

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 240507-050

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; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors direct staff to return to the Board within one year of implementation to provide an update, including evaluation metrics for the project and an update about transit passes for City College.

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.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency