

April 24, 2024

TO: SFMTA Citizen's Advisory Council
FROM: SFMTA staff (Livable Streets)
RE: Frida Kahlo Way Quick-Build Project Summary Report

BRIEF DESCRIPTION:

Staff are seeking approval by the SFMTA Board of Directors on May 7, 2024 for transit accessibility and active transportation safety improvements on Frida Kahlo Way between Ocean Avenue and Judson Avenue, and on Judson Avenue between Frida Kahlo Way and Foerster Street, including: adding two-way protected bikeways (Class IV) on the east side of Frida Kahlo Way and the south side of Judson Avenue within the project limits, implementing pedestrian safety improvements such as intersection daylighting and traffic safety islands, transit prioritization elements such as transit boarding islands and bus-stop consolidation, vehicle circulation safety measures near Archbishop Riordan High School, and associated curb use changes including parking removal.

SUMMARY:

- The Frida Kahlo Way Quick-Build Project proposes bicycle connectivity and proactive safety improvements on Frida Kahlo Way and Judson Avenue adjacent to the City College of San Francisco, as well as transit reliability improvements for the 43-Masonic transit route and traffic-calming/safety measures at and near the Frida Kahlo Way/ Judson Avenue intersection.
- The proposed project would improve a key section of the San Francisco Bikeway Network, linking the Sunnyside and Ingleside neighborhoods and providing alternative routes to highway interchanges and segments of the Vision Zero High Injury Network.
- SFMTA staff conducted robust stakeholder engagement, including more than 30 meetings, to identify community needs and coordinate improvements with City College stakeholders.
- In response to concerns from the City College community, the SFMTA held additional meetings and modified the proposal to reduce overall parking loss (approximately 29 spaces).
- The Planning Department determined that the Frida Kahlo Way Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- Staff are seeking feedback from the SFMTA CAC before presenting to the SFMTA Board of Directors.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following SFMTA Strategic Plan Goals:

Goal 4. Make streets safer for everyone.

Goal 5. Deliver reliable and equitable transportation services.

Goal 6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

Goal 7. Build stronger relationships with stakeholders.

Goal 8. Deliver quality projects on-time and on-budget.

Goal 9. Fix things before they break, and modernize systems and infrastructure.

This action also supports the City's Transit First Policy with the following principles:

- 1.** To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
- 2.** Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
- 3.** Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 4.** Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
- 5.** Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 6.** Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
- 7.** Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
- 8.** New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

DESCRIPTION

Existing Conditions

Frida Kahlo Way between Ocean Avenue and Judson Avenue is a two-way, north-south, relatively flat street in the Sunnyside neighborhood that splits the west and east sides of the City College of San Francisco Ocean Avenue campus (City College). Its approximate curb-to-curb width is 58 feet with 10-foot sidewalks on both sides. Judson Avenue between Frida Kahlo Way and Foerster Street is a two-way, east-west street with a moderate elevation gain to the east. Its curb-to-curb width is approximately 60 feet, with approximately 8-foot sidewalks on the south side and 12-foot sidewalks on the north side.

Along Frida Kahlo Way and Judson Avenue, there is generally one vehicle travel lane in each direction, a center turn lane, unseparated (Class II) bike lanes, and curb access/parking. On Frida Kahlo Way near Ocean Avenue, the parking and bike lanes are displaced by additional southbound turn lanes and a second northbound travel lane for merging vehicles. On Judson Avenue between Genessee and Foerster streets, there is a continuous center-running turn lane that includes two-way midblock access to driveways.

Along the east/south side of the project corridor (adjacent to the main Ocean Avenue campus) there are a total of six driveways and no public street intersections. On the west/north side of the project corridor, there are approximately 35 driveways (including the wide curb cut for Archbishop Riordan High School and the three-lane exit for the City College Muni terminal) and three street intersections.

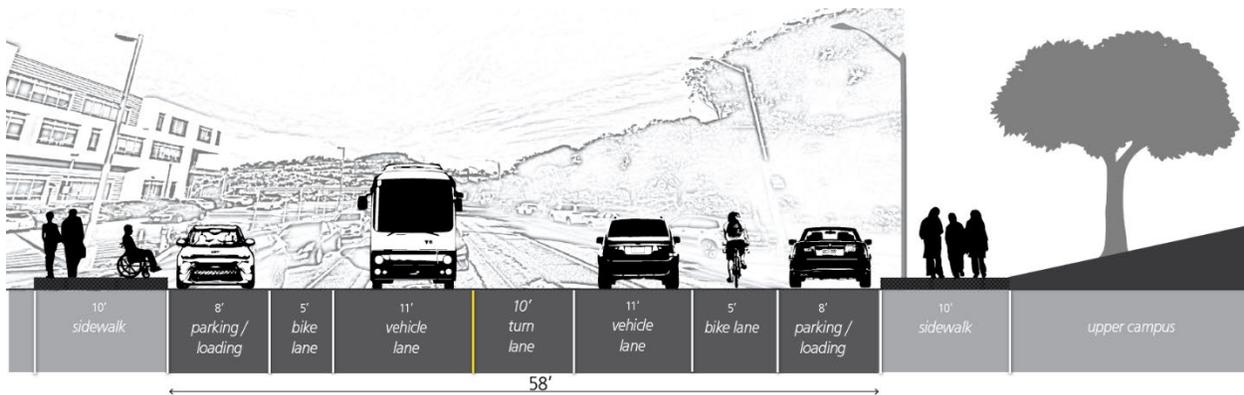


Figure 1. Existing cross-section, Frida Kahlo Way, looking north toward City College main steps and North Access Road. Similar conditions exist on Judson Avenue within the project limits.

Four traffic signals are located on Frida Kahlo Way at: [1] North Access Road, [2] the bottom of the center City College staircase (mid-point between Cloud Circle north and south), [3] Cloud Circle (south), and [4] the exit from the Ocean Avenue Muni bus loop. The two intersections of Judson Avenue with Genessee Street and Foerster Street are all-way stop ‘T’ junctions. Frida Kahlo Way and Judson Avenue meet at a unique ‘T’ intersection wherein the two streets bend 90 degrees into one another (running north-south to east-west) with limited traffic control. North of

Judson Avenue (outside the project area), Frida Kahlo Way changes to a 30-foot-wide residential street for two blocks before terminating at Flood Street.

The Muni 43 Masonic bus route operates on Frida Kahlo Way and Judson Avenue within the project area, with curbside bus stops at: [1] Genessee Street, [2] North Access Road, [3] the bottom of the center City College staircase (mid-point between Cloud Circle north and south), and [4] Cloud Circle (south).

Parking along Frida Kahlo Way and Judson Avenue is parallel and adjacent to the curb. The project area has approximately 100 unregulated parking spaces and 55 unregulated motorcycle spaces. One 240-foot passenger loading (white) zone is on the west side of Frida Kahlo Way between Judson Avenue and North Access Road for Riordan High School. One 40-foot commercial loading (yellow) zone is on the west side of Frida Kahlo Way across from Cloud Circle (south). There is one accessible parking space (blue zone) located on the south side of Judson Avenue, approximately 70 feet east of Genessee Street.

There are two Baywheels bike-share stations in the project area: on the west side of Frida Kahlo Way, approximately 400 feet south of North Access Road, and on the south side of Judson Avenue, approximately 180 feet east of Genessee Street.

Traffic / Collision Data

According to data collected in February 2023, Frida Kahlo Way carries approximately 1,000 vehicles, 6 bicycles/scooters, and about 400 pedestrians crossing at the main stairway crosswalk during the AM peak hour. Of motor vehicles, 85% were recorded traveling at or below 34 MPH (miles per hour) in the northbound direction and 29 MPH southbound. Judson Avenue has slightly less traffic (800 vehicles) and slightly higher vehicle speeds (85% speeds of 34 MPH eastbound and 31 MPH westbound). The posted speed limit on both streets is 25 MPH.

In the past five years (2019-2023), there have been seven reported injury collisions on Frida Kahlo Way, including two pedestrians and one person on a bicycle. One additional collision, a vehicle hit-and-run incident with a person bicycling, was also reported on Judson Avenue during the same period. Neither corridor is on the Vision Zero High-Injury Network.

Lee Avenue / City College Parking Lot Path

West of Frida Kahlo Way across from Cloud Circle (south) is an approximately 400-foot-long pathway, adjacent to the City College upper reservoir parking lot, with connecting public stairways to Unity Plaza and the lower reservoir surface parking lot. There is also an informal connection (inaccessible dirt path) to Lee Avenue, which links to Ocean Avenue (where there is a signalized crossing) and further south as a designated bike route to Holloway Avenue.



Figure 2. Looking south towards Lee Avenue from the top of the embankment (left) and east towards Frida Kahlo Way along the existing City College parking lot path (right).

Planning Context

SFCTA Ocean Avenue Mobility Action Plan (2023)

Led by the San Francisco County Transportation Authority (SFCTA) and guided by a project task force of residents, businesses, and community representatives, this plan identifies mobility needs on and around Ocean Avenue between San Jose Avenue and Junipero Serra Boulevard. The Plan prioritizes pedestrian and transit safety upgrades for the commercial corridor as well as the advancement of an off-street, multi-use path on the north side of Ocean Avenue (south edge of City College campus) between Frida Kahlo Way and Interstate 280. The shared pedestrian and bicycle pathway would improve ‘last-mile connections’ to/from Balboa Park BART station and Muni’s light rail/bus operations hub. Additionally, the Plan highlights the importance of improving Holloway Avenue, accessed from Frida Kahlo Way via Lee Avenue, as a parallel bike route to Ocean Avenue.

SFMTA Frida/Ocean/Geneva (F.O.G.) Study (2021)

This study reviewed existing issues at the Frida Kahlo / Ocean / Geneva (F.O.G) intersection and developed design concepts to improve all users’ safety, accessibility, and comfort. It further reviewed and refined the recommendations from the S.F. Planning Department’s Ocean Avenue Corridor Design (2016), resulting in conceptual design alternatives for the intersection and approaching streets that helped guide future project development (including the Frida Kahlo Way Quick-Build).

City College of San Francisco Facilities Master Plan (2019, revised 2022)

This plan guides development of City College facilities including several buildings under construction (STEAM Building, Student Success Center) or scheduled to start construction soon (Diego Rivera Theatre). On the Upper Reservoir lot, these new campus facilities will alter circulation demand/patterns and result in the significant loss of off-street parking. The plan also

indicates the need for bike routes along the campus perimeter among other campus improvement priorities.

City College of San Francisco Transportation Demand Management Plan (2019)

This plan identifies Transportation Demand Management (TDM) strategies for City College in response to upcoming construction of the Balboa Reservoir development, STEAM Building, and Diego Rivera Theatre. The plan defines existing vehicle supply for City College as 3,010 parking spaces, and planned removal of parking spaces due to these developments as 1,767 parking spaces (58.7% of existing).

Furthermore, the plan found that when allocating resources, students prioritized improved educational spaces and free/subsidized transit over vehicle parking, that many drivers live near campus, and that City College relies foremost on public transit to access campus. The plan identifies improvements to the bicycle and pedestrian network on campus as a core TDM measure to offset the reduction in parking supply.

SFMTA Curb Management Strategy (2020)

This strategy defines curb functions that compete for space on streets in San Francisco, and outlines which curb functions should be prioritized for different land uses. City College of San Francisco falls under the land use typology of “major attractor,” for which “movement” and “access for people” are the highest-priority curb function, and “storage for vehicles” is the lowest priority.

Balboa Reservoir Neighborhood (Master Plan Agreement approved 2020)



The Balboa Reservoir neighborhood will replace the lower reservoir surface parking lot with over a thousand new housing units, approximately 4 acres of open space, a new multi-modal street network, a new childcare facility, and other community amenities. An initial phase with affordable housing and public street improvements – including the extension of Lee Avenue – is expected to start construction in late 2024 or early 2025.

Figure 3. Rendering of Balboa Reservoir development with Lee Avenue extension and the San Francisco Public Utilities Commission (SFPUC) open space corridor.

Project Elements

Project Summary

The Frida Kahlo Way Quick-Build Project aims to deliver proactive safety improvements and encourage more people walking and bicycling on Frida Kahlo Way and Judson Avenue between Ocean Avenue and Foerster Street. 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 site.

The project would add a two-way protected bikeway on the east side of Frida Kahlo Way / south side of Judson Avenue, update pedestrian crossings with traffic safety islands and daylighting, make changes to improve transit access and reliability, add traffic calming and safety measures at the Frida Kahlo/Judson intersection, and modify curb management to accommodate the bikeway changes and 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 and previous planning efforts in the area. While not on the SFMTA's Vision Zero High-Injury Network (HIN), Frida Kahlo Way and Judson Avenue provide a crucial link in the City's bikeway network, helping connect the west side of the city with the Mission District and downtown by avoiding uncomfortable freeway interchanges, busy HIN arterial streets, and steeper hills to the north and east.

The Frida Kahlo Way Quick-Build Project would lay the groundwork for future bikeway connections to Lee and Holloway avenues, to the south and west, and an off-street path on Ocean Avenue eastward toward Balboa Park BART and Muni. No travel lanes would be removed except the eastbound left-turn pocket from Judson Avenue onto Genessee Street and the center-running two-way left turn lane on Judson Avenue between Genessee Street and Foerster Street (both necessary to provide space for the proposed protected two-way bikeway). The secondary merge lane for northbound Frida Kahlo Way at Ocean Avenue would also be removed to accommodate a short segment of protected one-way bikeway.

The project would remove approximately 29 parking spaces, primarily located on the east side of Frida Kahlo Way. These spaces represent less than one percent of available parking supply for City College students and faculty as identified in prior planning documents.

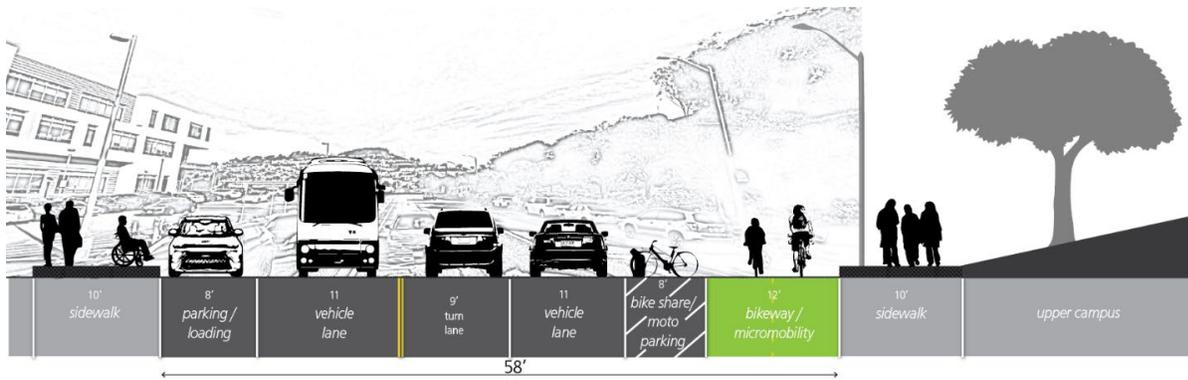


Figure 4. Proposed cross-section, Frida Kahlo Way, looking north toward City College main steps and North Access Road. On Judson Avenue (not shown), vehicle parking is maintained next to the proposed bikeway (‘floating’ off the curb) by removing the two-way, midblock center turn lane.

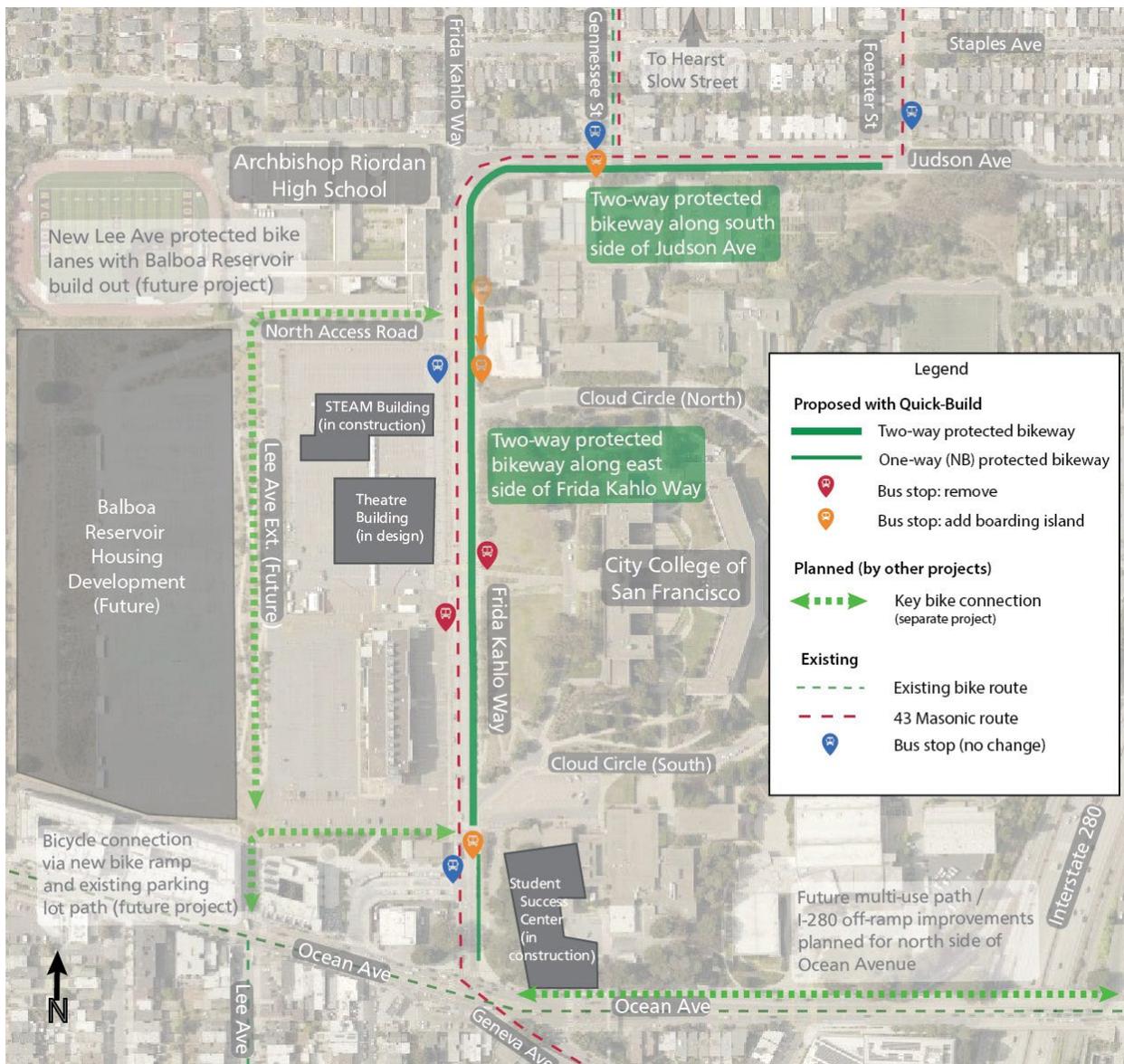


Figure 5. Summary map of Frida Kahlo Way Quick-Build project proposal.

Bicycle Improvements

The proposed project would include a two-way separated bikeway (Class IV) on the east side of Frida Kahlo Way between Cloud Circle (south) and Judson Avenue, and on the south side of Judson Avenue from Frida Kahlo Way to Foerster Street. A combination of plastic posts, concrete islands, bike share stations, and a floating parking aisle would provide vertical separation from moving traffic in the bikeway's buffer area. Bicycle signals would be added for the two-way bikeway at the three existing signalized intersections on Frida Kahlo Way.

South of Cloud Circle (South), the existing northbound Class II bikeway would be upgraded to a Class IV bikeway with a striped buffer and plastic posts to reduce traffic stress for northbound bikeway users. The existing Class II bike lanes on the west side of Frida Kahlo Way south of North Access Road would be removed, but the existing southbound Class II bike lanes at the turn from Judson Avenue to Frida Kahlo Way north of North Access Road would be maintained. No changes are proposed for the southbound shared lanes approaching Ocean Avenue.

Pedestrian Improvements

Concrete traffic safety islands and daylighting (removing two parking spaces as directed by the recent Assembly Bill 413) would be included at intersections within the project area, promoting better visibility and reducing the effective crossing distances along the corridor.

Transit Improvements

The Muni transit stop (serving the 43 Masonic route) on northbound Frida Kahlo Way, approximately 70 feet north of North Access Road, would be relocated to the near side of the intersection at Cloud Circle (north). This change is proposed in response to a request by staff at Archbishop Riordan High School. Students disembarking the bus jaywalk in front of the bus, rather than using the marked crossing at North Access Road, just south of the existing bus zone. By moving the bus zone south of the North Access Road intersection, students will be encouraged to use the signalized crossing.

The Muni bus stops (serving the 43 Masonic route) on northbound and southbound Frida Kahlo Way at the bottom of the center City College staircase (mid-point between Cloud Circle north and south) would be removed as part of the project. These two stops see low use (approximately 55 daily boardings and alightings on average – the lowest within the project area), and the stop spacing of the remaining stops would meet SFMTA's stop-spacing guidelines. Consolidating stops along Frida Kahlo Way supports making Muni service on the 43 Masonic route more reliable.

Two bus boarding islands would be added on the east side of Frida Kahlo Way (northbound direction), at Cloud Circle (South and Cloud Circle (north)), and one would be added on the south side of Judson Avenue (eastbound direction) at Genessee Street.

Vehicle Safety Improvements

One speed cushion would be located on westbound Judson Avenue between Genessee Street and Frida Kahlo Way to address speeds where Frida Kahlo Way and Judson Avenue meet. Further, northbound-to-southbound U-turns would be prohibited on Frida Kahlo Way at Judson

Avenue to address safety issues with this maneuver and school loading for Riordan High School.

The existing concrete median island on Frida Kahlo Way between Judson Avenue and North Access Road would be extended south to the North Access Road intersection to physically prohibit southbound-to-northbound U-turns.

Curb Management Changes

To maximize the efficient use of curb space and accommodate new protected bikeways, several changes are proposed with this project:

- The underutilized commercial loading (yellow) zone on the west side of Frida Kahlo Way at Cloud Circle (South) would be converted into general vehicle parking.
- The 43 Masonic transit stops would be revised as described above, with removed stops converting to other curb uses including vehicle parking and daylighting.
- The existing bike-share station and motorcycle parking on the west side of Frida Kahlo Way would be relocated to the east side of Frida Kahlo within the bikeway buffer zone. The existing bike-share station on the south side of Judson Avenue would be maintained on the south side of the street but relocated to the west of Genessee Street in the bikeway buffer.

A summary of changes to vehicle, motorcycle and bikeshare parking is provided in Table 1.

Table 1. Summary of parking changes.

	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.			

STAKEHOLDER ENGAGEMENT

The Frida Kahlo Way Quick-Build Project was initiated in the spring of 2023 with the purpose of improving safety for people walking and bicycling on Frida Kahlo Way and Judson Avenue west of Foerster Street. The project team conducted public outreach throughout the rest of 2023 and early 2024 to inform the project design and make members of the community and partner organizations aware of the project.

Riordan High School and City College coordination

During the spring and summer of 2023, the project team primarily sought feedback on the project from partner organizations, namely City College and Riordan High. These two educational institutions are the primary trip generators on Frida Kahlo Way and Judson Avenue. Preliminary engagement centered on identifying mobility needs and project coordination opportunities for these institutions.

Riordan High School

At Riordan High, the project team worked directly with school staff who highlighted ongoing challenges with vehicle circulation during pick-up and drop-off hours for the school, including rampant double parking in the bike lane and blockage of the 43-Masonic bus stop and unsafe mid-block crossing behavior by students disembarking the bus at the stop across the street from the school. Additionally, staff identified northbound U-turns at the Frida Kahlo Way / Judson Avenue intersection as a problematic movement that impedes vehicle traffic circulation and vehicle speeding on Judson Avenue as a safety issue, particularly approaching the intersection at Frida Kahlo Way.

In response to the issues identified at Riordan High, the SFMTA accelerated relocation of the existing southbound bus stop to the south side of North Access Road and extended the passenger loading zone in front of the school in August 2023. These changes were intended to reduce conflicts between transit, drivers accessing the curb, and people using the bike lane – independent from and in advance of the Frida Kahlo Way Quick-Build Project.

The Quick-Build project would further improve safety near Riordan High by adding/reinforcing U-turn restrictions at the Frida Kahlo Way / Judson Avenue intersection, installing traffic-calming on Judson Avenue, and relocating the northbound bus stop to the south side of the North Access Road to encourage students to cross at the signalized intersection.

City College of San Francisco

At City College, the project team worked extensively with staff from the Facilities Department to identify mobility needs within the project area and to coordinate with ongoing construction on the campus adjacent to Frida Kahlo Way. The project team had regular check-ins with these staff

to reconcile changes to the curb and Quick-Build project frontage due to the construction of new City College facilities: the Student Success Center, STEAM Building, and Diego Rivera Theatre. Coordination with City College staff was primarily technical and logistical, and these staff did not express support for or opposition to the Project.

The project team also attended meetings of the City College Facilities Committee, comprised of administrative staff, faculty, and students, to inform the members of the Project and seek feedback on the proposed designs. Additionally, the project team engaged directly with the City College of San Francisco Higher Education Action Team (CCSF HEAT). These groups expressed concerns related to the proposed parking removal, perceived effects of transit boarding islands on traffic congestion, concerns about bikeway designs, and the lack of data to support the project.

In February 2024, the Associated Student Council of the Ocean Campus (ASCO), consisting of elected student representatives attending the Ocean Campus, passed a resolution in opposition to the Frida Kahlo Way Quick-Build Project. In March 2024, the project team attended a meeting of the ASCO to provide more information on the project, to hear about student needs for Frida Kahlo Way, and to establish an ongoing dialogue with the student body. ASCO members continued to express concern about the removal of any vehicle parking on campus but expressed appreciation for the direct engagement and willingness to guide implementation, evaluation, and adjustments.

In February 2024, the City College Board of Trustees (the Board) passed a resolution in opposition to the Frida Kahlo Way Quick-Build project, unless amended to resolve concerns raised by CCSF community members. In March 2024, the SFMTA project team presented to the Board on the project justification and to clarify project amendments that had already been made in response to community concerns. The Board asked staff to continue engaging with students and other City College Community members.

Other stakeholder engagement

The project team met or corresponded with the following additional stakeholder groups throughout the project development process.

- Slow Hearst
 - Virtual meeting: Expressed strong support for project, gave feedback on specific design elements.
- The San Francisco Bicycle Coalition
 - Virtual meeting: Expressed strong support for project, gave feedback on specific design elements.
- The Ocean Avenue Mobility Task Force
 - Virtual meeting: Expressed support for project, gave feedback on specific design elements.
- The Sunnyside Neighborhood Association
 - Two in-person meetings: Majority of attendees expressed support for the project. Other attendees expressed concerns about parking removal.

- Avalon Bay Communities, Inc. (The developer responsible for the Balboa Reservoir project)
 - Virtual meeting: Relayed information about development progress.
- Senior and Disability Action
 - Email correspondence: Expressed no concerns related to project.
- SF Transit Riders
 - Email correspondence: Expressed support for project, gave feedback on specific design elements.

Open House Event

After engaging existing stakeholder groups during the summer and fall 2023, the project team found that the proposed changes were more controversial than expected, primarily due to concerns about the removal of on-street parking in front of City College on Frida Kahlo Way. In response, the team paused the process of legislating the project and added an additional round of outreach centered around a public open house event.

On December 5th, 2023, the project team hosted the open house event at City College from 3-7 PM. The team advertised the event by posting flyers on the street, sending notices to stakeholder groups, posting on SFMTA's social media, sending a mailer to nearby residents, sending an email blast to people who had signed up for the project mailing list, and sending an email blast to all City College students through the College's Facilities Department.

During the first two hours of the event, the team set up a table along Frida Kahlo Way near the bus terminal, the City College main parking lot and adjacent path. During this time, staff had informal conversations with attendees, including some people who had never heard about the project before. Attendees with opinions on the project were encouraged to leave comment cards, summarized below.

From 5:30-7:00 PM, the project team hosted a more formal event in the nearby Multi-Use Building. During this portion of the event, staff gave a presentation on the project and facilitated a question-and-answer session before attendees broke out into smaller groups to talk about the following focus areas: design, parking, background, and process. Staff representing Muni's K-Ingleside Rapid Project



Figure6. Photos from Dec. 5th open house outreach event.

also gave a presentation and hosted a focus group. This event was attended by approximately thirty people. Again, attendees were encouraged to leave comment cards, summarized below.

At the open house event, twenty-four people left comment cards for consideration. Most comments were in support of the project, however other participants expressed strong opposition to the project due to concerns about vehicle parking removal.

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 13 general vehicle parking spaces compared to the 2023 design.

Engineering Public Hearing

In accordance with the SFMTA's legislative process, the project was heard at an Engineering Public Hearing on February 16th, 2024. The project team advertised the event by posting twenty custom flyers describing the project in addition to the required legislative language on the project corridor and sending an email blast to the project mailing list ten days prior to the public hearing.

Eleven individuals made oral comments at the February 16th Engineering Public Hearing, and the team received twenty-two written comments that specifically referenced the hearing. Many of the people who made comments had previously commented on the project via email, in separate meetings, or at the December 5th Open House event. Most oral comments received were in opposition to the project, while most written comments supported the project.

Project Response to Community Feedback

The following are major themes of public feedback and the solutions/responses proposed by the project team:

1. Support for better bike facilities on Frida Kahlo Way and Judson Avenue: Many community members expressed support for the Project at neighborhood meetings, outreach events, and by sending emails to the Project email address. The project team heard that the separated bikeways would make people feel safer when travelling between City College, the Sunnyside and Ingleside neighborhoods, Ocean Avenue, and Balboa Park BART Station, among other destinations.

Further, some respondents indicated they would make trips by bike that they currently make by other modes if the Project were implemented. Respondents expressed a desire to see more robust bikeway separation elements, such as concrete curbs.

Staff response: Advance Frida Kahlo Way Quick-Build Project and include concrete islands where feasible.

2. Support for pedestrian safety improvements: Some community members reported feeling unsafe while walking along or across Frida Kahlo Way and Judson Avenue. These comments highlighted the need for pedestrian crossing improvements and vehicle traffic calming.

Staff response: Prioritize pedestrian and traffic calming improvements.

3. Concern about parking loss at City College: Some community members, including neighbors and City College faculty and students, expressed strong opposition to the Project due to the impacts of parking removal on City College students and faculty. Some respondents view the proposed removal of on-street parking as an existential threat to the College, exacerbating the greater reduction of parking supply due to the Balboa Reservoir development on the Lower Reservoir Lot and construction of the Diego Rivera Theatre and STEAM Building on the Upper Reservoir Lot. Some community members are worried that the loss of parking spots would lead to decreased enrollment at the College.

In particular, City College parking concerns were related to the assertion that City College is a “commuter college” serving lower-income students, students who work non-traditional schedules, and students who generally may have little or no choice but to drive to campus. Whereas parking spots in lots around City College are paid, parking spots on Frida Kahlo Way are free, meaning that a higher share of people driving to City College would have to pay to park.

This was the primary theme of opposition to the Project: every comment in opposition referenced parking removal as the key concern, and some comments that did not explicitly support or oppose the Project also referenced concern about parking removal.

Staff response: Revised design to retain thirteen general vehicle parking spaces, 25% more spaces than were originally proposed.

4. Concern about impacts to parking in the Sunnyside neighborhood: Some residents of the neighborhood to the north of City College expressed concern that the reduction of parking at City College would displace student and faculty parking onto the neighborhood streets, limiting their ability to park in front of their houses. SFMTA staff identified this neighborhood as a future candidate for Residential Permit Parking (RPP), which would establish a parking time limit except for residents who have purchased a parking permit, but such a designation is not proposed as part of the project.

Staff response: Connected residents with staff in the SFMTA’s RPP program to discuss RPP expansion in the Sunnyside neighborhood.

5. Concern about traffic congestion and traffic signal synchronization on Frida Kahlo Way:

Some community members expressed displeasure related to existing traffic congestion on Frida Kahlo Way and concern that the Project would exacerbate these issues. In particular, congestion around the Frida Kahlo Way / Judson Avenue intersection during pick-up and drop-off for Archbishop Riordan High School can cause bottlenecks along the corridor. Another concern, which community members have expressed to SFMTA previously, is the poor synchronization of traffic signals approaching Ocean Avenue in the southbound direction. Some people are worried that the Balboa Reservoir development will only exacerbate traffic congestion. Others expressed displeasure that the proposed transit boarding islands on Frida Kahlo Way would force motorists to wait behind buses stopped in-lane. Other expressed frustration about the wait time for pedestrians crossing Frida Kahlo Way.

Staff response: Evaluate traffic signal timing during detailed design to identify opportunities to better balance the needs of all users at signalized intersections on the corridor. Additionally, evaluate the efficacy of vehicle circulation changes at the Frida Kahlo Way/Judson Avenue intersection and areas for future improvements.

6. Concern about transportation costs for students: City College Students expressed that transportation costs were generally too high. Students feel the burden of paying for parking and paying for transit. Students expressed frustration that Muni passes were not subsidized by the college or by the SFMTA.

Staff response: Omitted metering of on-street parking on Frida Kahlo Way from the project proposal to maintain affordability for students who park on the street. Additionally, work to provide resources regarding programs such as Clipper Start.

7. Concern about lack of demand for bike facilities on Frida Kahlo Way and lack of documented collision history: Two themes among comments received in opposition to the Project were the low existing bike volumes within the Project area and the lack of documented traffic collisions involving people biking. Opponents of the Project questioned the need for protected bikeways along Frida Kahlo Way and Judson Avenue based on these facts.

Staff response: Collect pre- and post-project modal counts in accordance with the Safe Streets Evaluation Program.

8. Support for traffic calming on Judson Avenue: Community members expressed concerns about traffic speeds on Judson Avenue, citing collisions and near misses due to unsafe speeds. Respondents expressed support for speed humps or other traffic calming to address unsafe speeds.

Staff response: Prioritize traffic calming improvements on Judson Avenue.

9. Support for removal of existing southbound unprotected bike lane: Since the project will create a new two-way protected bikeway on the east (northbound) side of the street, some people have expressed a preference that the existing southbound bikeway be removed (early project

plans showed maintaining this element), especially if it would entail retention of existing vehicle parking spaces.

Staff response: Revise the 2023 design to remove the southbound bike lane.

10. Need for better bike facilities on Ocean Avenue: Some community members communicated the need for better bike facilities on Ocean Avenue, connecting to Balboa Park BART to the east and the Ocean Avenue commercial corridor to the west. Safer east-west bike routes are seen as key bike network connections that would lead to the success of the Project. Some respondents cited the lack of a safe bicycle connection on Ocean Avenue as a reason for the lack of bike trip demand on Frida Kahlo Way.

Staff response: Continue planning for Ocean Avenue bikeway improvements.

11. Concern about safety for users of the proposed two-way bikeway: Some community members expressed concern about the bikeway design. They highlighted the need to carefully manage conflicts between people biking and vehicle and pedestrian traffic and for thoughtful design of transitions into and out of the bikeway.

Staff response: Apply bikeway design best practices to mitigate conflicts between bicyclists and other users of the corridor.

12. Desire for greater public engagement process: An overarching theme of comments in opposition to the Project - particularly in late 2023 – was the desire for the project team to conduct more public engagement. Some community members felt left out of the process because they heard about the Project from their neighbors, rather than SFMTA itself. Others felt that more outreach events should be held. Some people expressed that they felt that the project outcomes had already decided regardless of their input. College students are concerned that the Project team did not engage directly with the student body, however, other comments expressed support for the outreach done to date.

Staff response: Held additional outreach events and meetings with stakeholder groups, including a public open house and subsequent meetings with CCSF HEAT, CCSF facilities advisory committee and student council, and the CCSF Board of Trustees.

13. Need for project evaluation: Related to concerns about the lack of existing bike volumes within the project area, some community members requested that project team identify metrics by which to evaluate the “success” of the project. They requested metrics to inform project next steps, including potential removal of the two-way bikeway, based on post-implementation bike volumes.

Staff response: Collaborate with City College Community, including Associated Student Council of the Ocean Campus, to identify project evaluation metrics and develop qualitative evaluation plan to elevate opportunities for stakeholders to provide direct feedback during project implementation and subsequent adjustments.