



Frida Kahlo Way Quick-Build Project

Frequently Asked Questions

The Frida Kahlo Way Quick Build Project (Frida QB) aims to improve safety for people walking and bicycling on Frida Kahlo Way and Judson Avenue west of Foerster Street, as well as improve accessibility and reliability for Muni Route 43 bus riders. 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.

The project will add a two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue, update pedestrian crossings, add bus boarding islands and , and modify curb management to 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, previous planning efforts in the area, and SFMTA's Vision Zero Program.

This document responds to questions frequently heard from members of the public during public outreach in Summer and Fall 2023.

Q: How many people travel by vehicle, bicycle, bus, or on foot during a typical day?

A: Traffic volumes for all modes vary based on the time of year and time of day. The project team collected volume data at four locations within the project area during weekdays in February, 2023: Frida Kahlo Way at North Access Road, Cloud Circle (North), and Cloud Circle (South) and Judson Avenue at Genessee Street. This data provides a snapshot of travel patterns within the project area, which vary by mode.

Among the intersections surveyed, vehicle traffic peaks during a typical morning peak hour at the Cloud Circle (South), with approximately 1100 vehicles passing through the intersection. The vast majority travel north or south through the intersection.

Pedestrian volumes were highest at the Cloud Circle (South) intersection during the midday peak hour, with approximately 600 pedestrians, about two thirds crossing the street east-west. Many pedestrians may have travelled within the project area by another mode as part of their trip to/from the project area. Many pedestrians may also cross at the marked crosswalk across from the CCSF stairs, which was not surveyed.

Bicycle volumes were relatively consistent across all intersections surveyed and during all of the morning, mid-day, and evening peak hours, with approximately five-ten bicyclists travelling through each intersection.

Transit ridership on the 43-Masonic bus line peaks during the afternoon, with an average of thirteen riders per bus, which arrives five times an hour. The highest ridership stop is the CCSF Bookstore stop, where approximately fifty riders embark or disembark during the afternoon peak hour. Additionally, approximately 320 people embark or disembark Muni busses or trains at the CCSF Bus Terminal and Ocean Ave/CCSF and Ocean Ave/Lee Ave Muni stops.

Q: CCSF and the Sunnyside neighborhood are already facing reductions to vehicle parking supply. How will the project affect vehicle, ADA, and moto parking?

A: The Balboa Reservoir Development and new CCSF facilities on the Upper Reservoir lot will reduce vehicle parking supply in the area by as many as 1,800 spaces. The Frida Kahlo QB will remove up to fifty spaces on the east side of Frida Kahlo Way (approximately 2% of the total parking supply reduction in the area, per the CSSF [Transportation Demand Management Plan \(2019\)](#)), however the improvements to transit and bikeway infrastructure are intended to help offset vehicle parking demand. The project will not reduce the number of accessible parking spaces. Moto parking spaces may be reconfigured or reduced. ADA and moto parking and loading zones may be adjusted following implementation based on evaluation of occupancy of these zones.

Q: How many reported traffic collisions have occurred within the project area?

A: From 2018-2023, five traffic collisions were reported within the project area. Two collisions involved people walking and zero collisions involved people riding bikes.

Q: Why is this Vision Zero Quick-Build Project being proposed for a street that is not on the High-Injury Network?

A: Whereas SFMTA's [Quick-Build Program](#) typically makes improvements on the high-injury network (HIN), the roadways where most fatal and serious injury collisions occur, the Frida Quick-Build is intended to proactively prevent collisions using proven safety countermeasures and making strategic connections within the citywide bicycle network. The project will connect people biking to destinations in the Sunnyside and Ingleside neighborhoods, and will eventually help facilitate safer connections to/from Ocean Ave, which is on the HIN.

Q: Why does the project retain the southbound unprotected bike lane?

A: Removal of the existing southbound bike lane would not provide enough excess width to add a parking or travel lane or otherwise provide alternative benefits for people using the corridor, and so the bike lane is proposed to remain to serve southbound bicyclists who may choose not to cross into the two-way bikeway.

The project team has learned of circulation changes related to the construction of the Diego Rivera Theatre which will permit the removal of portions of the existing northbound left-turn lane. Following this change, the southbound bike lane may be removed in favor of parking, travel, or emergency access lanes.

Q: Vehicle traffic is often delayed by successive red lights on Frida Kahlo Way. Will the project address traffic signal synchronization on the corridor?

A: Close spacing of signalized intersections, Muni bus operations, and high pedestrian crossing volumes make it challenging to synchronize signals for traffic in both directions. The project team will evaluate opportunities to better synchronize traffic signals on Frida Kahlo Way, especially approaching the Ocean Ave/Geneva Ave intersection.

Q: What improvements will the project make for people riding transit?

A: The project will consolidate the three existing stops for the 43-Masonic bus route along Frida Kahlo Way into two stops, minimizing time spent stopped by the bus. The two highest-ridership stops will be retained, ensuring that transit riders can still easily reach their destinations. The project will also install [transit boarding islands](#) for inbound busses, allowing for level, in-lane boarding and reducing crossing distances for people crossing the street to board the bus.

Q: How will the project connect to other key bike routes?

A: People riding north to the Sunnyside neighborhood can connect from the new two-way protected bikeway on Judson Avenue to Genessee Street, a bike route on the City's bikeway network. People riding south can connect to BART via Ocean Ave. A future phase of the project will create a designate off-street bikeway connection along the south side of the Upper Reservoir parking lot to Lee Ave for a low-stress bikeway connection across Ocean Ave to the Ingleside neighborhood.

Q: How will this project be evaluated?

A: The Frida QB will be evaluated per the standard operation procedures of the SFMTA's [Safe Streets Evaluation Program](#). Pre-implementation data was collected during the spring of 2023 and the project team will collect post-implementation data to evaluate the project based on a number of performance measures to inform design adjustments.