



SFMTA

# Mid-Valenica Bikeway Project Update

SFCTA CAC Briefing

Item 11

October 23, 2024

# Agenda

1. Project background
2. Center Running Bikeway
3. Side Running Bikeway Outreach and Design
4. Next steps

# REVIEW OF HOW WE GOT TO TODAY

# Project Goals

1. Improve safety for all who travel on Valencia Street
2. Preserve economic vitality of Valencia Street
3. Ensure movement and access of goods and people

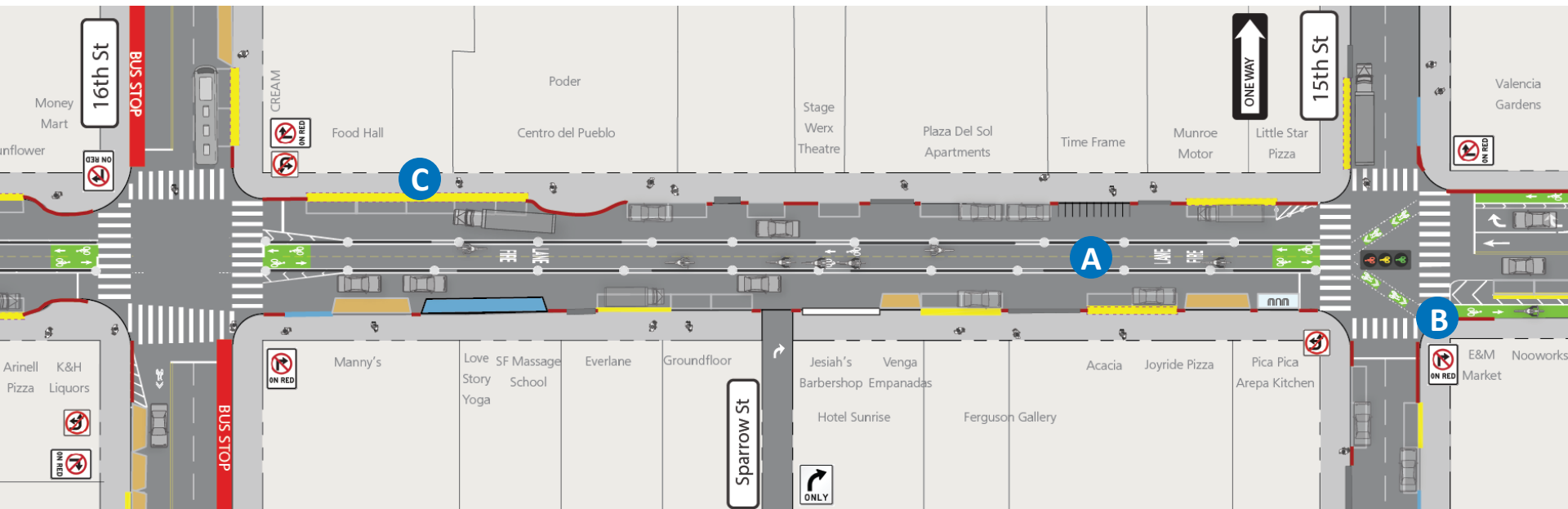
# Pre-Pilot Conditions and Issues

- **Traffic Safety:** Immediate need for improvements because of high number of traffic collisions
  - Valencia Street is a major north-south route in the City's bike network
  - Street design created multiple conflict points, especially between people in vehicles and on bikes (dooring and vehicle-bike interactions along the street)
- **Limited curb space:** Imbalance between demand and supply
  - High volume and frequency of commercial loading and TNCs
  - Pre-Covid, 67% of loading was double-parking, 40% of loading was in the bike lane
  - Loading conditions further exacerbated vehicle-bike conflicts due to constant bikeway blockage



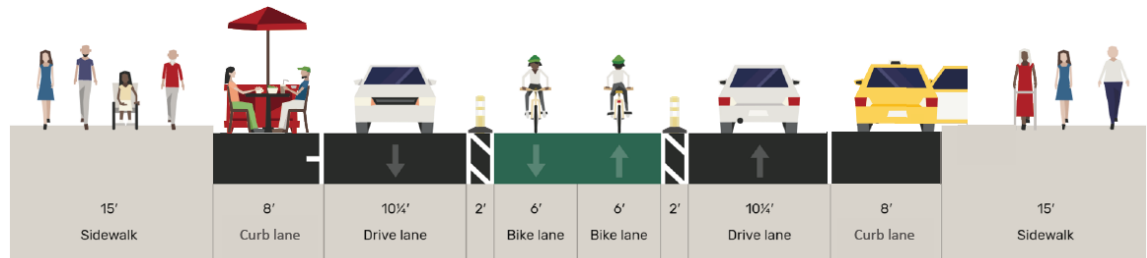
# Mid-Valencia Pilot Design

## 15<sup>th</sup> to 19<sup>th</sup> Streets



Three main elements of the pilot design:

1. Center-running protected bikeway
2. Pedestrian improvements
3. Curb management plan



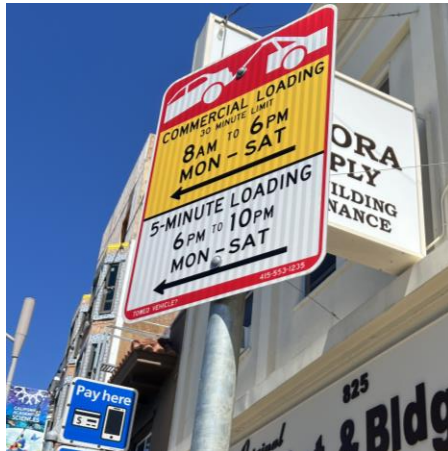
# CENTER RUNNING BIKEWAY

# Major Themes of What We Heard Since Pilot Implementation

- Mixed reviews of the center-running protected bike lane in terms of sense of safety – some feel it's significantly more comfortable and safer than before, others feel less safe (e.g., emergency responders speeding in the bike lane)
- Businesses are struggling to recover from COVID impacts
- Motorists are confused about turn restrictions and generally how to navigate the street
- Customers are confused about where and when they can park
- Additional loading spaces means fewer customer parking spaces
- Many businesses use personal vehicles and can't access the commercial loading zones
- The ability to double-park has been significantly reduced
- Interest from some businesses to revert to pre-Covid bikeway configuration while the SFMTA works on another design



# Center Running Adjustments



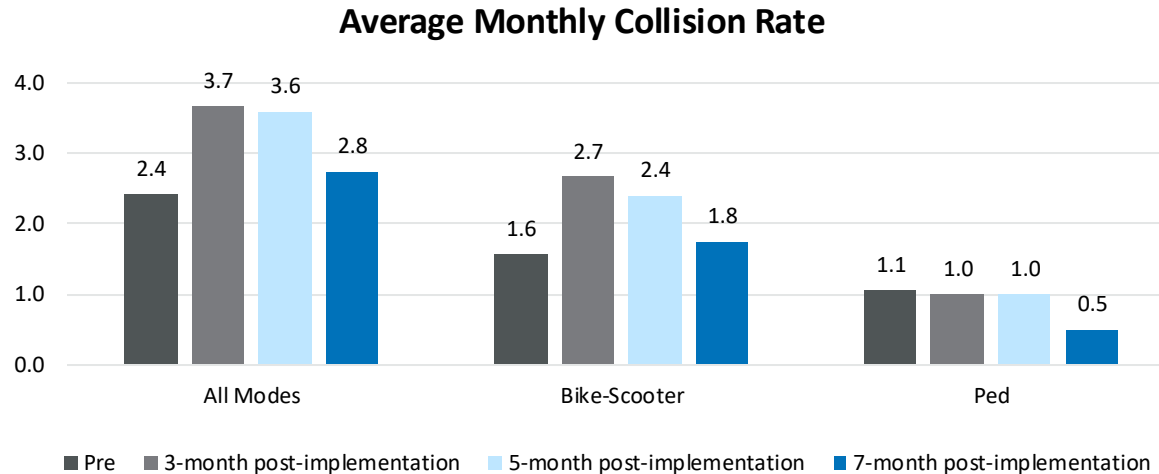
# 6-Month Evaluation Findings

Metric	3-Month <i>(compared to pre-pilot)</i>	6-Month <i>(compared to pre-pilot)</i>
Average Daily Vehicle Volume	-26%	-23%
Average Daily Bicycle Volume	+3%	-2%
Vehicle Left/U-Turn Frequency <i>(compliance with turn restrictions)</i>	1% of through volume per hour	1% of through volume per hour
Frequency of Vehicle Double-Parking	13% of loading events	14% of loading events
Vehicle loading in the bikeway	0.1% of loading events	0.1% of loading events

# 6-Month Evaluation Findings

Traffic collision data has shown an improvement from the 3-month findings:

- Average monthly collision rate is trending down:



- Vehicle-bicycle mid-block bicycle-related collisions are still significantly lower than pre-pilot conditions
- Recent collision data (January to March 2024) shows no increase in bike-related collisions from illegal left/U-Turns, previously identified as the primary cause for bike collisions after pilot-implementation

# 6-Month Evaluation Findings

An intercept survey was conducted as part of the 6-month evaluation. The report will be published at the end of the month. Key findings include:

- People on bikes feel much safer due to street changes, mainly because of the separation from cars and fewer instances of double-parking/blocked bike lanes
- Of respondents who drove to Valencia, they typically parked two blocks from their destination and took five minutes to find parking
- 56.2% of respondents live or work near Valencia Street, and 28.1% patronize local establishments (shopping and dining)

*Survey facts:*

- *513 respondents*
- *Respondents by mode:*
  - *Ped: 41%*
  - *Bike: 42%*
  - *Driver: 11%*
  - *Transit: 5%*
  - *Other: 1%*

# SIDE RUNNING BIKEWAY OUTREACH AND DESIGN

# Roadway Constraints

## Valencia St (15th-19th)

15' SIDEWALKS (52.5' CURB TO CURB)



## Valencia St (19th-23rd)

10' SIDEWALKS (62.5' CURB TO CURB)





# Outreach





# Floating Parklets

- Parklet owners were given option for curbside, floating, or removal
- Three parklets will be "floating" and away from the sidewalk
- An elevated crossing will provide a level path from sidewalk, across bikeway, to the floating parklet
- Signage for people on bikes to slow down and look for pedestrians
- Project team spoke with peer cities with floating parklets to learn from their designs and experiences





# Side Running Design

- Design is very complex with many tradeoffs
- Worked closely with over 100+ business owners, advocates, community groups, and emergency services
- Parking and loading mix is block and business specific
- Every inch of the corridor has been considered
- Landscaping elements will be included
- Final design incorporates pedestrian, cyclist, FD and PD, accessibility, and parking and loading feedback

# Sample Block Design



Narrower Section



Wider Section

# NEXT STEPS

# Next Steps

- Final design to SFMTA Board this fall
- Construction January through March (weather dependent)
- Keep the community informed
- Evaluate side running design
- Revise where needed
- Continue long term studies

# Q&A