

1 [Valencia Street Protected Bike Lanes]

2 **Resolution urging the San Francisco Municipal Transportation Agency (SFMTA)**
3 **to replace the center bikeway on Valencia St. between 15th and Cesar Chavez St**
4 **and install curbside protected bike lanes to reduce traffic fatalities and increase**
5 **public safety.**

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

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

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

15 WHEREAS, The center bikeway on Valencia Street received substantial
16 disapproval from sustainable transportation advocates and the community, with only
17 13% approval from 618 respondents; and

18 WHEREAS, National and federal guidelines from organizations like the National
19 Association of City Transportation Officials (NACTO) and the Federal Highway
20 Administration advise against center cycle tracks on streets like Valencia, citing safety
21 risks; and

22 WHEREAS, Since its implementation, several crashes and injuries have
23 happened as a result of the center bikeway and the confusion it causes drivers and

1 people on bikes to have, including an instance in October 2023, where a person on a
2 scooter was sent to the hospital after being hit by a driver making a U-turn through the
3 center bikeway; and

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

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

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

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

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

1 WHEREAS, The negative impacts on local businesses and the safety of road
2 users require an urgent response from the SFMTA to install curbside protected bike
3 lanes; and therefore be it

4 RESOLVED, The Youth Commission urges the Mayor, Board of Supervisors,
5 and the SFMTA to replace the center bikeway and install curbside protected bike lanes,
6 along Valencia Street, between 15th and 19th Street, and update the 2020 design for
7 19th to Cesar Chavez; and therefore be it

8 FURTHER RESOLVED, That this resolution be sent to the Mayor, Board of
9 Supervisors, SFMTA, Better Valencia, WalkSF, SF Bike Coalition, and the VisionZero
10 Task Force.