



Memorandum

Date: March 12, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy & Programming
Subject: 03/20/18 Board Meeting: Update on the Valencia Bikeway Implementation Plan [NTIP Planning]

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY At the request of Commissioners Sheehy and Ronen, San Francisco Municipal Transportation Agency (SFMTA) staff have provided an update (Attachment 1) on the project status and anticipated next steps, including near-term improvements, for the Valencia Street Bikeway Implementation Plan [NTIP Planning]. The plan will comprehensively assess alternatives for improving Valencia Street between Market and Mission streets. SFMTA staff will present this item at the March 20 Transportation Authority Board meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p>
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DISCUSSION

Background.

On December 5, 2017 the Transportation Authority Board allocated \$145,000 in Prop K funds to the Valencia Street Bikeway Implementation Plan [NTIP Planning] project. The study, partially funded with District 8 Neighborhood Transportation Improvement Program funds, focuses on opportunities to upgrade the existing bike lanes given the high volume of cyclists on Valencia Street, history of bicycle-motor vehicle crashes, and evidence suggesting that illegal parking and loading within the bike lane are prevalent.

The Valencia Bikeway Improvements project began in February 2018. The attached memorandum summarizes the current project status and anticipated next steps. This nine-month study will culminate in a phased Implementation Plan with near- and long-term recommendations to be presented to the Transportation Authority Board in Fall 2018.

Given the high level of interest in this corridor, Commissioner Sheehy has requested that SFMTA staff present this progress update at the March 20 Transportation Authority Board meeting.

FINANCIAL IMPACT

None. This is an information item.

Agenda Item 12

CAC POSITION

None. This is an information item. The CAC was briefed on this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Memorandum from SFMTA: Valencia Street Bikeway Implementation Plan Update



Mark Farrell, *Mayor*
Cheryl Brinkman, *Chairman* Joél Ramos, *Director*
Malcolm Heinicke, *Vice-Chairman* Cristina Rubke, *Director*
Gwyneth Borden, *Director* Art Torres, *Director*
Lee Hsu, *Director*
Edward D. Reiskin, *Director of Transportation*

DATE: March 1, 2018
TO: San Francisco County Transportation Authority Board of Commissioners
FROM: Kimberly Leung
Project Manager, San Francisco Municipal Transportation Agency
SUBJECT: Valencia Street Bikeway Implementation Plan Update

The Valencia Street Bikeway Implementation Plan (also referred to as the Valencia Bikeway Improvements project) will comprehensively assess alternatives for improving Valencia Street between Market and Mission Streets. The planning process will result in proposed designs to upgrade the existing bike lanes, an evaluation of enforcement and curb management needs, and traffic flow and safety recommendations. This nine month study will culminate in a phased Implementation Plan with near- and long-term recommendations to be presented to the SFCTA Board in Fall 2018.

The Valencia Bikeway Improvements project began in February 2018. This memorandum summarizes the current project status and anticipated next steps.

Project Website and Materials

In February, the Valencia Bikeway Improvements project website went live at sfmta.com/valencia, including the initial project fact sheet and a commercial and passenger loading survey. Both the fact sheet and survey were prepared in English, Spanish, and Chinese (see attached). The fact sheet provides project background, key facts, and project timeline. SFMTA will provide updated fact sheets every two to three months throughout the project to reflect current conditions.

Merchant Door-to-Door Outreach

The SFMTA project team is currently contacting businesses and merchants along the ~1.9 mile length of Valencia Street between Market and Mission Streets to understand commercial and passenger loading needs along the corridor. During the door-to-door outreach, the project team shared hard copies of the February fact sheet and the commercial and passenger loading survey. Businesses and merchants had the options of filling out hard copies of the survey for the project team to pick up, e-mailing scans of the survey to the project e-mail address, or completing the survey online via the project website.

As of February 26, the project team has contacted over 130 businesses on eight blocks of Valencia and has received 19 completed surveys. This initial door-to-door outreach to all 17 blocks of Valencia will continue through early March. As the project progresses in the coming months, the project team will have follow up conversations with merchants.

Stakeholder Interviews

The project team has invited 37 local stakeholders via e-mail and phone calls for 30-45 minute long stakeholder interviews. Meeting topics include safety, curb management, and enforcement. The project

team structures these interviews as listening sessions to understand how stakeholder groups view important traffic safety issues for those who live, work, visit, and or/travel on the Valencia corridor.

As of February 26, the project team has completed 7 stakeholder interviews, with another 9 interviews scheduled. A list of the advisory committees, advocate groups, community groups, neighborhood associations, places of worships, schools, and transportation network companies/ courier services that the project team has contacted are included below.

Advisory Committees	Stakeholder Interview Status
SFTMA Bicycle Advisory Committee	Scheduled

Advocate Groups	Stakeholder Interview Status
People Protected Bike Lane	Completed
San Francisco Bicycle Coalition	Scheduled
WalkSF	Scheduled

Community Groups	Stakeholder Interview Status
Calle 24	Declined
Companeros	Contacted
Dolores Street Community Services	Contacted
Fix 26	Contacted
Instituto Familiar de la Raza	Contacted
Instituto Laboral de la Raza	Contacted
La Raza Centro Legal Inc	Completed
La Raza Community Resource Center	Contacted
Mission Cultural Center	Contacted
Mission Economic Development Agency	Contacted
Mission Housing – Valencia Gardens	Contacted
Mission Housing Development Corporation	Contacted
Mission Public Library	Scheduled
Mujeres Unidas y Activas	Completed
PODER	Contacted
Reading Partners	Contacted
The Salvation Army Adult Rehabilitation Center	Completed
The Salvation Army Mission Corps Community Center	Contacted
Women's Building	Completed

Neighborhood Associations	Stakeholder Interview Status
Mission Dolores Neighborhood Association	Scheduled
Mission Merchants Association	Completed
Valencia Corridor Merchants Association	Contacted

Places of Worship	Stakeholder Interview Status
Annunciation Greek Orthodox Cathedral	Contacted
Bethel Christian Church	

Schools	Stakeholder Interview Status
Buena Vista Horace Mann K-8	Contacted
City College of San Francisco - Mission Campus	Contacted
Millennium School	Contacted
Parents for Public Schools Inc.	Contacted
San Francisco Friends School	Scheduled
Synergy School	Scheduled

Transportation Network Companies/ Courier Services	Stakeholder Interview Status
Lyft	Completed
Postmates	Scheduled
Uber	Scheduled

Data Collection

The project team has engaged a consultant for data collection and analysis. The scope of work is approximately \$50,000 and will result in the following data:

- *Bi-directional volumes*
This data will be collected via tube counts and will document the number of vehicles traveling on Valencia Street for a week-long period.
- *Parking occupancy and turnover*
Parking occupancy data will be collected via DashCam, and parking turnover will be collected manually by staff. This data will summarize the parking and loading demand of the corridor at various times of day. The analysis will differentiate between parked vehicles and loading/unloading vehicles adjacent to the curb and will document the frequency and type of vehicle blockages in the bike lanes.
- *Video data of bike lane activity*
This data will be collected with mounted cameras and will provide insight into the interactions and behaviors in the bike lanes, including but not limited to double-parking, loading, and drop-offs for passengers, freight, and deliveries. The vehicle blockage data will be analyzed and reported by frequency, duration of the blockage, and vehicle type.

This data collection will inform the curb management strategies needed to better allocate curb space to serve the corridor's needs.

Near-Term Improvements

The project team used the initial data analysis and stakeholder outreach to identify locations for the installations of delineators to reduce vehicles double-parking and loading in the bike lane. Delineators are plastic posts that are installed, in this case, to provide a vertical element to separate the vehicle and bike lanes. The locations for these posts focus on areas adjacent to mid-block bulbs and parklets, where double-parking is common. The posts will not block access to any legal parking spaces. The first round of posts will focus on Valencia Street between 15th and 19th Streets, with implementation scheduled for March 2018. These near-term improvements are being funded through the SFMTA “Bike Spot Improvements” program, separately from the \$145,000 in Prop K NTIP funds allocated to the Planning phase of this project. These improvements are estimated to cost approximately \$20,000.

The project team is currently performing a crash analysis and will make recommendations for intersection spot improvements to be implemented in Summer 2018. Additionally, using the information from the loading surveys, the project team will identify and implement improvements to color curb designations along the corridor.

Next Steps

In late Spring, the project team will hold up to five workshops to summarize the results of the merchant loading surveys and stakeholder interviews and to present initial draft recommendations based on this feedback. These workshops will be an opportunity for the public to share additional comments.

The project team looks forward to providing additional updates, including a preliminary analysis of the merchant survey and stakeholder interviews, at the March 20th SFCTA Board Meeting and at the March 28th SFCTA Citizen Advisory’s Committee Meeting.





PROJECT BACKGROUND



Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, posing safety concerns for all traveling on Valencia Street.

Over the next nine months, the SFMTA will work with the community to assess and recommend safety improvements for Valencia Street between Market and Mission streets. The public engagement process will include outreach to local businesses, public meetings, design workshops and other forums for community input.

This planning process will result in:

- Proposed designs to upgrade the existing bike lanes
- An evaluation of enforcement and curb management needs
- Traffic flow and safety recommendations

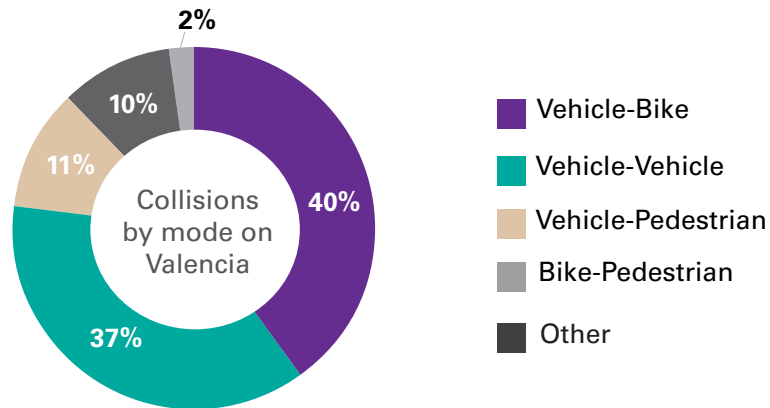
KEY FACTS

- Valencia Street is on the city's **High-Injury Network**, the 13 percent of city streets that account for 75 percent of severe and fatal collisions.
- **2100 cyclists commute** along Valencia on an average weekday.
- From January 2012 to December 2016, there were **204 people injured and 268 reported collisions**, of which one was fatal.
- **Dooring is the most frequent crash type** along the entire corridor.

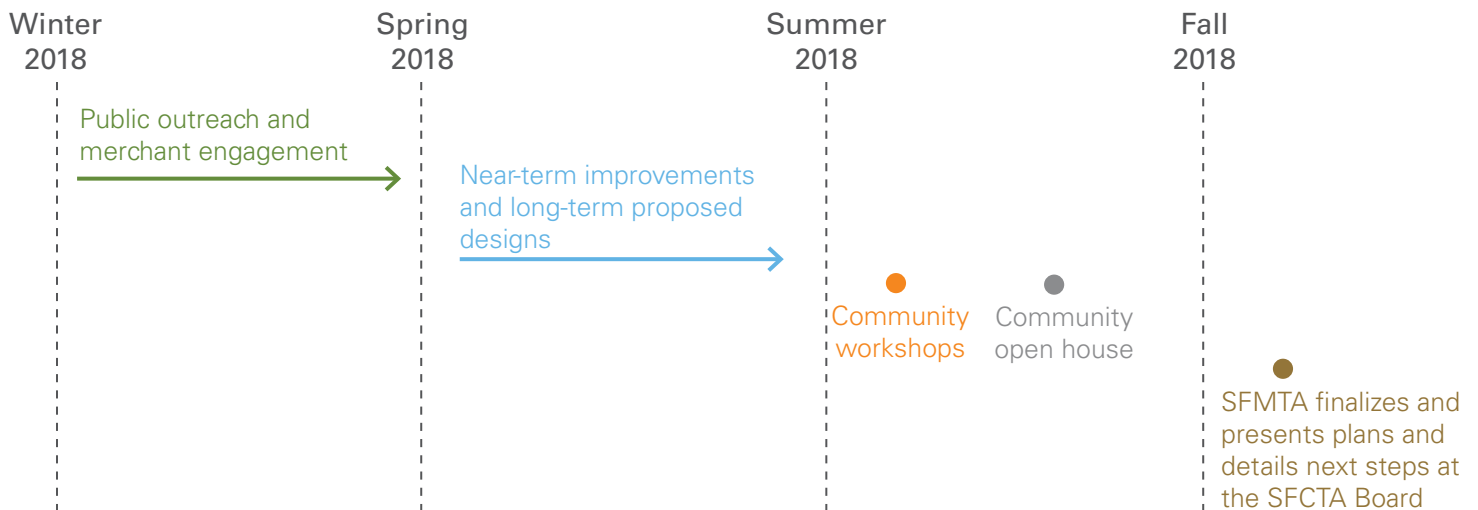


COLLISIONS AT A GLANCE

This pie graph represents the total reported collisions between 2012-2016, broken down by transportation mode.



PROJECT TIMELINE



PROJECT UPDATES

Visit the project webpage to learn more about the project and to sign up for project updates: sfmta.com/Valencia

You can also contact project manager, Kimberly Leung, at Kimberly.Leung@sfmta.com

PROJECT FUNDING

The implementation plan is funded by Prop K funds. The total amount for the Planning & Conceptual Engineering phase is \$145,000.

SFMTA.COM/VALENCIA

VALENCIA BIKEWAY IMPROVEMENTS

Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become a more popular destination, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, causing safety concerns for all traveling on Valencia.

The SFMTA understands the importance of loading to businesses on Valencia Street and the information gathered through this survey will help inform safety improvement recommendations for Valencia Street between Market and Mission Street. Completed surveys can be emailed to the project team at valencia@sfmta.com or online at sfmta.com/valencia.

ABOUT YOU AND YOUR BUSINESS

Name Address

Contact Phone Email

Business Name Business Type

What is your relationship to this business?

Would you like to receive email updates about this project? Yes No

PLEASE NOTE THAT QUESTIONS #1 TO #6 PERTAIN TO LOADING COMMERCIAL GOODS.

1. My business usually does its loading:

<input type="checkbox"/> Multiple times a day	<input type="checkbox"/> Daily	<input type="checkbox"/> Every other day
<input type="checkbox"/> Several times a week	<input type="checkbox"/> Weekly	<input type="checkbox"/> Less than weekly

2. My business usually does its loading on (mark all that apply):

<input type="checkbox"/> Mon	<input type="checkbox"/> Tues	<input type="checkbox"/> Wed	<input type="checkbox"/> Thur	<input type="checkbox"/> Fri	<input type="checkbox"/> Sat	<input type="checkbox"/> Sun
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3. My business usually does its loading during (mark all that apply):

<input type="checkbox"/> Before 6 a.m.	<input type="checkbox"/> 6 a.m. to 9 a.m.	<input type="checkbox"/> 9 a.m. to 12 p.m.	<input type="checkbox"/> 12 p.m. to 3 p.m.	<input type="checkbox"/> 3 p.m. to 6 p.m.	<input type="checkbox"/> After 6 p.m.
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VALENCIA BIKEWAY IMPROVEMENTS

Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

4. My business uses _____ for loading (mark all that apply):

Parking meters

Loading zones

Double parking in bike lane

Driveways

Double parking in travel lane

Private loading dock/parking lot

5. The type of vehicle typically used for loading at my business is (mark all that apply):

Semi-truck

Van

Package delivery service style truck

Pick-up truck

Beverage truck

Other: _____

6. How long does your loading usually take per trip?

Less than 10 minutes

20 to 30 minutes

10 to 20 minutes

More than 30 minutes

7. Would a commercial loading zone (yellow curb) in front or near your business make loading easier?

Yes

No

There is an existing commercial loading zone that could be longer

There is an existing commercial loading zone that is adequate

PLEASE NOTE THAT QUESTIONS #8 TO #12 PERTAIN TO PASSENGER AND COURIER SERVICE LOADING. If your business is not interested in passenger or courier service loading, please skip questions #8 to #12.

8. How many patrons visit your business in a typical day?

Less than 100

Between 100 and 250

Between 250 and 500

Between 500 and 750

Between 750 and 1000

More than 1000

9. What times are the busiest for passenger loading at your business?

Before
12 p.m.

12 p.m.
to 3 p.m.

3 p.m.
to 6 p.m.

6 p.m.
to 9 p.m.

9 p.m.
to 12 a.m.

After
midnight



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VALENCIA BIKEWAY IMPROVEMENTS

Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

10. How do patrons typically get to and from your business? Please rank the following ways patrons travel to your business, where 1 is the most utilized and 7 is the least utilized.

___ Drive ___ Transit ___ Walk ___ Taxi
___ Bike/
Bikeshare ___ Ride-Hailing
(Uber, Lyft, etc) ___ Paratransit Other (please specify):

11. Does your businesses utilize courier services (i.e., Postmates, Uber Eats, Caviar, DoorDash, etc.) for food pick-up and delivery?

Yes No* *If you answered no to question #11, please skip questions #11a and 11b

11a. On average, how many food orders utilize courier services at your business per day during <u>weekdays</u> ?	Less than 25	25 to 50	50 to 100	More than 100	
11b. On average, how many food orders utilize courier services at your business per day during <u>weekends</u> ?	Less than 50	50 to 100	100 to 200	200 to 300	More than 300

12. Would a passenger loading zone (white curb, five-minute loading) in front or near your business make passenger and courier services loading easier?

Yes No There is an existing passenger loading zone that could be longer There is an existing passenger loading zone that is adequate

DO YOU HAVE ANY ADDITIONAL COMMENTS ON HOW LOADING ON YOUR BLOCK OPERATES?

Thank you for your time and participation in this survey to help improve safety on Valencia Street!



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