



SFMTA

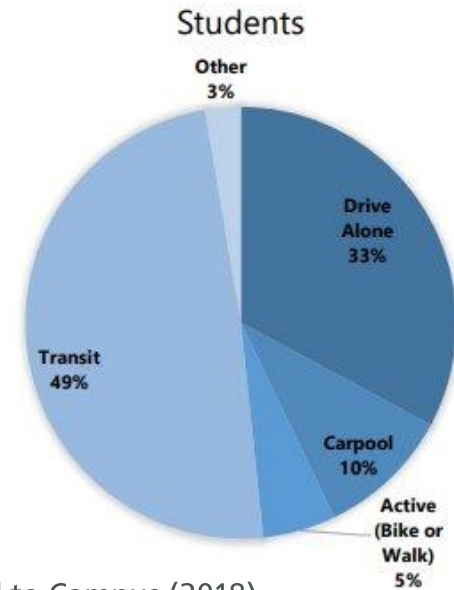
Frida Kahlo Way Quick-Build Project



SFMTA Board of Directors
May 7, 2024

Transportation Context

December 2023



Mode of Travel to Campus (2018)

Proximity to transit

- Regional BART access, almost one dozen Muni lines
- Major improvements underway on J, K and M lines
- Service restoration and expansion of Muni red lanes

City College transportation needs

- Regional demand
- Many depend on driving
- Many without a car
- High costs of transportation

Transportation Context

Frida Kahlo Way is a key north-south link in the citywide bikeway network



Citywide Bike & Roll network

- **Vision Zero Quick-Build Program**

- Lake Merced
- Sloat Blvd
- San Jose / Alemany bikeways

- **Slow Streets & other public space/park projects**

- Hearst Slow Street
- Great Highway Pilot
- Mansell Street / John McLaren Park



Lake Merced Quick-Build Project

Protected bikeways on Lake Merced Blvd and other improvements are currently under construction



Photo of 'Slow Hearst' on Halloween

Project Goals

Improve bike connectivity to City College, transit, and between neighborhoods

Scope:

- Two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue
- Coordination with Balboa Reservoir street development and connections to and across Ocean Avenue



Example of a two-way protected bikeway (Central Embarcadero Quick-Build Project)

Land Use Context

Preparing for a new neighborhood and revamped campus facilities

- The Balboa Reservoir and CCSF campus projects will displace 1800 parking spaces (~60% of existing supply)
- The proposal for Frida Kahlo Way supports safer, more sustainable mobility options for incoming mixed-income housing development and an expanded CCSF campus
- Project supports better protection from construction-related traffic (expected through 2027)



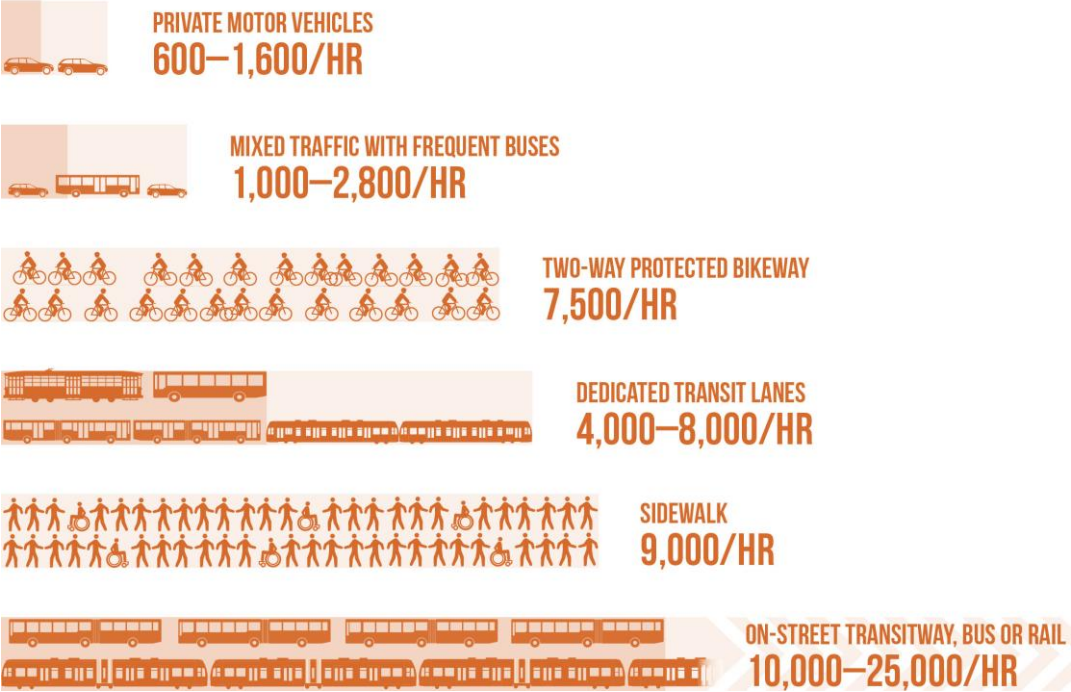
Design rendering of the new Diego Rivera Theatre



Concept plan for Balboa Reservoir neighborhood streets and open spaces adjacent to Frida Kahlo Way

Constrained Street Network

SF streets lack capacity to handle all growth via car trips



- Key bottlenecks at I-280, Ocean/Geneva, Mission already maxed out
- To make it possible for people who need to drive to continue to do so, we must make sure we make transit fast, frequent, reliable, clean and safe; and walking and biking safe and joyful.

Comparison of person capacity by mobility type (Source: NACTO)

Project Goals

Improve reliability and comfort of 43 Masonic bus route

Scope:

- Transit boarding islands
- Consolidation of closely-spaced stops on Frida Kahlo Way
- Signal timing review



Example of a transit boarding island and protected bikeway (2nd Street).

Project Goals

Proactively improve traffic safety for all users

Scope:

- Turn restrictions & traffic calming near Riordan High School
- Shorter pedestrian crossings and safety islands with new bikeway



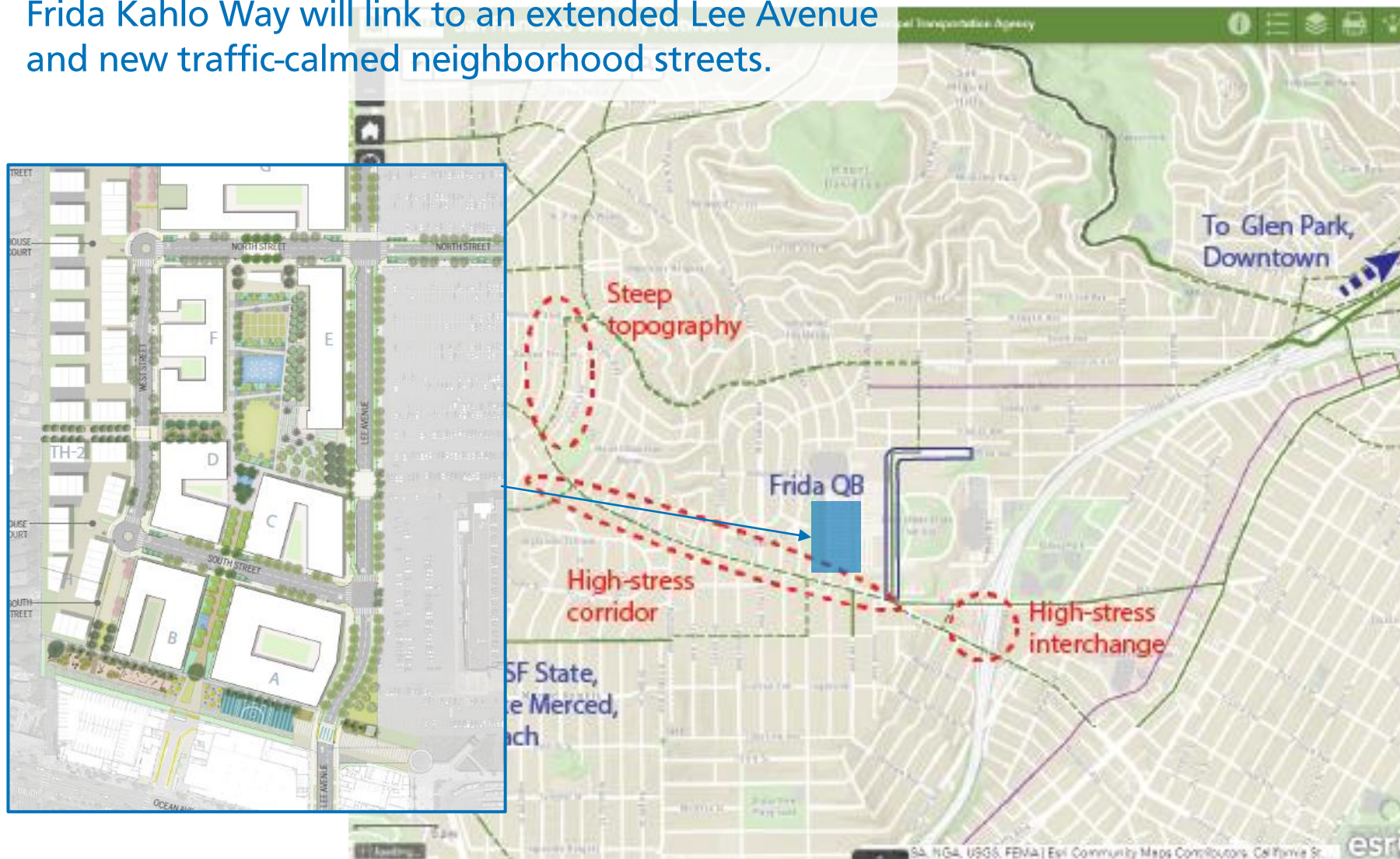
The project proposes well-tested design measures from the Vision Zero toolbox to create safer outcomes

Project Overview Map



Transportation Context

Frida Kahlo Way will link to an extended Lee Avenue and new traffic-calmed neighborhood streets.



Public Outreach

- **Regular, ongoing coordination**
 - City College facilities department
 - Riordan High School
- **Stakeholder group meetings**
 - Advocacy groups, neighborhood groups, City College advisory bodies, Ocean Ave Mobility Task Force
- **Pop-up event/open house at City College**
 - Advertised via on-street flyers, all-student email blast
- **Broader CCSF input including Board of Trustees**



The project team held over 24 outreach events during the planning phase to solicit and respond to public feedback.

Public Outreach

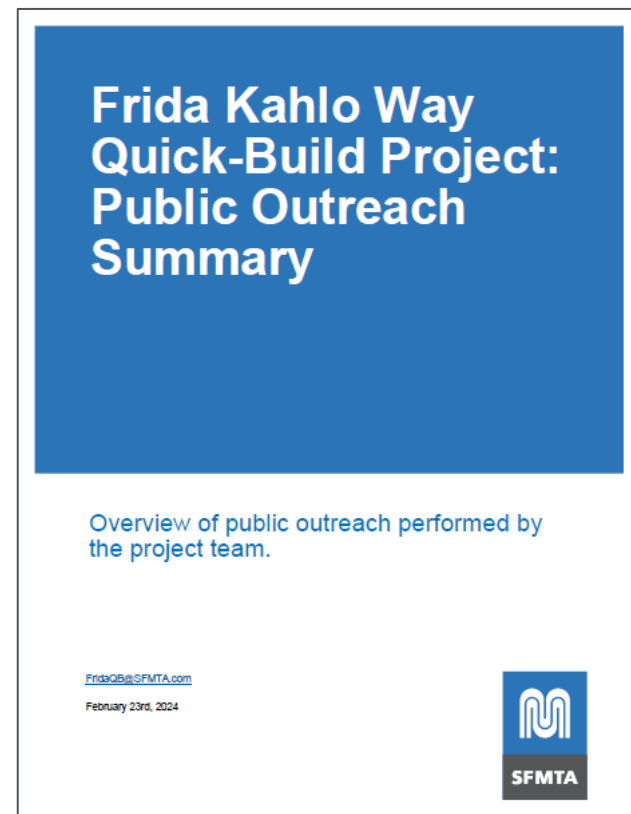
Support:

- Better bikeway connections, protection from traffic
- Riordan HS and Judson Ave traffic-calming, pedestrian safety benefits
- Majority support expressed for better bus stop locations, boarding islands

Concerns:

- Perceived lack of existing safety issues
- Exacerbating traffic congestion
- Loss of parking loss for City College community
- Transportation costs for students

A detailed summary of project outreach activities has been made available for review at sfmta.com/fridaQB



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 thirteen general vehicle parking spaces compared to the 2023 design.

Additionally, the project team attempted to conduct more in-depth engagement with City College students in early 2024 to better understand the transportation needs of these users and to re-evaluate the project proposal. The team requested meetings with student government representatives who attended the Dec. 5th open house event three different times in January and February, but did not receive a response.

In January 2024, the project team met with advocates associated with CCSF Higher Education Action Team (HEAT) to discuss updated project plans. HEAT members, mainly former and current students and faculty, previously attended City College Facilities Commission and Sunnyside Neighborhood Association meetings and voiced strong opposition to the project. At the January meeting, HEAT members continued to express strong opposition to any parking removal in the City College vicinity and requested access to collision and speed and volume data and improved project plan graphics. Staff provided data and printed plan sets and developed improved project graphics which were posted on the project website. One current City College student attended this meeting and expressed frustration about the level of outreach with students in 2023, but did not make themselves available for further discussion on the topic after the meeting.

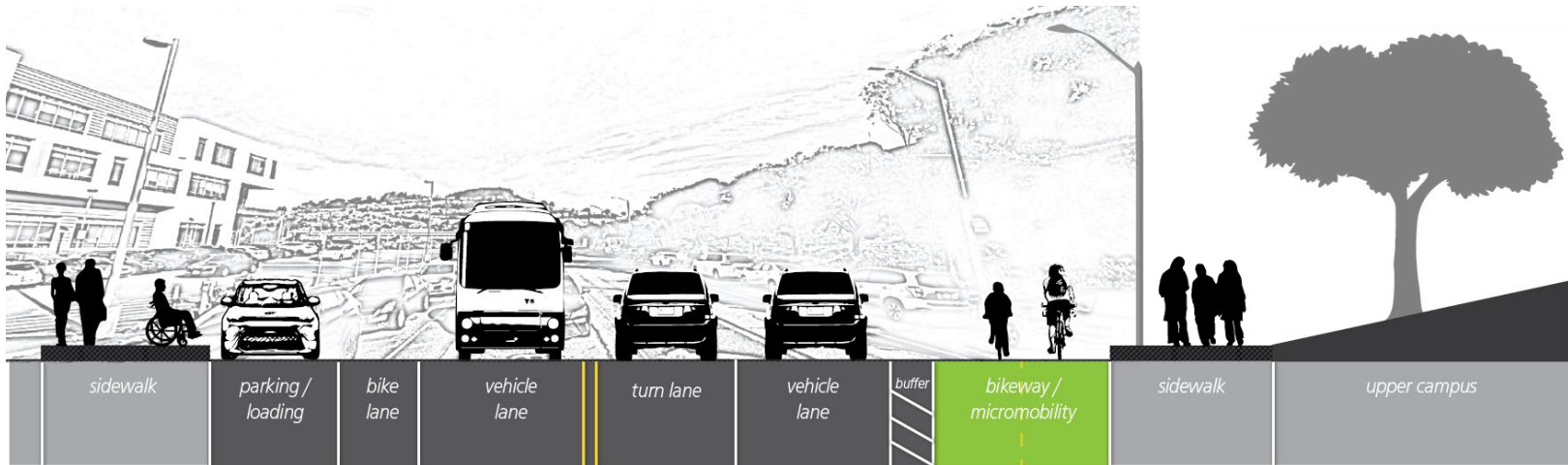
Public Outreach Summary 5

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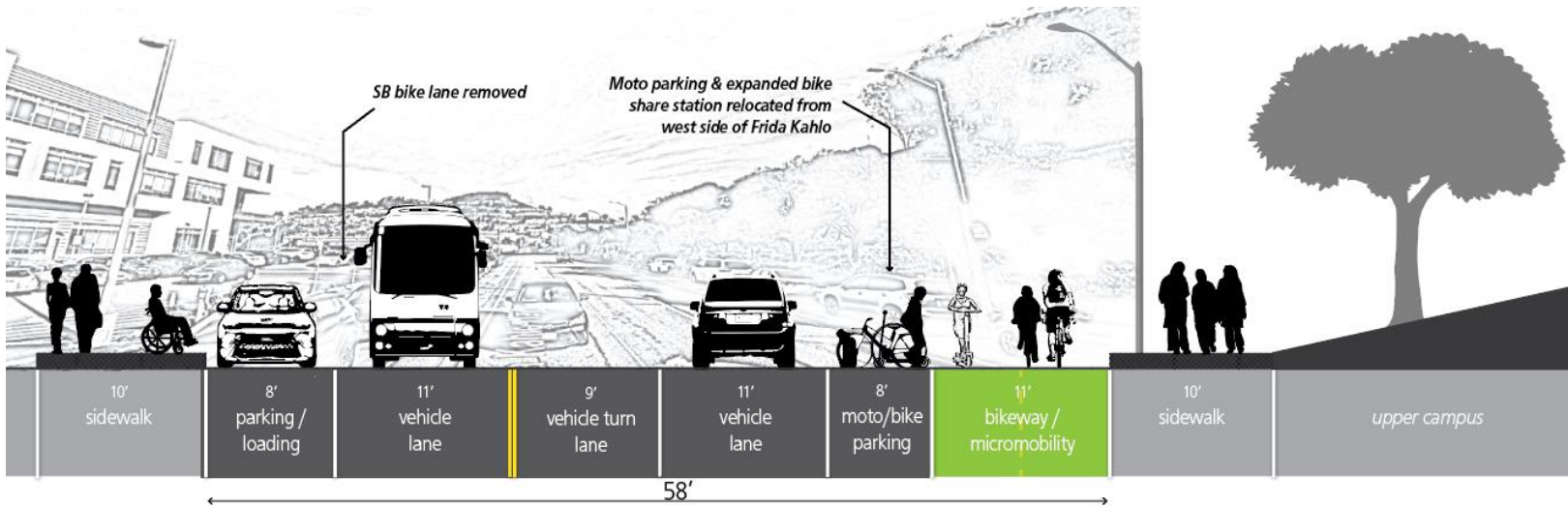
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Revised Bikeway Proposal

December 2023



Current proposal



Revised proposal based on feedback

- In response to public comment, the project revised the bikeway design and proposal to save 13 additional parking spaces.
- The spaces proposed for removal (29 total) are less than 1% of the area's existing parking supply.

Parking on Frida Kahlo Way and Judson Avenue in project area	General Vehicle Parking*	Motorcycle Parking	Bikeshare Stations
Existing	95 spaces	55 spaces	53 docks
Proposed	66 spaces	46 spaces	93 docks
Change	-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.

Benefits to City College

Responding to student concerns & campus context

- Improves walk/bike/transit options for those that do not drive
- Limited trade-offs with vehicle travel time and parking
- Sparked conversations around transit pass subsidies, CCSF facility implementation needs
- Support's CCSF's Green New Deal climate goals
- Consistent with longer-term vision for campus perimeter pathway to Ocean Ave and BART/Muni



Timeline

SFMTA Quick-Build Project

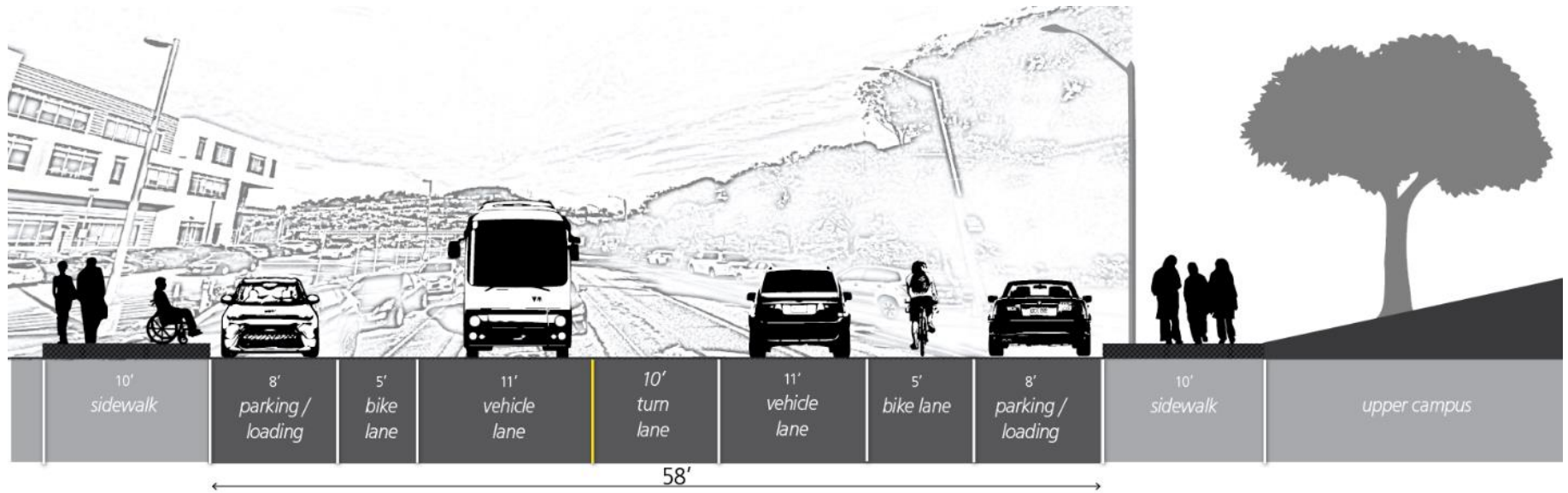
- **Summer 2024:** Implementation
- **Fall 2024 thru Summer 2025:** Evaluation and adjustments
- **Ongoing:** Stakeholder updates and CCSF coordination

Other Construction

- **Early 2025:** Work begins on Balboa Reservoir / potential bike ramp for Lee Ave connection
- **Mid 2025:** Substantial completion of STEAM building and Student Success Center
- **Early 2027:** Substantial completion of Diego Rivera Theatre; potential paving renovation & roadway design change opportunity



Thank you



Frída Kahlo Way – existing conditions (cross section looking north)