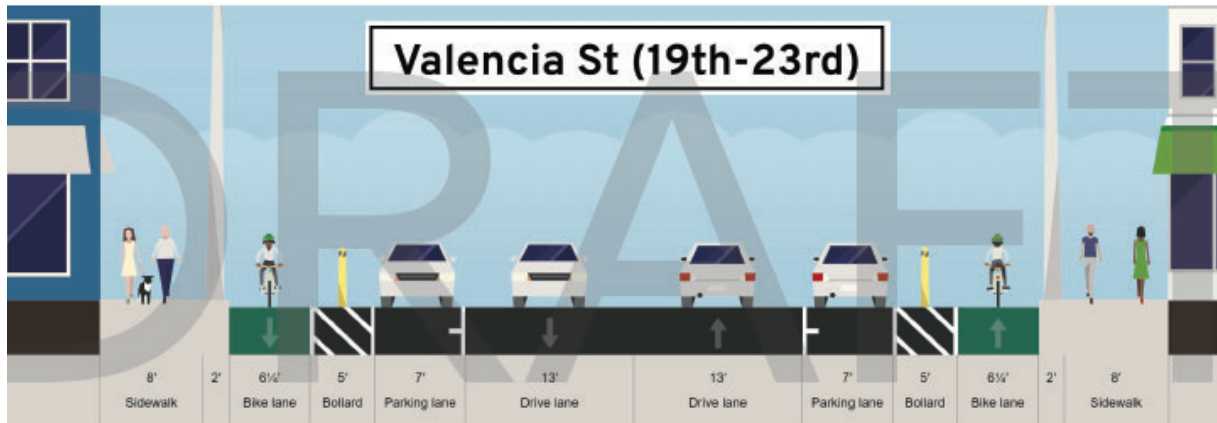


Figure 2 – Typical Cross Section – Valencia Street between 19th to 23rd streets

There are 25 Shared Spaces parklets on the project corridor. Merchants will have an option to keep their parklet, remove it, or move it to a floating configuration. If they keep it curbside, the bike lane will jog around them. If they move it to floating, the bike lane will run between the curb and the parklet. Parklet design details are further described below.

With the side-running bikeway option, there are design tradeoffs to consider including those that affect bike lane width, intersection design, and bike signal progression.

The curb-to-curb width between 15th and 19th street is 6 to 10 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 parking spaces, and vehicle travel lanes will be narrower and may feel a little 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 pivot will not be able to accommodate new signal phases to separate turning vehicles from people who are riding bikes but may include protected intersections which require little to no signal infrastructure upgrades. In the next few months, the project team will focus on the intersection design and develop a final plan to bring back to the board for consideration.

Currently, traffic signals along Valencia Street are timed to allow a person riding a bicycle at 13 mph to catch one green light after another down the corridor. Under a side-running design option, there is a potential to disrupt this “green wave” depending on the final intersection designs. Interrupting the green wave may result in slower travel for people on bicycles down the corridor if they are required to stop at more traffic signals.

Curb Management Plan

The proposed elements of the side-running bikeway design also include a preliminary curb management plan. The proposed curb management plan applies the [SFMTA Curb Management Strategy](#) to prioritize and allocate curb space along the project area based on surrounding land uses and curb needs. Adopted by the SFMTA Board of Directors in February 2020, the Curb Management Strategy provides a policy framework to manage and allocate the City's curb space in a holistic way that is both responsive to current demands, anticipates future needs, and supports the City of San Francisco's Vision Zero Policy, Transit First Policy, and the mode shift goal of achieving at least 80% of all San Francisco trips by transit, walking, or biking by 2030.

While the parking and loading mix is still being finalized in consultation with merchants and other stakeholders, the preliminary curb layout identifies 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. The final locations and times that the curb regulations will be in effect for the different curb allocations will be finalized once the outreach period concludes in late summer 2024.

Similar to a side-running bikeway design, the revised curb management plan 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.

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 constrained due to the narrower curb-to-curb width. In this section bike lanes, buffers, parking and loading on one side of the street, vehicle travel lanes, and parklets account for a significant amount of the roadway. As a result, parking and loading cannot always be accommodated on both sides of the street. In some areas, parking will not be permitted due to the presence of fire hydrants. Additionally, parklets that remain curbside, as opposed to floating, remove one to two parking spaces on either side of the parklet in order 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 transition zones around parklets that will remain at the curb;
- Optimized loading zones by prioritizing loading only where it was specifically sponsored,

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- requested, or when and where evaluation data revealed high volumes of loading activity;
- Moved two bikeshare stations from Valencia Street to side streets; and
- Working with the SFPD to explore adding parking spaces in front of Mission Station

Overall, it is anticipated parking and loading would be reduced by approximately 41% percent from what is currently on the corridor with the center-running bike lane design. The parking and loading totals will be finalized as part of the detailed design.

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 would potentially install new protected corners at intersections using paint and black and yellow speed bumps to help slow down right turning vehicles. During detailed design over the next several months, intersection configuration, including left- and U-turn restrictions, will be carefully reviewed to ensure safety.

Shared Spaces Parklets

To optimize parking and loading on the corridor, policy changes involving parklets will have to be implemented. Specifically, a floating parklet configuration is proposed as an option for parklet owners to allow a side-running bikeway design to provide sufficient curb space for commercial activities, especially given the feedback from merchants about having adequate parking and loading spaces to better support business vitality.

Parklet owners will have the option to keep their outdoor parklet curbside, as it is now, demolish the parklet, or move to a floating configuration (i.e., between the vehicle travel lane and bikeway). At present, 24 businesses within the project area plan to keep their parklet in either the curbside or floating configuration. Businesses who apply for new parklets in the future will be evaluated for feasibility on a case-by-case basis and placement would be in the floating parking lane rather than at the curb.

Floating parklets will have additional design requirements from the standard curbside design. These design criteria are anticipated to be incorporated into the Shared Spaces Design Manual as an Appendix. These designs 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, the following design criteria need to be met:

- Have an additional railing along the bikeway side of the parklet to channelize parklet users to a designated crossing 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 conflict between pedestrians and people on bikes.
- A ramp will be installed in the bikeway to connect the sidewalk to the parklet. The ramp will serve as an accessible pathway and traffic calming measure to slow people on bikes as they approach points of conflict and potential interaction with a pedestrian entering or exiting a parklet, and
- At a minimum, a three-foot buffer will be installed between the bikeway and parklet to ensure proper sightlines for users.
- A floating parklet must also be one foot offset from the vehicle travel lane.

Similar to the other design elements, a floating parklet configuration combined with a side-running bikeway creates tradeoffs that should be considered.

If a parklet owner keeps their parklet under and side-running option, the owner will have the option to maintain a curbside parklet, as it is in present condition, or switch to the floating condition. This would require people on bikes to navigate between two configurations: 1) between the curb and floating parklet and 2) around a curbside parklet, next to the vehicle travel lane.

Additionally, a side-running bikeway with some parklets remaining curbside would potentially reduce the number of parking and loading spaces. This is due to the transitions where the bikeway has to weave around the parklet.

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 will attempt to make this crossing point as visible, accessible, and predictable as possible, but potential for conflict may still be present.

Under a side-running bikeway design, businesses without an existing Shared Spaces parklet would not be able to apply for a curbside parklet and a floating parklet may only be possible 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 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.

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The project team has worked on the conceptual design of the side-running bikeway lane and has addressed several constraints on this very complicated corridor. The side-running bikeway design requires several trade-offs described in this staff report and, as a result, will require all users on the corridor to make adjustments. In summary, the trade-offs include:

- A narrower bikeway, buffer, and vehicle travel lanes for half of the corridor resulting in a more constrained alignment;
- Possibility of protected intersections rather than signal separated phasing for turning vehicles and people on bikes due to the Quick-Build nature of the project;
- Potential loss of bicycle “green wave” depending on intersection design;
- Less curb space for parking and loading – it is anticipated that approximately 59% of the curb space will be retained;
- People on bikes will need to navigate around or through parklets;
- People accessing a floating parklet may cross paths with people riding bikes; and
- Implementation of new curbside parklets on corridor may not be possible.

The side-running bike lane requires additional work, particularly on intersection design, that will be completed over the course of the next several months. It also requires ongoing coordination with other sister agencies and working through construction logistics.

STAKEHOLDER ENGAGEMENT

Outreach for the Center-Running Bikeway

After implementation for the center-running bikeway was completed in August 2023, the project team began receiving feedback from the community via the project email address and through meetings with community groups. The project team met with merchants along the corridor and the merchant association in late fall 2023 to discuss issues and areas of improvement with the center-running bikeway.

Feedback from merchants mainly focuses on the center-running bikeway design being worse for businesses than the pre-pilot condition. 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 can 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.

The center-running bikeway design included additional commercial loading spaces to accommodate the commercial loading that was previously occurring in the bike lane, vehicle travel lane, or center turn lane. While these additional commercial loading spaces intended to maintain traffic flow and circulation by limiting instances for double parking it also resulted in fewer parking spaces available for customers. Many businesses, which rely on personal vehicles

for their operations, were unable to park and load in the commercial loading zones.

Some business owners expressed a desire to revert to the pre-Covid bikeway configuration while the SFMTA worked on developing another design.

The project team responded to this feedback by completing several follow-up tasks:

- In November 2023, temporary holiday parking regulations were installed to support the holiday shopping season. These changes included reducing the hours and number of spaces for commercial loading and increasing spaces and hours for general metered parking. These temporary regulations were well-received and made permanent. additional parking and loading including converting more loading zones to general metered parking and 6-wheel commercial loading to regular commercial loading
- Multi-space meters were converted back to single-space meters with improved decals that have clear parking regulation information for each space.
- Wayfinding signage at utility poles were added and updated, and posters were distributed to businesses that promoted and directed patrons to SFMTA parking garages at 16th Street and 21st Street.
- Additional parking and loading changes in spring 2024 based on feedback from the Valencia Merchants Corridor Association and individual business owners. These changes continued to improve loading regulations to more closely match merchant needs.

People who ride bikes generally provided mixed feedback on the center-running bikeway. Some people felt the bikeway was a vast improvement over the pre-pilot condition because 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. An intercept survey at the 6-month mark of the center-running bikeway implementation included over 500 responses and reinforced this sentiment. A summary report for the overall 6-month evaluation and associated intercept survey are expected to be published on the project webpage by early July 2024.

Conversely, some people who ride bikes were less supportive of the center-running bikeway. Mostly, they reported instances of continued vehicle encroachment creating the sense of unsafe conditions for people riding bikes in the bikeway. This group also reiterated concerns from the planning phase of the center-running bikeway project that people on bikes would have challenges accessing mid-block destinations and that intersections that 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 where this movement was frequently occurring to further emphasize that this movement was illegal. The project team also coordinated with SFPD for additional enforcement of this vehicle moving violation.

Merchant owners and people who ride bikes also share that congestion increased and the green

wave was broken at the intersections of Valencia and 15th and 23rd streets where the new bike signals were installed. The signal timing was revised at these two intersections to reallocate green time to vehicle travel on Valencia and the bike green wave was restored.

The project team has worked very closely with business owners, merchants, and people who bike and visit Valencia to understand their feedback on center-running bikeway design and adjusted the project to accommodate changes where possible.

Outreach for a Side-Running Bikeway Option

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

Initial outreach involved meeting with all parklet owners along the project corridor. During these meetings, parklet owners shared how they used their parklets and staff asked owners for parklet placement preference (remain curbside, move to floating, or remove entirely) and tradeoffs under a side-running bikeway design. Some parklet owners expressed that parklets provided tremendous value to their business operations while others did not use them that much. The reaction to floating parklets was also mixed with some owners interested with the idea, while others were not. The additional cost of having to relocate parklets was also shared by some parklet owners. To respond to some of these concerns, staff are working to identify some funding for parklet relocation or removal reimbursement. A finalized floating parklet policy will be determined before the final side-running bikeway design is potentially brought to the SFMTA Board of Directors for approval in late 2024.

The project team met with over 100 merchants and business owners along the project corridor. These meetings focused on introducing the concept of side-running bikeway design, sharing tradeoffs, and understanding parking and preferences. Through this process, staff began to identify conflicts between merchant preferences for curb use (e.g. parklet placement in conflict with a yellow zone for commercial loading). Much of what was heard from businesses during the outreach included frustration with the center-running bikeway, confusion around loading, and the inability to pass stopped or double-parked vehicles. Staff used this feedback to develop a conceptual side-running bikeway design with color curb mix and parklet placement preferences.

During Bike to Wherever Day on May 16, 2024, the team partnered with SF Bike Coalition and tabled at an Energizer Station located at Valencia and 23rd streets to engage with the community and gathered feedback from cyclists who use Valencia Street regularly. This event provided nuanced insights into the daily experiences and safety concerns of the center-running bikeway. Staff heard that while the center-running design had its trade-offs, it was still better than the former unprotected painted (Class II) bike lanes.

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Additionally, block-by-block meetings were held in May and June 2024 to share the conceptual designs for each block. These meetings provided an opportunity for each merchant to see what their block would look like and provide real, live feedback. It was also an opportunity for merchants to see their initial input and feedback on parking and loading spaces and parklet placement reflected in the conceptual design. These meetings also provided a venue for merchants to understand each other's curb access needs and to discuss better solutions between neighbors.

These sessions were held at two-block intervals and 12 to 15 businesses attended each of the four meetings. Some feedback included some parklet owners no longer interested in keeping their parklet after seeing how it limits parking and loading on their block, 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 included questions about the turn restrictions at intersections, optimizing parking and loading spaces, and opportunities for placemaking where parking was removed for daylighting at alleys, driveways, and cross streets.

Aside from merchant and business owner outreach, the project team also provided updates to community stakeholder groups such as Friends of Valencia, San Francisco Bike Coalition, KidSafeSF, WalkSF, SPUR, Liberty Hill Neighbor Association, Mission Merchants Association, Calle 24, CDMA, MAAC, and SFMTA CAC.

Advancing the project from conceptual to final design will require additional outreach in the coming months. Community outreach will remain an important part of the project process and engagement will continue. Outreach will expand from merchants and business owners to other community stakeholders to gather their feedback on the side-running bikeway option. Along with continued one-on-one outreach, a project open house to share the final side-running bikeway design is planned for late summer 2024.

Emergency Access

The conceptual project design review included the San Francisco Fire Department (SFFD) and the San Francisco Police Department (SFPD) to ensure they have reviewed the conceptual 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, and clear space in the roadway to respond to calls, and distances from building face to edge of parking or parklets.

SFPD expressed preferences with parking and loading around the Mission Street Station at 17th Street and Valencia Street. Staff will continue to work with both SFFD and SFPD while developing a final design.

This project was reviewed as an informational item at the Transportation Advisory Safety

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Committee (TASC) on Thursday, June 13 with no objections from SFMTA Streets, 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 team will return to the SFMTA Board of Directors in late 2024 for the project's official engineering public hearing and approval.

The June 18, 2024, SFMTA Board of Directors meeting will provide an update on the existing center-running bikeway revisions, outreach and conceptual design work on the conceptual side-running bikeway option, and direction from the Board of Directors on next steps for bikeway design on Valencia Street between 15th and 23rd streets.

In advance of the June 18th Board of Directors meeting, staff shared public hearing notices along the project corridor citing the opportunity for official public comment at the meeting.

Additionally, staff shared project updates and the date of the June 18th Board of Directors on the project webpage, social media, a media roundtable, and email and text blasts sent to the project update subscriber list. Meeting information was also shared with community stakeholder groups and at the block-by-block merchant meetings.

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

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 (a summary for the 6-month evaluation is expected to be published in early July 2024), instances of dooring and side swiping between vehicle 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 a more predictable and comfortable bikeway facility for those who ride bikes.

Additionally, the center-running design maintains approximately 85-90% 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 people to bicycle to weave behind curbside parklets or between the sidewalk and a floating parklet as in a side-running bikeway design.

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 at intersections of mid-block locations which feels unpredictable.

Community feedback has indicated that some users, regardless of mode, have found the new street 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 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.

Option 2 – Re-install Class II bike lanes

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

Double parking in the vehicle traffic lane created back-ups and disrupted traffic flow.

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.

Therefore, switching back to a Class II bike lanes does not align with city goals, such as Vision Zero, since prior traffic safety issues would persist. Consequently, re-installing Class II bike lanes is not a viable option.

FUNDING IMPACT

The redesign effort has a budget of \$1,224,000 for design and construction and funding is provided by local SFMTA funds as described below:

Phase	Prop B	Commuter Shuttle Fees	Total
Design	\$200,000		\$200,000
Construction	\$474,696	\$549,304	\$1,024,000
Total	\$674,696	\$549,304	\$1,224,000

ENVIRONMENTAL REVIEW

The Planning Department determined on February 8, 2023, that the Valencia Bikeway Project (Case Number 2023-000053ENV), referred to herein as the Mid-Valencia Bikeway Pilot, is statutorily exempt from the California Environmental Quality Act (CEQA) under Title 14 of the California Code of Regulations Section 21080.25.

On June 11, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the Mid-Valencia Bikeway Pilot update and endorsement of a conceptual side-running bikeway design on Valencia Street is not a “project” under Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

The SFMTA will not seek approval for a side-running bikeway design on Valencia Street and curb management plan until compliance with CEQA and Chapter 31 of the San Francisco Administrative Code is completed.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The current action at this stage of side-running design project delivery is an endorsement for the proposed switch and continued work to support the change in design from a center-running bikeway to a side-running bikeway. The side-running design is still being developed and detailed design is the intended next step, along with outreach activities that will inform design details.

The project team is planning to return to the SFMTA Board of Directors by the end of 2024 for a joint engineering public hearing and SFMTA Board Meeting and to receive approval from the Board for implementation of the new design proposal, the side-running bikeway.

Final SFMTA Decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Transportation Code 10.1. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

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The City Attorney has reviewed this item.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors endorse, but not approve, the switch in design on Valencia Street between 15th and 23rd streets from the existing center-running bikeway to a side-running bikeway and to continue work on the effort. The project team will return to the SFMTA Board of Directors in late 2024 with the full proposal for approval for implementation.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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

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

WHEREAS, The SFMTA is committed to creating a network of protected bikeways citywide; and,

WHEREAS, The SFMTA has proposed for endorsement, but not approval, the conceptual design of a side-running protected bikeway and preliminary curb management plan on Valencia Street between 15th and 23rd streets; 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, On February 8, 2023, the Planning Department determined that the Valencia Bikeway Project (Case Number 2023-000053ENV), also known as the Mid-Valencia Bikeway Pilot Project, is statutorily exempt from the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On June 11, 2024, the SFMTA, under authority delegated by the Planning Department, determined that the Mid-Valencia Bikeway Pilot update and endorsement of a conceptual side-running bikeway design on Valencia Street is not a “project” under Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, The SFMTA will not seek approval for a side-running bikeway design on Valencia Street until compliance with CEQA and Chapter 31 of the San Francisco Administrative Code is completed; and,

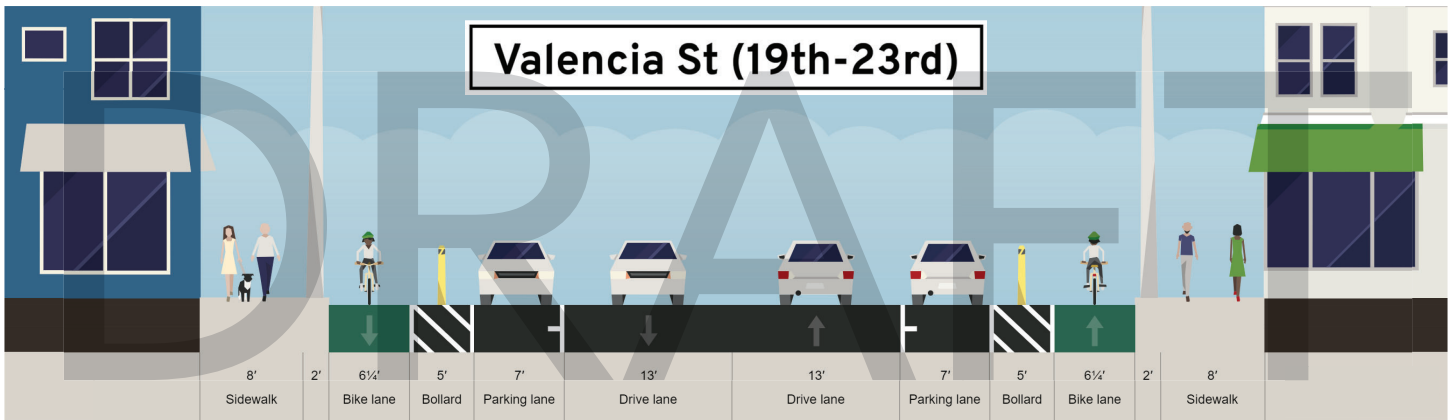
WHEREAS, Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors endorses, but does not approve, the conceptual design of a side-running protected bikeway and preliminary curb management plan on Valencia Street between 15th and 23rd streets as depicted in Enclosure 2; and be it further

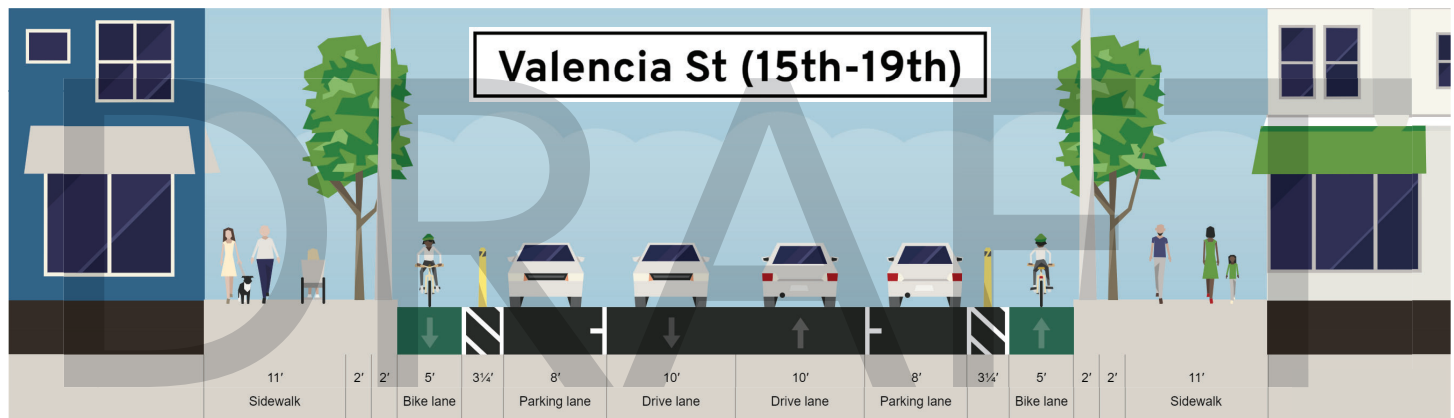
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors directs staff to explore opportunities for placemaking to enhance vitality on the Valencia corridor.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 18, 2024.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency



This image above showcases the typical cross sections along Valencia Street between 19th to 23rd streets.

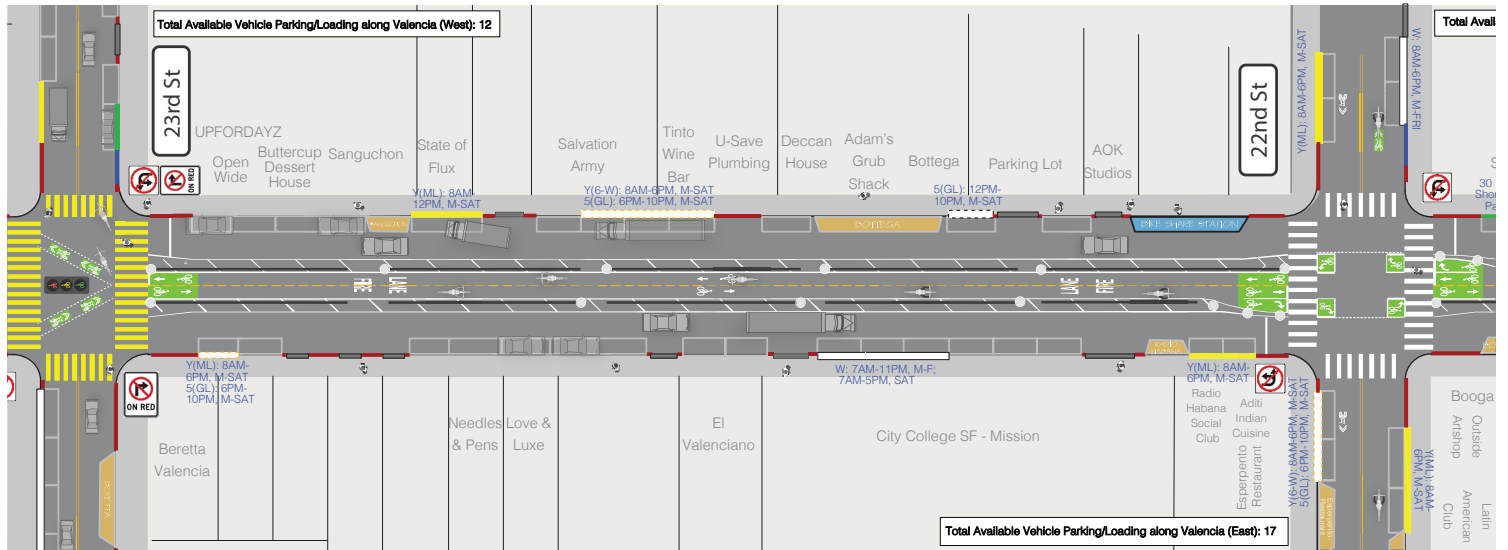


This image above showcases the typical cross sections along Valencia Street between 15th to 19th streets; a roadway with wider sidewalks and a narrower roadway.

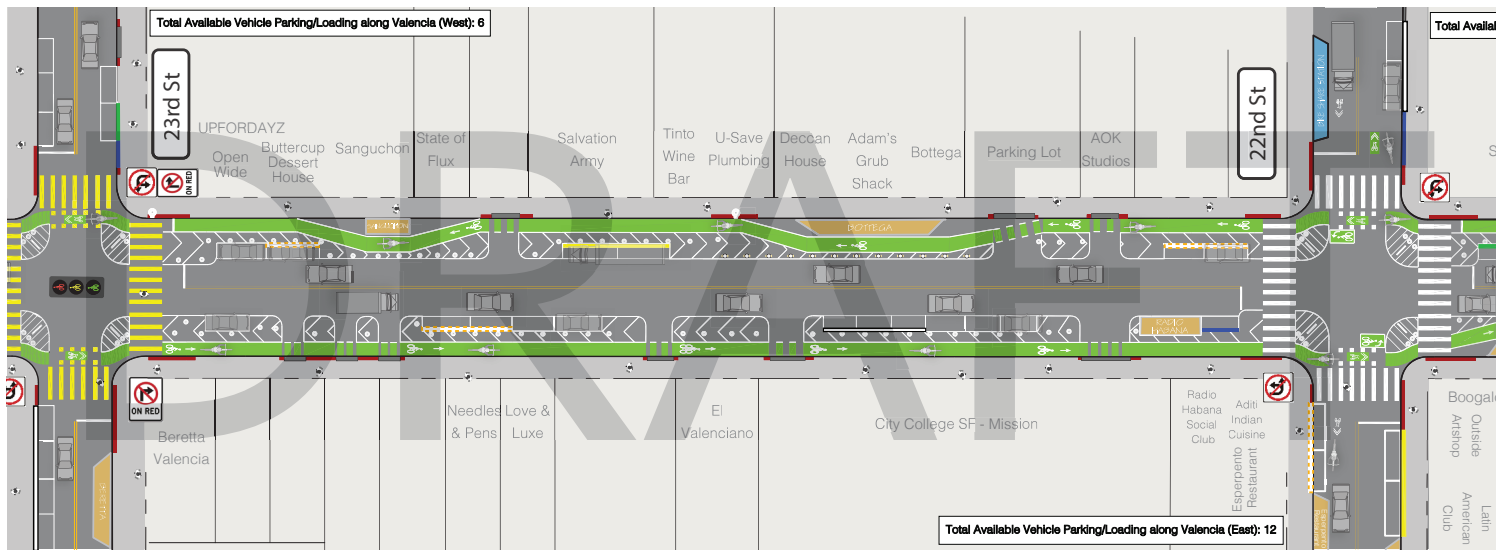
← Southbound towards Cesar Chavez St

Northbound towards Market St →

Existing



Proposed



Legend

- Metered Space
- Red Zones
- Green Zone (Short-term Parking)
- Blue Zone (Accessible Parking)
- White Zone (Passenger Loading)
- General Loading Zone
- Yellow Zone (Commercial Loading)
- Dual Use Zone (Commercial/General)
- Shared Spaces
- Bike Corral
- Bikeshare Station
- Driveway
- Motorcycle Spaces

Curb Regulation Codes:

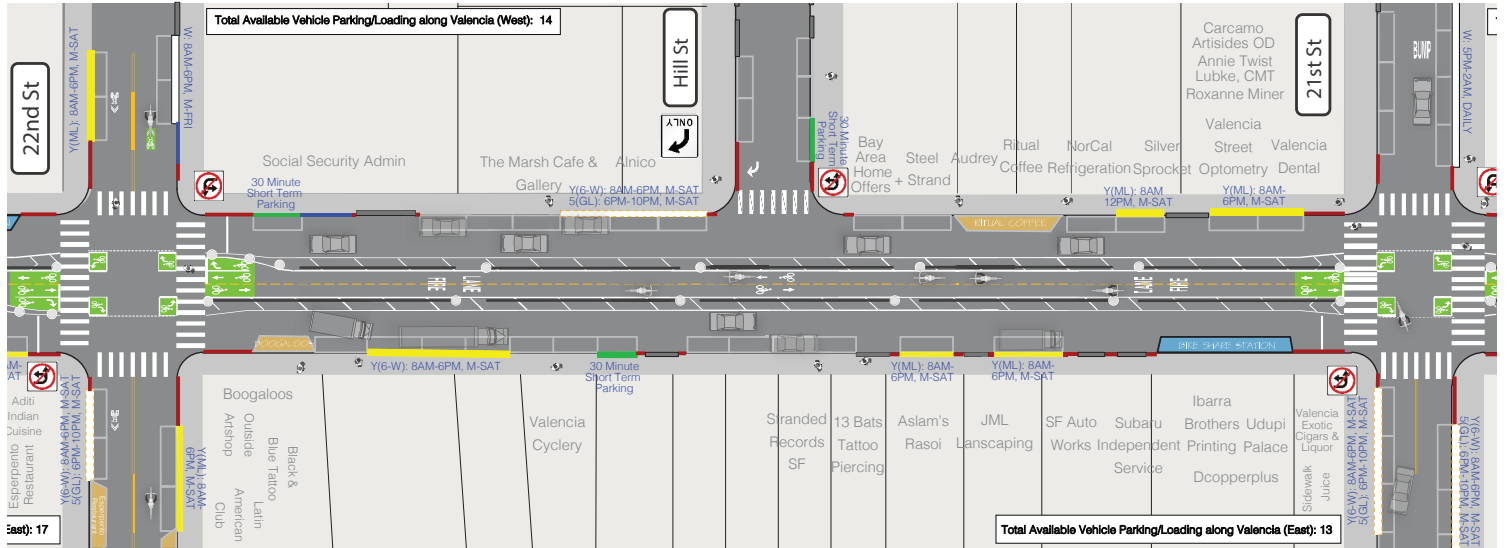
- Y(6-W): 6-Wheel Commercial Loading
- Y(ML): Metered Commercial Loading
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- W: Passenger Loading
- DPS: During Posted Services



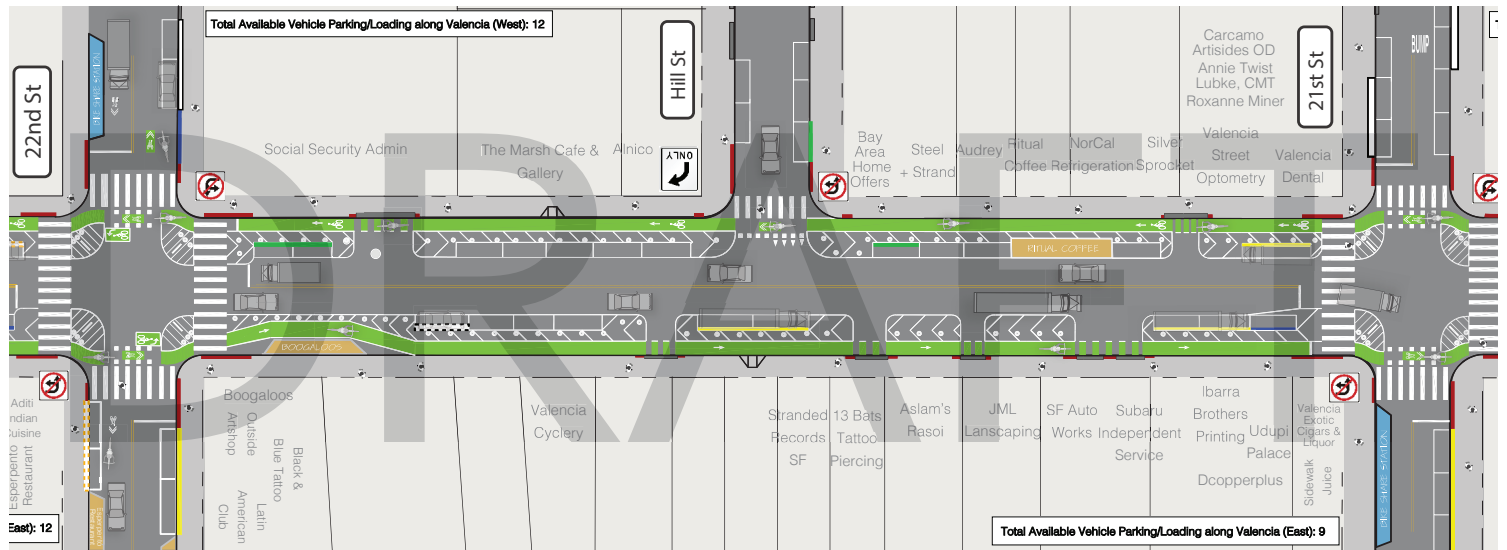
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Northbound towards Market St →

Existing



Proposed



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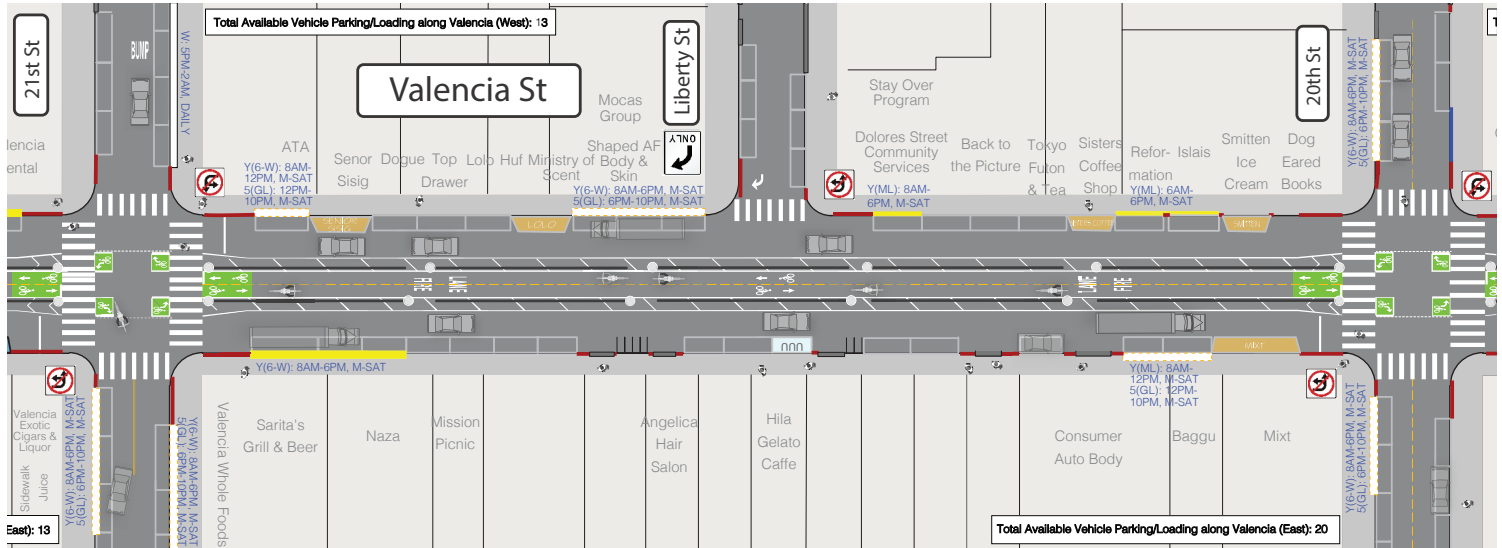
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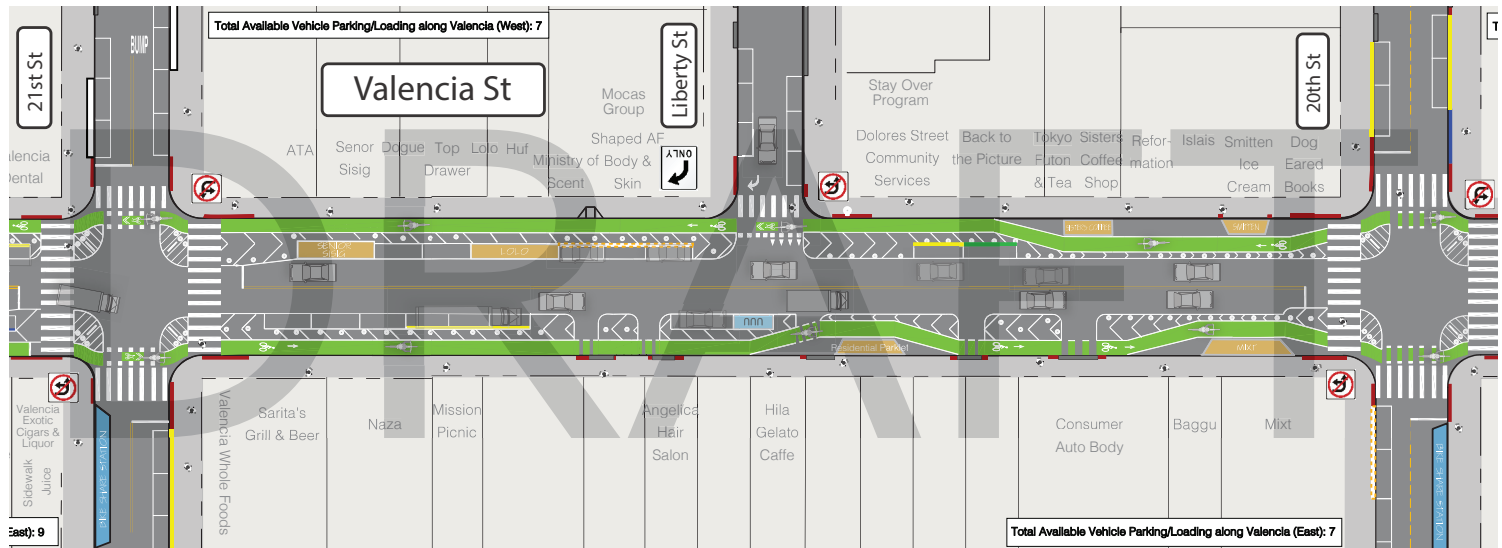
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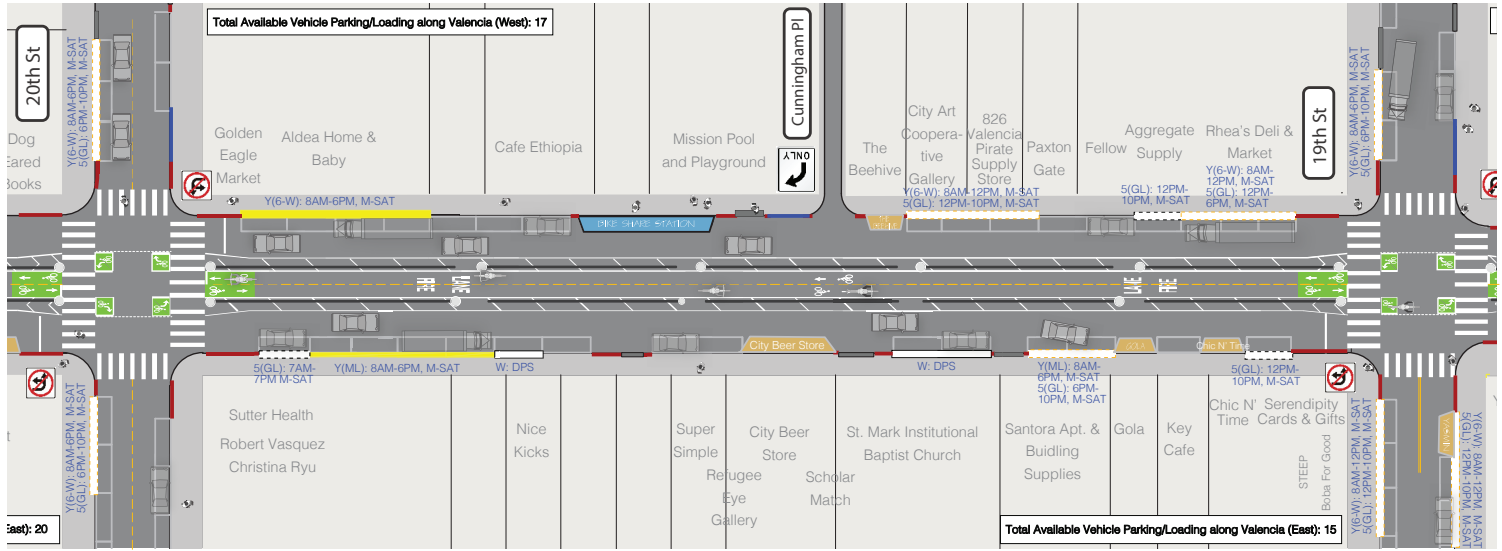
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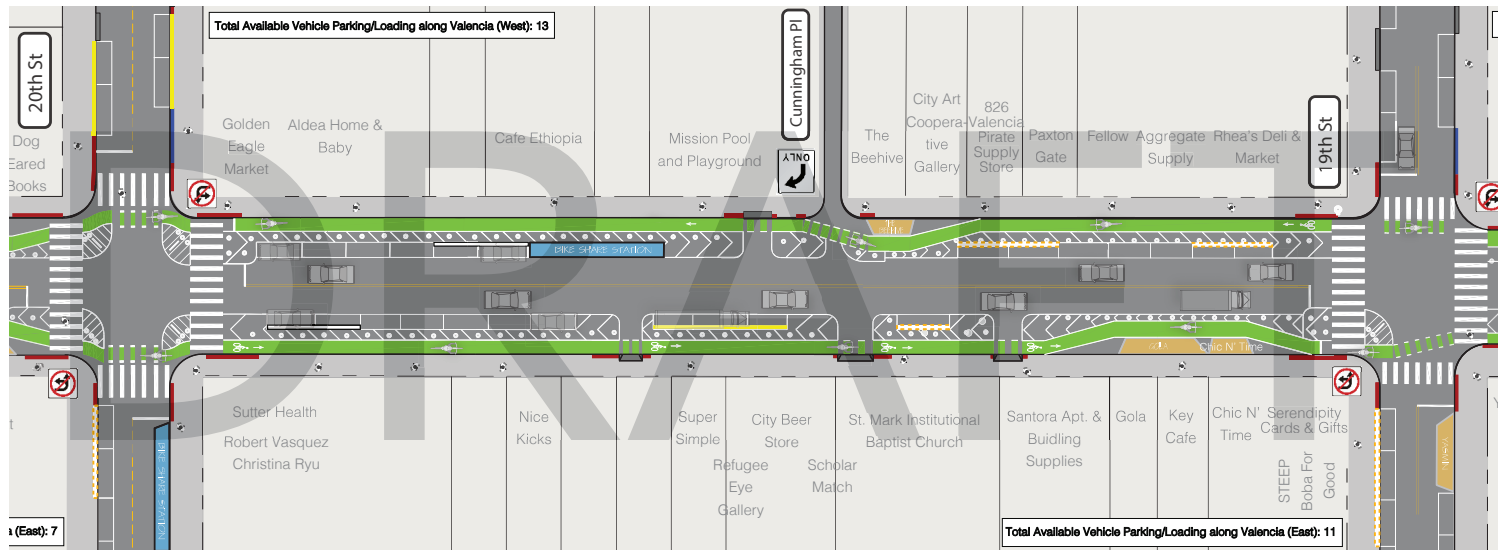
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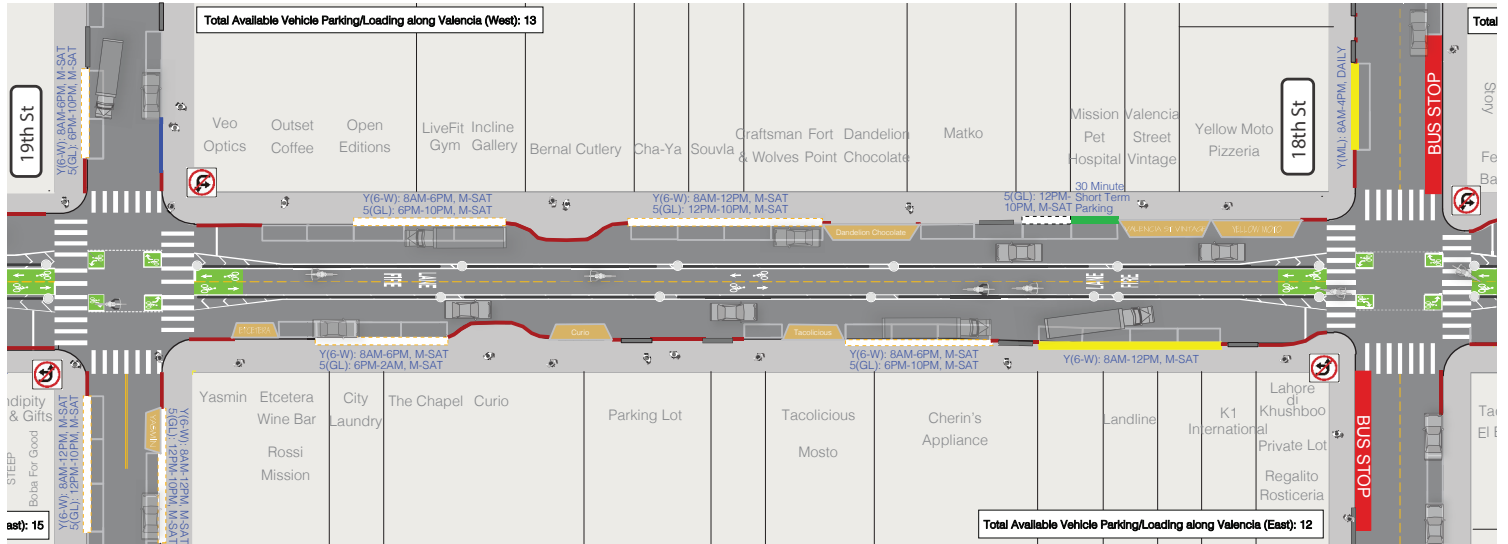
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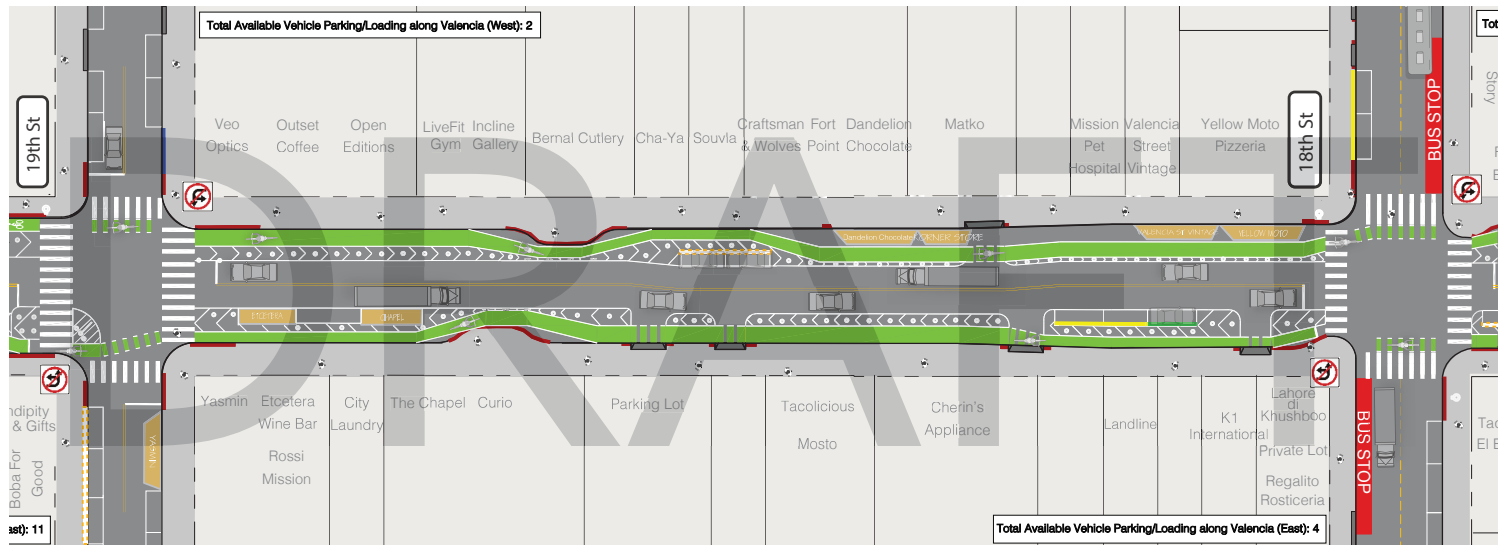
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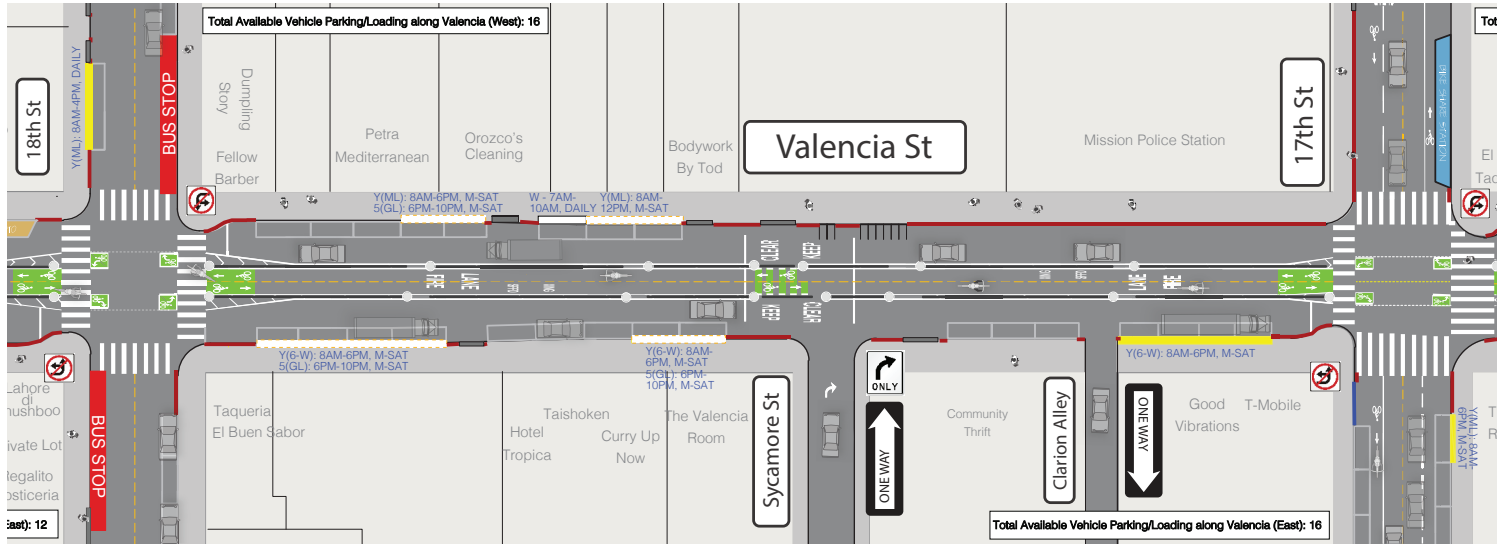
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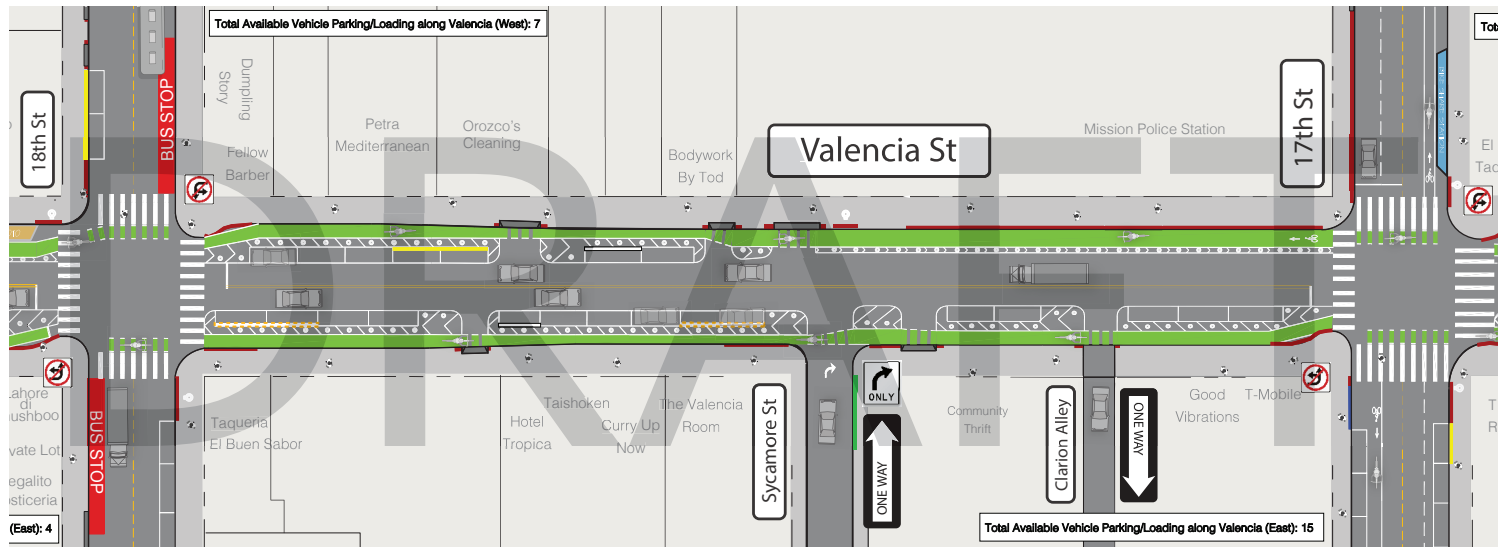
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Northbound towards Market St →

Existing



Proposed



Legend

- | | |
|------------------------------------|-------------------|
| Metered Space | Shared Spaces |
| Red Zones | Bike Corral |
| Green Zone (Short-term Parking) | Bikeshare Station |
| Blue Zone (Accessible Parking) | Driveway |
| White Zone (Passenger Loading) | Motorcycle Spaces |
| General Loading Zone | |
| Yellow Zone (Commercial Loading) | |
| Dual Use Zone (Commercial/General) | |

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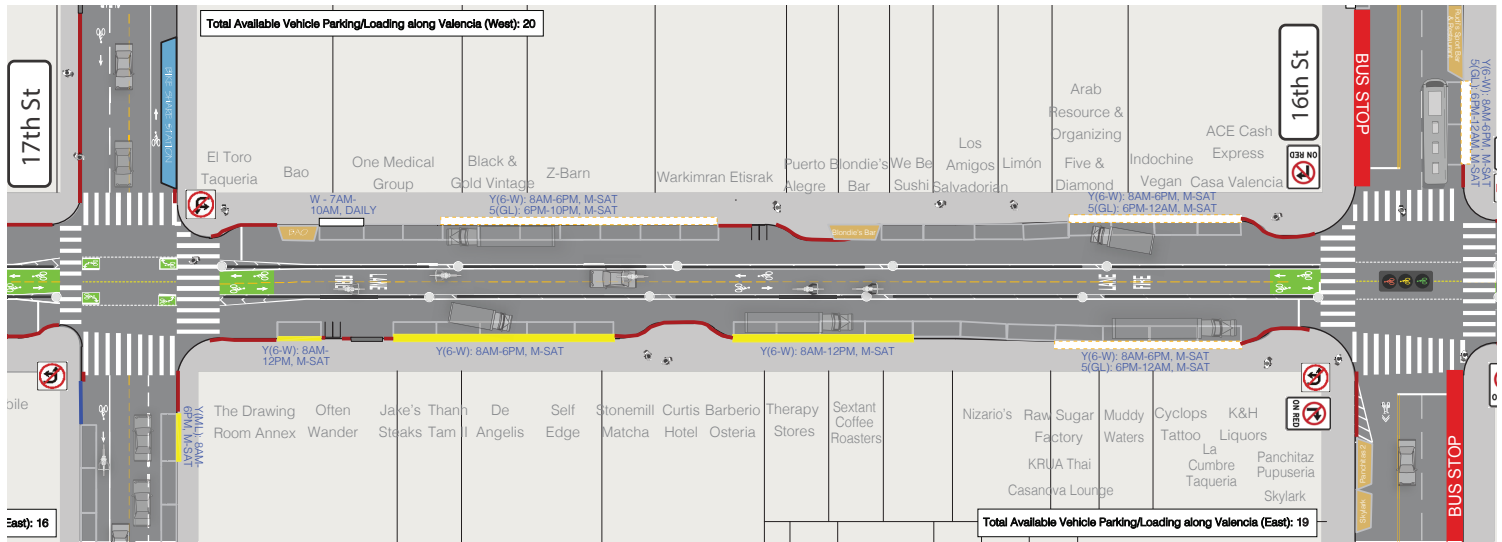
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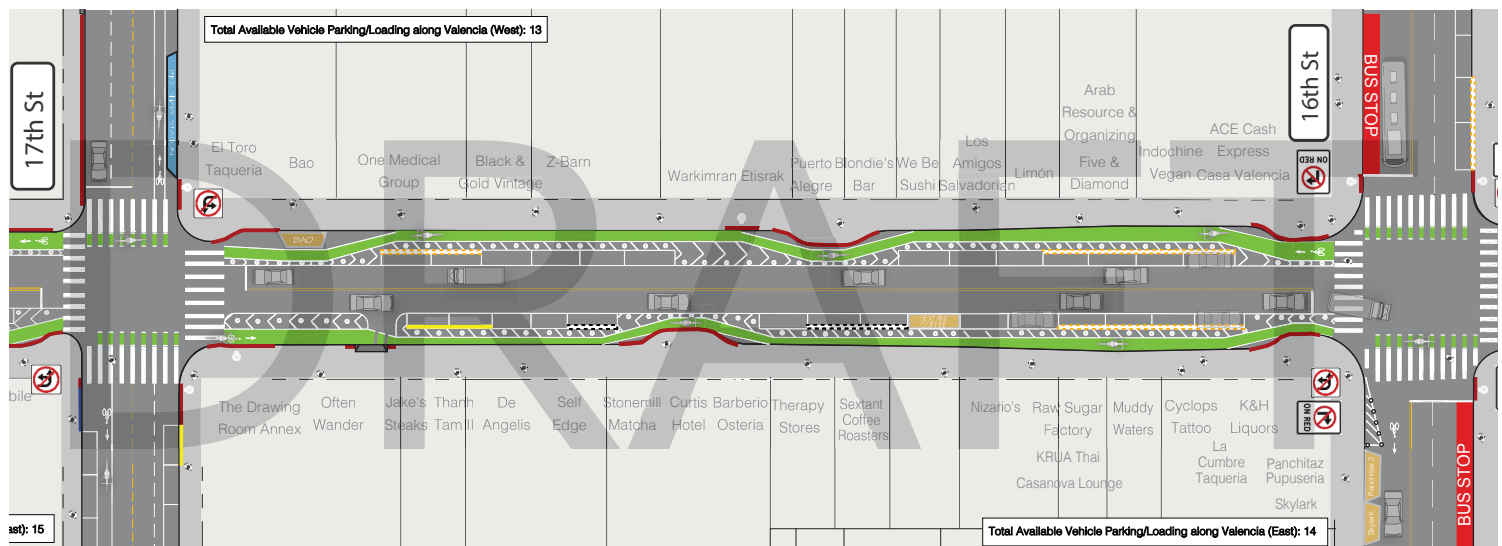
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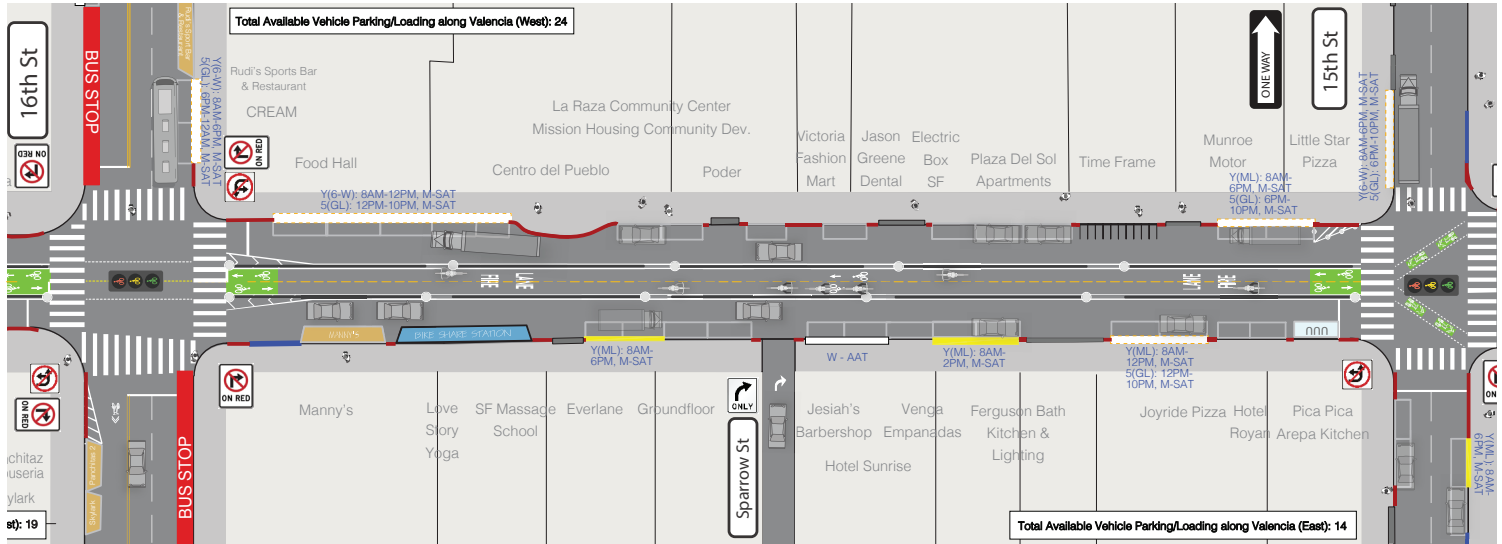
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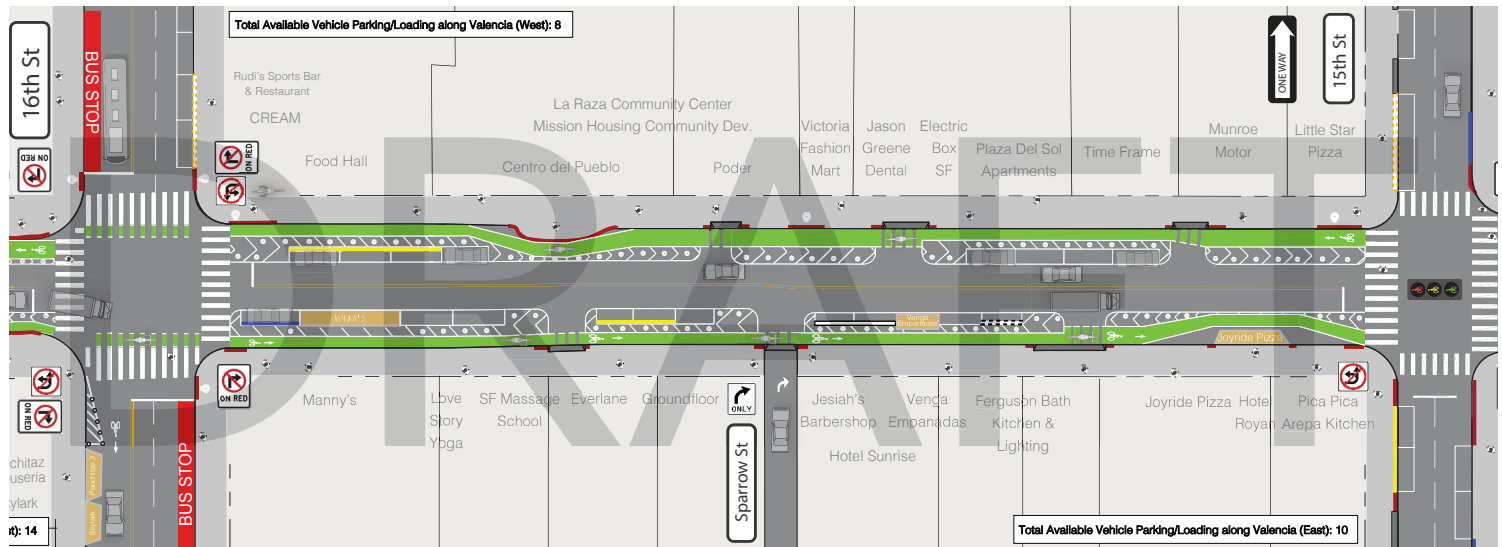
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Parking & Loading Supply Comparison

Side-Running and Center-Running

Valencia Between	Side-Running	Center-Running
23rd to 22nd Streets	18	29
22nd to 21st streets	21	27
21st to 20th streets	14	33
20th to 19th streets	24	32
19th to 18th streets	6	25
18th to 17th streets	22	32
17th to 16th streets	27	39
16th to 15th streets	18	38
Total	150*	255

**Parking and loading supply numbers for the concept side-running design are preliminary and may change during detailed design.*