

FRIDA KAHLO WAY QUICK-BUILD PROJECT



SFMTA

PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds

Weekday average 85th percentile vehicle speeds decreased by 2 mph (32 mph to 30 mph).



Vehicle Volumes

Average vehicle volumes decreased by about 5%, meaning they remain consistent with pre-project conditions (approx. 5,650 vehicles per day).



Bike Volumes

Average bicycle volumes during the two hours observed in the AM and PM periods increased by 103%, from 25 to 55.



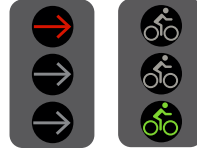
Pedestrian Volumes

Average pedestrian volumes during the two hours observed in the AM and PM periods increased by 55%, from 757 to 1,180.



Bike Positioning

Bike positioning, or where people bike on the street, was observed to be mostly occurring in the bikeway, or about 74% of the time after project-implementation. This rate is lower than other separated bikeways implemented in the city.



Bike Signal Compliance

On average, the bike signal compliance rate was 63%, meaning almost 2/3s of bicyclists did not comply with intersection signals (citywide average $\geq 85\%$). However, conflicts with pedestrians due to noncompliance were low and the person bicycling yielded to the pedestrian 75% of the time.



Bicycle-Pedestrian Interactions
(Between Transit Boarding Island, Bikeway and Sidewalk)

Bike-pedestrian interactions were very low (3 observed during the total 4 hours of observations) and most pedestrians utilized the crosswalk to cross between the transit boarding island and sidewalk.



Vehicle Loading Behavior
(Double-Parking Frequency)

Observed vehicle loading events were low (average: about 2 per hour).

Of the vehicles that conducted loading activities, 73% were doing so by double-parking, which is higher than desired.

For more information, please visit:
[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

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PROJECT FINDINGS CONTINUED



Median vehicle travel time in the project area, measured during the AM, off-peak, and PM peak periods, has gone up by 30 to 40 seconds after the project was implemented.



Average transit ridership increased 6-7% at the 43-Masonic Muni line stops within the project area, and 12-16% for all Muni stops serving City College.



Bike share usage at the two stations within the project area increased between 194 - 780%.



Travel time along the project corridor did not increase for the 43-Masonic.

WHAT WE HEARD

A survey of 106 respondents, mostly local residents, was conducted to assess perceptions of safety before and after the project's implementation.

- **Safety Perception:** 45% feel the area is safer than in 2024, 32% see no change, and 23% feel it's less safe.
- **Traffic Concerns:** Issues with signal timing and clarity of traffic control devices were frequently mentioned.
- **Parking:** Opinions are split between no change and increased difficulty in finding parking.
- **Transit Stops:** Several comments highlighted the need for further improvements.
- **Demographics:** City College students were underrepresented in the sample

PROJECT DETAILS

Project Location

Frida Kahlo Way and Judson Avenue west of Foerster Street

Date of Implementation

July 2024

Project Elements

- Two-way class IV separated bikeway
- Bike signals
- Transit boarding islands
- Bus stop relocation and consolidation
- Parking and loading changes

Key Evaluation Metrics

- Vehicle Speeds and Volumes
- Bicyclist and Pedestrian Volumes
- Bicyclist Positioning
- Bike Signal Compliance
- Bicyclist-Pedestrian Interactions
- Vehicle Loading Behavior
- Vehicle Travel Time
- Transit Ridership
- Transit Travel Time
- Bike Share Usage

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