

1 [Valencia Street Protected Bike Lanes]

2 **Resolution urging SFMTA to install curbside protected bike lanes or**  
3 **pedestrianize Valencia St., between 15th and Cesar Chavez St. to reduce traffic**  
4 **fatalities and increase public safety.**

5 WHEREAS, Curbside protected bike lanes will result in more bikers, leading to  
6 less car traffic, less vehicle related deaths, and an environmentally friendly,  
7 economically thriving Valencia Street; and

8 WHEREAS, Mayor London Breed issued a directive in late 2018 for the SFMTA  
9 to install protected bike lanes on Valencia Street between Market and 15th Street; and

10 WHEREAS, The SFMTA's proposed design for a protected center cycle track on  
11 Valencia Street, which also included the removal of several parking spaces and the  
12 center median, was approved by the Board of Supervisors and began to be  
13 implemented; and

14 WHEREAS, The center bikeway on Valencia Street received substantial  
15 disapproval from sustainable transportation advocates and the community, with only  
16 13% approval from 618 respondents; and

17 WHEREAS, National and federal guidelines from organizations like NACTO and  
18 the Federal Highway Administration advise against center cycle tracks on streets like  
19 Valencia, citing safety risks; and

20 WHEREAS, Since its implementation, several crashes and injuries have  
21 happened as a result to the center bikeway and the confusion it causes drivers and  
22 people on bikes to have, including an instance in October 2023, where a person on a

1 scooter was sent to the hospital after being hit by a driver making a U-turn through the  
2 center bikeway; and

3 WHEREAS, Curbside protected bike lanes have proven to be safer, as they were  
4 installed in 2019 on Valencia St, between Market and 15th St and resulted in a 99%  
5 decrease in mid-block vehicle/bike interactions and a 100% reduction in close calls or  
6 near-dooring incidents, according to SFMTA’s final evaluation of the project in 2020;  
7 and

8 WHEREAS, The implementation of the center bikeway is contradictory to the  
9 city’s Vision Zero program, that strives to provide the public with safe streets, because  
10 the center bikeway is dangerous, not only for bikers, but also for pedestrians and  
11 motorists; and

12 WHEREAS, Building curbside protected bike lanes aligns with San Francisco's  
13 Transit-First Policy, Climate Action Plan, Vision Zero goals, and sustainable mode share  
14 goals; and

15 WHEREAS, A study done by the University of Colorado, Denver, showed that an  
16 increase in bikers and biker-safe infrastructure, such as protected bike lanes, lead to a  
17 drop in fatal crash rates, specifically a drastic decrease of 49% in San Francisco; and

18 WHEREAS, the center bikeway has inadvertently transformed into a “bike  
19 highway” with many cyclists and scooter users bypassing local businesses, thus  
20 negatively impacting these businesses and the local economy as it discourages bikers  
21 from stopping at local shops; and

22 WHEREAS, the negative impacts on local businesses and the safety of road  
23 users require an urgent response from the SFMTA to either pedestrianize Valencia or

1 install curbside protected bike lanes; and

2 WHEREAS, pedestrianized streets have been proven to stimulate local  
3 economies by attracting increased foot traffic to businesses, creating a more inviting  
4 atmosphere for shoppers and diners, and promoting a sense of community  
5 engagement; and

6 RESOLVED, The Youth Commission urges the Mayor, Board of Supervisors,  
7 and the SFMTA to replace the center bikeway and install curbside protected bike lanes,  
8 along Valencia Street, between 15th and 19th Street, and update the 2020 design for  
9 19th to Cesar Chavez or pedestrianize the street, restricting it to people walking, biking,  
10 commercial deliveries, and local residents accessing their garages.