

Valencia Bikeway Project Update

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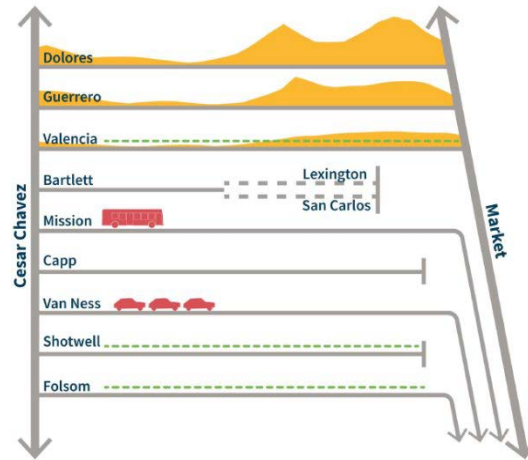
September 20, 2024

Agenda

- Project Background
- Center Running Bikeway Pilot
- Side-Running Bikeway Pivot
- Side-Running Design Elements
- Steps Toward Implementation

Project Background

- Why Valencia?
 - Identified as a major north-south bike route in various city plans
 - Flatter than other neighboring streets
 - Provides a direction connection between Downtown, the Mission, and Outer Mission
 - Provides a direction connection to the Valencia commercial corridor



Project Goals

- Improve Safety for all who travel on Valencia Street
- Preserve economic vitality of Valencia Street
- Ensure movement and access of goods and people

Pre-Pilot Conditions and Issues

- Immediate need for improvements due to high number of traffic collisions
 - Valencia is a major north-south route in the City's bike network
 - Street design created multiple conflict points, especially between motorists and on bikes
- Limited Curb Space
 - 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 exacerbated vehicle-bike conflicts due to constant bikeway blockage



Center-Running Bikeway Pilot Design

- Three main elements of the pilot design:
 - Center-running protected bikeway
 - Pedestrian improvements
 - Curb management plan



Blue Zones

- The project team was able to add a blue zone on every block of the project
- Total of 19 new and existing blue zones
- Many Blue zones will be on Valencia
- Some blue zones will be on cross streets or on parallel streets like Guerrero

Loading Zones and Curb Cuts

- The project will add 6 new curb cuts to passenger loading zones
- Loading zones will be added at high paratransit usage areas
- Additional accessible passenger loading zones

Buffer Widths

- Buffers are the area between the bike lane and the parking and loading lane
- Allow people to enter and exit vehicles without being in a curbside bike lane
- Buffers can be used as an accessible path of travel to get to a curb ramp
- Valencia Street is very narrow in some areas
- Some buffers are narrow at 3ft, when our preference is 4-5ft

Floating Parklets

- Three parklets on Valencia will be "floating" and away from the sidewalk
- An elevated crossing will provide a level path from sidewalk, across bikeway, to 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



Schedule

- Open Houses: 9/23 and 9/25
- SFMTA Board of Directors: Mid-November
- Construction Start: Early January 2025
- Construction Duration: 2-3 months, weather permitting

THANK YOU!

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