

Valencia Street, San Francisco Complete Street campaign

- Introduction
- Context
- Valencia St. campaign 1998-99
- Valencia St. improvements 2006

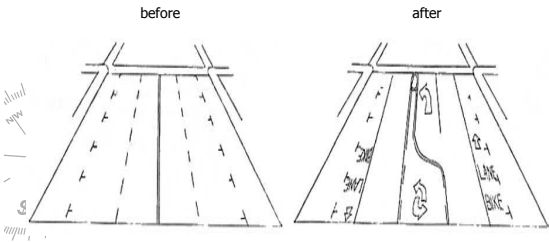


Dave Snyder, Director of Program Development, Thunderhead Alliance



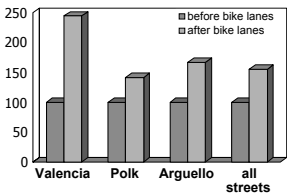
Thunderhead Alliance

Valencia Street “road diet”

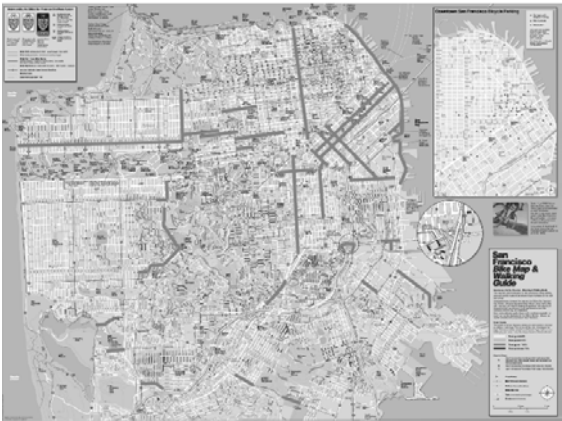


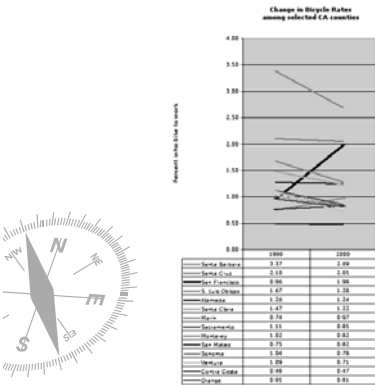


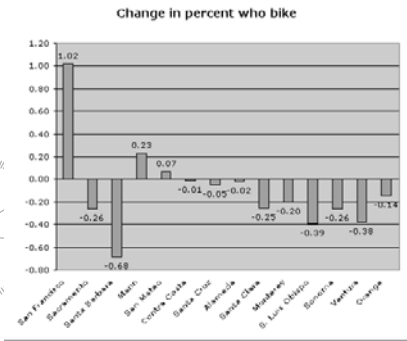
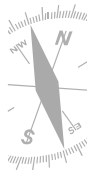
Bike lanes = more bicycling

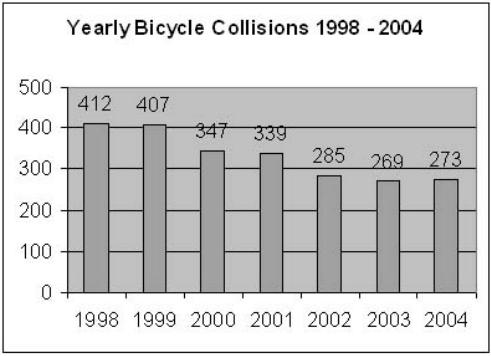


















Critical Mass turns 10 / A decade of defiance / Cyclists celebrate 10 years of clogging streets in Mass
 On the fourth birthday celebration of Critical Mass, 1,000 cyclists joined in to show that on one Friday a month bicycles rule the streets. Chronicle photo by Liz Hafalia



S.F. Panel to Consider More Bicycle-Only Lanes

Edward Epstein, Chronicle Staff Writer
Friday, July 17, 1998

SAN FRANCISCO -- San Francisco bicyclists' bid to create a more bike-friendly environment faces a big test tomorrow when the Parking and Traffic Commission considers a vast expansion of the city's bike lane **network**.

All 10 proposals have stirred controversy because each would involve removing at least one car lane. In some cases, parking would also be removed.

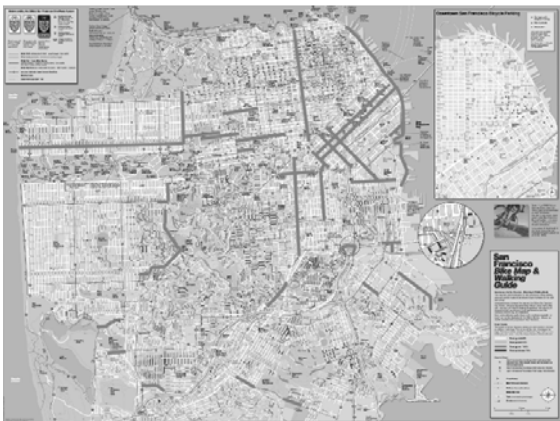
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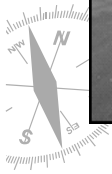


GREEN Merging with Traffic / San Francisco bicyclists become part of the City's transportation establishment. Shalum explains the finer points of traffic calming at a Market Street intersection. An enthusiastic transportation geek, she embodies the new spirit of the organized and politically engaged bicyclist movement in the City. Photo by Gregory Dicum, special to SFGate.com



Gregory Dicum / Special to SFGate.com

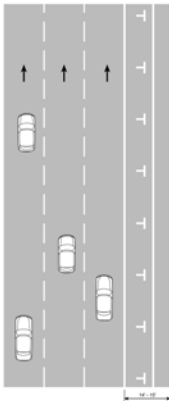






100 SIGNS REMINDING MOTORISTS OF BICYCLISTS RIGHTS. INSTALLED 2002.





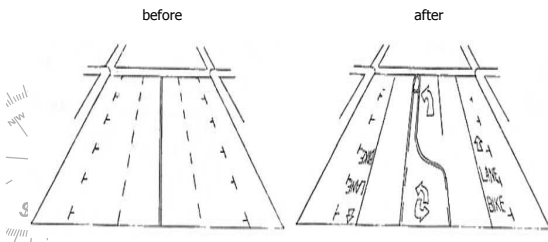
Lane Usage:
Shoulder for bikes: 7am - 8am,
8am - 9am
(no parking, curb lane for bikes)
Parking allowed: 8am - 9am,
9am - 10am
(parking allowed, bikes use
space between travel lane
and parking lane)

Valencia St campaign plan

- ▶ Issue Definition
- ▶ Campaign Goals
- ▶ Assess Resources: Strengths & Weaknesses
- ▶ Strategy: Targets, Allies & Opponents
- ▶ Communications
- ▶ Tactics & Timelines
- ▶ Resource Management

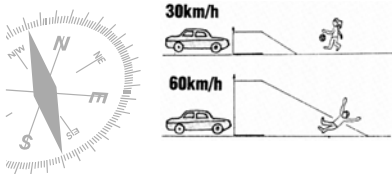


Valencia Street "road diet"



At 20 mph, a driver needs 40 feet to stop before hitting a child at 50 ft.

At 40 mph, a driver will still be traveling at a high speed at 50 ft.



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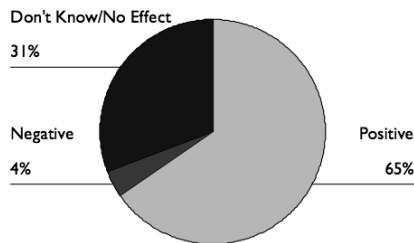
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Impact of Traffic Calming	Better	Worse	Balanced	No Effect	Don't Know
Economic revitalization for area	44%		4%	30%	22%
Commercial/residential property values	15%			52%	33%
Attractiveness of street	73%			23%	4%
Effect of reduced auto speed on sales	46%	8%	4%	39%	4%
Effect of traffic congestion on Valencia Street	41%	7%	26%	22%	4%
Effect of traffic congestion on nearby streets	22%	11%		52%	15%
Sales	37%		4%	30%	30%
Pedestrian safety	62%			35%	4%

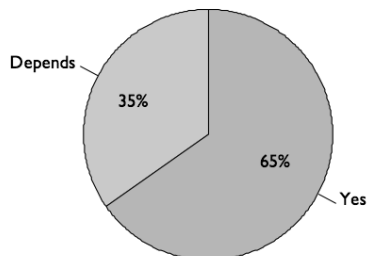
Source: Emily Drennen, "Economic Effects of Traffic Calming on Urban Small Businesses," www.emilydrennen.org/research

Figure 5 – General impact the bike lanes have had on interviewees' businesses



Source: Emily Drennen, "Economic Effects of Traffic Calming on Urban Small Businesses," www.emilydrennen.org/research

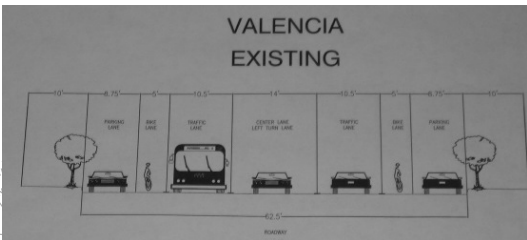
Figure 6 – Interviewees' support for more traffic calming on Valencia Street

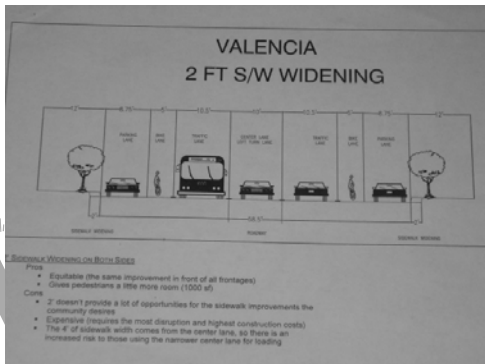


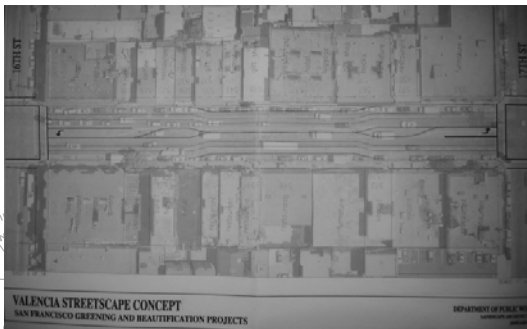
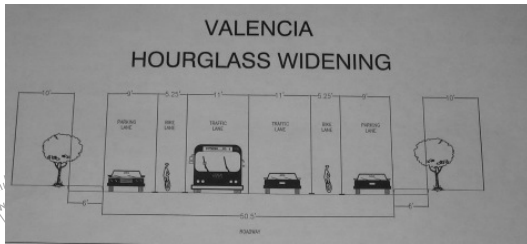
Source: Emily Drennen, "Economic Effects of Traffic Calming on Urban Small Businesses," www.emilydrennen.org/research

A graphic showing a clock face with a large black wedge representing a collision. The wedge is positioned between the 12 and 1 o'clock marks. The text 'Mid-block Collision' is written above the wedge, and '(collisions/million)' is written below it. The clock face has numbers 1 through 12, with the 12 o'clock position marked with a dollar sign (\$).









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