Mid-Valencia Pilot
1 Month Evaluation Summary

September 2023

Overall Evaluation Findings

The table below shows the findings from the traffic safety and mobility metrics used in the evaluation of this project:

Metric	Finding
Daily vehicle speed *Measured at the average, 50th (median) and 85th percentile*	No significant change – vehicle speeds are lower in post-implementation condition
Daily vehicle volume	Significant decrease (approx. -28%) in vehicle volume – especially along northern portion of the corridor
Daily bicycle volume	Significant decrease in bicycle volume – a little under a half (approx. -46%)
2-hour pedestrian volume (AM and PM peak)	There is a decrease in pedestrian volumes (approx. -18%), but not at the same magnitude as vehicle and bicycle volumes
Vehicle left turn frequency (turn restriction compliance)	Vehicle left turn's have decreased across the project intersections. They represent about 1-2% of total thru volume and in the before condition it was about 8-10%
Double parking and loading in the bikeway (vehicle loading)	There are more vehicles loading in the loading zones than in baseline conditions. Looking only at Wednesday loading observations, baseline double parking was 71% of all loading events and in post-implementation conditions it is 14%. Double parking in the vehicle travel lane is still an issue, especially with TNCs. Only 2 incidents of vehicle's loading in the bikeway were observed during this round of post-implementation data collection and evaluation.
Bike Positioning	Only one location was observed for the 1-month evaluation. In pre-implementation conditions, about 80% of observed bicyclists were in the bike lane. In post-implementation conditions there was an 18 percentage point increase (98.2%) in people bicycling in the bikeway versus other locations along the road.

DRAFT

Metric 1 – Daily Vehicle Speed

Location - Metric	Weekday	
	Pre	Post
Corridor Estimate		
Mean Speed	19	18
Median Speed	18	17
85th Percentile	24	22
% Exceed 30 mph	2%	1%
% Exceed 40 mph	0%	0%
Valencia St Between 18th St and 19th St		
Mean Speed	19	17
Median Speed	18	16
85th Percentile	24	23
% Exceed 30 mph	2%	1%
% Exceed 40 mph	0%	0%
Valencia St Between 21st St and 22nd St		
Mean Speed	20	19
Median Speed	19	18
85th Percentile	24	21
% Exceed 30 mph	3%	2%
% Exceed 40 mph	0%	0%

Metric 2 – Daily Vehicle Volume

Location	Pre-Implementation	Post-Implementation	Difference	%Δ
Valencia St Between 18th St and 19th St	4,300	2,500	-1,800	-42%
Valencia St Between 21st St and 22nd St	4,100	3,500	-600	-15%

Metric 3 – Daily Bicycle Volume

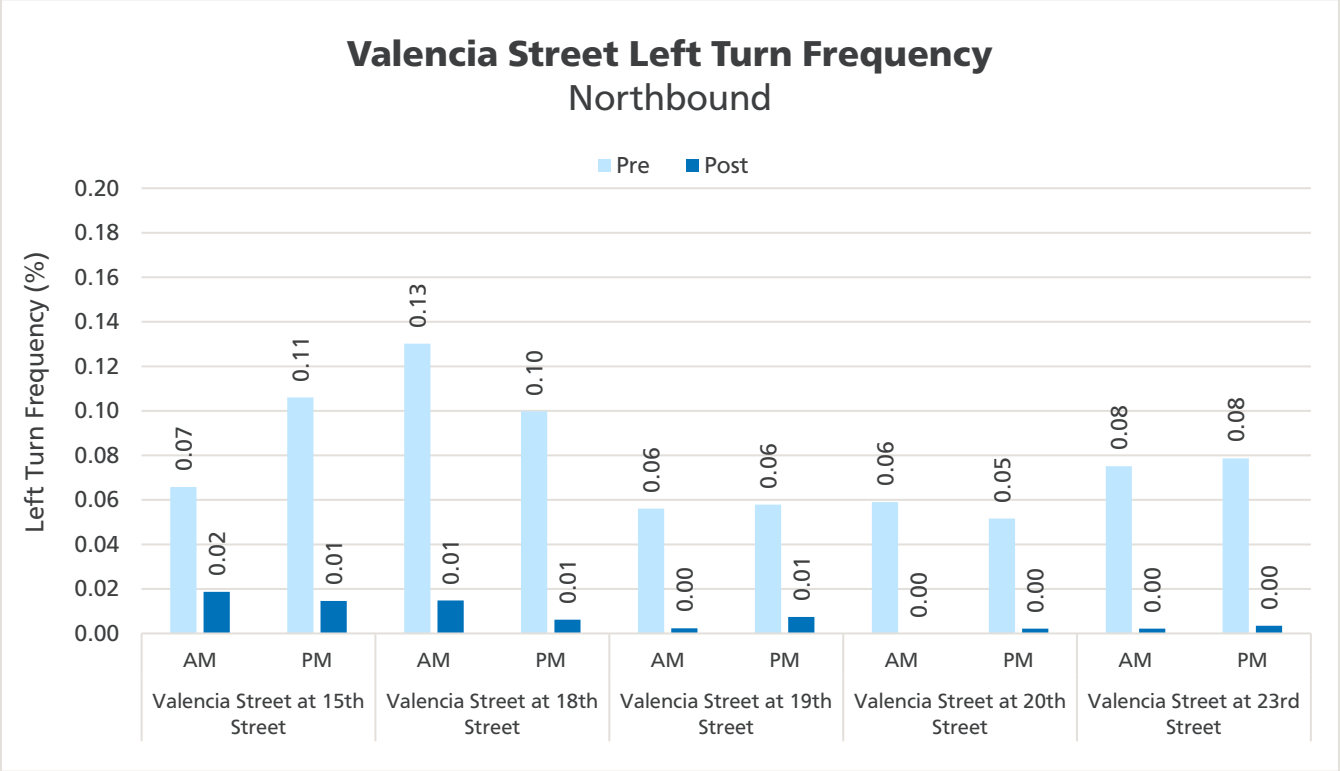
Location	Pre-Implementation	Post-Implementation	Difference	%Δ
Valencia St Between 18th St and 19th St	3,500	2,100	-1,400	-40%
Valencia St Between 21st St and 22nd St	3,400	1,600	-1800	-53%

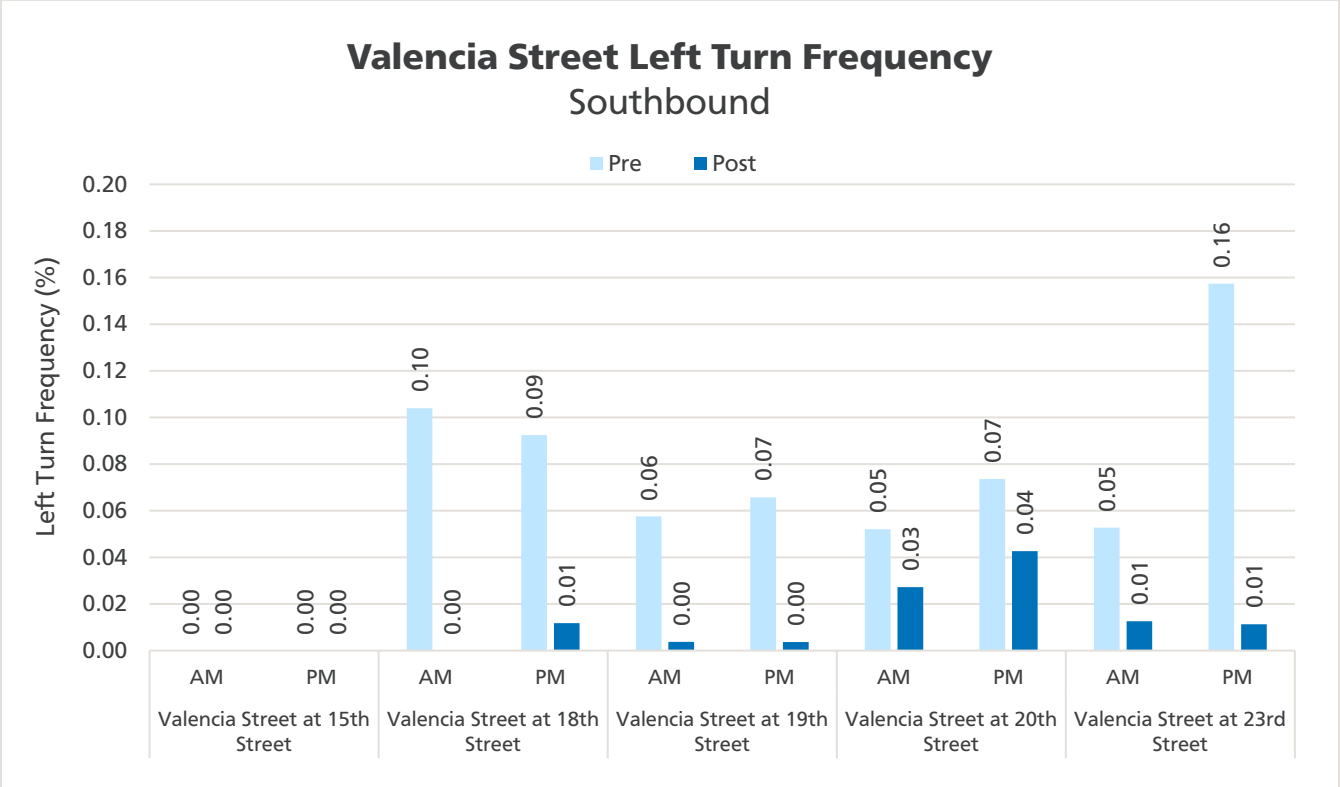
Confirm where the tubes can count. Confirm data quality.

Metric 4 – 2-hour Pedestrian Volume (AM and PM Peak)

Location and Time Period	Pre	Post	Difference	%Δ
Valencia Street at 15th Street	**1810**	**1601**	-209	-12%
AM	642	574	-68	-11%
PM	1168	1027	-141	-12%
Valencia Street at 18th Street	**2925**	**2795**	-130	-4%
AM	807	941	134	17%
PM	2118	1854	-264	-12%
Valencia Street at 19th Street	**2374**	**1811**	-563	-24%
AM	439	457	18	4%
PM	1935	1354	-581	-30%
Valencia Street at 20th Street	**2330**	**1536**	-794	-34%
AM	490	462	-28	-6%
PM	1840	1074	-766	-42%
Valencia Street at 23rd Street	**1445**	**1218**	-227	-16%
AM	431	505	74	17%
PM	1014	713	-301	-30%
Grand Total	**10884**	**8961**	-1923	-18%

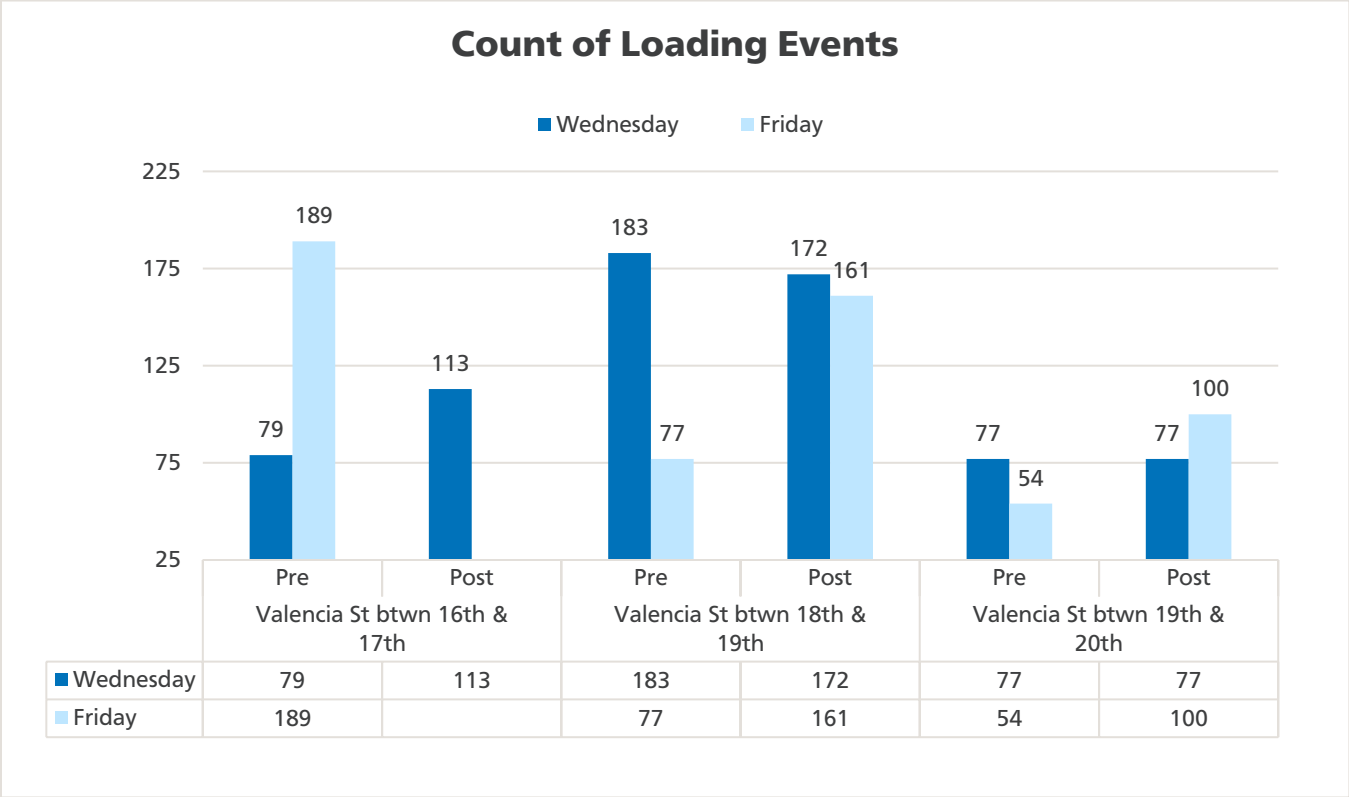
Metric 5 – Vehicle Left Turn Frequency (turn restriction compliance)



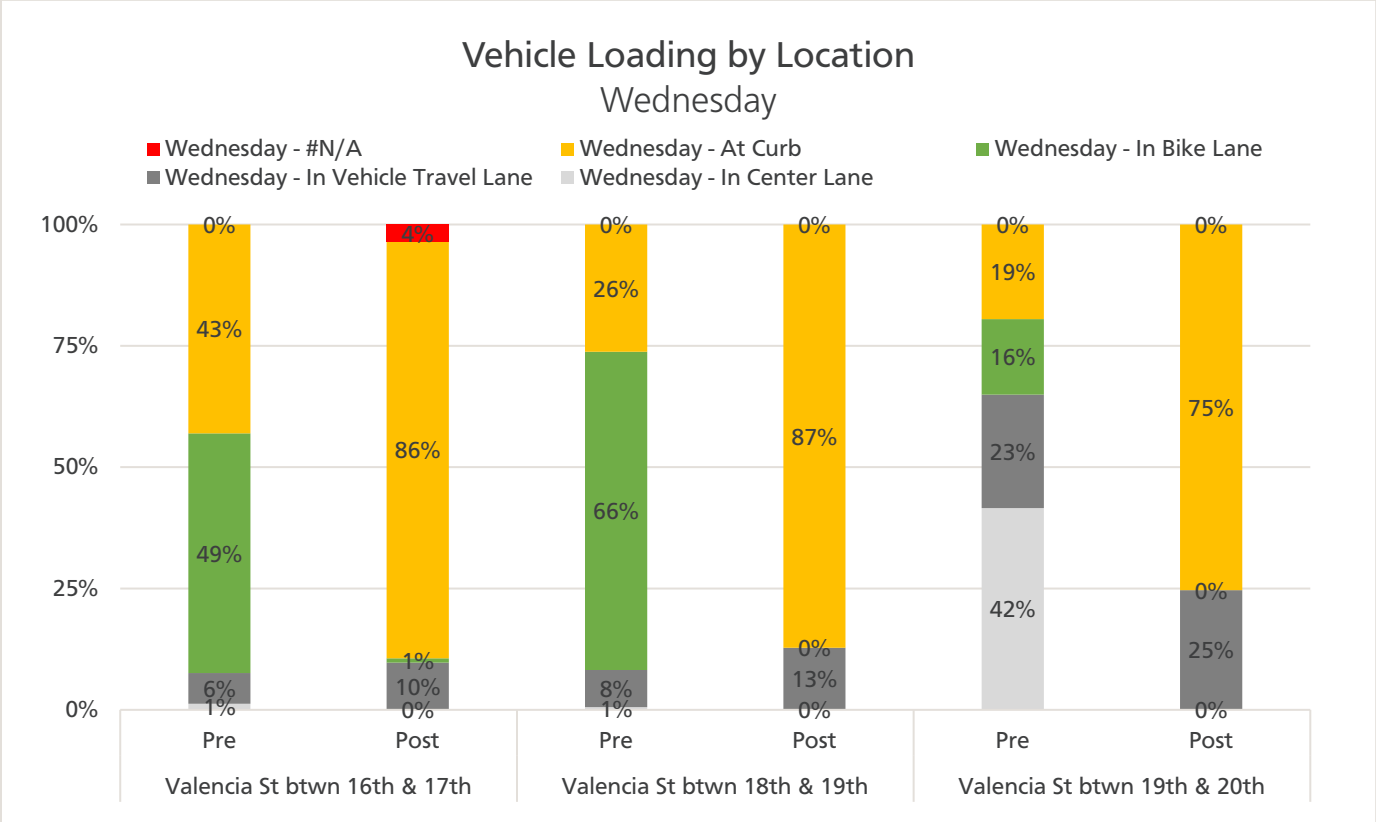


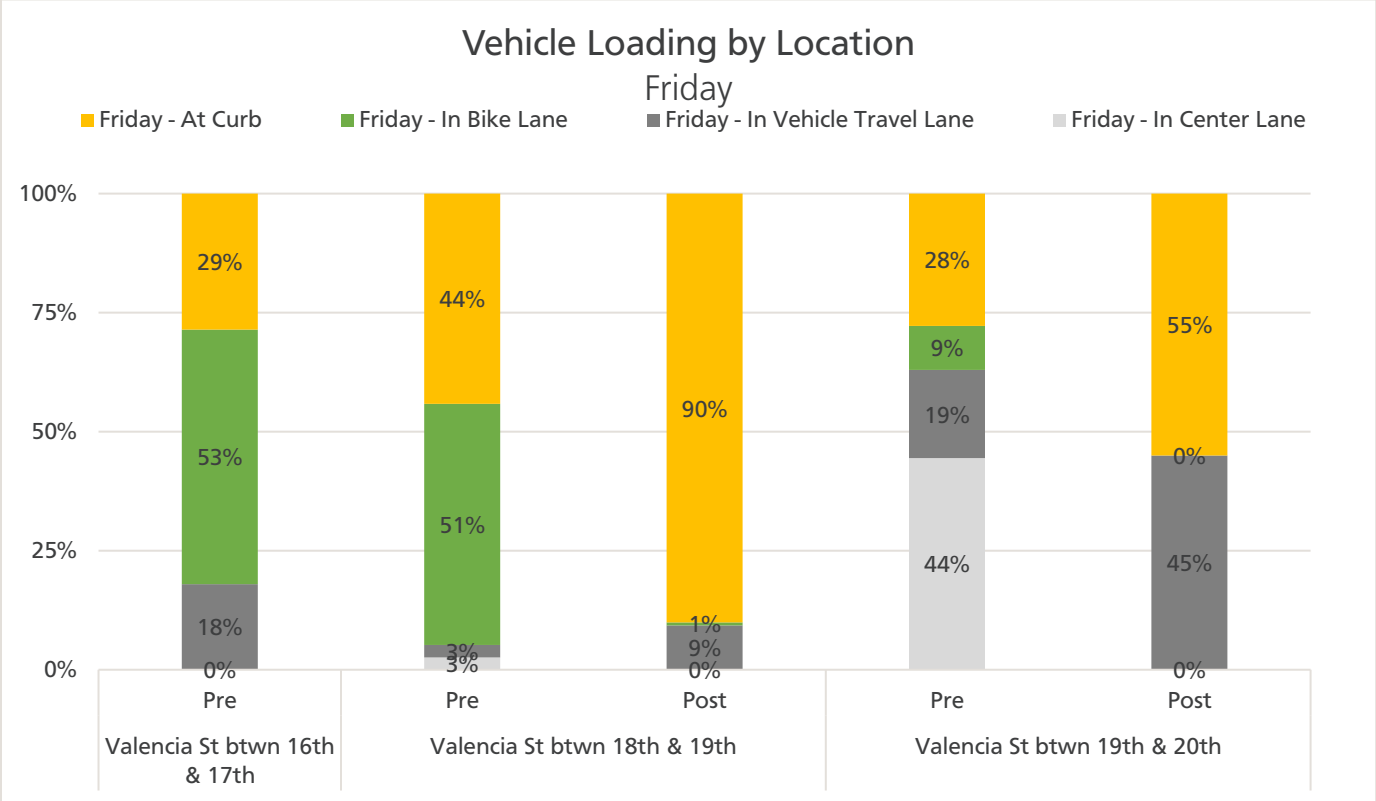
Metric 6 – Double Parking and Loading in the Bikeway (vehicle loading)

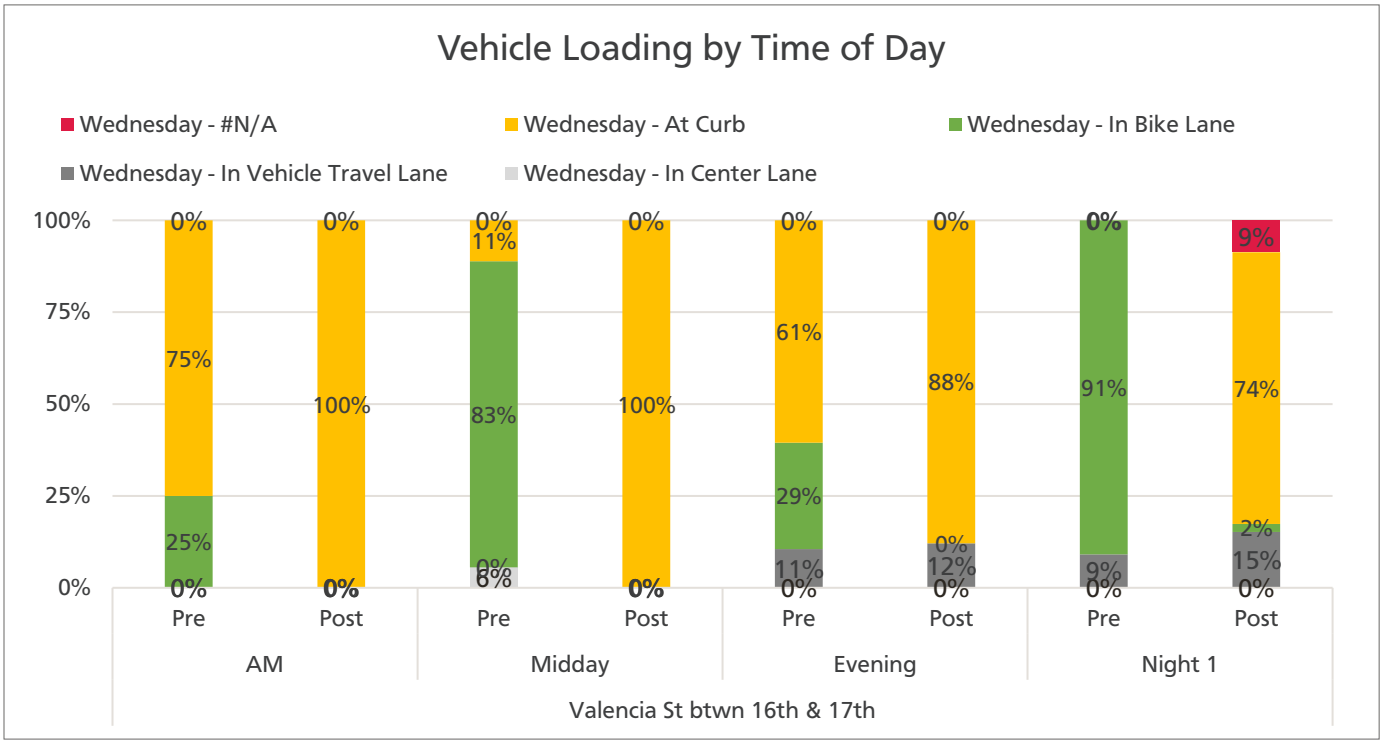
Loading data does not show events of vehicles entering the center-running protected bikeway to bypass double parked vehicles or to make illegal U-turns mid-block. The events recorded are only events where a vehicle stops to unload or load goods and passengers.

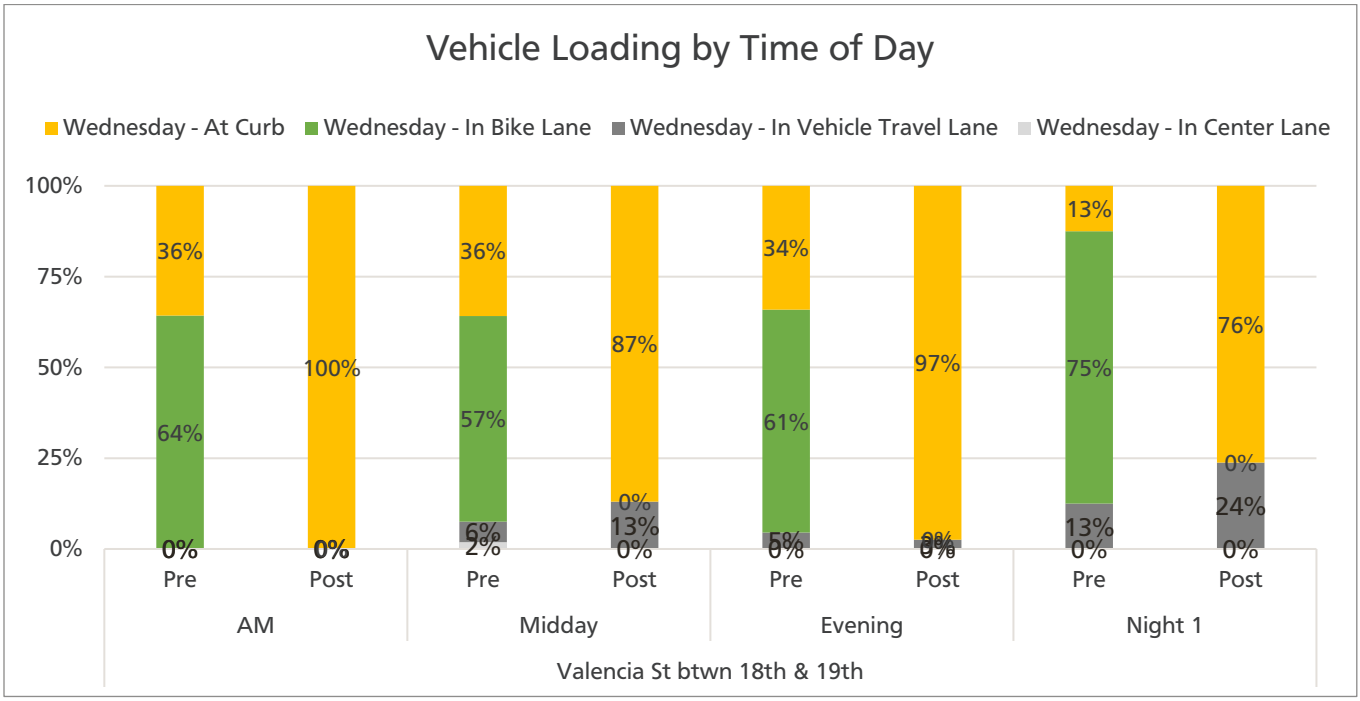


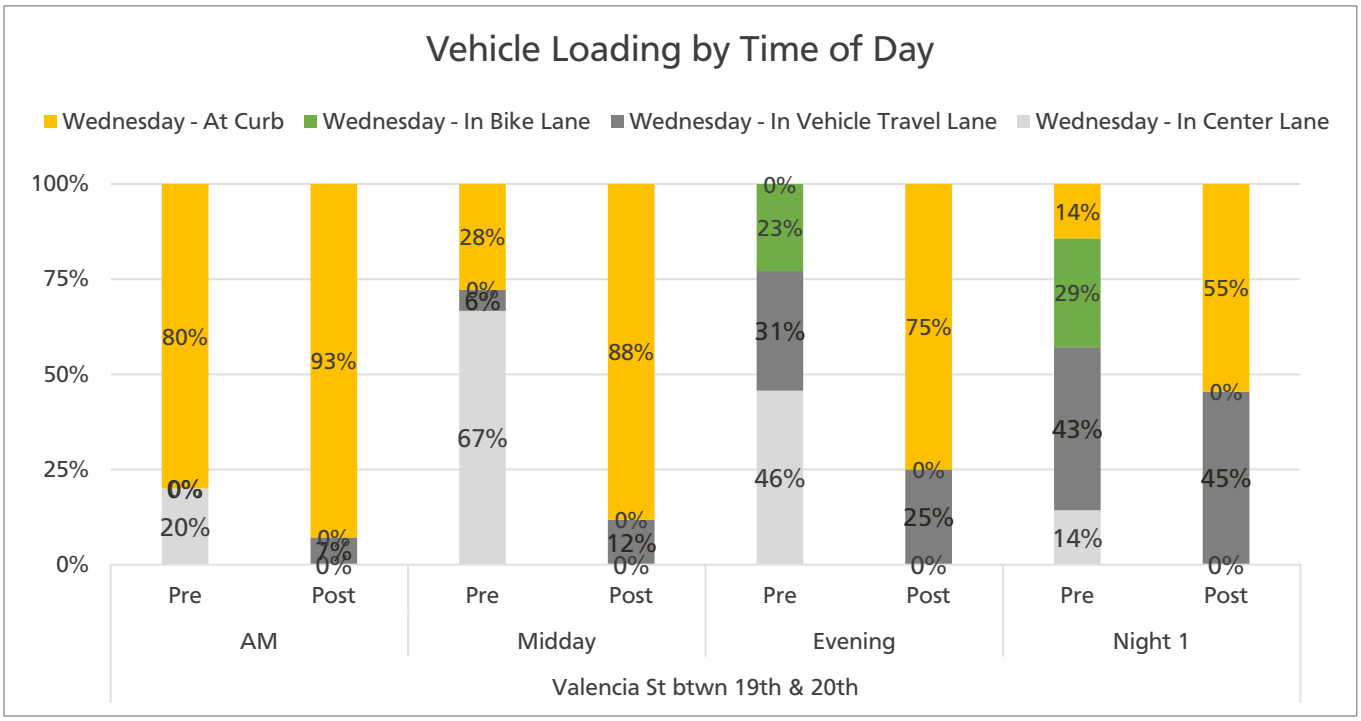
	Valencia St btwn 16th & 17th		Valencia St btwn 18th & 19th		Valencia St btwn 19th & 20th	
	Pre	Post	Pre	Post	Pre	Post
Wednesday	79	113	183	172	77	77
Friday	189		77	161	54	100


Vehicle Loading by Location
Wednesday
Wednesday - #N/A
Wednesday - At Curb
Wednesday - In Bike Lane
Wednesday - In Vehicle Travel Lane
Wednesday - In Center Lane
100%
75%
50%
25%
0%
0%
43%
49%
6%
1%
4%
86%
1%
10%
0%
0%
26%
66%
8%
1%
0%
87%
0%
13%
0%
0%
19%
16%
23%
42%
0%
75%
0%
25%
0%
Pre
Post
Pre
Post
Pre
Post
Valencia St btwn 16th & 17th
Valencia St btwn 18th & 19th
Valencia St btwn 19th & 20th


Vehicle Loading by Location
Friday
Friday - At Curb
Friday - In Bike Lane
Friday - In Vehicle Travel Lane
Friday - In Center Lane
100%
75%
50%
25%
0%
29%
53%
18%
0%
44%
51%
3%
3%
90%
1%
9%
0%
28%
9%
19%
44%
55%
0%
45%
0%
Pre
Pre
Post
Pre
Post
Valencia St btwn 16th & 17th
Valencia St btwn 18th & 19th
Valencia St btwn 19th & 20th


Vehicle Loading by Time of Day
Wednesday - #N/A
Wednesday - At Curb
Wednesday - In Bike Lane
Wednesday - In Vehicle Travel Lane
Wednesday - In Center Lane
100%
75%
50%
25%
0%
0% 75% 25% 0%
0% 100% 0% 0%
0% 11% 83% 6%
0% 100% 0% 0%
0% 61% 29% 11%
0% 88% 0% 12%
0% 91% 0% 9%
9% 74% 2% 15%
Pre
Post
AM
Midday
Evening
Night 1
Valencia St btwn 16th & 17th


Vehicle Loading by Time of Day
Wednesday - At Curb
Wednesday - In Bike Lane
Wednesday - In Vehicle Travel Lane
Wednesday - In Center Lane
100%
75%
50%
25%
0%
36% 64% 0% 0%
100% 0% 0%
36% 57% 6% 2%
87% 0% 13% 0%
34% 61% 5% 0%
97% 0% 0% 0%
13% 75% 13% 0%
76% 0% 24% 0%
Pre
Post
AM
Midday
Evening
Night 1
Valencia St btwn 18th & 19th



Double Parking Frequency by Vehicle Type (Wednesday only):

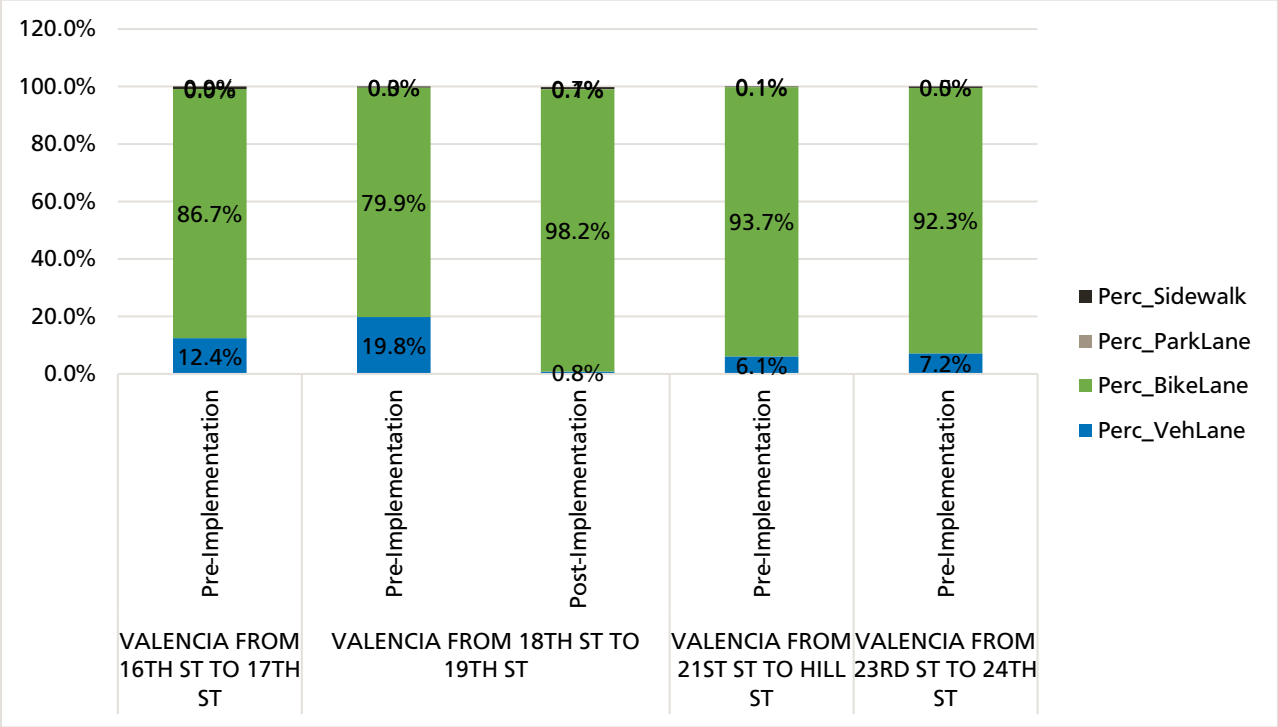
Double parking = Sum of loading events in the vehicle travel lane or center lane (bikeway)

X% (X): Percent of vehicles double parking (total vehicle loading events)

Valencia Street Between 16th and 17th streets	Pre-Implementation	Post-Implementation
Large Commercial Vehicle	44% (9)	0% (1)
Other	0% (0)	0% (1)
Passenger Vehicle or Pickup Truck	50% (44)	9% (83)
Small Commercial Vehicle	66% (12)	0% (10)
Taxi	0% (0)	0% (1)
TNC (Uber/Lyft/Doordash)	78% (14)	25% (17)

Valencia Street Between 18th and 19th streets	Pre-Implementation	Post-Implementation
Large Commercial Vehicle	75% (12)	25% (8)
Other	100% (1)	0% (2)
Passenger Vehicle or Pickup Truck	67% (112)	4% (118)
Small Commercial Vehicle	58% (12)	0% (11)
Taxi	100% (1)	100% (1)
TNC (Uber/Lyft/Doordash)	93% (45)	44% (32)

Valencia Street Between 18th and 19th streets	Pre-Implementation	Post-Implementation
Large Commercial Vehicle	100% (8)	43% (7)
Other	0% (0)	0% (1)
Passenger Vehicle or Pickup Truck	86% (40)	13% (46)
Small Commercial Vehicle	53% (13)	0% (8)
Taxi	0% (0)	0% (2)
TNC (Uber/Lyft/Doordash)	82% (16)	77% (13)

Average Vehicle Loading Duration Minutes								
Location and Vehicle Type	**AM**		**Midday**		**Evening**		**Night**	
	Pre	**Post**	**Pre**	**Post**	**Pre**	**Post**	**Pre**	**Post**
Valencia St btwn 16th & 17th	**6.7**	**8.8**	**7.9**	**8.2**	**8.6**	**5.6**	**2.2**	**4.4**
Large Commercial Vehicle	9.4		18.1			2.0		
Other						6.2		
Passenger Vehicle or Pickup Trucks	6.1	9.2	5.6	6.4	10.3	6.1	3.6	5.0
Small Commercial Vehicle	5.3	8.1	8.4	15.5	8.1	8.5	1.9	
Taxi						0.8		
TNC (Uber/Lyft)	0.3		0.2	7.4	0.5	0.5	0.2	0.7
Valencia St btwn 18th & 19th	**11.6**	**8.0**	**3.8**	**10.8**	**3.5**	**6.6**	**2.3**	**3.1**
Large Commercial Vehicle	11.0	14.9	1.6	29.6	10.1			
Other	33.8							4.6
Passenger Vehicle or Pickup Trucks	0.9	7.5	5.3	8.3	4.0	6.9	2.9	4.4
Small Commercial Vehicle	12.7	10.6	5.2	9.0	3.5			
Taxi	12.3					0.6		
TNC (Uber/Lyft)	0.4	0.6	1.0	0.6	0.3	0.2	0.4	1.4
Valencia St btwn 19th & 20th	**16.5**	**6.3**	**13.2**	**18.2**	**3.9**	**10.7**	**9.2**	**1.8**
Large Commercial Vehicle	7.6	9.1	14.4	16.0	12.6	2.2		
Other								0.4
Passenger Vehicle or Pickup Trucks	25.1	6.6	4.9	30.1	4.9	12.1	12.2	3.2
Small Commercial Vehicle	15.1	5.3	17.5	8.3	5.1		4.3	
Taxi		2.9		0.5				
TNC (Uber/Lyft)	0.9			0.3	0.4	0.2	0.6	0.4
Grand Total	**11.3**	**7.8**	**6.5**	**11.7**	**5.2**	**7.3**	**3.3**	**3.3**

Metric 7 – Double Parking and Loading in the Bikeway (vehicle loading)