

VALENCIA BIKEWAY IMPROVEMENTS WORKSHOP QUESTIONNAIRE



sfmta.com/valencia

Thank you for attending the Valencia Bikeway Improvements Workshop. Today, we would like your input on the following design alternatives (and their associated tradeoffs) and near-term curb management improvements. The design options presented today were based off conversations that we had with neighborhood organizations, merchants and community members, as well engineering practices and data collection.

*** Please refer to the bikeway alternatives tradeoffs matrix on the back of this questionnaire ***

ABOUT YOU

How do you primarily travel to or along Valencia Street? Check all that apply.

Drive

Bike

Walk

Transit

Taxi/Uber/
Lyft etc

Other: _____

Where do you live? Zipcode: _____

Where do you work? Zipcode: _____

Which of the following best describes your interest in this project? Please check all that apply.

I live on or near Valencia Street

I own a business on Valencia Street

I come to Valencia Street for recreation/social services

I work in the Valencia Street

I travel through Valencia

Other: _____

BIKEWAY DESIGN ALTERNATIVES

Center Running Two-Way



1. Overall, on a scale from 1 to 5, how appealing is the **center running two-way bikeway** option to you?

1

(Very Unappealing)

2

3

(Neutral)

4

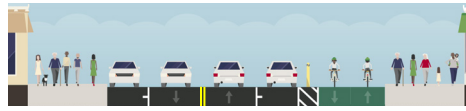
5

(Very Appealing)

2. Please provide your thoughts on the following tradeoffs associated with the **center running two-way bikeway** design.

	UNAPPEALING	NEUTRAL	APPEALING
A. Sidewalk widening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Left turn vehicle restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Parking impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Protected bike lanes - biking in the center of road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Bike turns and access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Center turn lane removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Pedestrian "head start" at signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Reduced green time for bikes and/or vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Curbside Two-Way



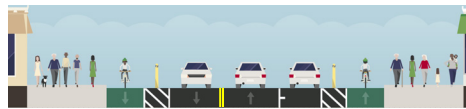
3. Overall, on a scale from 1 to 5, how appealing is the **curbside two-way bikeway** option to you?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	2	3	4	5
(Very Unappealing)		(Neutral)		(Very Appealing)

4. Please provide your thoughts on the following tradeoffs associated with the **curbside two-way bikeway** design.

	UNAPPEALING	NEUTRAL	APPEALING
A. Bulbout and parklet impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Sidewalk widening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Left turn vehicle restrictions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Parking impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Protected bike lanes - biking next to the curb	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Bike turns and access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Center turn lane removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Pedestrian "head start" at signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I. Reduced green time for bikes and/or vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parking Protected



5. Overall, on a scale from 1 to 5, how appealing is the **parking protected bikeway** option to you?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1	2	3	4	5
(Very Unappealing)		(Neutral)		(Very Appealing)

6. Please provide your thoughts on the following tradeoffs associated with the **parking protected bikeway** design.

	UNAPPEALING	NEUTRAL	APPEALING
A. Bulbout and parklet impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Sidewalk widening	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Parking impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Protected bike lanes - biking in between the curb and parked vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Center turn lane removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Pedestrian "head start" at signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Reduced green time for bikes and/or vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CURB MANAGEMENT

Based off the near-term curb management improvements proposed today, please share your input on the following.

7. Where would you prefer additional **passenger and commercial loading zones** be concentrated? (please select one)

- On Valencia On side streets off of Valencia Both No Opinion

8. Based on your experience, when are **commercial loading zones (yellow zones)** most needed?

- Early morning (before 9am) Mid-day (9am to 3pm) No Opinion
 Afternoon/early evening (3pm to 7pm) Late evening/night (after 7pm)

9. Based on your experience, when are **passenger loading zones (white zones)** most needed?

- Early morning (before 9am) Mid-day (9am to 3pm) No Opinion
 Afternoon/early evening (3pm to 7pm) Late evening/night (after 7pm)

10. What is your opinion on extending the hours of parking meters along Valencia Street later into the evening (currently meter hours end at 6 pm)?

- Support Do not support No Opinion

11. Does the Valencia corridor need more or less of the following types of parking and loading?

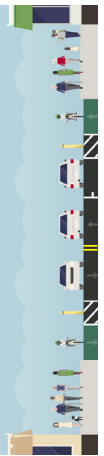
	More	Same	Less	No Opinion
A. Regular metered parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Passenger loading (white zones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Commercial loading (yellow zones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Short-term metered parking (green zones)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Parklets/public space	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. On-street bike parking (i.e., bike corrals)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

**** Please refer to the bikeway alternatives tradeoffs matrix on the back of this questionnaire ****

Email us at: valencia@sfmta.com

BIKEWAY ALTERNATIVES TRADEOFFS

	CENTER RUNNING TWO-WAY	CURBSIDE TWO-WAY	PARKING PROTECTED
PARKLET AND MIDBLOCK BULBOUTS	 Parklets and midblock bulbouts will likely not be impacted.	 Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbouts for emergency vehicle access.	 Additional parking removal required to maintain parklets. Possible removal of parklets and midblock bulbouts for emergency vehicle access.
INTERSECTION/CORNER BULBOUTS	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.	Possible corner bulb removal to accommodate turns on and off Valencia.
SIDEWALK WIDENING	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks.	Option to widen 10 ft. sidewalks, but would further parking loss.
LEFT TURN VEHICLE RESTRICTIONS	No left turns at Valencia intersections or midblock.	No left turns across bikeway. If the curbside bikeway is on the east side of the roadway, the southbound left turns will be restricted. If it's on the west side, the northbound left turn will be restricted.	None
PARKING IMPACTS	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Possible parking removal for turn pockets, improved visibility and turns on and off Valencia.	Between 15th and 19th (where the blocks have 15ft. sidewalks) half of the parking will be removed at a minimum. Possible parking removal for turn pockets; improved visibility and turns on and off Valencia.
PROTECTED BIKE LANES	Yes, but there may be new conflict points between bikes and vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.	Yes, but there will be new conflict points between bikes and people accessing parked vehicles.
BIKE TURNS AND ACCESS	Potential impact to turns off of Valencia and midblock access for bikes.	Potential impact to midblock access for bikes accessing the sidewalk not adjacent to the bikeway.	No impact to midblock access for bikes.
CENTER TURN LANE REMOVAL	Yes	Yes	Yes
SIGNAL TIMING SPECIFIC TO EACH MODE	No bike signals required except at ends of bikeway. Option to add pedestrian "head start" signal timing.	Bike signals required at every intersection. Option to add pedestrian "head start" signal timing at intersections. Signal separation for bikes and vehicles and pedestrian "head start" may disrupt green wave timing.	No bike signals required but could separate through bikes and right turning vehicles at intersections. Option to add pedestrian "head start" signal timing may disrupt green wave timing.