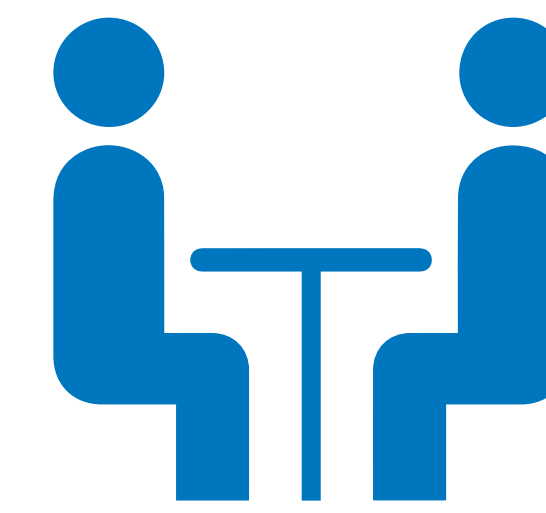
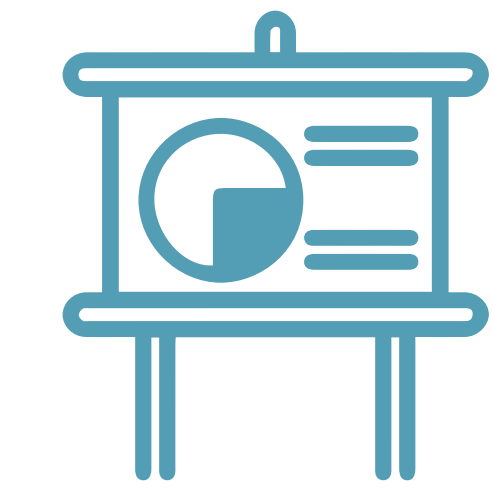




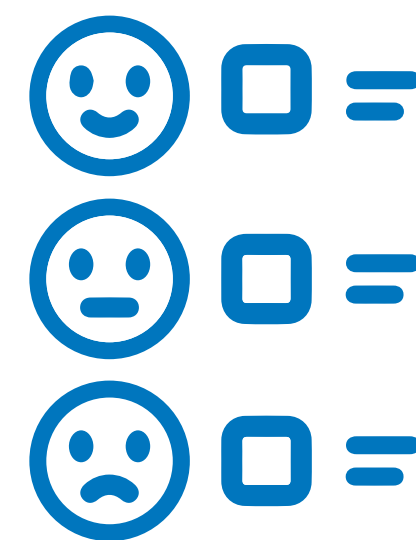
Collected **350+** completed workshop survey responses



Held **40+** stakeholder meetings with additional follow up to come



~200 workshop attendees



Received **90** completed merchant loading surveys



Engaged in **250+** conversations with Valencia merchants



Conducted **200+** intercept surveys with people who use Valencia Street



200+

Staff hours engaging with community members about the project



Sent **17,000** postcards inviting neighbors to the project workshops



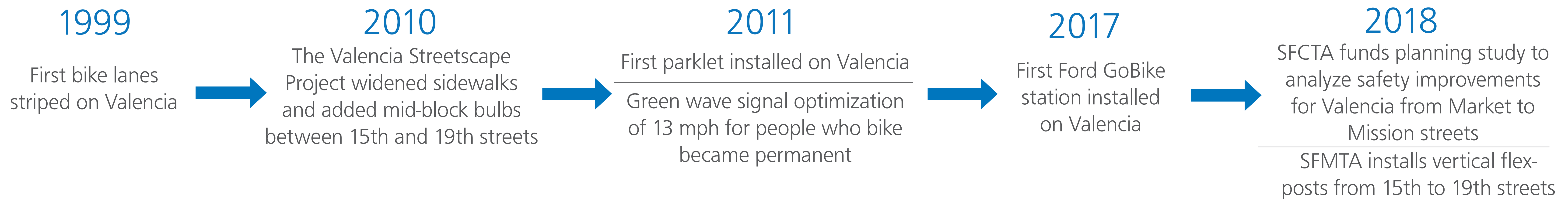
Posted **50+** project informational posters along the corridor

VALENCIA BIKEWAY PILOT (MARKET TO 15TH ST.)

Mayor London Breed's Directive

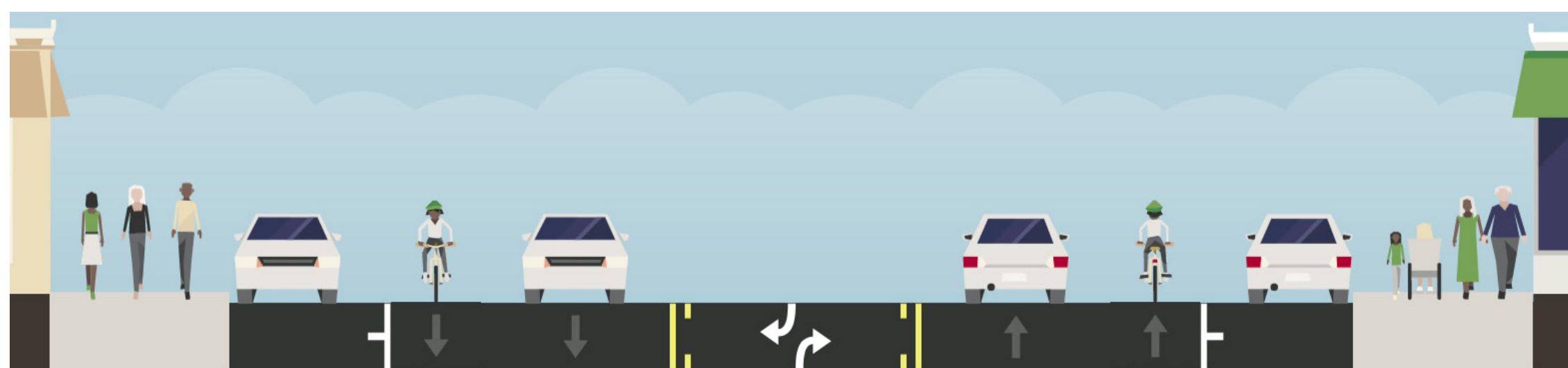
On September 26th, 2018, Mayor London Breed directed the SFMTA to expedite the Valencia Bikeway Improvements project. As a result, the SFMTA will pilot and implement a parking-protected bikeway on Valencia Street from Market to 15th streets in early 2019. The SFMTA is committed to making incremental changes to Valencia Street. A pilot evaluation will be completed in fall 2019 to further refine the design and inform the long-term, corridor-wide project. The pilot project is anticipated to be heard at the SFMTA Board of Directors meeting on **December 4, 2018**.

Valencia Street continues to evolve

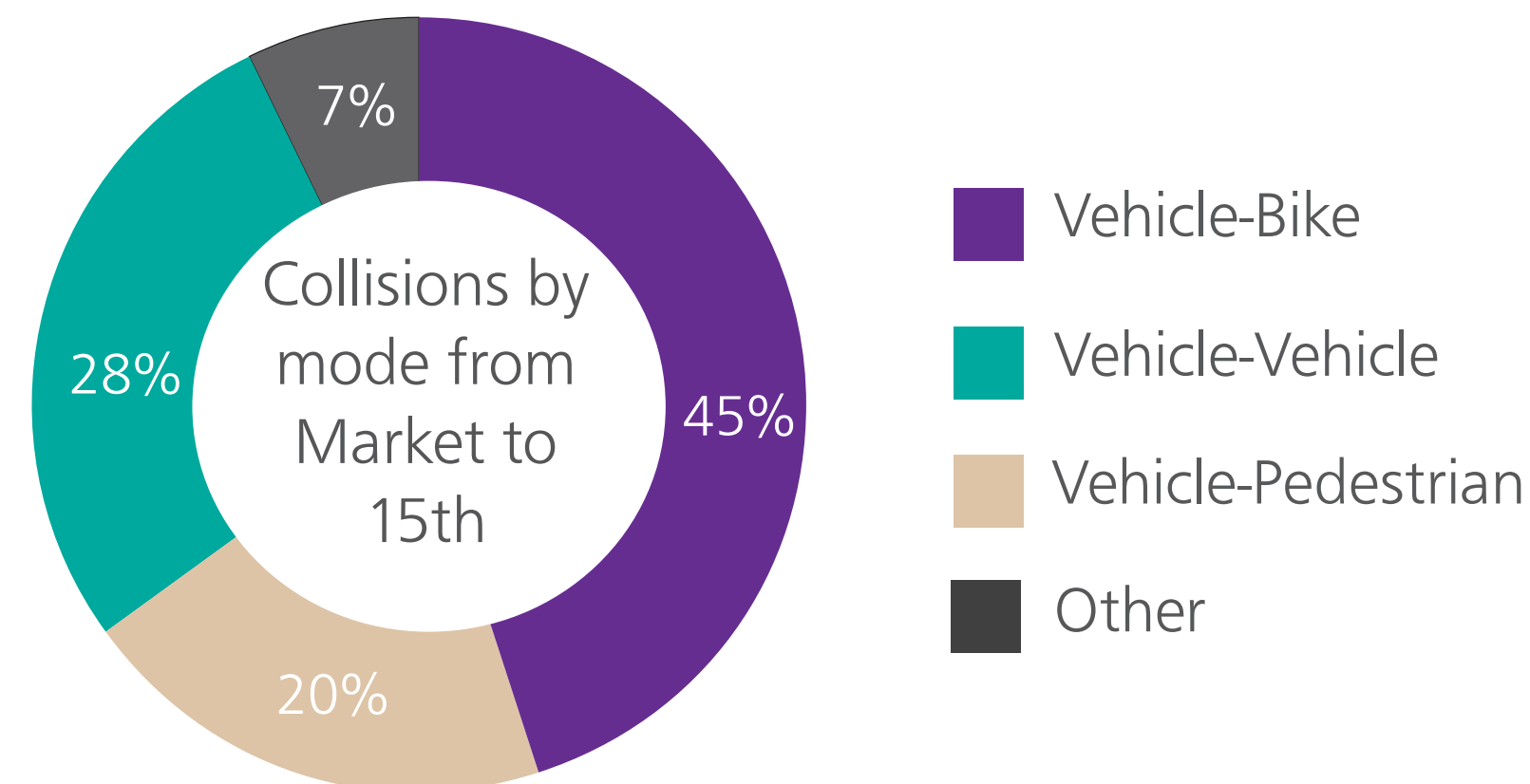


Valencia Street from Market to 15th

Existing Conditions



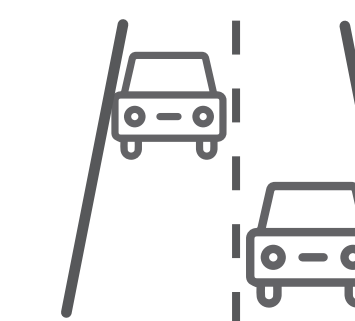
Typical cross section on Valencia between Market to 15th streets.



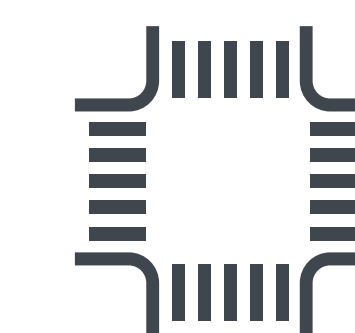
Of the 268 reported collisions between Market and Mission streets, 30% of the collisions occurred between Market and 15th streets, with 81 collisions of which 65 were injury collisions and one was fatal.



Close to half of all pedestrian collisions along Valencia occurred between Market and 15th streets.



The largest number of overall bike-related midblock collisions along Market and 15th occurred between **Rosa Parks Lane to 15th St.**



The intersection of **Valencia and Duboce** streets had the highest frequency of overall intersection collision.

VALENCIA PILOT PROJECT EVALUATION

In fall 2019, the project team will evaluate the pilot bikeway design to help inform the design options for the whole Valencia corridor.

Please let us know which evaluation criteria are priorities to you by putting a sticker next to it.
If you have other ideas, please let us know in the “additional ideas” section.

	EVALUATION CRITERIA	WHICH AREA IS MOST IMPORTANT TO YOU? PUT A STICKER NEXT TO THE ITEM BELOW.
SAFE BEHAVIOR	Collision history	
	Bike lane blockages	
	Mixing zones and how they compare to current conditions	
	Conflicts between bikes and vehicles, such as dooring and conflicts with TNCs	
EFFECTIVE DESIGN	Conflicts between pedestrians and bikes, especially at school locations	
	Where are people biking on the roadway?	



VALENCIA PILOT PROJECT EVALUATION (CONT'D)

In fall 2019, the project team will evaluate the pilot bikeway design to help inform the design options for the whole Valencia corridor.

Please let us know which evaluation criteria are priorities to you by putting a sticker next to it.
If you have other ideas, please let us know in the “additional ideas” section.

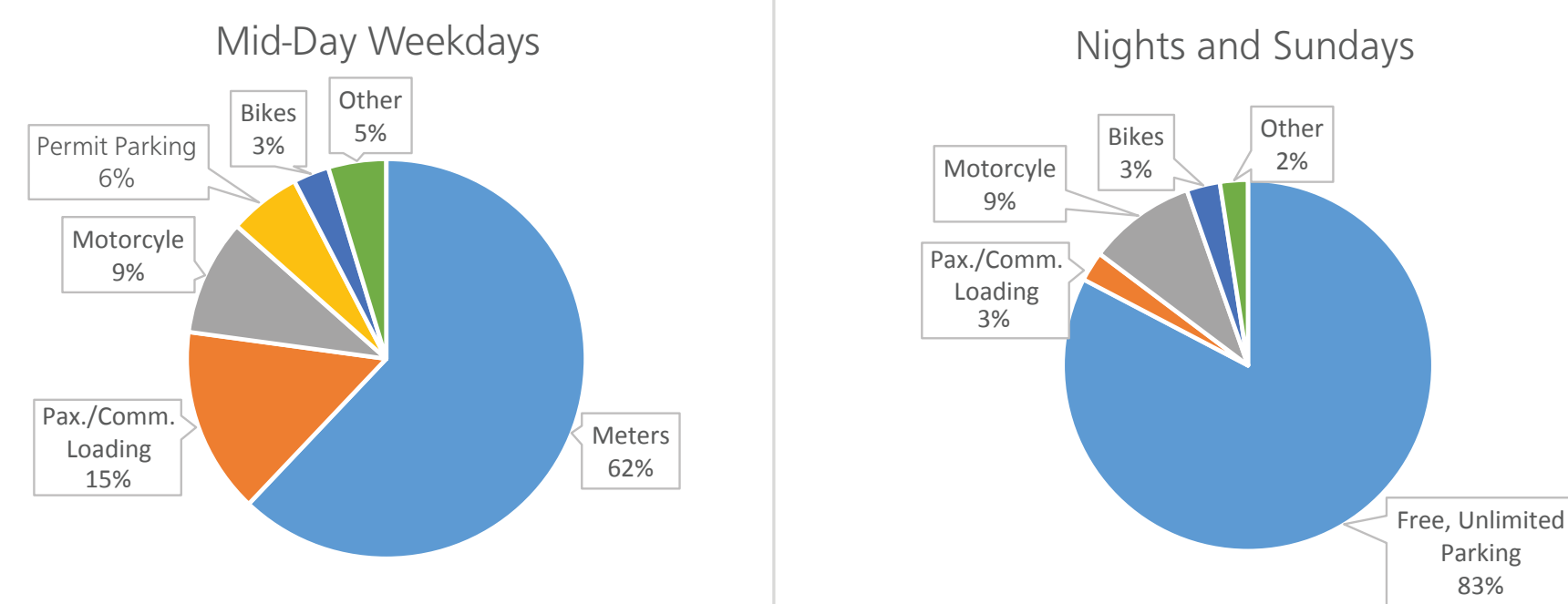
EVALUATION CRITERIA		WHICH AREA IS MOST IMPORTANT TO YOU? PUT A STICKER NEXT TO THE ITEM BELOW.
MOBILITY	Traffic counts (vehicles, bikes, pedestrians)	
	Vehicle speeds	
PERCEIVED COMFORT	Public opinion surveys regarding perceived safety and comfort for different modes	
Additional ideas? Please note them on a sticky note and place them to the right.		



While most of the curb is allocated to long-term parking for private vehicles, more and more users are competing for the limited curb space available for loading. Small businesses that rely on commercial and passenger loading don't have enough loading space during the hours they need it most. When loading space isn't available, vehicles block bike lanes, travel lanes, bus stops, and any other space available, creating safety hazards and congestion.

LOADING AND PARKING DATA

EXISTING CURB



Most parking spaces on Valencia are metered with a two hour limit from 9am to 6pm

After **6pm**, meters and commercial loading zones become free parking with no time limits

Most passenger loading zones on Valencia serve schools or churches and have limited hours

CURB USERS

	Delivery Trucks and Personal Vehicles	TNCs like Uber and Lyft
Peak loading times	Morning and mid-day weekdays	Evenings and weekends
Loading duration	8-10 minutes on average (some 30+ minutes)	About one minute on average
Loading location	Nearly three-quarters use loading zones or parking meters	Over two-thirds double park while loading passengers



CURB MANAGEMENT TOOLS

Valencia Concepts

Extend hours of loading

Yellow zones that currently end at **6pm** could allow passenger loading until **midnight or later**, to accommodate evening demand.

Expand and consolidate zones

Longer white and yellow zones make it more likely that cars and trucks will pull all the way to the curb.

Cross street loading

White and yellow zones on cross streets could encourage people to load off of Valencia and avoid double parking on busy transit and bike corridors.

Add blue zones

Blue zones help ensure accessibility for people with disabilities. Currently, fewer than one percent of spaces on Valencia are accessible.

Add and extend green zones

Green zones provide space for customers and delivery services like Postmates or Caviar to park briefly, and could be extended beyond 6pm, which is when they currently end.

Types of Curb

White - Passenger Loading

- 5-minute passenger loading only
- Driver must be in vehicle

Yellow - Commercial Loading

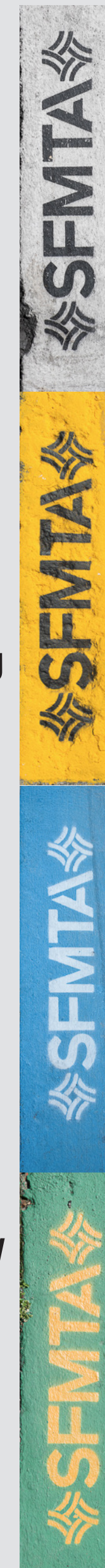
- 30-minute metered commercial loading
- Up to 3-minute passenger loading

Blue - Accessible Parking

- Parking for people with disabled placards only

Green - Short-Term Parking

- 10-, 15-, or 30-minute parking
- Must pay parking meter



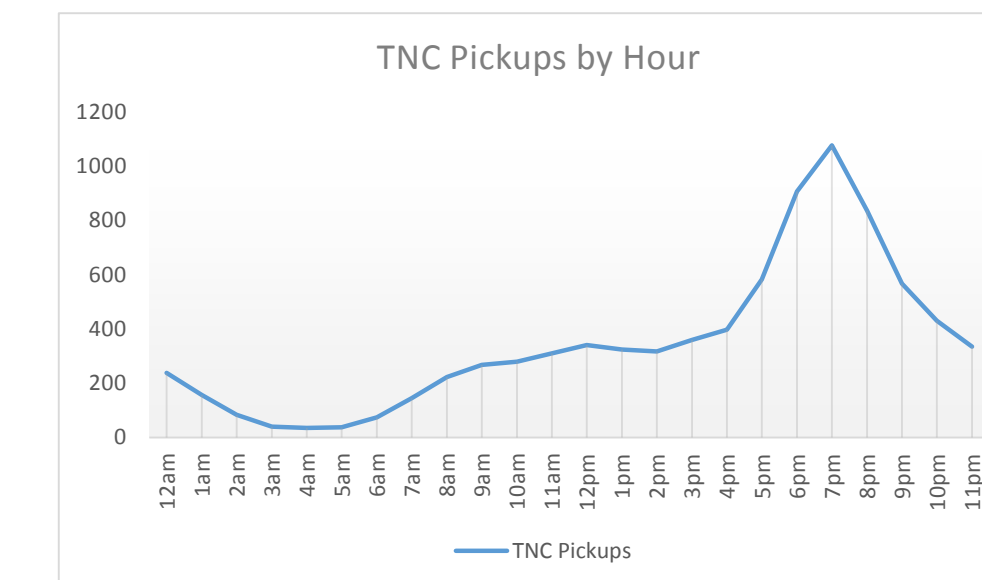
PASSENGER LOADING

Double parking by Transportation Network Companies (TNCs) like Lyft and Uber is a major safety concern.

Valencia and cross streets like 16th are top destinations for loading.

HOURS

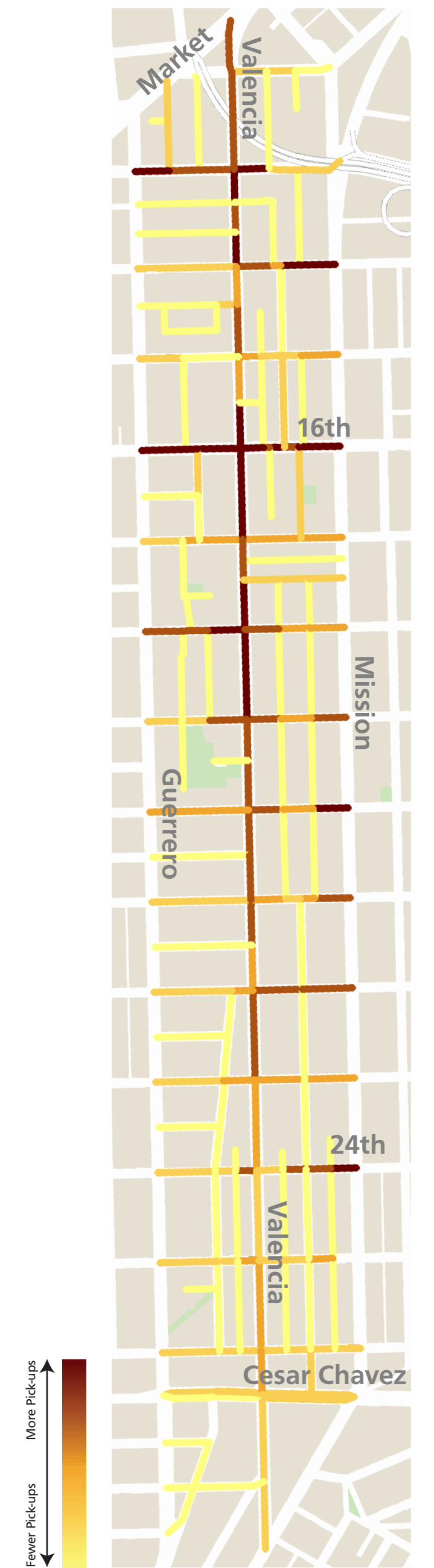
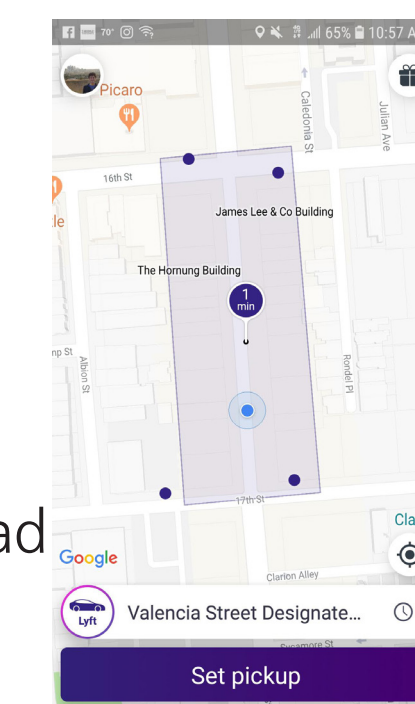
TNC activity is concentrated in the evening between **5pm and 9pm**, particularly on **Fridays and Saturdays**, when only 3% of curb space on Valencia is designated for loading.



GEOFENCING

TNCs can require their drivers and passengers to load and unload in designated areas.

Lyft currently directs passengers to get picked up on cross streets instead of on Valencia between **16th and 19th Streets**.



Source: San Francisco County Transportation Authority, TNCs Today. Data from Fall 2016.