

**THIS PRINT COVERS CALENDAR ITEM NO: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving transit accessibility and active transportation safety improvements on Frida Kahlo Way between Ocean Avenue and Judson Avenue, and on Judson Avenue between Frida Kahlo Way and Foerster Street, including: adding two-way protected bikeways (Class IV) on the east side of Frida Kahlo Way and the south side of Judson Avenue within the project limits, implementing pedestrian safety improvements such as intersection daylighting and traffic safety islands, transit prioritization elements such as transit boarding islands and bus-stop consolidation, vehicle circulation safety measures near Archbishop Riordan High School, and associated curb use changes including parking removal.

**SUMMARY:**



- The Frida Kahlo Way Quick-Build Project proposes bicycle connectivity and proactive safety improvements on Frida Kahlo Way and Judson Avenue adjacent to the City College of San Francisco, as well as transit reliability improvements for the 43-Masonic transit route and traffic-calming/safety measures at and near the Frida Kahlo Way/ Judson Avenue intersection.
- The proposed project would improve a key section of the San Francisco Bikeway Network, linking the Sunnyside and Ingleside neighborhoods and providing alternative routes to highway interchanges and segments of the Vision Zero High Injury Network.
- SFMTA staff conducted robust stakeholder engagement, including more than 30 meetings, to identify community needs and coordinate improvements with City College stakeholders.
- In response to concerns from the City College community, the SFMTA held additional meetings and modified the proposal to reduce overall parking loss (approximately 29 spaces).
- The Planning Department determined that the Frida Kahlo Way Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

- SFMTAB Resolution
- Existing vs. Proposed Project Engineering Drawings

**APPROVALS:**

**DATE**

DIRECTOR		May 1, 2024
SECRETARY		May 1, 2024

**ASSIGNED SFMTAB CALENDAR DATE:** May 7, 2024

## **PURPOSE**

Approving transit accessibility and active transportation safety improvements on Frida Kahlo Way, between Ocean Avenue and Judson Avenue, and on Judson Avenue between Frida Kahlo Way and Foerster Street, including: adding two-way protected bikeways (Class IV) on the east side of Frida Kahlo Way and the south side of Judson Avenue within the project limits, implementing pedestrian safety improvements such as intersection daylighting and traffic safety islands, transit prioritization elements such as transit boarding islands and bus-stop consolidation, vehicle circulation safety measures near Archbishop Riordan High School, and associated curb use changes including parking removal.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The proposed project will support the following SFMTA Strategic Plan Goals:

Goal 4. Make streets safer for everyone.

Goal 5. Deliver reliable and equitable transportation services.

Goal 6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

Goal 7. Build stronger relationships with stakeholders.

Goal 8. Deliver quality projects on-time and on-budget.

Goal 9. Fix things before they break, and modernize systems and infrastructure.

This action also supports the City's Transit First Policy with the following principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

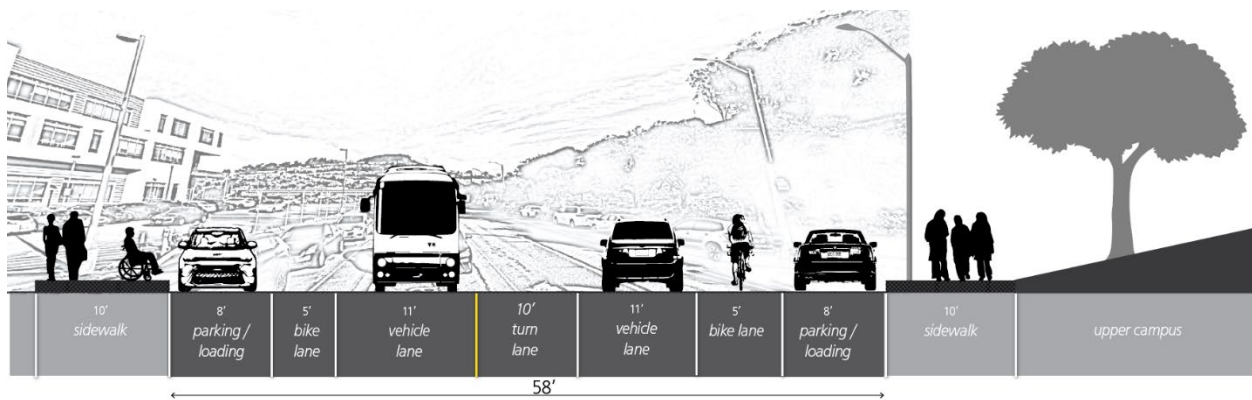
## DESCRIPTION

### Existing Conditions

Frida Kahlo Way between Ocean Avenue and Judson Avenue is a two-way, north-south, relatively flat street in the Sunnyside neighborhood that splits the west and east sides of the City College of San Francisco Ocean Avenue campus (City College). Its approximate curb-to-curb width is 58 feet with 10-foot sidewalks on both sides. Judson Avenue between Frida Kahlo Way and Foerster Street is a two-way, east-west street with a moderate elevation gain to the east. Its curb-to-curb width is approximately 60 feet, with approximately 8-foot sidewalks on the south side and 12-foot sidewalks on the north side.

Along Frida Kahlo Way and Judson Avenue, there is generally one vehicle travel lane in each direction, a center turn lane, unseparated (Class II) bike lanes, and curb access/parking. On Frida Kahlo Way near Ocean Avenue, the parking and bike lanes are displaced by additional southbound turn lanes and a second northbound travel lane for merging vehicles. On Judson Avenue between Genessee and Foerster streets, there is a continuous center-running turn lane that includes two-way midblock access to driveways.

Along the east/south side of the project corridor (adjacent to the main Ocean Avenue campus) there are a total of six driveways and no public street intersections. On the west/north side of the project corridor, there are approximately 35 driveways (including the wide curb cut for Archbishop Riordan High School and the three-lane exit for the City College Muni terminal) and three street intersections.



**Figure 1.** Existing cross-section, Frida Kahlo Way, looking north toward City College main steps and North Access Road. Similar conditions exist on Judson Avenue within the project limits.

Four traffic signals are located on Frida Kahlo Way at: [1] North Access Road, [2] the bottom of the center City College staircase (mid-point between Cloud Circle north and south), [3] Cloud Circle (south), and [4] the exit from the Ocean Avenue Muni bus loop. The two intersections of Judson Avenue with Genessee Street and Foerster Street are all-way stop ‘T’ junctions. Frida Kahlo Way and Judson Avenue meet at a unique ‘T’ intersection wherein the two streets bend 90 degrees into one another (running north-south to east-west) with limited traffic control. North of Judson Avenue (outside the project area), Frida Kahlo Way changes to a 30-foot-wide residential street for two blocks before terminating at Flood Street.

The Muni 43 Masonic bus route operates on Frida Kahlo Way and Judson Avenue within the project area, with curbside bus stops at: [1] Genessee Street, [2] North Access Road, [3] the bottom of the center City College staircase (mid-point between Cloud Circle north and south), and [4] Cloud Circle (south).

Parking along Frida Kahlo Way and Judson Avenue is parallel and adjacent to the curb. The project area has approximately 100 unregulated parking spaces and 55 unregulated motorcycle spaces. One 240-foot passenger loading (white) zone is on the west side of Frida Kahlo Way between Judson Avenue and North Access Road for Riordan High School. One 40-foot commercial loading (yellow) zone is on the west side of Frida Kahlo Way across from Cloud Circle (south). There is one accessible parking space (blue zone) located on the south side of Judson Avenue, approximately 70 feet east of Genessee Street.

There are two Baywheels bike-share stations in the project area: on the west side of Frida Kahlo Way, approximately 400 feet south of North Access Road, and on the south side of Judson Avenue, approximately 180 feet east of Genessee Street.

#### ***Traffic / Collision Data***

According to data collected in February 2023, Frida Kahlo Way carries approximately 1,000 vehicles, 6 bicycles/scooters, and about 400 pedestrians crossing at the main stairway crosswalk during the AM peak hour. Of motor vehicles, 85% were recorded traveling at or below 34 MPH (miles per hour) in the northbound direction and 29 MPH southbound. Judson Avenue has slightly less traffic (800 vehicles) and slightly higher vehicle speeds (85% speeds of 34 MPH eastbound and 31 MPH westbound). The posted speed limit on both streets is 25 MPH.

In the past five years (2019-2023), there have been seven reported injury collisions on Frida Kahlo Way, including two pedestrians and one person on a bicycle. One additional collision, a vehicle hit-and-run incident with a person bicycling, was also reported on Judson Avenue during the same period. Neither corridor is on the Vision Zero High-Injury Network.

#### ***Lee Avenue / City College Parking Lot Path***

West of Frida Kahlo Way across from Cloud Circle (south) is an approximately 400-foot-long pathway, adjacent to the City College upper reservoir parking lot, with connecting public stairways to Unity Plaza and the lower reservoir surface parking lot. There is also an informal connection (inaccessible dirt path) to Lee Avenue, which links to Ocean Avenue (where there is a signalized crossing) and further south as a designated bike route to Holloway Avenue.



**Figure 2.** Looking south towards Lee Avenue from the top of the embankment (left) and east towards Frida Kahlo Way along the existing City College parking lot path (right).

## **Planning Context**

### ***SFCTA Ocean Avenue Mobility Action Plan (2023)***

Led by the San Francisco County Transportation Authority (SFCTA) and guided by a project task force of residents, businesses, and community representatives, this plan identifies mobility needs on and around Ocean Avenue between San Jose Avenue and Junipero Serra Boulevard. The Plan prioritizes pedestrian and transit safety upgrades for the commercial corridor as well as the advancement of an off-street, multi-use path on the north side of Ocean Avenue (south edge of City College campus) between Frida Kahlo Way and Interstate 280. The shared pedestrian and bicycle pathway would improve ‘last-mile connections’ to/from Balboa Park BART station and Muni’s light rail/bus operations hub. Additionally, the Plan highlights the importance of improving Holloway Avenue, accessed from Frida Kahlo Way via Lee Avenue, as a parallel bike route to Ocean Avenue.

### ***SFMTA Frida/Ocean/Geneva (F.O.G.) Study (2021)***

This study reviewed existing issues at the Frida Kahlo / Ocean / Geneva (F.O.G) intersection and developed design concepts to improve all users’ safety, accessibility, and comfort. It further reviewed and refined the recommendations from the S.F. Planning Department’s Ocean Avenue Corridor Design (2016), resulting in conceptual design alternatives for the intersection and approaching streets that helped guide future project development (including the Frida Kahlo Way Quick-Build).

### ***City College of San Francisco Facilities Master Plan (2019, revised 2022)***

This plan guides development of City College facilities including several buildings under construction (STEAM Building, Student Success Center) or scheduled to start construction soon (Diego Rivera Theatre). On the Upper Reservoir lot, these new campus facilities will alter circulation demand/patterns and result in the significant loss of off-street parking. The plan also indicates the need for bike routes along the campus perimeter among other campus improvement priorities.



***City College of San Francisco Transportation Demand Management Plan (2019)***

This plan identifies Transportation Demand Management (TDM) strategies for City College in response to upcoming construction of the Balboa Reservoir development, STEAM Building, and Diego Rivera Theatre. The plan defines existing vehicle supply for City College as 3,010 parking spaces, and planned removal of parking spaces due to these developments as 1,767 parking spaces (58.7% of existing).

Furthermore, the plan found that when allocating resources, students prioritized improved educational spaces and free/subsidized transit over vehicle parking, that many drivers live near campus, and that City College relies foremost on public transit to access campus. The plan identifies improvements to the bicycle and pedestrian network on campus as a core TDM measure to offset the reduction in parking supply.

***SFMTA Curb Management Strategy (2020)***

This strategy defines curb functions that compete for space on streets in San Francisco, and outlines which curb functions should be prioritized for different land uses. City College of San Francisco falls under the land use typology of “major attractor,” for which “movement” and “access for people” are the highest-priority curb function, and “storage for vehicles” is the lowest priority.

***Balboa Reservoir Neighborhood (Master Plan Agreement approved 2020)***



The Balboa Reservoir neighborhood will replace the lower reservoir surface parking lot with over a thousand new housing units, approximately 4 acres of open space, a new multi-modal street network, a new childcare facility, and other community amenities. An initial phase with affordable housing and public street improvements – including the extension of Lee Avenue – is expected to start construction in late 2024 or early 2025.

**Figure 3.** Rendering of Balboa Reservoir development with Lee Avenue extension and the San Francisco Public Utilities Commission (SFPUC) open space corridor.

## Project Elements

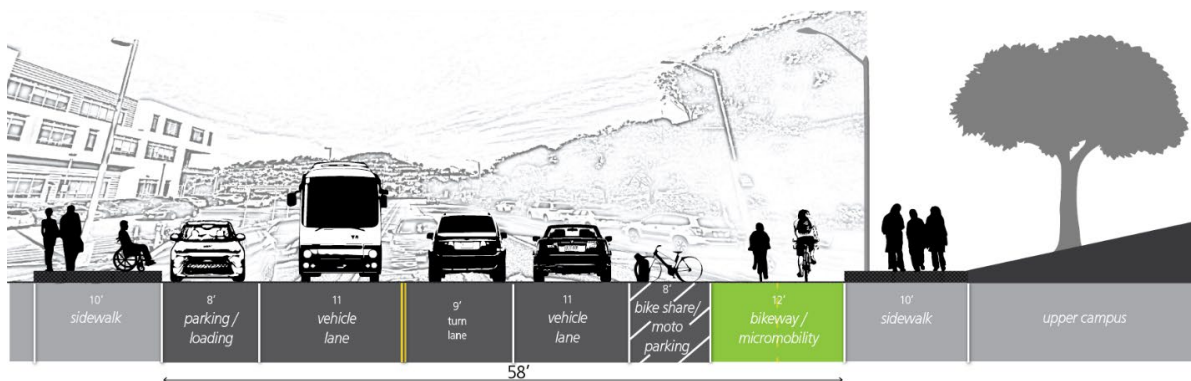
### *Project Summary*

The Frida Kahlo Way Quick-Build Project aims to deliver proactive safety improvements and encourage more people walking and bicycling on Frida Kahlo Way and Judson Avenue between Ocean Avenue and Foerster Street. It seeks to strengthen active transportation connections between the Sunnyside and Ingleside neighborhoods, Ocean Avenue commercial corridor, City College, and planned residential development on the Balboa Reservoir site.

The project would add a two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue, update pedestrian crossings with traffic safety islands and daylighting, make changes to improve transit access and reliability, add traffic calming and safety measures at the Frida Kahlo/Judson intersection, and modify curb management to accommodate the bikeway changes and improve access to schools in the area. The project supports implementing goals and priorities identified in the recently completed District 7 Ocean Avenue Mobility Action Plan and previous planning efforts in the area. While not on the SFMTA’s Vision Zero High-Injury Network (HIN), Frida Kahlo Way and Judson Avenue provide a crucial link in the City’s bikeway network, helping connect the west side of the city with the Mission District and downtown by avoiding uncomfortable freeway interchanges, busy HIN arterial streets, and steeper hills to the north and east.

The Frida Kahlo Way Quick-Build Project would lay the groundwork for future bikeway connections to Lee and Holloway avenues, to the south and west, and an off-street path on Ocean Avenue eastward toward Balboa Park BART and Muni. No travel lanes would be removed except the eastbound left-turn pocket from Judson Avenue onto Gennessee Street and the center-running two-way left turn lane on Judson Avenue between Gennessee Street and Foerster Street (both necessary to provide space for the proposed protected two-way bikeway). The secondary merge lane for northbound Frida Kahlo Way at Ocean Avenue would also be removed to accommodate a short segment of protected one-way bikeway.

The project would remove approximately 29 parking spaces, primarily located on the east side of Frida Kahlo Way. These spaces represent less than one percent of available parking supply for City College students and faculty as identified in prior planning documents.



**Figure 4.** Proposed cross-section, Frida Kahlo Way, looking north toward City College main steps and North Access Road. On Judson Avenue (not shown), vehicle parking is maintained next to the proposed bikeway (‘floating’ off the curb) by removing the two-way, midblock center turn lane.



Figure 5. Summary map of Frida Kahlo Way Quick-Build project proposal.

*Bicycle Improvements*

The proposed project would include a two-way separated bikeway (Class IV) on the east side of Frida Kahlo Way between Cloud Circle (south) and Judson Avenue, and on the south side of Judson Avenue from Frida Kahlo Way to Foerster Street. A combination of plastic posts, concrete islands, bike share stations, and a floating parking aisle would provide vertical separation from moving traffic in the bikeway’s buffer area. Bicycle signals would be added for the two-way bikeway at the three existing signalized intersections on Frida Kahlo Way.

South of Cloud Circle (South), the existing northbound Class II bikeway would be upgraded to a Class IV bikeway with a striped buffer and plastic posts to reduce traffic stress for northbound bikeway users. The existing Class II bike lanes on the west side of Frida Kahlo Way south of North Access Road would be removed, but the existing southbound Class II bike lanes at the turn from Judson Avenue to Frida Kahlo Way north of North Access Road would be maintained. No changes are proposed for the southbound shared lanes approaching Ocean Avenue.



### *Pedestrian Improvements*

Concrete traffic safety islands and daylighting (removing two parking spaces as directed by the recent Assembly Bill 413) would be included at intersections within the project area, promoting better visibility and reducing the effective crossing distances along the corridor.

### *Transit Improvements*

The Muni transit stop (serving the 43 Masonic route) on northbound Frida Kahlo Way, approximately 70 feet north of North Access Road, would be relocated to the near side of the intersection at Cloud Circle (north). This change is proposed in response to a request by staff at Archbishop Riordan High School. Students disembarking the bus jaywalk in front of the bus, rather than using the marked crossing at North Access Road, just south of the existing bus zone. By moving the bus zone south of the North Access Road intersection, students will be encouraged to use the signalized crossing.

The Muni bus stops (serving the 43 Masonic route) on northbound and southbound Frida Kahlo Way at the bottom of the center City College staircase (mid-point between Cloud Circle north and south) would be removed as part of the project. These two stops see low use (approximately 55 daily boardings and alightings on average – the lowest within the project area), and the stop spacing of the remaining stops would meet SFMTA’s stop-spacing guidelines. Consolidating stops along Frida Kahlo Way supports making Muni service on the 43 Masonic route more reliable.

Two bus boarding islands would be added on the east side of Frida Kahlo Way (northbound direction), at Cloud Circle (South and Cloud Circle (north)), and one would be added on the south side of Judson Avenue (eastbound direction) at Genessee Street.

### *Vehicle Safety Improvements*

One speed cushion would be located on westbound Judson Avenue between Genessee Street and Frida Kahlo Way to address speeds where Frida Kahlo Way and Judson Avenue meet. Further, northbound-to-southbound U-turns would be prohibited on Frida Kahlo Way at Judson Avenue to address safety issues with this maneuver and school loading for Riordan High School.

The existing concrete median island on Frida Kahlo Way between Judson Avenue and North Access Road would be extended south to the North Access Road intersection to physically prohibit southbound-to-northbound U-turns.

### *Curb Management Changes*

To maximize the efficient use of curb space and accommodate new protected bikeways, several changes are proposed with this project:

- The underutilized commercial loading (yellow) zone on the west side of Frida Kahlo Way at Cloud Circle (South) would be converted into general vehicle parking.
- The 43 Masonic transit stops would be revised as described above, with removed stops converting to other curb uses including vehicle parking and daylighting.

- The existing bike-share station and motorcycle parking on the west side of Frida Kahlo Way would be relocated to the east side of Frida Kahlo within the bikeway buffer zone. The existing bike-share station on the south side of Judson Avenue would be maintained on the south side of the street but relocated to the west of Genessee Street in the bikeway buffer.

A summary of changes to vehicle, motorcycle and bikeshare parking is provided in Table 1.

*Table 1. Summary of parking changes.*

	<b>General Vehicle Parking*</b>	<b>Motorcycle Parking</b>	<b>Bikeshare Stations</b>
<b>Existing</b>	95 spaces	55 spaces	53 docks
<b>Proposed</b>	66 spaces	46 spaces	93 docks
<b>Change</b>	-29 spaces	-9 spaces	+40 docks
No changes are proposed to the number of blue ADA parking zones or white passenger loading zones. One existing yellow commercial loading zone will be converted to general vehicle parking.			
*Approximate parking space numbers, assumed 20 feet per space.			

#### **Class IV Protected Bikeways**

As discussed above, the project proposes to add separated Class IV bikeways within the project limits to replace existing Class II bicycle lanes on the east side of Frida Kahlo Way and the south side of Judson Avenue west of Genessee Avenue; and to create new dedicated bicycle facilities where none exist on Judson Avenue between Genessee Street and Foerster Street.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed protected bikeways on Frida Kahlo Way and Judson Avenue meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer before installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a

more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89-02 Class IV Bikeway Guidance. The NACTO guidelines state that parking-protected bikeways require the following features:

- Like a bike lane, a separated bikeway is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and periodic intervals along the facility based on engineering judgment.
- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeways on Frida Kahlo Way and Judson Avenue will conform to these NACTO design guidelines. The separated bikeways will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department.

## **PROPOSED LEGISLATION**

Items A, D-J and O require SFMTA Board approval. Although Transportation Code, Division II, Section 201 delegates to the City Traffic Engineer the authority to approve all other items, the City Traffic Engineer recommends that the SFMTA Board of Directors Board approve the following parking and traffic modifications to implement the project:

- A. ESTABLISH – CLASS IV BIKEWAY (TWO-WAY)
  - i. Frida Kahlo Way, east side, from Cloud Circle (south) to Judson Avenue (establishes two-way protected bikeway, replaces general parking and motorcycle parking)
  - ii. Judson Avenue, south side, from Frida Kahlo Way to Foerster Street (establishes two-way protected bikeway, replaces some general parking)
- B. ESTABLISH – CLASS IV BIKEWAY (ONE-WAY)
  - i. Frida Kahlo Way, northbound, from Ocean Avenue to Cloud Circle (South) (establishes one-way protected bikeway on east side of street, replaces general parking)
- C. RESCIND – CLASS II BIKEWAY
  - i. Frida Kahlo Way, northbound, from Cloud Circle (South) to Judson Avenue
  - ii. Judson Avenue, eastbound, from Frida Kahlo Way to Genessee Avenue

- (existing bike lane on these segments to be replaced by two-way protected bikeway)
- iii. Frida Kahlo Way, southbound, from Cloud Circle (South) crosswalk to North Access Road

D. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME

- i. Frida Kahlo Way, east side, from Ocean Avenue to Cloud Circle (South) crosswalk
- ii. Frida Kahlo Way, east side, from Cloud Circle (South) to 139 feet northerly
- iii. Frida Kahlo Way, east side, from 301 feet to 361 feet north of Cloud Circle (South) crosswalk
- iv. Frida Kahlo Way, east side, from North Access Road to 511 feet southerly
- v. Frida Kahlo Way, east side, from North Access Road to Judson Avenue
- vi. Judson Avenue, south side, from 130 feet to 160 feet west of Genessee Street
- vii. Judson Avenue, south side, from Genessee Street to 74 feet easterly
- viii. Judson Avenue, south side, from 298 feet to 330 feet west of Foerster Street  
(removes general parking to accommodate protected bikeway)
- ix. Judson Avenue, south side, from Foerster Street to 122 feet westerly  
(removes general parking to accommodate left turn lane)
- x. Judson Avenue, north side, from Foerster Street to 10 feet easterly
- xi. Foerster Street, west side, from Judson Avenue to 10 feet northerly
- xii. Judson Avenue, north side, from Genessee Street to 10 feet easterly
- xiii. Judson Avenue, north side, from Frida Kahlo Way to 30 feet easterly  
(removes general parking for daylighting purposes)

E. RESCIND – TOW-AWAY NO STOPPING ANY TIME

- i. Frida Kahlo Way, west side, from 460 feet to 490 feet south of North Access Road  
(replaces thirty feet of existing red zone with general parking; twenty feet of red zone remain)

F. ESTABLISH – BUS STOP

- i. Frida Kahlo Way, east side, from Cloud Circle (South) crosswalk to 125 feet southerly (shifts existing bus stop to accommodate Class IV bikeway and will be replaced by transit boarding island)

G. ESTABLISH – BUS STOP

ESTABLISH – TRANSIT BOARDING ISLAND

- i. Frida Kahlo Way, east side, from Cloud Circle (South) crosswalk to 65 feet southerly
- ii. Frida Kahlo Way, east side, from North Access Road to 87 feet southerly
- iii. Judson Avenue, south side, from Genessee Street to 50 feet westerly  
(establishes transit boarding islands adjacent to the new protected bikeway for three existing bus zones/bus flag stops)

H. RESCIND – BUS STOP

- i. Frida Kahlo Way, east side, from 400 to 512 feet south of North Access Road  
(removes existing bus stop at CCSF main steps, replaced by TANSAT)
- ii. Frida Kahlo Way, west side, from 586 to 686 feet south of North Access Road  
(removes existing bus stop at CCSF main steps, reverts to general parking)



- iii. Frida Kahlo Way, east side, from 142 to 240 feet south of Judson Avenue  
(removes existing curbside bus stop at Frida Kahlo/Judson, replaced by transit boarding island south of North Access Road)

I. ESTABLISH – BUS FLAG STOP

- i. Genessee Avenue, northwest corner of Genessee Street and Judson Avenue  
(establishes new OB flag stop, replacing existing flag stop around the corner on Judson Avenue)

J. RESCIND – BUS FLAG STOP

- i. Judson Avenue, northwest corner of Judson Avenue and Genessee Street  
(removes existing OB flag stop, to be replaced by a bus flag stop on Genessee)
- ii. Judson Avenue, southwest corner of Judson Avenue and Genessee Street  
(removes existing IB flag stop, to be replaced by a bus stop and boarding island)

K. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

- i. Frida Kahlo Way, east side, from 361 feet to 513 feet north of Cloud Circle (South) crosswalk  
(establishes floating bike-share station in bikeway buffer)
- ii. Judson Avenue, south side, from 50 feet to 130 feet west of Genessee Street  
(establishes floating bikeshare stations adjacent to proposed boarding islands)

L. RESCIND – NO STOPPING EXCEPT BICYCLES

RESCIND – BIKE SHARE STATION

- i. Frida Kahlo Way, west side, from 400 to 463 feet south of North Access Road
- ii. Judson Avenue, south side, from 180 feet to 252 feet east of Genessee Street  
(removes two existing bikeshare stations, reverting them to general parking)

M. ESTABLISH – MOTORCYCLE PARKING

- i. Frida Kahlo Way, east side, from 139 feet to 301 feet north of Cloud Circle (South) crosswalk  
(establishes floating motorcycle parking in the bikeway buffer)

N. RESCIND – MOTORCYCLE PARKING

- i. Frida Kahlo Way, west side, from 63 feet to 115 feet north of Cloud Circle (South) crosswalk  
(removes existing motorcycle parking on the west side of Frida Kahlo, to be replaced on the east side)

O. RESCIND – TOW-AWAY NO STOPPING, YELLOW METERED COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 7AM to 4PM MONDAY THROUGH FRIDAY

- i. Frida Kahlo Way, west side, from 20 feet to 63 feet north of Cloud Circle (South) crosswalk  
(removes existing yellow zone at the old City College bookstore location)

P. ESTABLISH – SPEED CUSHION

- i. Judson Avenue, westbound, between Genessee Street and Frida Kahlo Way (one three-lump cushion)

Q. ESTABLISH – NO U-TURN

- i. Frida Kahlo Way, northbound, at Judson Avenue (prohibits U-turns at this location to reduce conflicts and congestion near Riordan High School)

R. ESTABLISH – STOP SIGN

- i. Genessee Street, northbound, at Judson Avenue
- ii. Foerster Street, northbound, at Judson Avenue (establishes stop control for new northbound bike movement from Class IV bikeway along southern curb at these intersections)

## STAKEHOLDER ENGAGEMENT

The Frida Kahlo Way Quick-Build Project was initiated in the spring of 2023 with the purpose of improving safety for people walking and bicycling on Frida Kahlo Way and Judson Avenue west of Foerster Street. The project team conducted public outreach throughout the rest of 2023 and early 2024 to inform the project design and make members of the community and partner organizations aware of the project.

### **Riordan High School and City College coordination**

During the spring and summer of 2023, the project team primarily sought feedback on the project from partner organizations, namely City College and Riordan High. These two educational institutions are the primary trip generators on Frida Kahlo Way and Judson Avenue. Preliminary engagement centered on identifying mobility needs and project coordination opportunities for these institutions.

### ***Riordan High School***

At Riordan High, the project team worked directly with school staff who highlighted ongoing challenges with vehicle circulation during pick-up and drop-off hours for the school, including rampant double parking in the bike lane and blockage of the 43-Masonic bus stop and unsafe mid-block crossing behavior by students disembarking the bus at the stop across the street from the school. Additionally, staff identified northbound U-turns at the Frida Kahlo Way / Judson Avenue intersection as a problematic movement that impedes vehicle traffic circulation and vehicle speeding on Judson Avenue as a safety issue, particularly approaching the intersection at Frida Kahlo Way.

In response to the issues identified at Riordan High, the SFMTA accelerated relocation of the existing southbound bus stop to the south side of North Access Road and extended the passenger loading zone in front of the school in August 2023. These changes were intended to reduce conflicts between transit, drivers accessing the curb, and people using the bike lane – independent from and in advance of the Frida Kahlo Way Quick-Build Project.

The Quick-Build project would further improve safety near Riordan High by adding/reinforcing U-turn restrictions at the Frida Kahlo Way / Judson Avenue intersection, installing traffic-calming on Judson Avenue, and relocating the northbound bus stop to the south side of the North Access Road to encourage students to cross at the signalized intersection.

### ***City College of San Francisco***

At City College, the project team worked extensively with staff from the Facilities Department to identify mobility needs within the project area and to coordinate with ongoing construction on the campus adjacent to Frida Kahlo Way. The project team had regular check-ins with these staff to reconcile changes to the curb and Quick-Build project frontage due to the construction of new City College facilities: the Student Success Center, STEAM Building, and Diego Rivera Theatre. Coordination with City College staff was primarily technical and logistical, and these staff did not express support for or opposition to the Project.

The project team also attended meetings of the City College Facilities Committee, comprised of administrative staff, faculty, and students, to inform the members of the Project and seek feedback on the proposed designs. Additionally, the project team engaged directly with the City College of San Francisco Higher Education Action Team (CCSF HEAT). These groups expressed concerns related to the proposed parking removal, perceived effects of transit boarding islands on traffic congestion, concerns about bikeway designs, and the lack of data to support the project.

In February 2024, the Associated Student Council of the Ocean Campus (ASCO), consisting of elected student representatives attending the Ocean Campus, passed a resolution in opposition to the Frida Kahlo Way Quick-Build Project. In March 2024, the project team attended a meeting of the ASCO to provide more information on the project, to hear about student needs for Frida Kahlo Way, and to establish an ongoing dialogue with the student body. ASCO members continued to express concern about the removal of any vehicle parking on campus but expressed appreciation for the direct engagement and willingness to guide implementation, evaluation, and adjustments.

In February 2024, the City College Board of Trustees (the Board) passed a resolution in opposition to the Frida Kahlo Way Quick-Build project, unless amended to resolve concerns raised by CCSF community members. In March 2024, the SFMTA project team presented to the Board on the project justification and to clarify project amendments that had already been made in response to community concerns. The Board asked staff to continue engaging with students and other City College Community members.

### ***Other stakeholder engagement***

The project team met or corresponded with the following additional stakeholder groups throughout the project development process.

- Slow Hearst
  - Virtual meeting: Expressed strong support for project, gave feedback on specific design elements.
- The San Francisco Bicycle Coalition

- Virtual meeting: Expressed strong support for project, gave feedback on specific design elements.
- The Ocean Avenue Mobility Task Force
  - Virtual meeting: Expressed support for project, gave feedback on specific design elements.
- The Sunnyside Neighborhood Association
  - Two in-person meetings: Majority of attendees expressed support for the project. Other attendees expressed concerns about parking removal.
- Avalon Bay Communities, Inc. (The developer responsible for the Balboa Reservoir project)
  - Virtual meeting: Relayed information about development progress.
- Senior and Disability Action
  - Email correspondence: Expressed no concerns related to project.
- SF Transit Riders
  - Email correspondence: Expressed support for project, gave feedback on specific design elements.

### ***Open House Event***

After engaging existing stakeholder groups during the summer and fall 2023, the project team found that the proposed changes were more controversial than expected, primarily due to concerns about the removal of on-street parking in front of City College on Frida Kahlo Way. In response, the team paused the process of legislating the project and added an additional round of outreach centered around a public open house event.

On December 5<sup>th</sup>, 2023, the project team hosted the open house event at City College from 3-7 PM. The team advertised the event by posting flyers on the street, sending notices to stakeholder groups, posting on SFMTA's social media, sending a mailer to nearby residents, sending an email blast to people who had signed up for the project mailing list, and sending an email blast to all City College students through the College's Facilities Department.

During the first two hours of the event, the team set up a table along Frida Kahlo Way near the bus terminal, the City College main parking lot and adjacent path. During this time, staff had informal conversations with attendees, including some people who had never heard about the project before. Attendees with opinions on the project were encouraged to leave comment cards, summarized below.

From 5:30-7:00 PM, the project team hosted a more formal event in the nearby Multi-Use Building. During this portion of the event, staff gave a presentation on the project and facilitated a question-and-answer session before attendees broke out into smaller groups to talk about the following focus areas: design, parking, background, and process. Staff representing Muni's K-Ingleside Rapid Project





Figure 6. Photos from Dec. 5th open house outreach event.

also gave a presentation and hosted a focus group. This event was attended by approximately thirty people. Again, attendees were encouraged to leave comment cards, summarized below. At the open house event, twenty-four people left comment cards for consideration. Most comments were in support of the project, however other participants expressed strong opposition to the project due to concerns about vehicle parking removal.

#### *Response to Public Comments*

In early 2024, the project team revised the proposed conceptual designs in response to comments received in late 2023. The revised design removed the southbound unprotected bike lane and moved motorcycle parking and bikeshare zones to the two-way bikeway buffer area. This allowed for the addition of 13 general vehicle parking spaces compared to the 2023 design.

#### *Engineering Public Hearing*

In accordance with the SFMTA's legislative process, the project was heard at an Engineering Public Hearing on February 16<sup>th</sup>, 2024. The project team advertised the event by posting twenty custom flyers describing the project in addition to the required legislative language on the project corridor and sending an email blast to the project mailing list ten days prior to the public hearing. Eleven individuals made oral comments at the February 16<sup>th</sup> Engineering Public Hearing, and the team received twenty-two written comments that specifically referenced the hearing. Many of the people who made comments had previously commented on the project via email, in separate meetings, or at the December 5<sup>th</sup> Open House event. Most oral comments received were in opposition to the project, while most written comments supported the project.

#### *Project Response to Community Feedback*

The following are major themes of public feedback and the solutions/responses proposed by the project team:

**1. Support for better bike facilities on Frida Kahlo Way and Judson Avenue:** Many community members expressed support for the Project at neighborhood meetings, outreach events, and by sending emails to the Project email address. The project team heard that the separated bikeways would make people feel safer when travelling between City College, the Sunnyside and Ingleside neighborhoods, Ocean Avenue, and Balboa Park BART Station, among other destinations. Further, some respondents indicated they would make trips by bike that they currently make by other modes if the Project were implemented. Respondents expressed a desire to see more robust bikeway separation elements, such as concrete curbs.

*Staff response: Advance Frida Kahlo Way Quick-Build Project and include concrete islands where feasible.*

**2. Support for pedestrian safety improvements:** Some community members reported feeling unsafe while walking along or across Frida Kahlo Way and Judson Avenue. These comments highlighted the need for pedestrian crossing improvements and vehicle traffic calming.

*Staff response: Prioritize pedestrian and traffic calming improvements.*

**3. Concern about parking loss at City College:** Some community members, including neighbors and City College faculty and students, expressed strong opposition to the Project due to the impacts of parking removal on City College students and faculty. Some respondents view the proposed removal of on-street parking as an existential threat to the College, exacerbating the greater reduction of parking supply due to the Balboa Reservoir development on the Lower Reservoir Lot and construction of the Diego Rivera Theatre and STEAM Building on the Upper Reservoir Lot. Some community members are worried that the loss of parking spots would lead to decreased enrollment at the College.

In particular, City College parking concerns were related to the assertion that City College is a “commuter college” serving lower-income students, students who work non-traditional schedules, and students who generally may have little or no choice but to drive to campus. Whereas parking spots in lots around City College are paid, parking spots on Frida Kahlo Way are free, meaning that a higher share of people driving to City College would have to pay to park. This was the primary theme of opposition to the Project: every comment in opposition referenced parking removal as the key concern, and some comments that did not explicitly support or oppose the Project also referenced concern about parking removal.

*Staff response: Revised design to retain thirteen general vehicle parking spaces, 25% more spaces than were originally proposed.*

**4. Concern about impacts to parking in the Sunnyside neighborhood:** Some residents of the neighborhood to the north of City College expressed concern that the reduction of parking at City College would displace student and faculty parking onto the neighborhood streets, limiting their ability to park in front of their houses. SFMTA staff identified this neighborhood as a future candidate for Residential Permit Parking (RPP), which would establish a parking time limit except for residents who have purchased a parking permit, but such a designation is not proposed as part of the project.

*Staff response: Connected residents with staff in the SFMTA’s RPP program to discuss RPP expansion in the Sunnyside neighborhood.*

**5. Concern about traffic congestion and traffic signal synchronization on Frida Kahlo Way:** Some community members expressed displeasure related to existing traffic congestion on Frida Kahlo Way and concern that the Project would exacerbate these issues. In particular, congestion around the Frida Kahlo Way / Judson Avenue intersection during pick-up and drop-off for

Archbishop Riordan High School can cause bottlenecks along the corridor. Another concern, which community members have expressed to SFMTA previously, is the poor synchronization of traffic signals approaching Ocean Avenue in the southbound direction. Some people are worried that the Balboa Reservoir development will only exacerbate traffic congestion. Others expressed displeasure that the proposed transit boarding islands on Frida Kahlo Way would force motorists to wait behind buses stopped in-lane. Other expressed frustration about the wait time for pedestrians crossing Frida Kahlo Way.

*Staff response: Evaluate traffic signal timing during detailed design to identify opportunities to better balance the needs of all users at signalized intersections on the corridor. Additionally, evaluate the efficacy of vehicle circulation changes at the Frida Kahlo Way/Judson Avenue intersection and areas for future improvements.*

**6. Concern about transportation costs for students:** City College Students expressed that transportation costs were generally too high. Students feel the burden of paying for parking and paying for transit. Students expressed frustration that Muni passes were not subsidized by the college or by the SFMTA.

*Staff response: Omitted metering of on-street parking on Frida Kahlo Way from the project proposal to maintain affordability for students who park on the street. Additionally, work to provide resources regarding programs such as Clipper Start.*

**7. Concern about lack of demand for bike facilities on Frida Kahlo Way and lack of documented collision history:** Two themes among comments received in opposition to the Project were the low existing bike volumes within the Project area and the lack of documented traffic collisions involving people biking. Opponents of the Project questioned the need for protected bikeways along Frida Kahlo Way and Judson Avenue based on these facts.

*Staff response: Collect pre- and post-project modal counts in accordance with the Safe Streets Evaluation Program.*

**8. Support for traffic calming on Judson Avenue:** Community members expressed concerns about traffic speeds on Judson Avenue, citing collisions and near misses due to unsafe speeds. Respondents expressed support for speed humps or other traffic calming to address unsafe speeds.

*Staff response: Prioritize traffic calming improvements on Judson Avenue.*

**9. Support for removal of existing southbound unprotected bike lane:** Since the project will create a new two-way protected bikeway on the east (northbound) side of the street, some people have expressed a preference that the existing southbound bikeway be removed (early project plans showed maintaining this element), especially if it would entail retention of existing vehicle parking spaces.

*Staff response: Revise the 2023 design to remove the southbound bike lane.*

**10. Need for better bike facilities on Ocean Avenue:** Some community members communicated the need for better bike facilities on Ocean Avenue, connecting to Balboa Park BART to the east and the Ocean Avenue commercial corridor to the west. Safer east-west bike routes are seen as key bike network connections that would lead to the success of the Project. Some respondents cited the lack of a safe bicycle connection on Ocean Avenue as a reason for the lack of bike trip demand on Frida Kahlo Way.

*Staff response: Continue planning for Ocean Avenue bikeway improvements.*

**11. Concern about safety for users of the proposed two-way bikeway:** Some community members expressed concern about the bikeway design. They highlighted the need to carefully manage conflicts between people biking and vehicle and pedestrian traffic and for thoughtful design of transitions into and out of the bikeway.

*Staff response: Apply bikeway design best practices to mitigate conflicts between bicyclists and other users of the corridor.*

**12. Desire for greater public engagement process:** An overarching theme of comments in opposition to the Project - particularly in late 2023 – was the desire for the project team to conduct more public engagement. Some community members felt left out of the process because they heard about the Project from their neighbors, rather than SFMTA itself. Others felt that more outreach events should be held. Some people expressed that they felt that the project outcomes had already decided regardless of their input. College students are concerned that the Project team did not engage directly with the student body, however, other comments expressed support for the outreach done to date.

*Staff response: Held additional outreach events and meetings with stakeholder groups, including a public open house and subsequent meetings with CCSF HEAT, CCSF facilities advisory committee and student council, and the CCSF Board of Trustees.*

**13. Need for project evaluation:** Related to concerns about the lack of existing bike volumes within the project area, some community members requested that project team identify metrics by which to evaluate the “success” of the project. They requested metrics to inform project next steps, including potential removal of the two-way bikeway, based on post-implementation bike volumes.

*Staff response: Collaborate with City College Community, including Associated Student Council of the Ocean Campus, to identify project evaluation metrics and develop qualitative evaluation plan to elevate opportunities for stakeholders to provide direct feedback during project implementation and subsequent adjustments.*

## ALTERNATIVES CONSIDERED

### **Full Quick-Build (Staff Recommendation)**

Build the full project as quickly as possible, ideally during the City College 2024 summer break. This is the alternative that staff proposed to the public throughout the project development



process. This alternative would make near-term improvements to the Citywide Bike Network and significantly reduce the level of traffic stress for people biking on Frida Kahlo Way and Judson Avenue.

### **Partial Quick-Build**

While the addition of a two-way bikeway on Frida Kahlo Way, and associated parking removal, has proven controversial, other project elements have consensus support. A Partial Quick-Build alternative would include all project elements except the two-way bikeway improvements south of North Access Road. This alternative entails much less vehicle parking removal but does not create a low-stress bike network connection between the Sunnyside and Ingleside neighborhoods.

The partial quick-build alternative would entail the removal of the following legislative items from project proposal: D(ii), D(iii), D (iv), E, G(i), K(i), L(i), M, and N; and modification of the following legislative items: A(i) and C(iii).

Staff do not recommend the Partial Quick-Build Alternative because it does not achieve the project goals of improving bicycle and pedestrian safety and bicycle network connectivity.

### **Full Quick-Build – Phased Implementation**

The construction of the Diego Rivera Theatre on the upper reservoir parking lot (expected completion 2027) will lead to circulation changes on Frida Kahlo Way, namely the closure of the existing parking lot entrance across from the City College main steps and removal of the northbound left-turn lane into this entrance. These changes may allow for parking to be retained on the portions of the east side of Frida Kahlo Way between Cloud Circle (South) and Cloud Circle (North). A phased implementation strategy for the Quick-Build project would implement the Partial Quick-Build, described above, during the Summer of 2024 and delay bikeway improvements on Frida Kahlo Way south of North Access Road until completion of the Diego Rivera Theater and would coordinate implementation with greater land-use changes in the project vicinity.

Staff do not recommend this alternative because it does not achieve the project goal of improving comfort and safety for people biking to City College and between the Sunnyside and Ingleside neighborhoods, especially as the area will see substantial truck traffic associated with construction of the Balboa Reservoir development and the Diego Rivera Theater prior to those projects being completed.

### **No Project / Delayed Project**

Staff do not recommend deleting or delaying the full project since there is strong consensus and support, at a minimum, for improvements to Judson Avenue.

## **FUNDING IMPACT**

Funding for the proposed traffic modifications is provided by several funding sources. The total project cost is broken down into the following project phases and sources:

<b>Funding Source</b>	<b>Planned/ Programmed</b>	<b>Phases</b>
Proposition K	\$40,000	Detailed Design
Proposition K	\$226,000	Construction
TNC Tax	\$600,000	Construction
TOTAL	\$866,000	

## **ENVIRONMENTAL REVIEW**

The proposed Frida Kahlo Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right of way pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on March 11, 2024, that the proposed Frida Kahlo Way Quick-Build Project (Case Number 2023-008167ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanning.org/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference.

## **OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item. No additional approvals are required.

## **RECOMMENDATION**

Staff recommends approving transit accessibility and active transportation safety improvements on Frida Kahlo Way between Ocean Avenue and Judson Avenue, and on Judson Avenue between Frida Kahlo Way and Foerster Street, including: adding two-way protected bikeways (Class IV) on the east side of Frida Kahlo Way and the south side of Judson Avenue within the project limits, implementing pedestrian safety improvements such as intersection daylighting and traffic safety islands, transit prioritization elements such as transit boarding islands and bus-stop consolidation, vehicle circulation safety measures near Riordan High School, and associated curb use changes including parking removal.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, Frida Kahlo Way and Judson Avenue serve as the primary routes of access for the City College of San Francisco and Archbishop Riordan High School; and,

WHEREAS, Frida Kahlo Way and Judson Avenue between Ocean Avenue and Foerster Street represent a key portion of the Citywide Bike Network, connecting the Ingleside neighborhood and the City's southwest corner to the Sunnyside Neighborhood, Glen Park, and downtown beyond; and,

WHEREAS, Existing Class II bike lanes on Frida Kahlo Way and Judson Avenue do not provide a low-stress bike facility for users of all ages and abilities; and,

WHEREAS, The 43-Masonic bus route provides transit access to City College of San Francisco and Archbishop Riordan High School along Frida Kahlo Way and Judson Avenue; and,

WHEREAS, Development of the Balboa Reservoir Housing Development and City College of San Francisco new facilities will alter land use and reduce parking supply by up to 1800 spaces; and,

WHEREAS, Increased use of transit, walking, and biking as modes to access the City College of San Francisco campus is necessary to offset the lack of parking supply; and,

WHEREAS, Frida Kahlo Way Quick-Build Project staff have engaged with institutional partners, advocacy groups, neighborhood organizations, and responded to public feedback; and,

WHEREAS, To improve safety the San Francisco Municipal Transportation Agency has proposed traffic and parking modifications along Frida Kahlo Way and Judson Avenue as follows:

- A. ESTABLISH – CLASS IV BIKEWAY (TWO-WAY)
  - i. Frida Kahlo Way, east side, from Cloud Circle (south) to Judson Avenue (establishes two-way protected bikeway, replaces general parking and motorcycle parking)
  - ii. Judson Avenue, south side, from Frida Kahlo Way to Foerster Street

(establishes two-way protected bikeway, replaces some general parking)

**B. ESTABLISH – CLASS IV BIKEWAY (ONE-WAY)**

- i. Frida Kahlo Way, northbound, from Ocean Avenue to Cloud Circle (South)  
(establishes one-way protected bikeway on east side of street, replaces general parking)

**C. RESCIND – CLASS II BIKEWAY**

- i. Frida Kahlo Way, northbound, from Cloud Circle (South) to Judson Avenue
- ii. Judson Avenue, eastbound, from Frida Kahlo Way to Genessee Avenue  
(existing bike lane on these segments to be replaced by two-way protected bikeway)
- iii. Frida Kahlo Way, southbound, from Cloud Circle (South) crosswalk to North Access Road

**D. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME**

- i. Frida Kahlo Way, east side, from Ocean Avenue to Cloud Circle (South) crosswalk
- ii. Frida Kahlo Way, east side, from Cloud Circle (South) to 139 feet northerly
- iii. Frida Kahlo Way, east side, from 301 feet to 361 feet north of Cloud Circle (South) crosswalk
- iv. Frida Kahlo Way, east side, from North Access Road to 511 feet southerly
- v. Frida Kahlo Way, east side, from North Access Road to Judson Avenue
- vi. Judson Avenue, south side, from 130 feet to 160 feet west of Genessee Street
- vii. Judson Avenue, south side, from Genessee Street to 74 feet easterly
- viii. Judson Avenue, south side, from 298 feet to 330 feet west of Foerster Street  
(removes general parking to accommodate protected bikeway)
- ix. Judson Avenue, south side, from Foerster Street to 122 feet westerly  
(removes general parking to accommodate left turn lane)
- x. Judson Avenue, north side, from Foerster Street to 10 feet easterly
- xi. Foerster Street, west side, from Judson Avenue to 10 feet northerly
- xii. Judson Avenue, north side, from Genessee Street to 10 feet easterly
- xiii. Judson Avenue, north side, from Frida Kahlo Way to 30 feet easterly  
(removes general parking for daylighting purposes)

**E. RESCIND – TOW-AWAY NO STOPPING ANY TIME**

- i. Frida Kahlo Way, west side, from 460 feet to 490 feet south of North Access Road  
(replaces thirty feet of existing red zone with general parking; twenty feet of red zone remain)

**F. ESTABLISH – BUS STOP**

- i. Frida Kahlo Way, east side, from Cloud Circle (South) crosswalk to 125 feet southerly (shifts existing bus stop to accommodate Class IV bikeway and will be replaced by transit boarding island)

**G. ESTABLISH – BUS STOP**

**ESTABLISH – TRANSIT BOARDING ISLAND**



- i. Frida Kahlo Way, east side, from Cloud Circle (South) crosswalk to 125 feet southerly
- ii. Frida Kahlo Way, east side, from North Access Road to 87 feet southerly
- iii. Judson Avenue, south side, from Genessee Street to 50 feet westerly (establishes transit boarding islands adjacent to the new protected bikeway for three existing bus zones/bus flag stops)

H. RESCIND – BUS STOP

- i. Frida Kahlo Way, east side, from 400 to 512 feet south of North Access Road (removes existing bus stop at CCSF main steps, replaced by TANSAT)
- ii. Frida Kahlo Way, west side, from 586 to 686 feet south of North Access Road (removes existing bus stop at CCSF main steps, reverts to general parking)
- iii. Frida Kahlo Way, east side, from 142 to 240 feet south of Judson Avenue (removes existing curbside bus stop at Frida Kahlo/Judson, replaced by transit boarding island south of North Access Road)

I. ESTABLISH – BUS FLAG STOP

- i. Genessee Avenue, northwest corner of Genessee Street and Judson Avenue (establishes new OB flag stop, replacing existing flag stop around the corner on Judson Avenue)

J. RESCIND – BUS FLAG STOP

- i. Judson Avenue, northwest corner of Judson Avenue and Genessee Street (removes existing OB flag stop, to be replaced by a bus flag stop on Genessee)
- ii. Judson Avenue, southwest corner of Judson Avenue and Genessee Street (removes existing IB flag stop, to be replaced by a bus stop and boarding island)

K. ESTABLISH – NO STOPPING EXCEPT BICYCLES

ESTABLISH – BIKE SHARE STATION

- i. Frida Kahlo Way, east side, from 361 feet to 513 feet north of Cloud Circle (South) crosswalk (establishes floating bike-share station in bikeway buffer)
- ii. Judson Avenue, south side, from 50 feet to 130 feet west of Genessee Street (establishes floating bikeshare stations adjacent to proposed boarding islands)

L. RESCIND – NO STOPPING EXCEPT BICYCLES

RESCIND – BIKE SHARE STATION

- i. Frida Kahlo Way, west side, from 400 to 463 feet south of North Access Road
- ii. Judson Avenue, south side, from 180 feet to 252 feet east of Genessee Street (removes two existing bikeshare stations, reverting them to general parking)

M. ESTABLISH – MOTORCYCLE PARKING

- i. Frida Kahlo Way, east side, from 139 feet to 301 feet north of Cloud Circle (South) crosswalk (establishes floating motorcycle parking in the bikeway buffer)

N. RESCIND – MOTORCYCLE PARKING

- i. Frida Kahlo Way, west side, from 63 feet to 115 feet north of Cloud Circle (South) crosswalk  
(removes existing motorcycle parking on the west side of Frida Kahlo, to be replaced on the east side)
  
- O. RESCIND – TOW-AWAY NO STOPPING, YELLOW METERED COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 7AM to 4PM MONDAY THROUGH FRIDAY
  - i. Frida Kahlo Way, west side, from 20 feet to 63 feet north of Cloud Circle (South) crosswalk  
(removes existing yellow zone at the old City College bookstore location)
  
- P. ESTABLISH – SPEED CUSHION
  - i. Judson Avenue, westbound, between Genessee Street and Frida Kahlo Way (one three-lump cushion)
  
- Q. ESTABLISH – NO U-TURN
  - i. Frida Kahlo Way, northbound, at Judson Avenue  
(prohibits U-turns at this location to reduce conflicts and congestion near Riordan High School)
  
- R. ESTABLISH – STOP SIGN
  - i. Genessee Street, northbound, at Judson Avenue
  - ii. Foerster Street, northbound, at Judson Avenue  
(establishes stop control for new northbound bike movement from Class IV bikeway along southern curb at these intersections); and,

WHEREAS, Although the City Traffic Engineer has the authority to approve items B-C, K-N, and P-R, the SFMTA Board is requested to approve all items as part of the Frida Kahlo Way Quick-Build Project; and,

WHEREAS, The proposed traffic and parking modifications along Frida Kahlo Way will leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic, and are necessary for the safety and protection of persons who are to use the street; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The California Environmental Quality Act (CEQA) provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, On March 11<sup>th</sup>, 2024, the Planning Department determined that the proposed Frida Kahlo Way Quick-Build Project (Case Number 2023-008167ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanning.org/> or 49 South Van Ness Avenue, Suite 1400 in San Francisco, and are incorporated herein by reference; and, now, therefore, be it

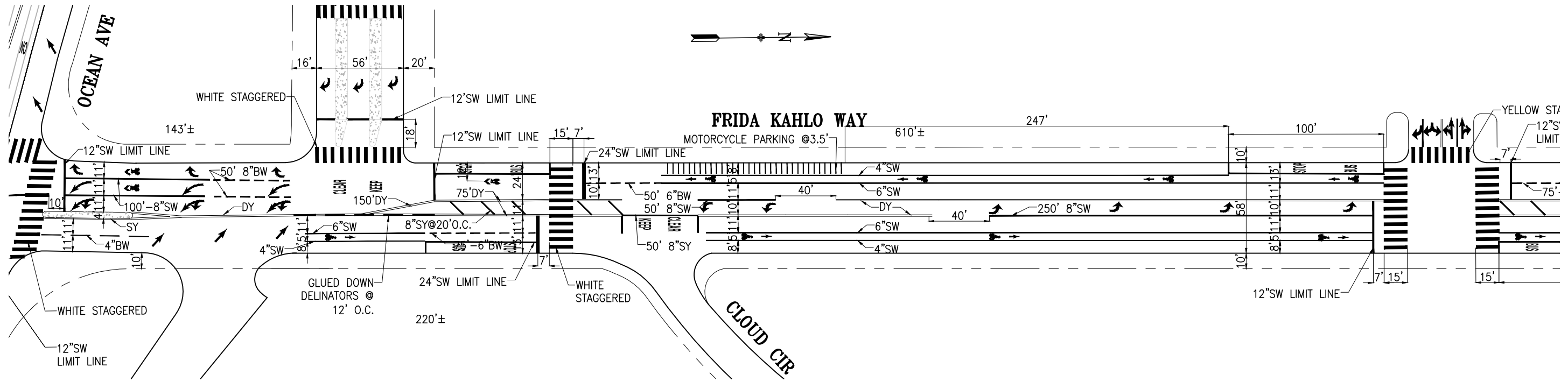
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the parking and traffic modifications set forth in items A through R above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting on May 7, 2024.

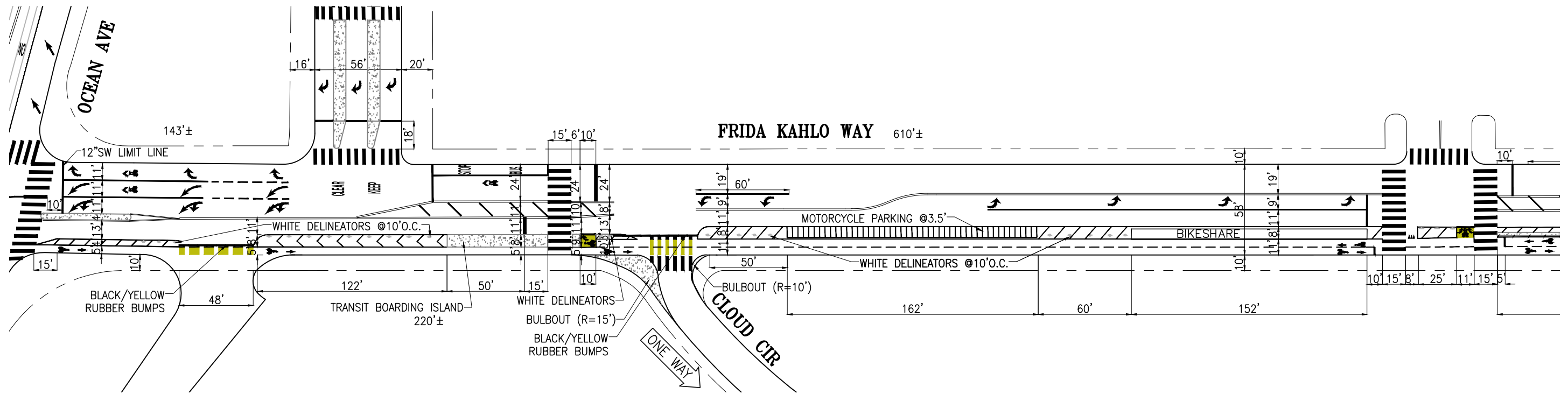
---

Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# EXISTING



# PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY		DATE:	
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY		DATE:	

APPROVED	
SENIOR ENGINEER	DATE:
CITY TRAFFIC ENGINEER	DATE:

SCALE:
1" = 50'
SHEET/SHEETS:
XX OF XX

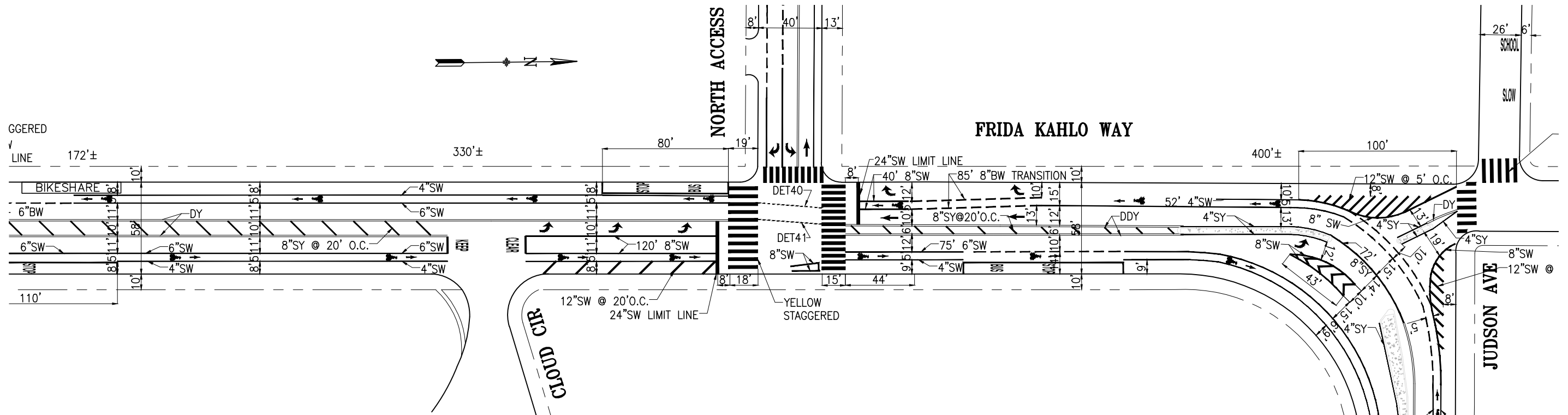
**FRIDA KAHLO QB**

**DRAFT CONCEPTUAL DESIGN**  
**CITY COLLEGE TERMINAL TO MAIN STEPS**

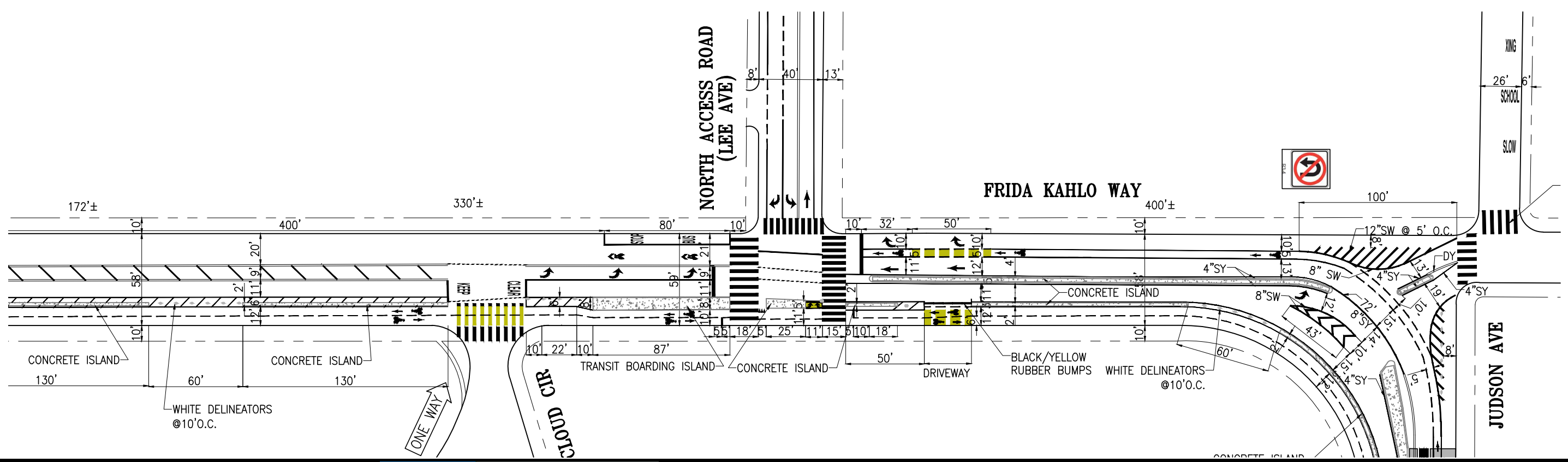
CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

FILE NAME: --/--/--  
DATE: --/--/--

EXISTING



PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		SENIOR ENGINEER		DATE: MM/DD/YY	
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		CITY TRAFFIC ENGINEER		DATE: MM/DD/YY	

APPROVED

SCALE: 1" = 50'

SHEET/SHEETS: XX OF XX

FRIDA KAHLO QB

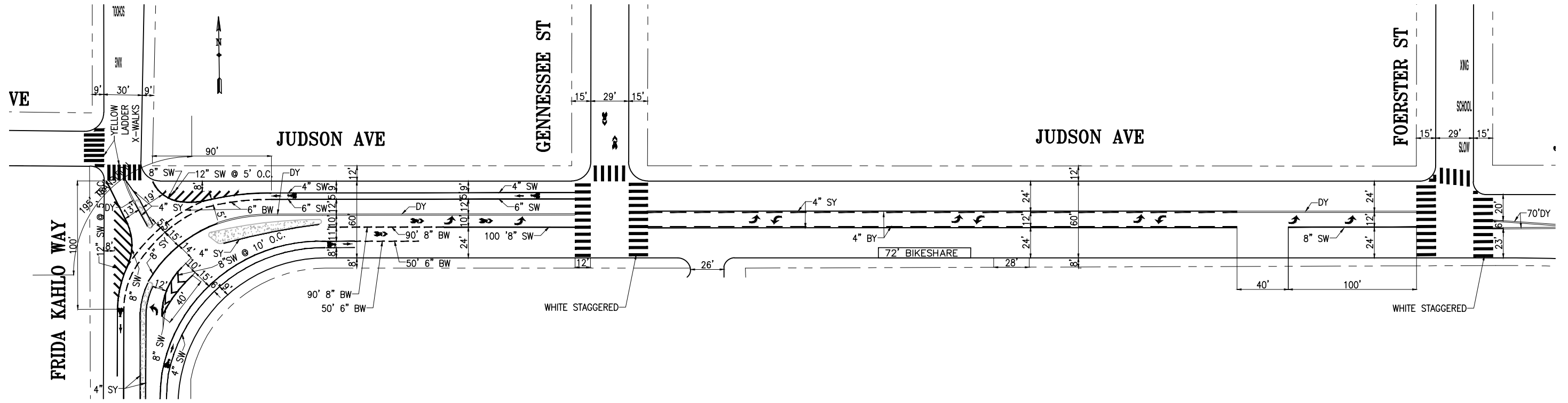
DRAFT CONCEPTUAL DESIGN  
CLOUD CIRCLE NORTH TO JUDSON AVE

CONTRACT NO.	XXXXX
DRAWING NO.	DWGNO
FILE NO.	XXXXX
REV. NO.	XX

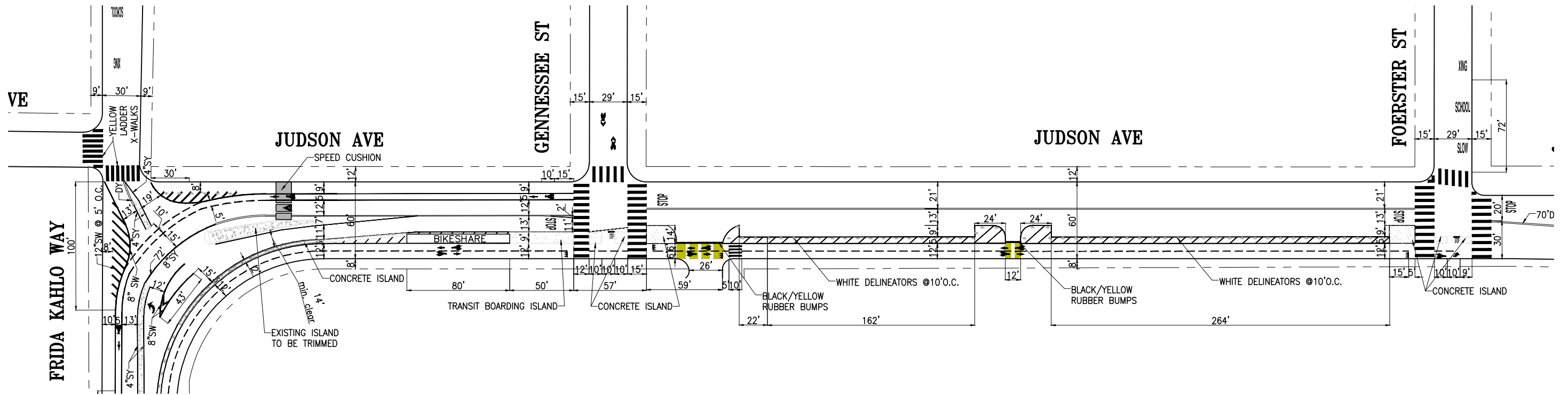
FILE NAME: --/--/--/

DATE: --/--/--

# EXISTING



# PROPOSED



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		SENIOR ENGINEER		DATE: MM/DD/YY	
CHECKED: X.XXXXXXXXXXXXXX MM/DD/YY		DATE: MM/DD/YY		CITY TRAFFIC ENGINEER		DATE: MM/DD/YY	

APPROVED	SCALE: 1" = 50'	FRIDA KAHLO QB	
SHEET/SHEETS: XX OF XX		DRAFT CONCEPTUAL DESIGN	
		JUDSON AVE	
		FRIDA KAHLO WAY TO FOERSTER ST	

CONTRACT NO. XXXXX
DRAWING NO. DWGNO
FILE NO. XXXXX
REV. NO. XX

FILE NAME: ---/---/---  
DATE: ---/---/---