



West Portal Station Safety and Community Space Improvements



November 2025

Topics

1. Project recap
2. Interim draft evaluation results
3. Additional minor changes under consideration

Recap: project purpose and goals

Calm traffic in the West Portal Neighborhood

...to signal to people driving to slow down as they approach an area with a significant amount of people walking.

Simplify the West Portal Avenue and Ulloa Street intersection

...to discourage through-traffic and better define right of way in this unusually busy area of people walking.

Redesign the station entrance "horseshoe"

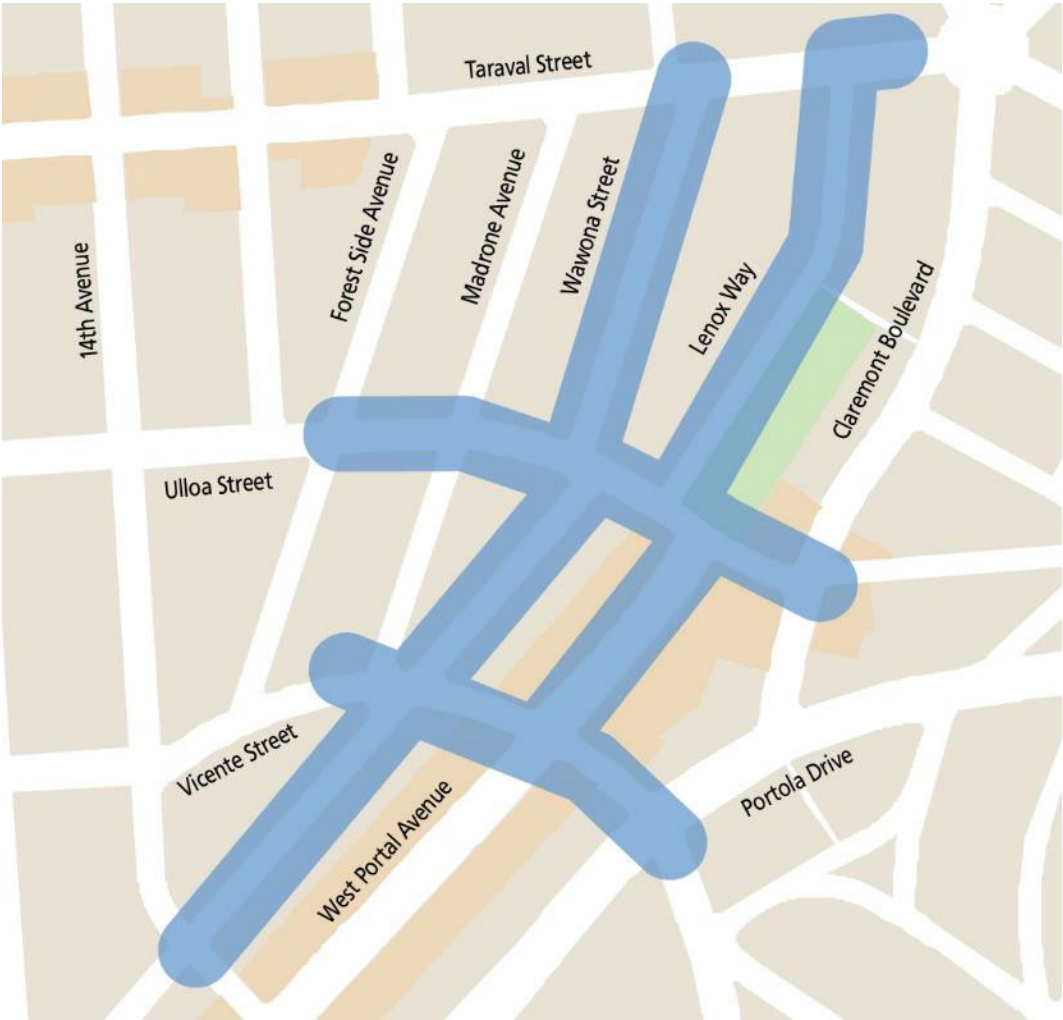
...to visually enhance the station entrance, provide more room for people, and help direct riders to the best path of travel.

Support a vibrant West Portal commercial corridor

...to ensure customers traveling by all modes of travel are able to easily access the commercial area.

A holistic approach to improving safety

Streets where safety improvements were implemented



When changes were implemented

August 2024: one-way Lenox Way

Fall 2024: turn restrictions, transit lanes, and traffic calming improvements

January 2025: Station wall murals

March 2025: Ulloa/Wawona streets crossing beacon

Late July-early Sept 2025: horseshoe upgrades including planters, road mural, bike-share station, and decorative crosswalks

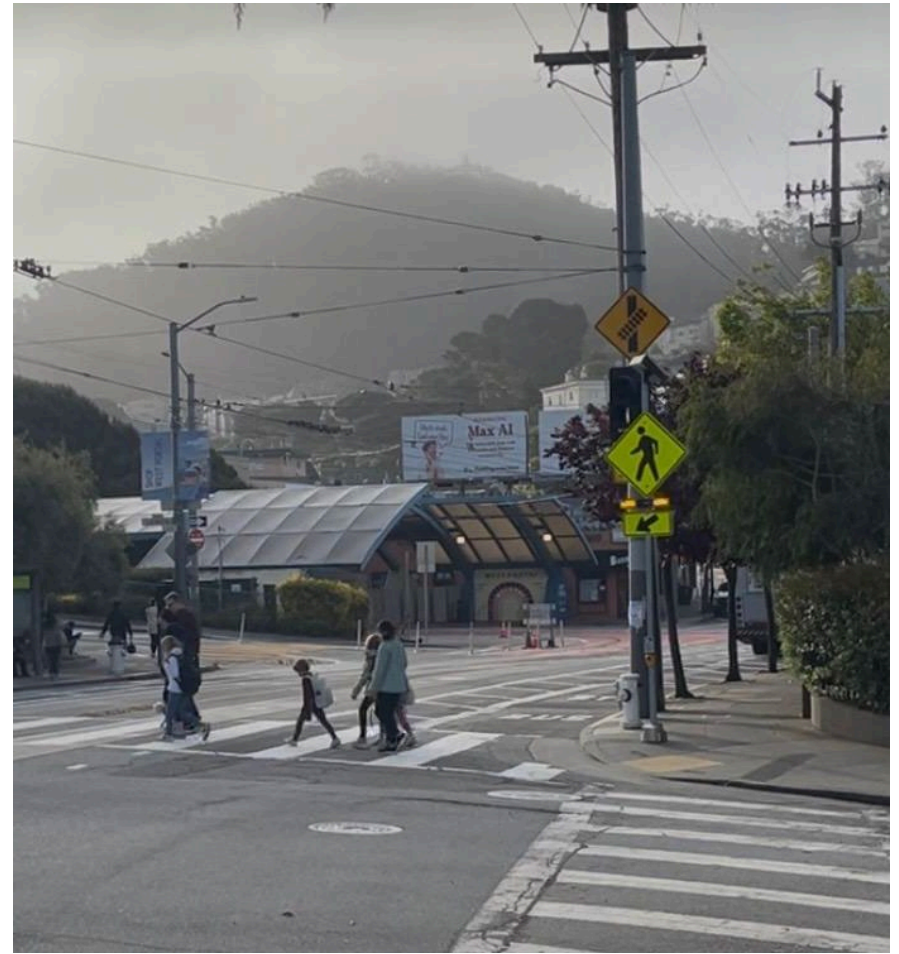


Ulloa Street

Centerline hardening on Ulloa Street

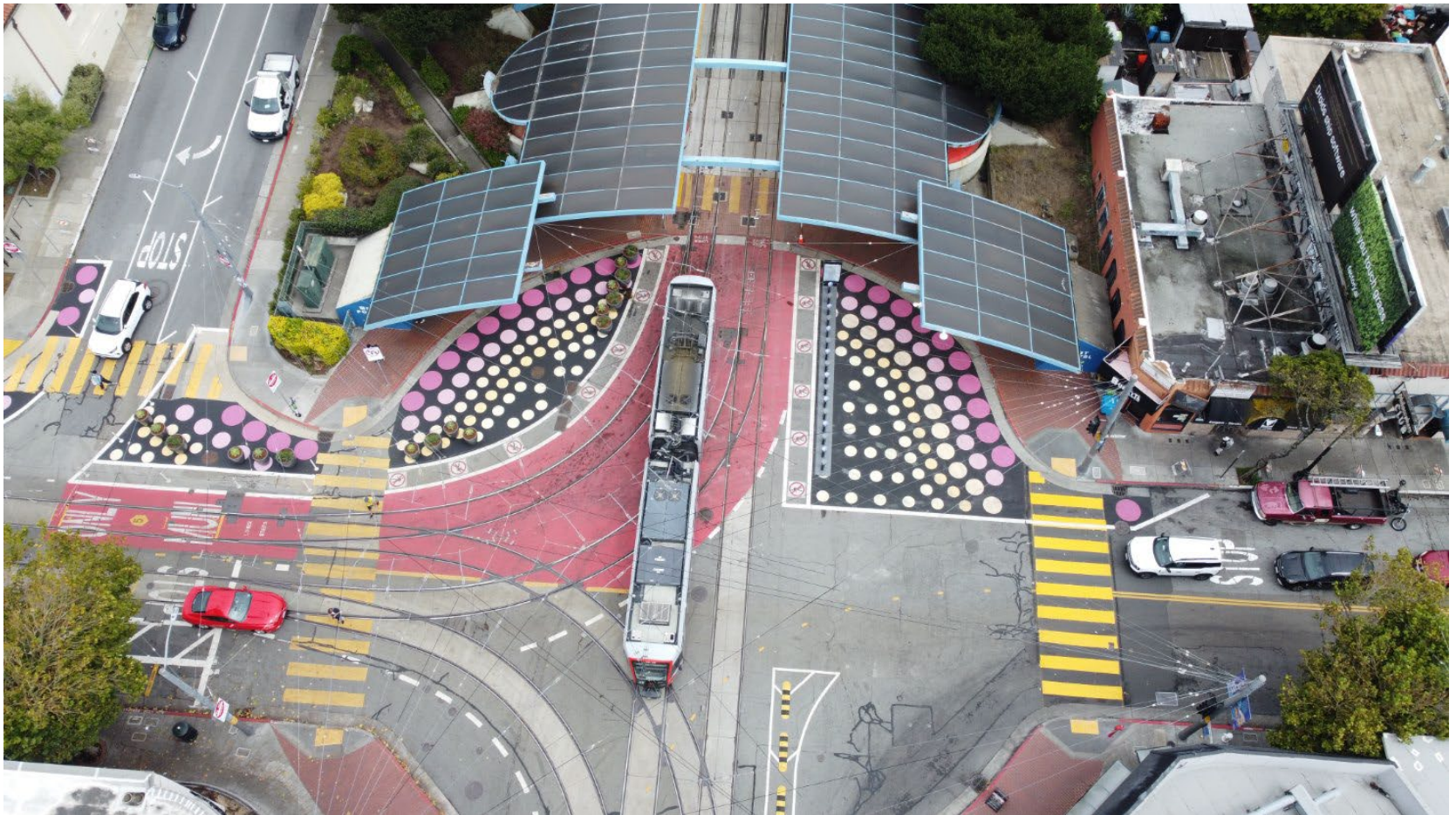


Crossing beacon on Ulloa at Wawona streets



West Portal Avenue and Ulloa Street

Turn restrictions, transit lanes, planters, street, mural, wall mural, and bikeshare station



Wawona Street

Speed tables implemented on Wawona Street 100 block (Ulloa to Vicente streets)



Speed cushions implemented on Unit and 200 blocks of Wawona Street (Taraval to Ulloa streets and Vicente Street to 14th)



Vicente Street

No southbound left-turn, 57 Parkmerced bus stop on north side of Vicente Street between West Portal Avenue and Wawona Street removed, ADA parking added

West Portal Avenue southbound at Vicente Street / Vicente Street westbound at West Portal Avenue



Lenox Way

Lenox Way converted to one-way southbound, painted edge line installed



Evaluation metrics by goal area

Calm traffic in the West Portal Neighborhood

- **Automobile speeds**
- Perceptions of safety
- **Drivers yielding to people walking at Ulloa/Wawona streets**

Simplify the West Portal Avenue and Ulloa Street intersection

- **Automobile volumes at West Portal Avenue/ Ulloa Street**
- **Compliance with turn restrictions**

****Bold text** indicates preliminary findings included in today's presentation*

Redesign the station entrance "horseshoe"

- Circulation of people walking in station area
- Public feedback from people who regularly walk through the horseshoe

Support a vibrant West Portal commercial corridor

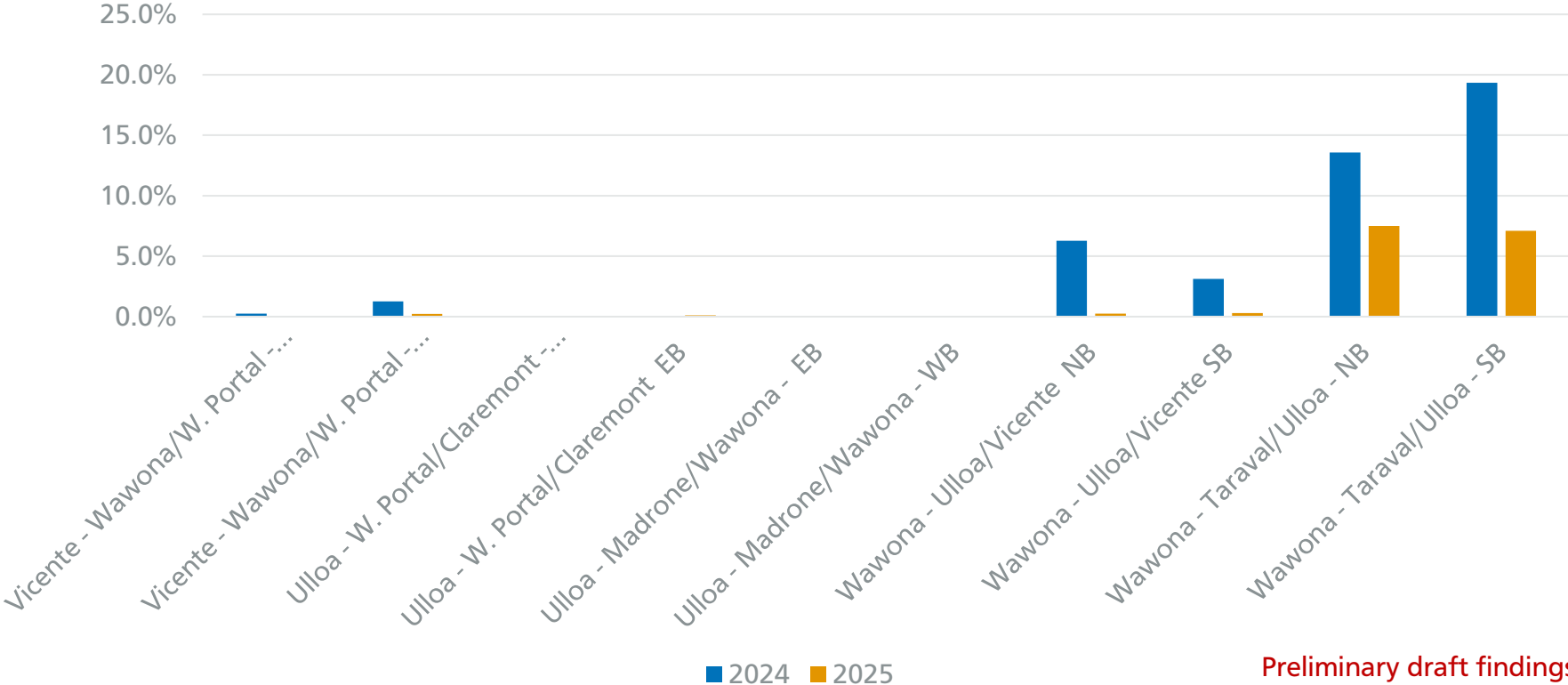
- Frequency of customer visits to West Portal businesses
- Sales tax receipts

Additional metrics to monitor

- **Automobile volumes**
- K/L/M travel time and reliability
- Bikeshare utilization
- Muni operator feedback
- Public feedback

Speeds decreased on streets with traffic calming improvements

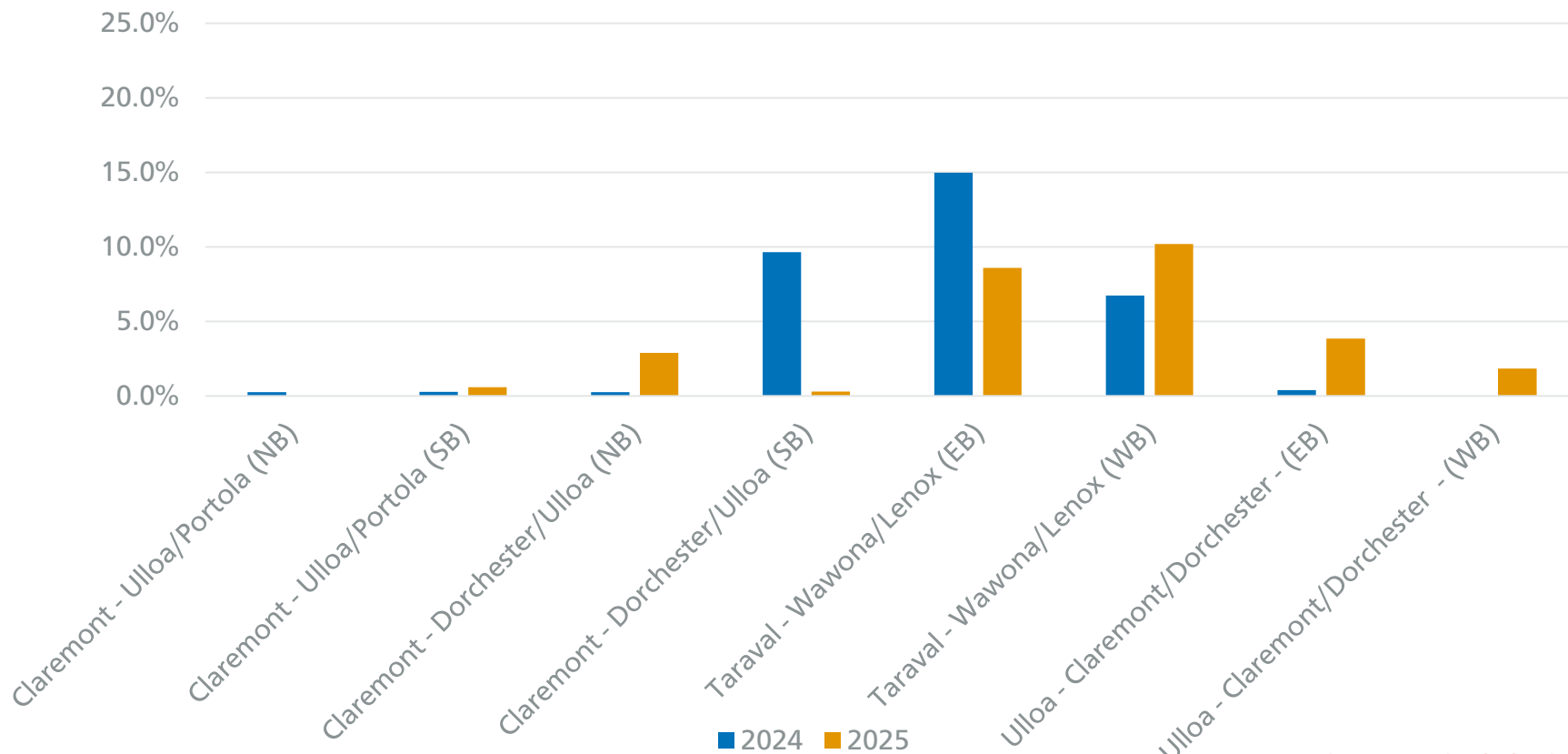
Percent of speeds exceeding 30 mph (5 mph above speed limit) on streets where traffic calming was implemented



Source: one day of 24-hour weekday speed data collected via tube counts in Spring 2024 and Spring 2025. Ulloa - Madrone & Wawona segment speeds were manually collected in August 2024 and October 2025.

Other neighborhood streets did not show clear speed trends. Taraval Street has a relatively higher share of speeding than other streets surveyed.

Percent speeds exceeding 30 mph on select West Portal streets

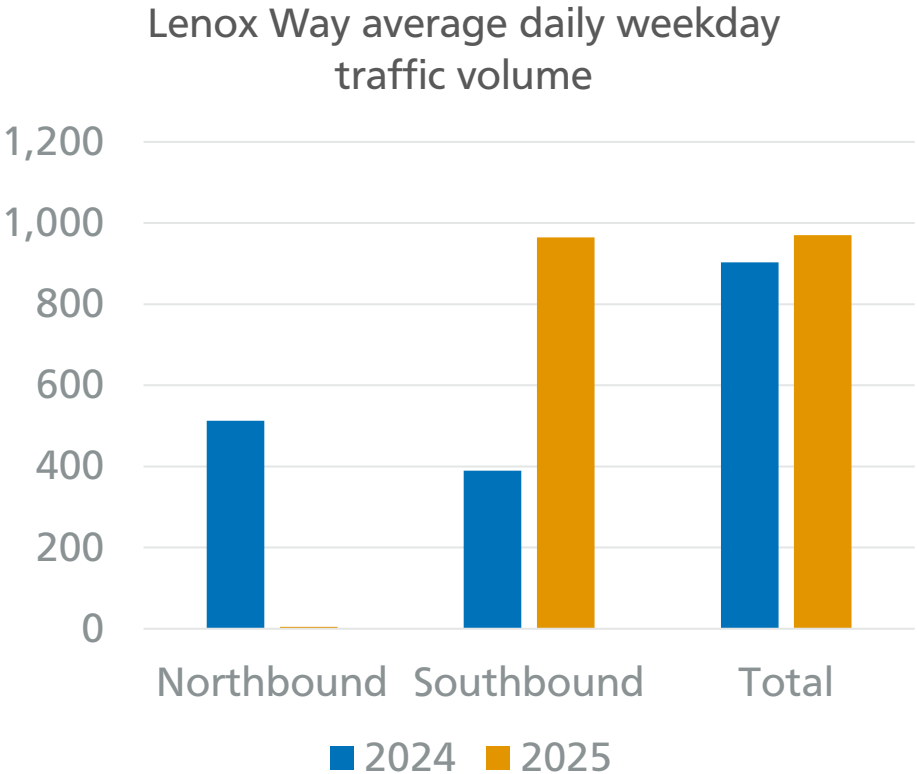
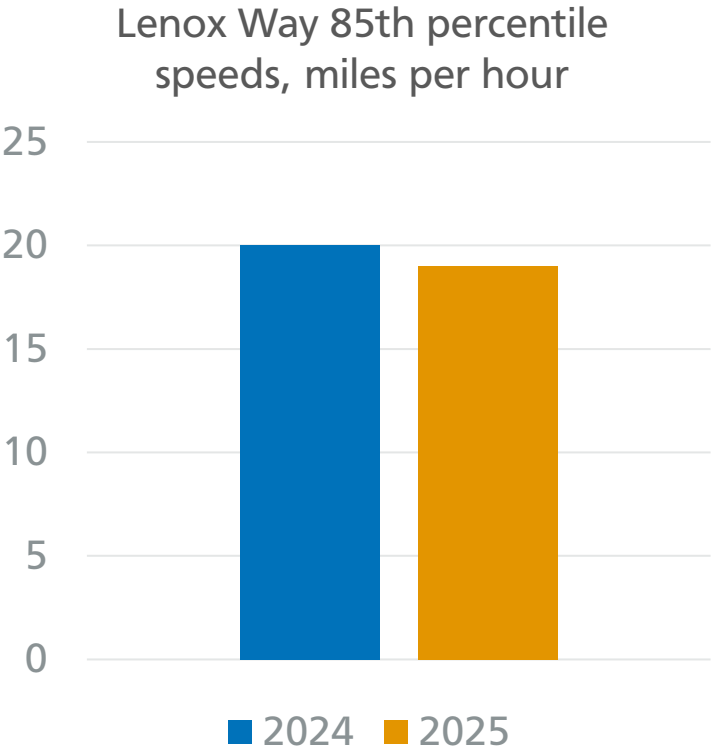


Preliminary draft findings

Source: one day of 24-hour weekday speed data collected in Spring 2024 and Spring 2025 collected via tube counts

Lenox Way: 85th percentile speed decreased slightly. Traffic volume increased marginally.

Out of 960 cars surveyed, only 2 slightly exceeded the speed limit (26-27 mph)

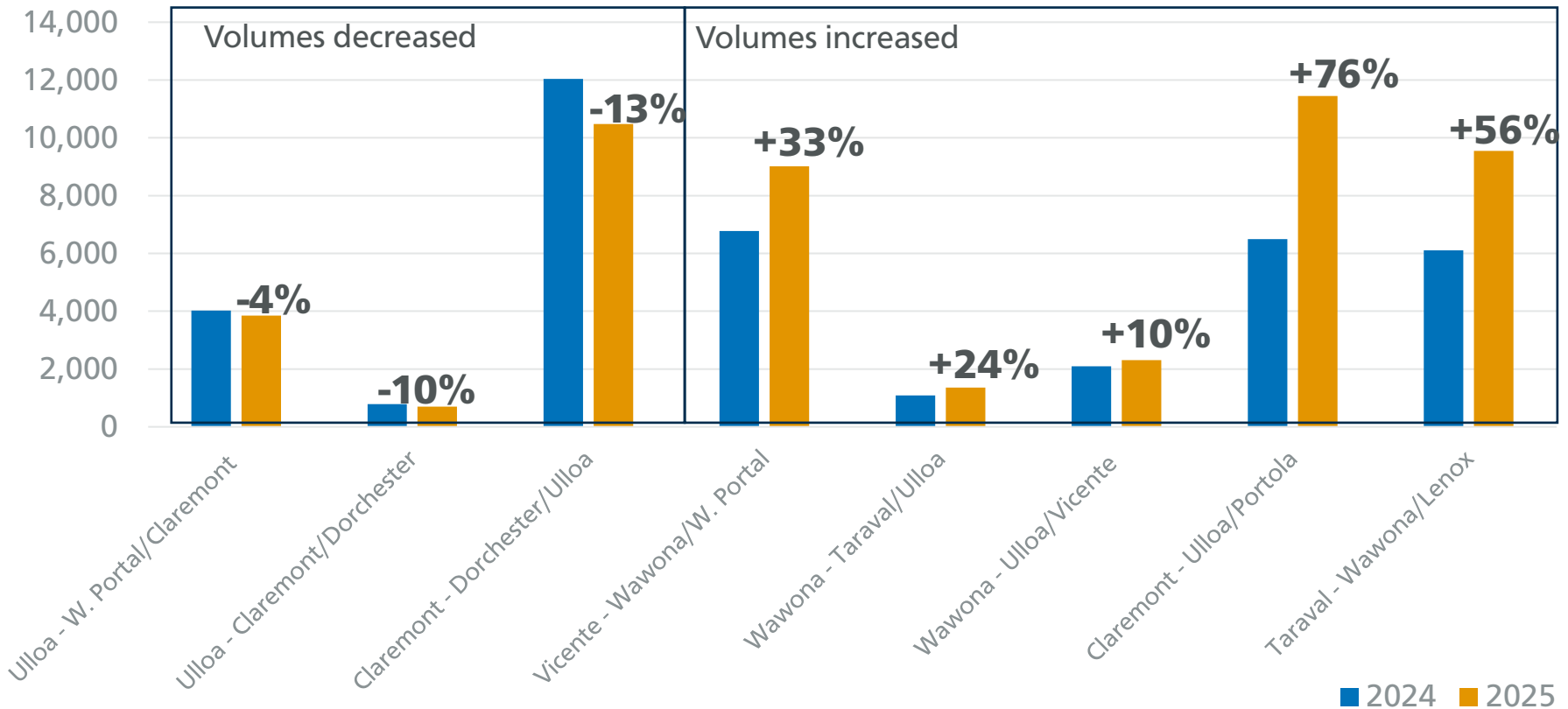


Source: one day of 24-hour weekday data collected via tube counts in Spring 2024 and Spring 2025

Preliminary draft findings

Change in average daily traffic volumes

Traffic decreased on streets designed for lower volumes (Ulloa Street) and increased primarily on streets designed for higher volume (Claremont, Taraval, Vicente streets). Volumes increases on Vicente, Claremont, and Taraval streets are larger than the decreases on Ulloa Street, indicating that increases are likely not attributable only to the project's traffic restrictions. While Wawona Street traffic increased, volumes are still consistent with low volume neighborhood residential streets*



■ 2024 ■ 2025

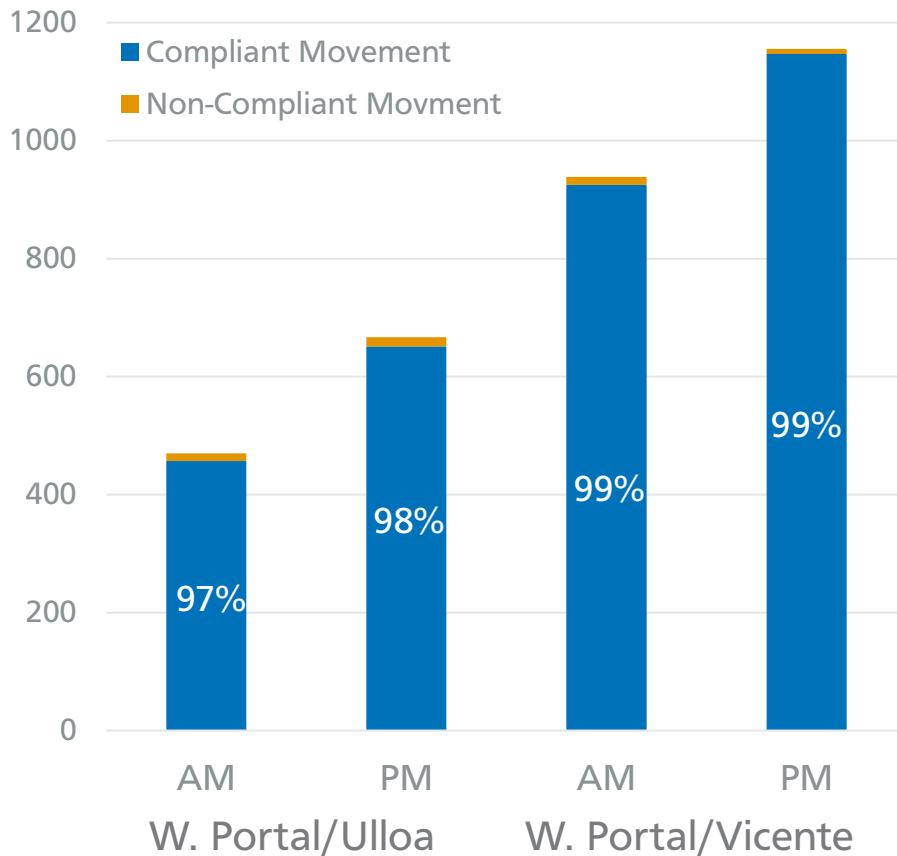
Source: one day of 24-hour weekday data collected in Spring 2024 via tube counts and in Spring 2025 via tube and video counts. Due to an issue with tubes undercounting volumes, 2024 data has been adjusted based on the factor of tube to video data collected in 2025.

* Based on SF Better Streets Plan roadway classifications

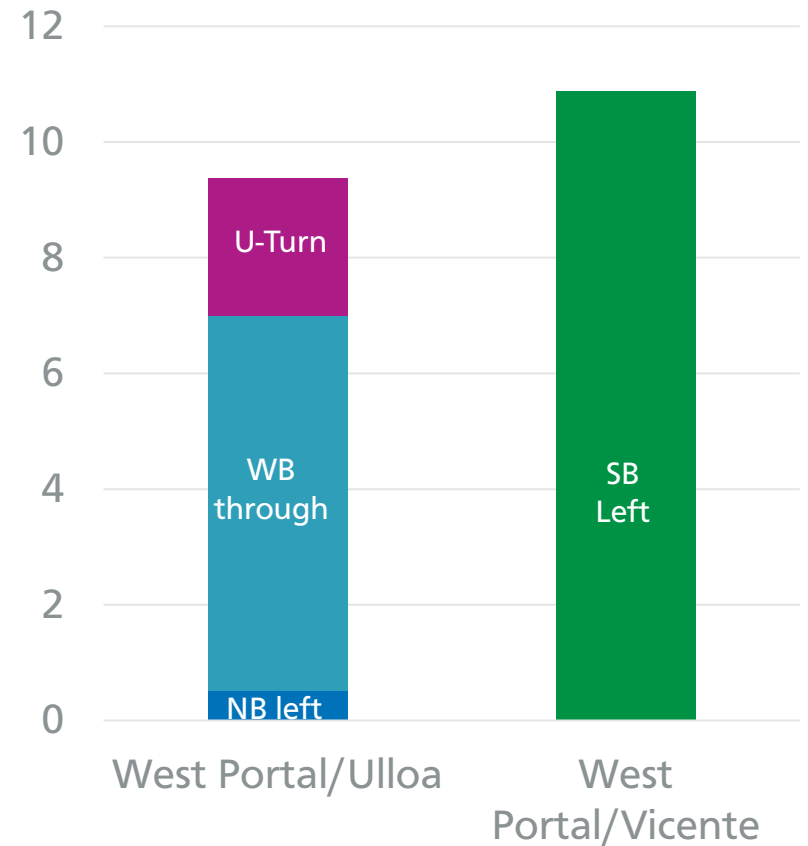
Preliminary draft findings

>97% of vehicle traffic through West Portal Avenue/Ulloa Street and West Portal Avenue/Vicente Street intersections comply with restrictions

Hourly Compliant v. Non-Compliant Movements (2025)



Hourly Violations, AM and PM Peak Hours



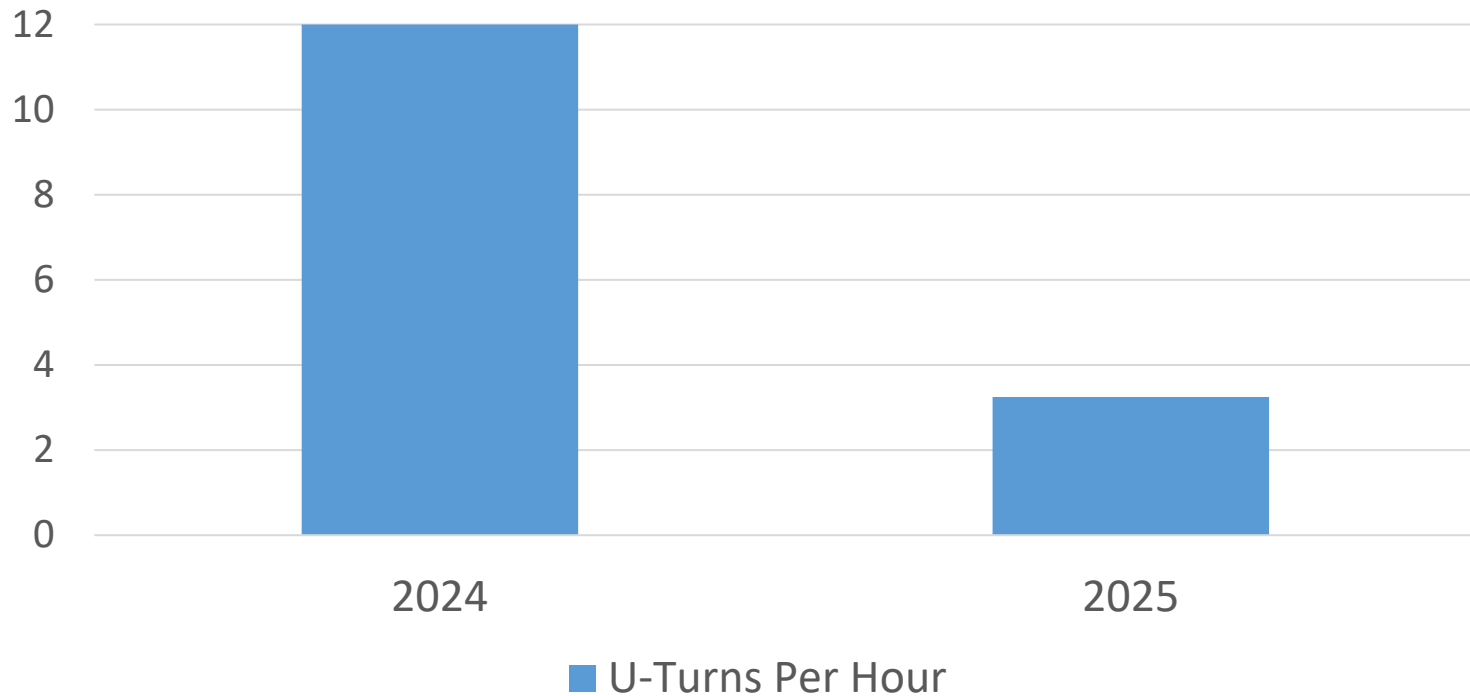
Source: Two-hour weekday afternoon (4pm – 6pm) all vehicle turning movement video counts collected in Spring 2024, and the average of two 2025 weekday turning movement video counts in Spring 2025

Preliminary draft findings

U-turn violations decreased significantly

Red transit lane and other lane striping changes likely increased legibility

Hourly u-turn violations, PM peak weekday - Ulloa Street & West Portal Avenue



Source: Two-hour weekday afternoon (4pm – 6pm) video turning movement counts collected in Spring 2024, and the average of two 2025 weekday turning movement video counts in Spring 2025

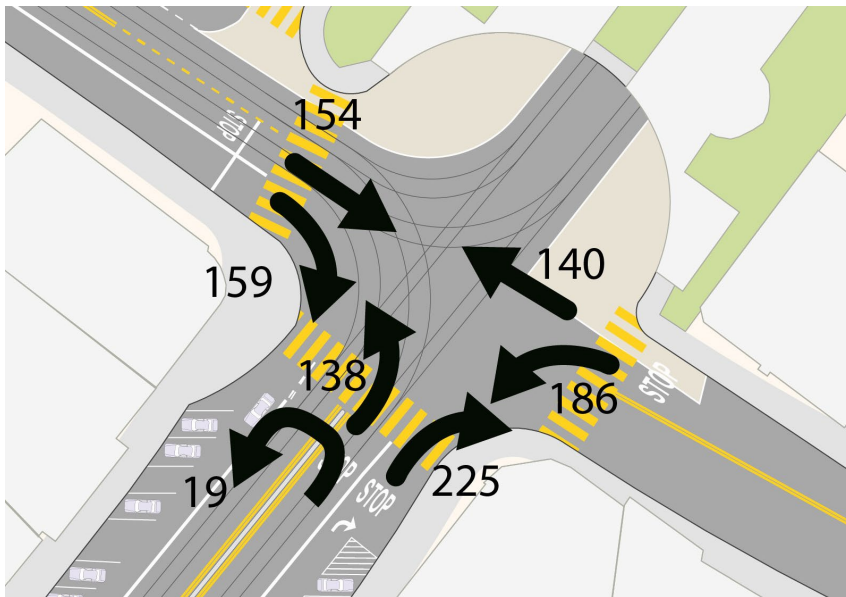
Preliminary draft findings

Change in traffic through West Portal Avenue and Ulloa Street

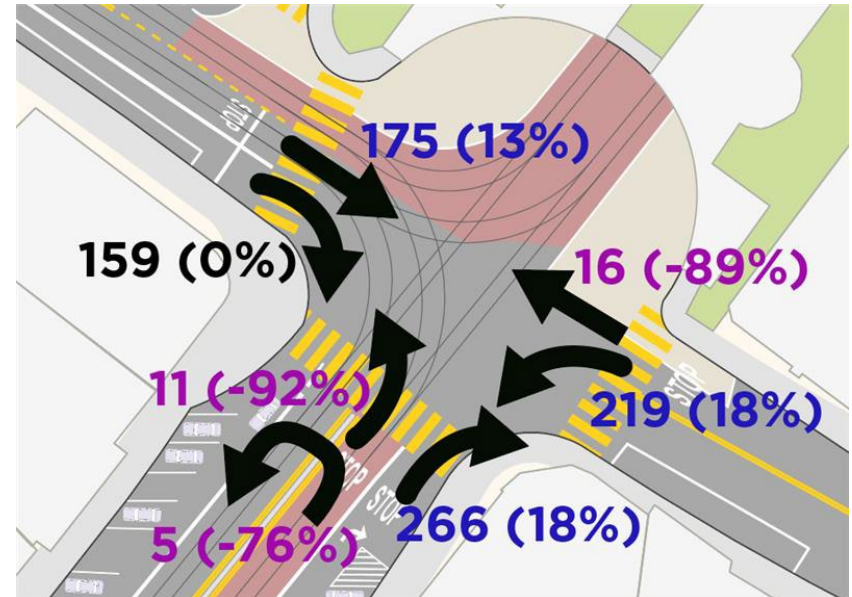
Overall volumes through this intersection decreased by 17%

Traffic volumes by movement, 4-6 p.m. weekday

2024



2025



Preliminary draft findings

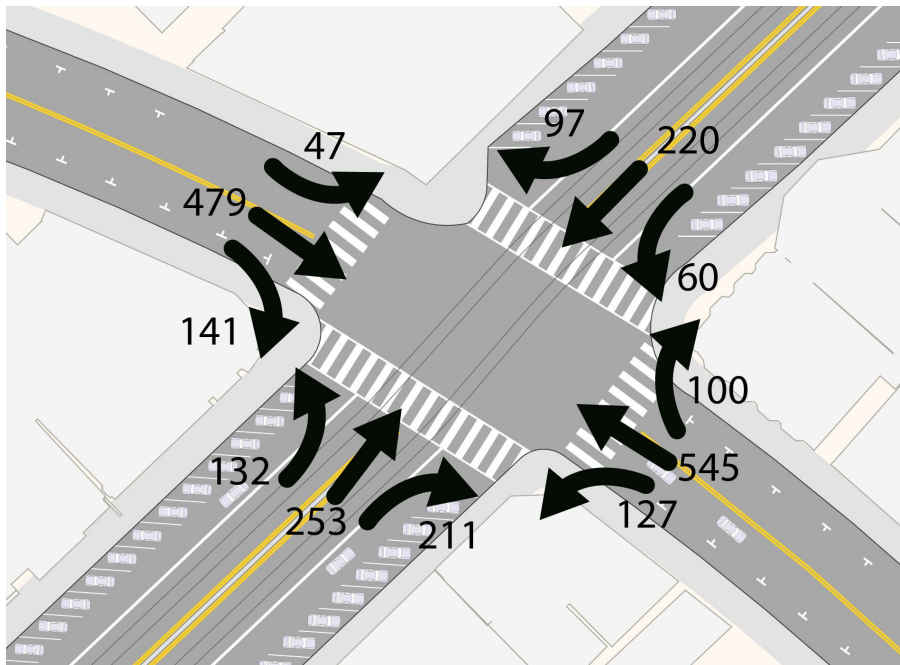
Source: Two-hour weekday afternoon (4pm – 6pm) all vehicle turning movement video counts collected in Spring 2024, and the average of two 2025 weekday turning movement counts in Spring 2025

Change in traffic through West Portal Avenue and Vicente Street

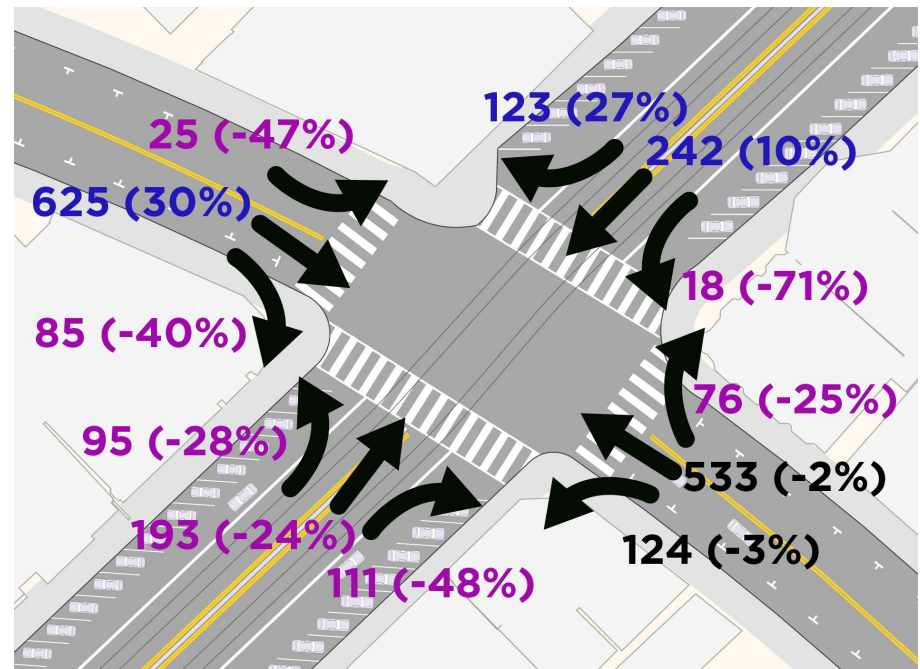
Overall volumes through this intersection decreased by 7%

Traffic volumes by movement, 4-6 p.m. weekday

2024



2025

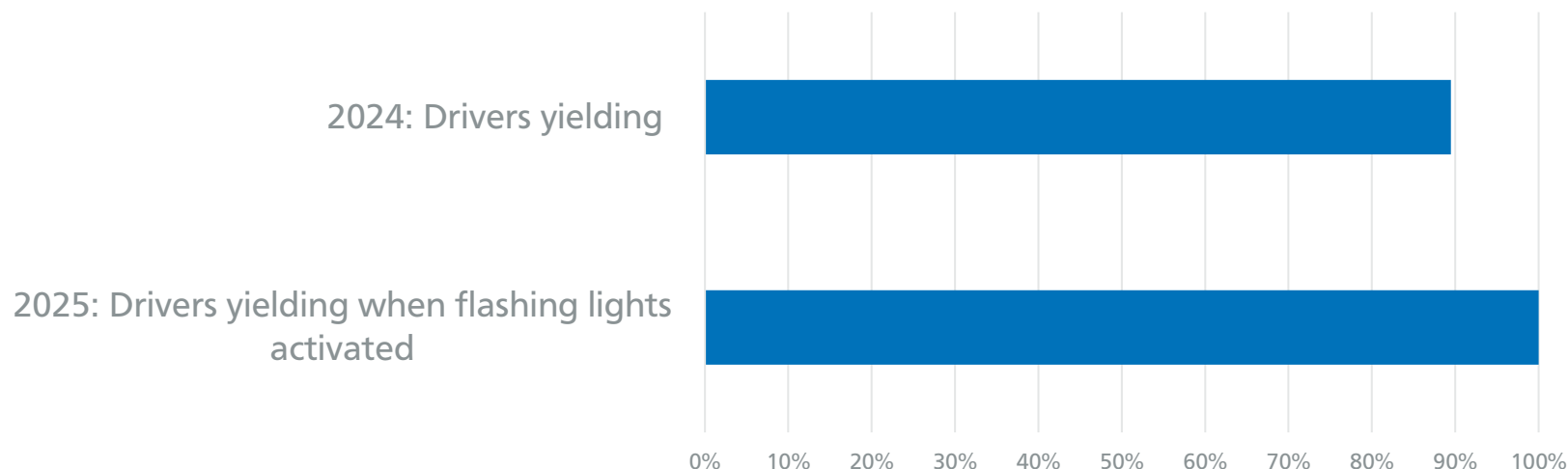


Source: Two-hour weekday afternoon (4pm – 6pm) all vehicle turning movement video counts collected in Spring 2024, and the average of two 2025 weekday turning movement counts in Spring 2025

Preliminary draft findings

Very high rates of drivers yielding to people walking in crosswalk at Wawona/Ulloa streets when flashing lights are activated

Percent of people driving who yielded



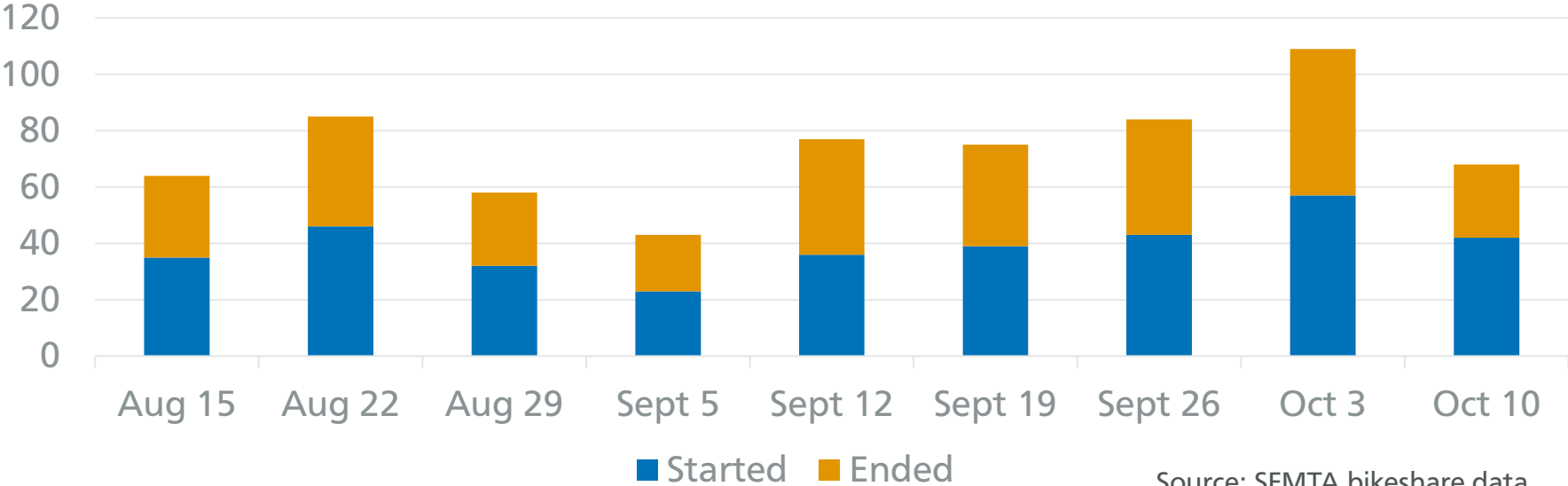
- Only ~12% of people crossing here activated flashing lights
- Rate of yielding without flashing lights activated was similar in 2024 and 2025

Source: Staff observations for one hour in weekday morning and weekday afternoon in October 2024 and May 2025 at the Wawona and Ulloa intersection.

Preliminary draft findings

More than 650 bike trips started and/or ended at this station since installation

Bikeshare Station Trips Starting and/or Ending at West Portal Station By Week



Source: SFMTA bikeshare data

Preliminary draft findings



Summary of metrics analyzed so far

Metric	Desired Outcome	Results	
Auto speeds	Decreased incidences of speeding	<input checked="" type="checkbox"/>	Streets with significant levels of speeding in 2024 (Wawona Street) decreased
	No significant increases in speeds	<input checked="" type="checkbox"/>	No clear trends of speed increases due to project changes
Drivers yielding to people walking at Ulloa/Wawona streets	Higher vehicle compliance yielding to people walking	<input checked="" type="checkbox"/>	100% of drivers yielded to people walking when flashing lights were activated during observations
Automobile volumes	Reduced volumes through the West Portal Avenue/Ulloa Street intersection	<input checked="" type="checkbox"/>	Volumes decreased by 17%
Vehicle restriction compliance	Compliance with restricted movements at West Portal Avenue/Ulloa Street and West Portal Avenue/Vicente Street	<input checked="" type="checkbox"/>	97% of vehicles at West Portal Avenue/Ulloa Street and 99% of vehicles at West Portal Avenue/Vicente Street made legal movements


Preliminary draft findings

Evaluation next steps

- Complete evaluation for remaining metrics:
 - Perceptions of safety
 - Circulation of people walking through West Portal horseshoe
 - Public feedback from people who regularly walk through horseshoe
 - Frequency of customer visits to West Portal businesses
 - Sales tax receipts
 - Transit travel time and reliability
 - Muni operator feedback
- Publish draft report
- Share with community stakeholders

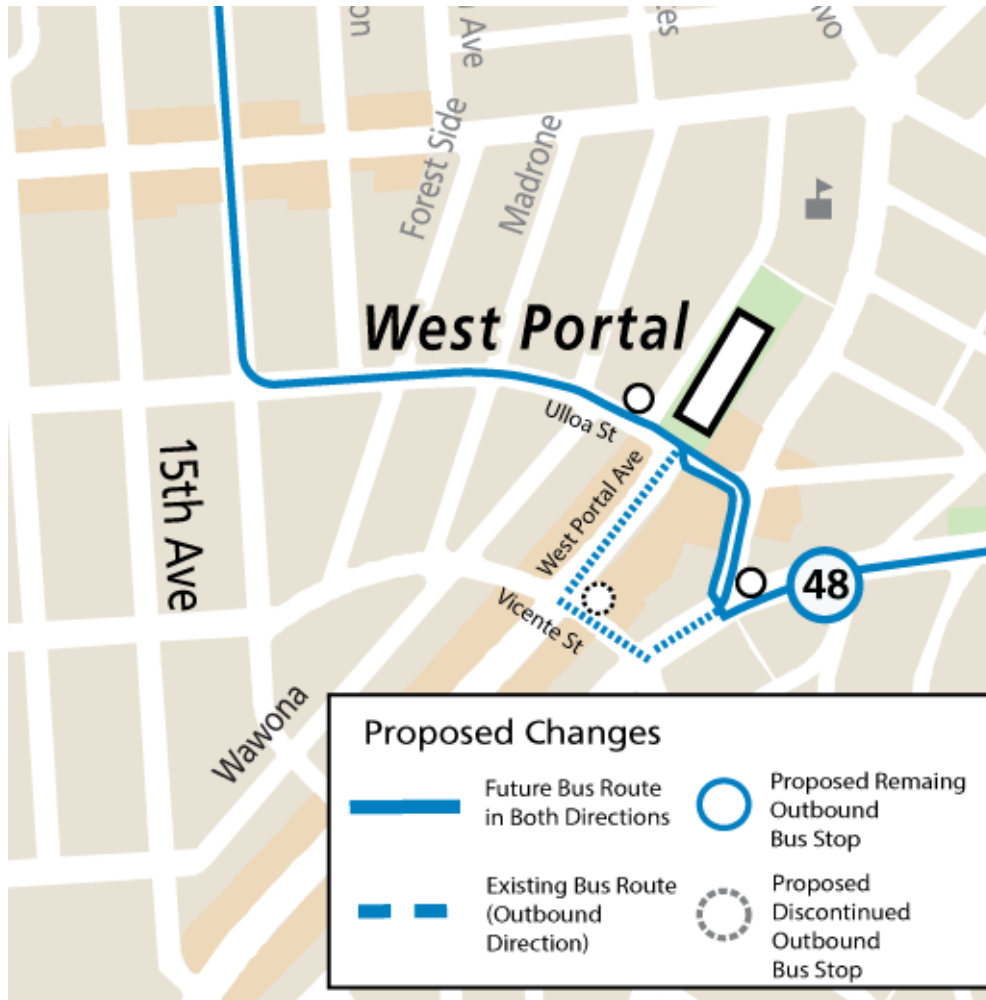
Additional horseshoe treatment under consideration: concrete islands

Goal: Deter unauthorized driving/parking in east side of horseshoe. Would also create location to install additional turn restriction signs to improve visibility.

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Approximate
location of
proposed
concrete island



Planned 48 Quintara-24th Street outbound reroute



- In response to community and bus operator feedback, we will be rerouting the 48 Quintara outbound along Claremont and Ulloa (instead of Vicente and West Portal)
- Will remove one bus stop on the north side of Vicente at West Portal
- Will remove one parking space on the east side of Claremont just north of Portola
- 8/15 Engineering Public Hearing was completed with positive feedback. Approved at 10/7 SFMTA Board. Will be implemented as a part of February 14, 2026 service change.

Thank you

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