



# 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 <i>Measured at the average, 50<sup>th</sup> (median) and 85<sup>th</sup> percentile</i>	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)	<p>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%.</p> <p>Double parking in the vehicle travel lane is still an issue, especially with TNCs.</p> <p>Only 2 incidents of vehicle's loading in the bikeway were observed during this round of post-implementation data collection and evaluation.</p>
Bike Positioning	<p>Only one location was observed for the 1-month evaluation.</p> <p>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.</p>

**Metric 1 – Daily Vehicle Speed**

Location - Metric	Weekday	
	Pre	Post
<b>Corridor Estimate</b>		
Mean Speed	19	18
Median Speed	18	17
85th Percentile	24	22
% Exceed 30 mph	2%	1%
% Exceed 40 mph	0%	0%
<b>Valencia St Between 18<sup>th</sup> St and 19<sup>th</sup> St</b>		
Mean Speed	19	17
Median Speed	18	16
85th Percentile	24	23
% Exceed 30 mph	2%	1%
% Exceed 40 mph	0%	0%
<b>Valencia St Between 21<sup>st</sup> St and 22<sup>nd</sup> St</b>		
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 18 <sup>th</sup> St and 19 <sup>th</sup> St	4,300	2,500	-1,800	-42%
Valencia St Between 21 <sup>st</sup> St and 22 <sup>nd</sup> St	4,100	3,500	-600	-15%

**Metric 3 – Daily Bicycle Volume**

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

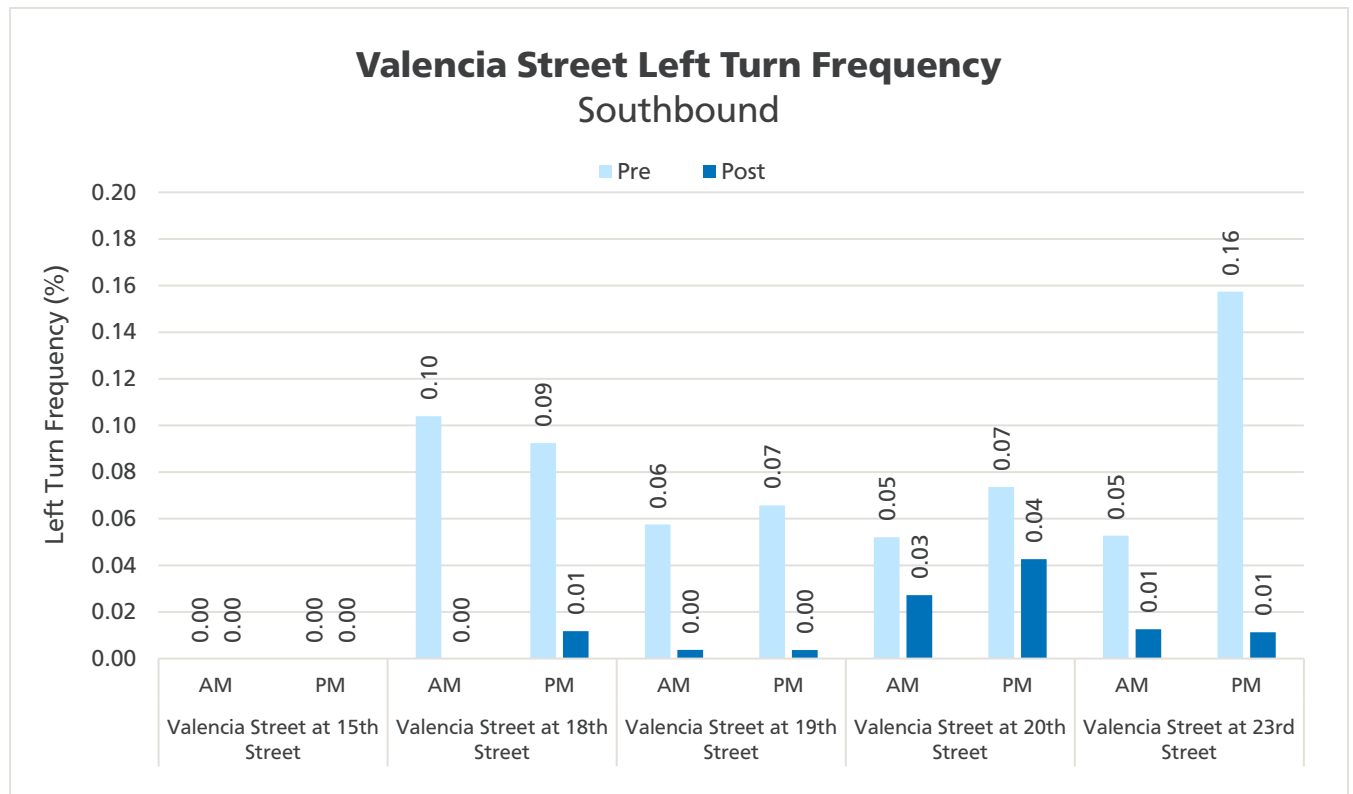
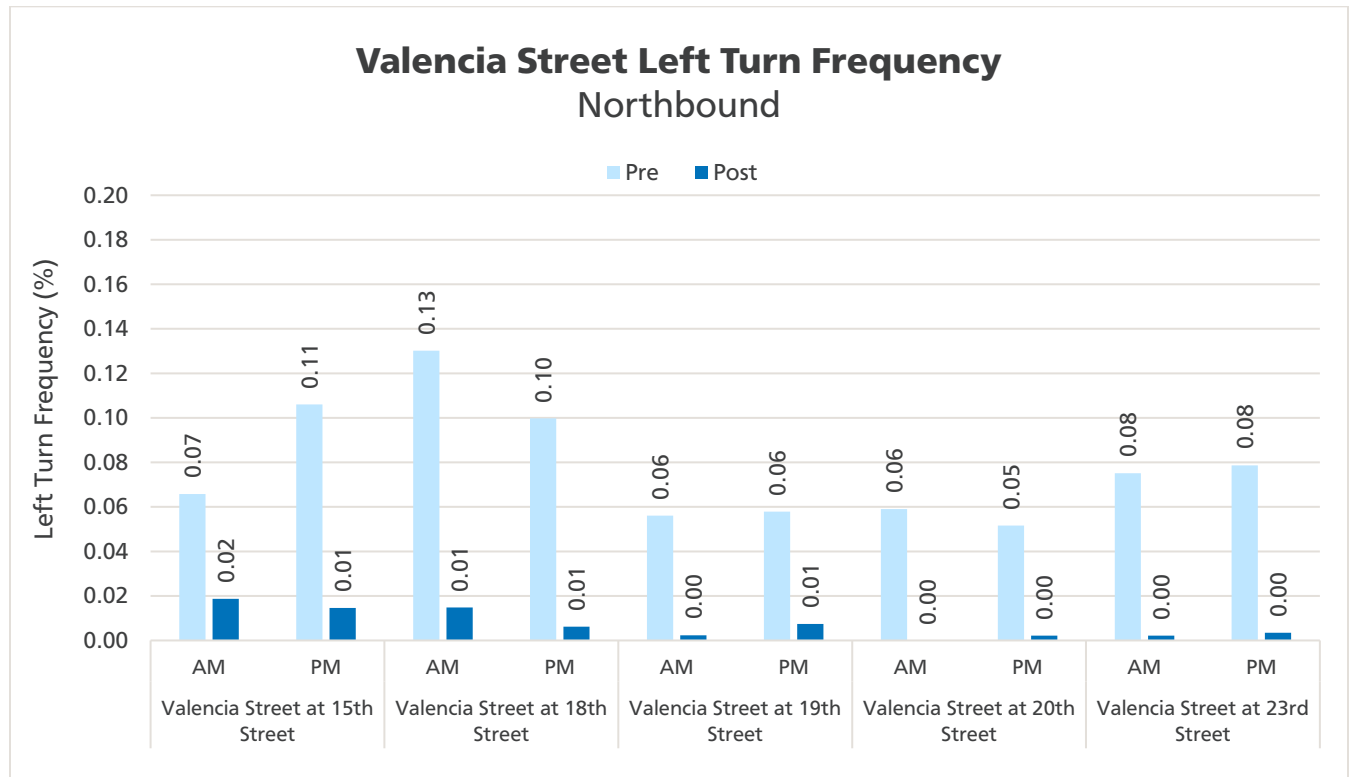
Confirm where the tubes can count. Confirm data quality.

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

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

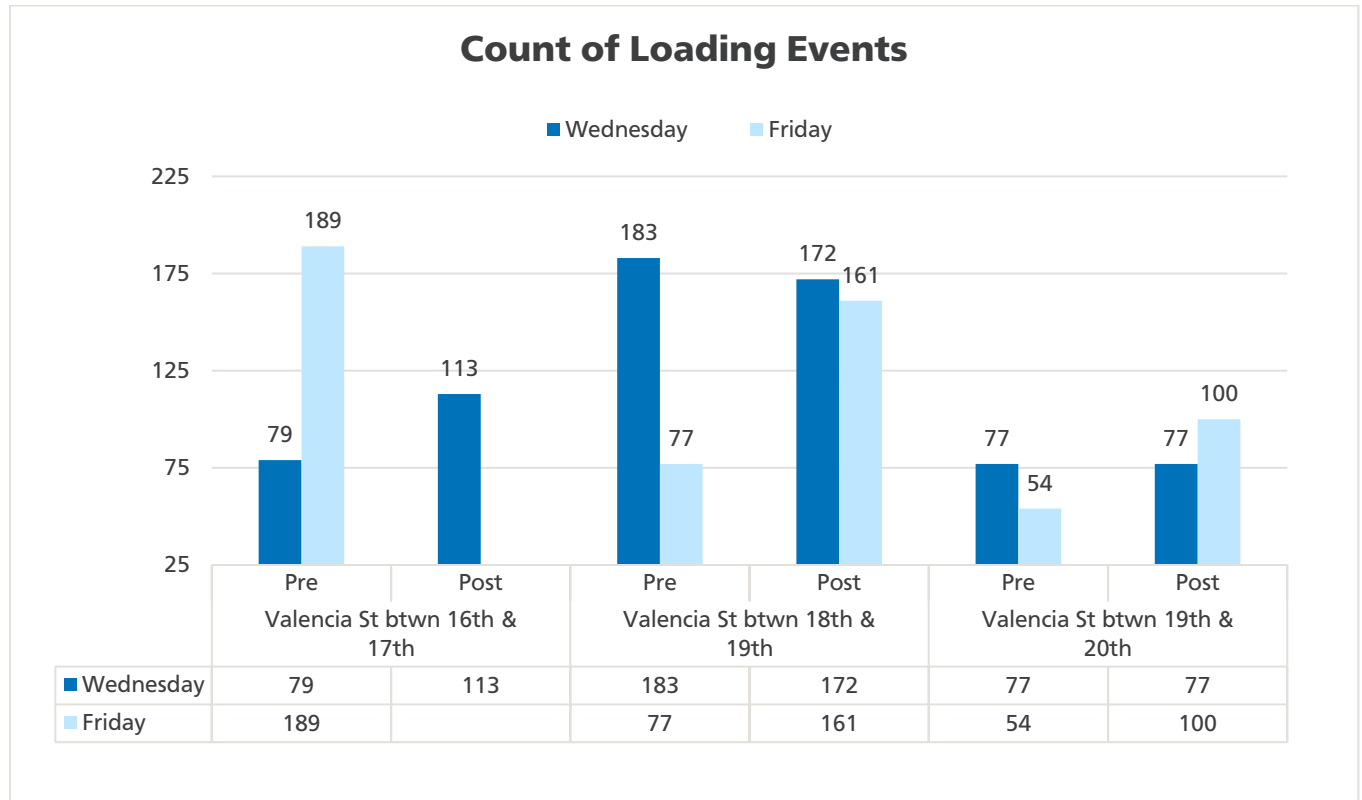


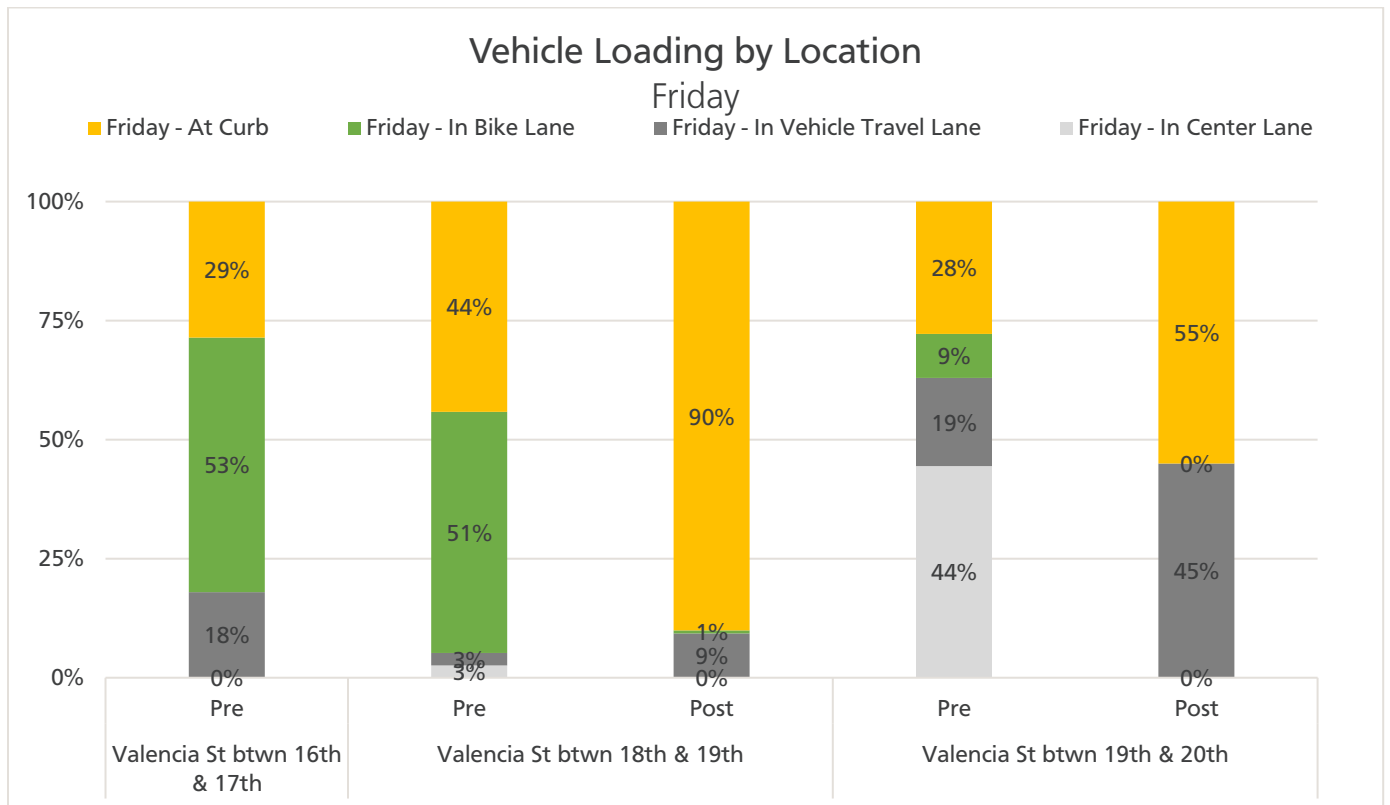
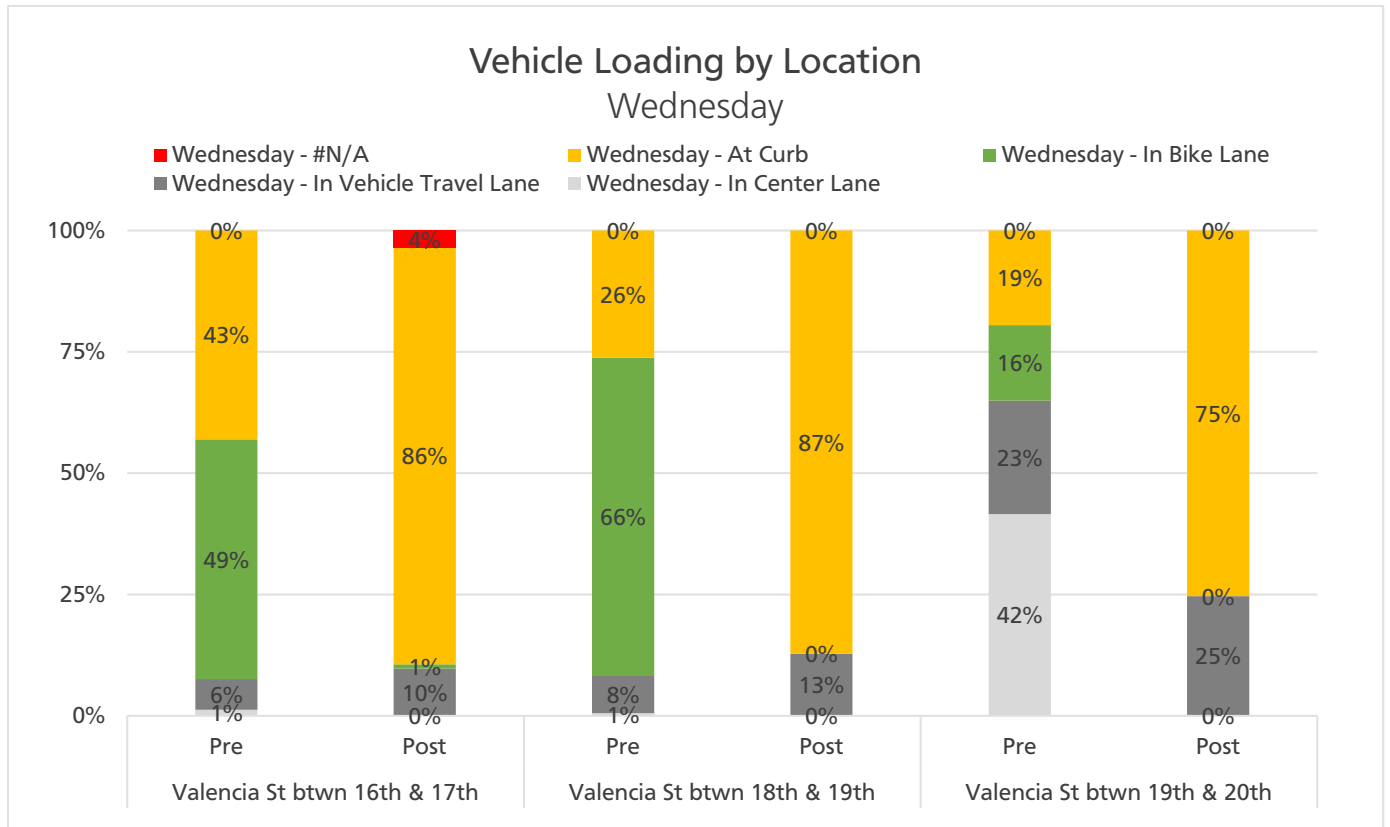
### Metric 5 – Vehicle Left Turn Frequency (turn restriction compliance)

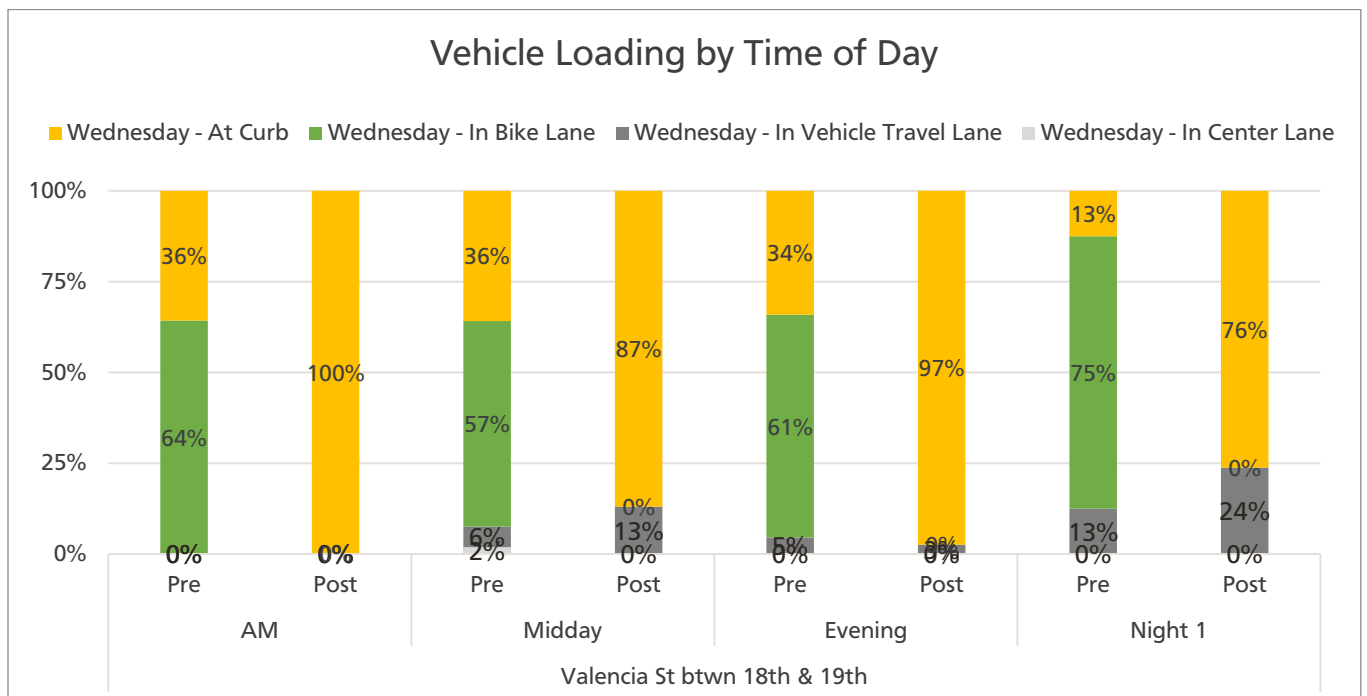
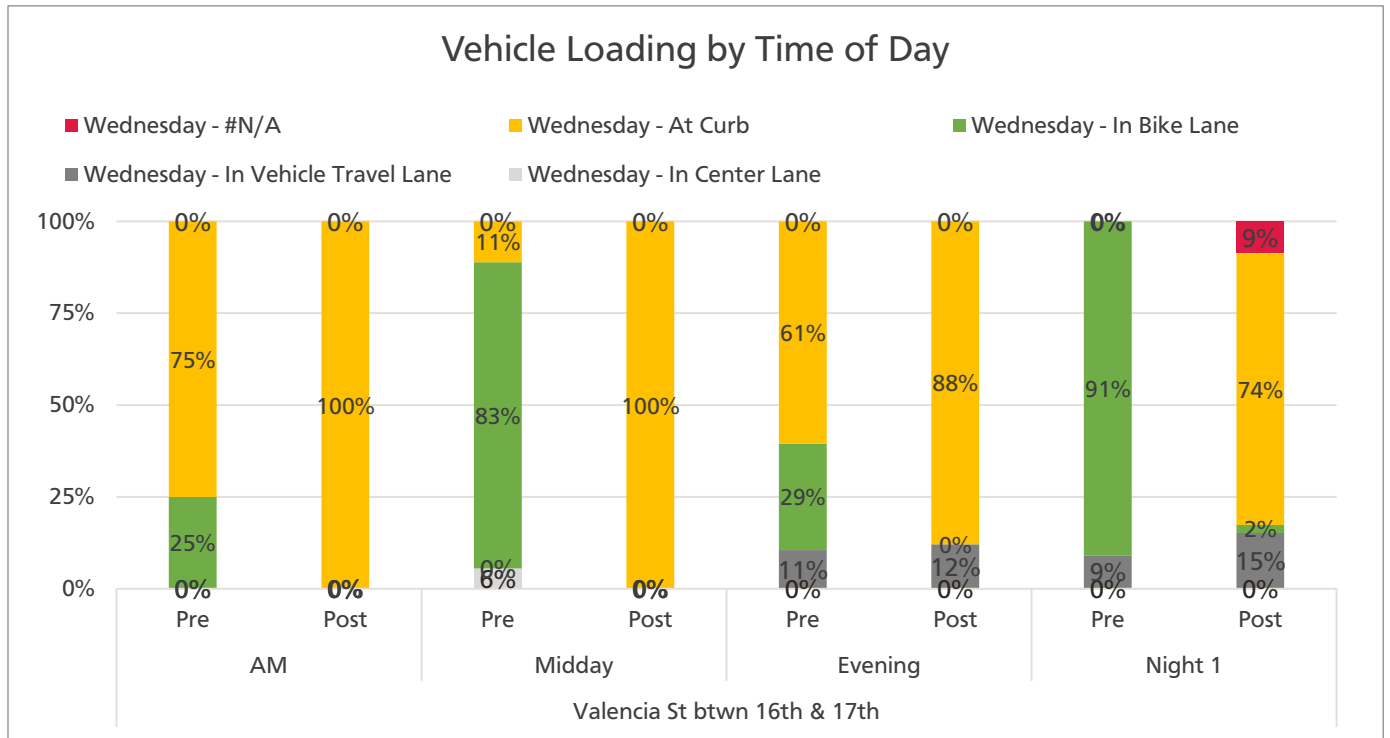


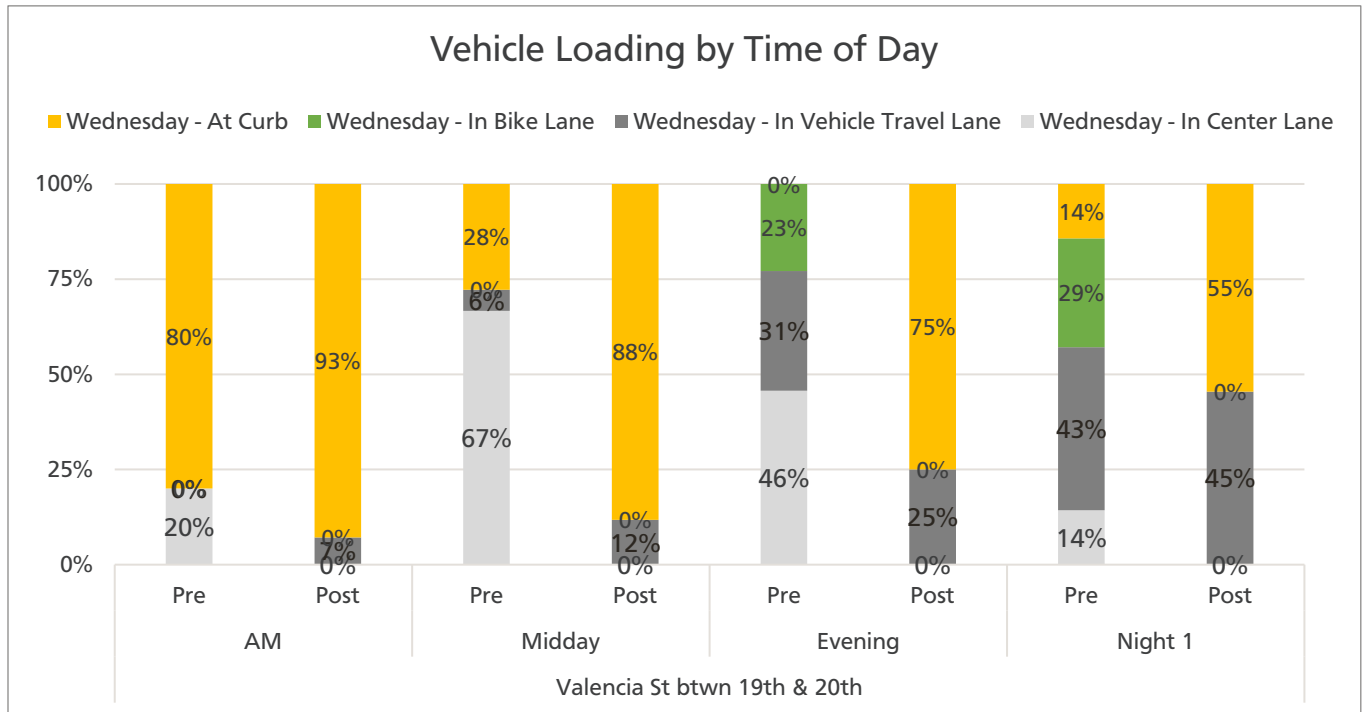
**Metric 6 – Double Parking and Loading in the Bikeway (vehicle loading)**

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.









**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 16 <sup>th</sup> and 17 <sup>th</sup> 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)





<b>Valencia Street Between 18<sup>th</sup> and 19<sup>th</sup> streets</b>	<b>Pre-Implementation</b>	<b>Post-Implementation</b>
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)

<b>Valencia Street Between 18<sup>th</sup> and 19<sup>th</sup> streets</b>	<b>Pre-Implementation</b>	<b>Post-Implementation</b>
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
<b>Valencia St btwn 16th &amp; 17th</b>	<b>6.7</b>	<b>8.8</b>	<b>7.9</b>	<b>8.2</b>	<b>8.6</b>	<b>5.6</b>	<b>2.2</b>	<b>4.4</b>
Large Commercial Vehicle	9.4		18.1			2.0		
<b>Other</b>						6.2		
<b>Passenger Vehicle or Pickup Trucks</b>	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	
<b>Taxi</b>						0.8		
<b>TNC (Uber/Lyft)</b>	0.3		0.2	7.4	0.5	0.5	0.2	0.7
<b>Valencia St btwn 18th &amp; 19th</b>	<b>11.6</b>	<b>8.0</b>	<b>3.8</b>	<b>10.8</b>	<b>3.5</b>	<b>6.6</b>	<b>2.3</b>	<b>3.1</b>
Large Commercial Vehicle	11.0	14.9	1.6	29.6	10.1			
<b>Other</b>	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			
<b>Taxi</b>	12.3					0.6		
<b>TNC (Uber/Lyft)</b>	0.4	0.6	1.0	0.6	0.3	0.2	0.4	1.4
<b>Valencia St btwn 19th &amp; 20th</b>	<b>16.5</b>	<b>6.3</b>	<b>13.2</b>	<b>18.2</b>	<b>3.9</b>	<b>10.7</b>	<b>9.2</b>	<b>1.8</b>
Large Commercial Vehicle	7.6	9.1	14.4	16.0	12.6	2.2		
<b>Other</b>								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	
<b>Taxi</b>		2.9		0.5				
<b>TNC (Uber/Lyft)</b>	0.9			0.3	0.4	0.2	0.6	0.4
<b>Grand Total</b>	<b>11.3</b>	<b>7.8</b>	<b>6.5</b>	<b>11.7</b>	<b>5.2</b>	<b>7.3</b>	<b>3.3</b>	<b>3.3</b>

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

