Ocean Avenue Mobility Action Plan

San Francisco County Transportation Authority
Neighborhood program

Final Report: June 2023

Acknowledgments

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Project Overview

The Ocean Avenue Mobility Action Plan was developed at the request of Transportation Authority Board Member Myrna Melgar (District 7). Over the past decade, many studies have been conducted for the Ocean Avenue corridor and a range of recommendations have been put forward through these efforts. The Ocean Avenue Mobility Action Plan reviewed past plans and studies for the Ocean Avenue corridor to identify needs, goals, and past recommendations. The Action Plan was guided by a Project Task Force of residents, businesses, and community representatives, assembled specifically for this study to determine study recommendations. Each of these recommendations was considered, along with potential new concepts identified by the project Task Force. Through community engagement, technical analysis, and working closely with the project Task Force, the Mobility Action identifies three small projects and two large projects to be prioritized for advancement.

Each of the recommended concepts has been further developed to include location specific improvements, implementation details, costs, and funding opportunities. Considerations gathered through the community engagement process are also documented to guide future studies, detailed design, and implementation.

PROJECT TASK FORCE

Working with the District 7 Office, the Transportation Authority convened a 14-member Task Force of residents, businesses, and community representatives to support and provide input to the Ocean Avenue Mobility Action Plan development and outreach efforts. The Task Force's role included prioritizing existing transportation concepts, identifying new concepts to improve transportation along Ocean Avenue, and selecting the final project recommendations to advance in the Mobility Action Plan. The Task Force met over five meetings to ultimately develop consensus around project recommendations. The meeting objectives included:[1]

- **Meeting 1 (October 2021):** Included an overview of the project scope and Task Force member roles, defined the study area, established a study name, and discussed corridor needs
- **Meeting 2 (February 2022):** Task Force members reviewed past plan recommendations, agreed on project goals, and identified new projects to consider in the planning process
- **Meeting 3 (July 2022):** Task Force members reviewed the first round of community outreach findings and narrowed down the list of projects for further development and technical work

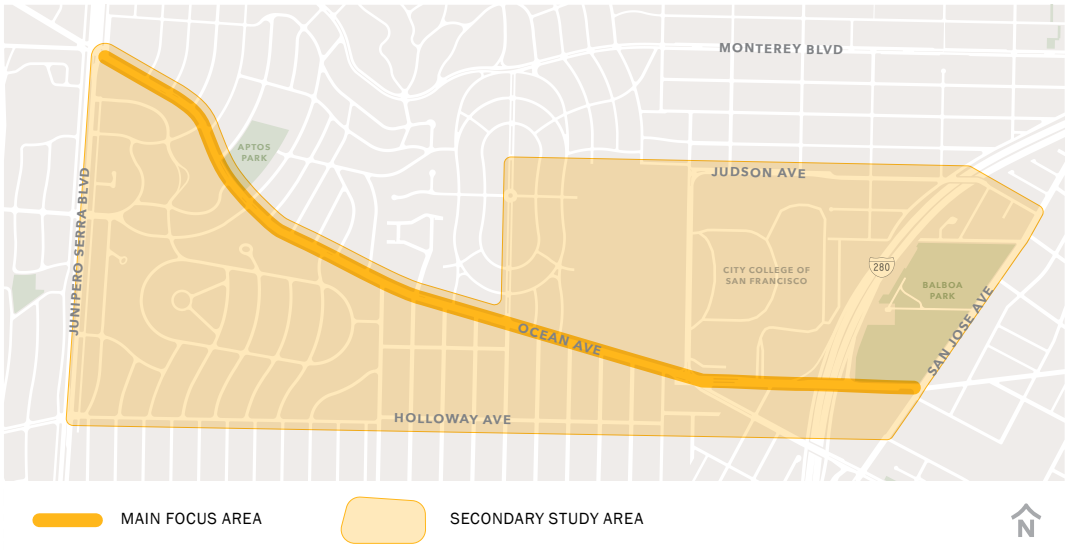
1 See Appendix A for a list of Task Force members and meeting summaries

- **Meeting 4 (November 2022):** Task Force members reviewed the second round of community outreach findings and began to select projects for advancement in the Mobility Action Plan
- **Meeting 5 (February 2023):** Task Force members finalized three small projects and two large projects for advancement in the Mobility Action Plan

STUDY AREA

The project study area is centered on Ocean Avenue between San Jose Avenue and Junipero Serra Boulevard. With input from the Task Force, the secondary study area was defined to Judson Avenue to the north between San Jose Avenue and Miramar and Holloway to the south along the full length of the corridor. Figure 1 shows the study focus area and secondary study area.

Figure 1. Ocean Avenue Mobility Action Plan Study Area



STUDY GOALS

Study goals were developed based on reviewing past plans and studies for the study area and with input from the Task Force. Goals from previous plans in the study area included:

- Improve safety for people walking and bicycling
- Prioritize non-auto connections between new residential development and neighborhood destinations

- Improve the connectivity and accessibility of the Ocean Avenue Commercial Corridor and Balboa Park Station for travelers across all modes
- Support efficient and reliable transit operations
- Reduce impacts of freeway-bound automobile traffic on the local community
- Minimize traffic delays to vehicles traveling to/from I-280
- Reduce auto trips and vehicle miles traveled (VMT)
- Create a more visually appealing streetscape and public realm

These goals were consolidated into four overarching goals for the Mobility Action Plan, shown below. The outreach process asked participants to prioritize the goals. The goals are listed in order of priority.

Improve transit efficiency, reliability and accessibility

Improve safety and connectivity for pedestrians, bicyclists

Improve livability to support economic vitality and quality of life

Manage congestion on streets, particularly at freeways

Past Studies and Plans

Many planning efforts have focused on the Ocean Avenue Corridor over the past decade, each with different recommendations. Despite transportation improvements to the corridor, recommendations from past planning efforts have not advanced or been prioritized. The past planning efforts are summarized below, and Table 1 has a summary of recommendations. At the second Task Force meeting, the Task Force prioritized nine of these projects to advance in the study process. Projects not recommended for

advancement can be understood as lower priority, but could be further developed or advanced at a future date.

- **The Ocean and Geneva Corridor Design Plan,** led by the San Francisco Planning Department in 2015,[1] identified multiple improvements focused on pedestrian and bike safety, circulation, and the streetscape and public realm.
- **The Balboa Park Circulation Improvement Study,** led by the San Francisco County Transportation Authority (SFCTA) in 2014,[2] aimed to reduce conflicts among different types of travelers around the BART station, improve pedestrian and bicycle conditions, and balance vehicle operational needs.
- **Frida Kahlo / Ocean / Geneva (F.O.G) Study,** led by the San Francisco Municipal Transportation Agency (SFMTA) in 2021[3], reviewed existing issues at the F.O.G intersection and developed design concepts, based on recommendations for the Ocean and Geneva Corridor Design Plan, to improve safety, accessibility, and comfort for all travelers.
- **Balboa Park Transportation Demand Management Framework,** led by the San Francisco Planning Department in 2017[4], recommends measures to better manage the current and future transportation needs of commuters, families, seniors, employees, visitors, and students of all ages, means, and schedules in the neighborhood.
- **Muni Forward,** led by SFMTA, addresses transit delay, improves reliability, and increases the safety and comfort of riders along the most heavily used routes through transit priority projects.[5] Muni Forward improvements have been made or are currently being planned to many transit lines across the city, with 80 miles of corridor improvements built to date. Ocean Avenue is identified as a future Muni Forward improvement corridor.

1 https://sfplanning.org/project/ocean-ave-corridor-design
2 https://www.sfcta.org/projects/balboa-park
3 https://www.sfmta.com/projects/frida-kahlo-ocean-geneva-fog-study
4 https://sfplanning.org/balboa-area-transportation-demand-management-plan
5 https://www.sfmta.com/muniforward

Table 1. Overview of Past Plans and Studies and Recommendations

PROJECT RECOMMENDATIONS FROM PAST PLANS/ STUDIES	PLAN/STUDY	ADVANCED THROUGH TASK FORCE PROCESS	ADDITIONAL DETAILS
Improve or remove the pedestrian bridge between Geneva and City College	Ocean and Geneva Corridor Design Plan, F.O.G Study	Yes	The study included three options: 1) Demolish the bridge, pedestrians would use existing at grade crossings 2) Remove the stairs to the bridge on Ocean Ave, pedestrians from Ocean Ave would use existing at grade crossings. Bridge would still connect CCSF to Geneva, but would be inaccessible from Ocean Ave 3) Upgrade bridge — add pedestrian lighting, upgrade railing and stairs, improve accessibility The Task Force advanced the bridge removal concept because it allows for a shared pedestrian and bike path to be constructed along Ocean Avenue (see line below).
Construct east-west bikeway (and wider sidewalk) on Ocean (City College campus edge)	Ocean and Geneva Corridor Design Plan, F.O.G Study	Yes	The Task Force advanced this project in the form of a shared pedestrian and bike path on Ocean Avenue.
Construct east-west bike lanes on Geneva	Ocean and Geneva Corridor Design Plan	Yes	The Task Force modified this project to combine it with the pedestrian improvements on Geneva (see below) and expand it to include transit improvements.
Improve pedestrian safety on Geneva	Ocean and Geneva Corridor Design Plan	Yes	The Task Force modified this project to combine it with the projects to create east-west bike lanes on Geneva (see above) and expand it to include transit improvements.
Improve access to I-280	Ocean and Geneva Corridor Design Plan	No	This project would add a right turn pocket on eastbound Geneva at I-280 to accommodate vehicles entering the freeway. The Task Force did not advance this project in their selection of priority projects.
Construct a new transit plaza at Ocean and Geneva	Ocean and Geneva Corridor Design Plan	No	The project would design and construct plaza on the south side of Ocean Ave, west of Frida Kahlo Avenue including drought tolerant landscaping, seating, bus shelters, and pedestrian scale lighting. The Task Force did not advance this project.
Improve the entrance to Balboa Park and Balboa Park Skate Park	Ocean and Geneva Corridor Design Plan	No	This project would create an ADA accessible entrance to Balboa Park at the corner of Ocean Avenue and the I-280 on ramp including a new bus shelter and landscaping to limit views of freeway. At the skate park, the project would add a bus shelter, specialty paving, seating, landscaping, custom signage, and pedestrian-scale lighting. The Task Force did not advance this project.
Improve the streetscape around the Balboa Park BART station	Ocean and Geneva Corridor Design Plan	No	The project would add street and pedestrian lighting, widen the sidewalk, add bulbouts, and add landscaping. The Task Force did not advance this project.
Realign the I-280 southbound ramp at Ocean Avenue	Balboa Park Station Area Circulation Improvement Study	No	This project would reconfigure the I-280 southbound off-ramp to Ocean Ave from a high-speed merge to a signalized intersection. This project is being led by the Transportation Authority and entered the design phase during the study period. The Task Force did not advance this project.
Add or repaint continental or decorative crosswalks	Balboa Park Transportation Demand Management Framework	No	This concept would create and/or refresh high-visibility crosswalks. The identified specific locations for consideration. The Task Force did not advance this project.
Improve pedestrian and bicycle safety at the F.O.G intersection	Ocean and Geneva Corridor Design Plan, F.O.G Study	No	This project includes a near-term design and a long-term design. The near-term quick-build design is currently being considered by SFMTA along with Muni Forward improvements on Ocean Avenue and could reconfigure the intersection to improve transit, pedestrian, and bicycle access and safety. The long-term design includes additional capital-intensive improvements to the intersection. The Task Force did not advance the long-term project.
Improve transit reliability and capacity for the K Ingleside	Muni Forward	Yes	This project would improve transit reliability, access, and capacity through boarding platform upgrades, traffic signal priority, transit stop spacing improvements, pedestrian improvements, and other enhancements. The Task Force advanced this concept.

In the second Task Force meeting, the Task Force prioritized nine projects to advance for further development and into the outreach process. The list of project, outlined below, are a combination of past project recommendations and new concepts or adjustments to past projects.

Small projects include:

- Pedestrian safety improvements on Ocean Avenue (e.g. decorative crosswalks, pedestrian scale lighting, and bulb-outs at intersections)
- Geneva transit, pedestrian, and bike improvements
- Ocean Avenue corridor traffic safety and speed management improvements
- Streetscape improvements (e.g. landscaping and tree planting)
- Bike lanes on Geneva
- Bike safety improvements on Ocean Avenue and connectivity improvements
- Accessibility improvements to Balboa Park (e.g. new ADA entrances)

Large projects include:

- Muni Forward improvements for K Ingleside
- Remove the Ocean Avenue pedestrian bridge, move the retaining wall, and construct a shared pedestrian and bike path.

Community Engagement

Two rounds of public outreach helped the Task Force refine the list of projects to recommend as priority projects. Each community outreach round included a town hall, a multi-language survey, and popups at community events. The Task Force and the District 7 Office helped promote both surveys and town hall events. The project team also shared the outreach information with local community-based organizations.

The outreach rounds included:

- **Round 1:** Presented Action Plan goals, prior projects identified in previous plans, and new projects identified by the Task Force. This round aimed to understand what projects the community would prioritize from the list of nine advanced by the Task Force, described in Table 1.
- **Round 2:** Presented a refined list of projects determined by the Task Force based on findings from the first round of outreach. This round asked the community to pick their preferred projects from a list of 7 identified by the Task Force.

COMMUNITY ENGAGEMENT ROUND 1

The first round of outreach asked community members for input on the Action Plan's goals and projects for consideration. Outreach activities included a virtual town hall, community presentations, and a survey.

The Transportation Authority and the District 7 Transportation Authority Board Member Myrna Melgar convened a virtual town hall meeting on June 15, 2022. Approximately 50 people attended the event. Project staff presented the goals of the project and gave an overview of completed projects, projects in progress, and projects for consideration in the Action Plan. Through polling, participants were asked to consider the Action Plan's goals and the projects that were presented, and to select which were most important to them. Participants also shared input on the projects for consideration, as well as any new project ideas. Feedback included the need to improve transit access, pedestrian safety, and traffic management along Ocean Avenue.

In addition to the town hall event, staff also presented to the San Francisco Youth Commission, San Francisco Transit Riders – Transit Planning Working Group, and the Westwood Park Homeowners Association. Staff also attended Excelsior Sunday Streets on June 12, 2022 to provide project information and distribute surveys to community members.

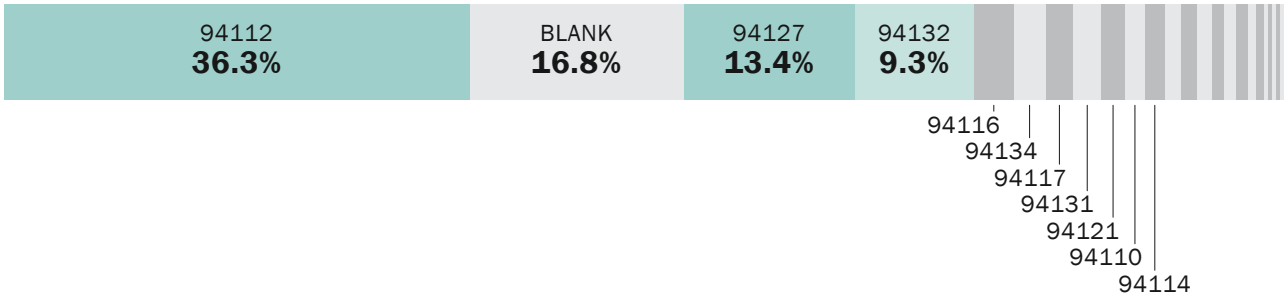
Survey

A survey was conducted between May to June 2022 in English, Spanish, and Chinese. The survey aimed to understand community priorities related to the study goals and projects for consideration. The survey asked respondents to share their transportation priorities in the neighborhood, to prioritize study goals, small projects, large projects, and to give suggestions for new project ideas. The survey received 329 responses.

Demographics of Respondents

Many respondents provided a home zip code. Over half of the zip codes provided are nearby the Ocean Avenue corridor – Ingleside-Excelsior/Crocker-Amazon (94112, 36%), St. Francis Wood/Miraloma/West Portal (94127, 13%), Lake Merced (94132, 9%). A small portion of responses are from other parts of the city (see Figure 2).

Figure 2. Home Zip Codes of Survey 1 Respondents



Many respondents did not answer questions related to demographics. Based on the responses received, about 50% identify as White, 30% as Asian, and 3% as Black or Native American (see Figure 3). About 8% of respondents identified as Hispanic, Latino, or Latinx. The majority of respondents have a household income under $150,000 and, on average, household incomes support 2 people (see Figure 4)

Figure 3. Race and Ethnicity of Survey 1 Respondents

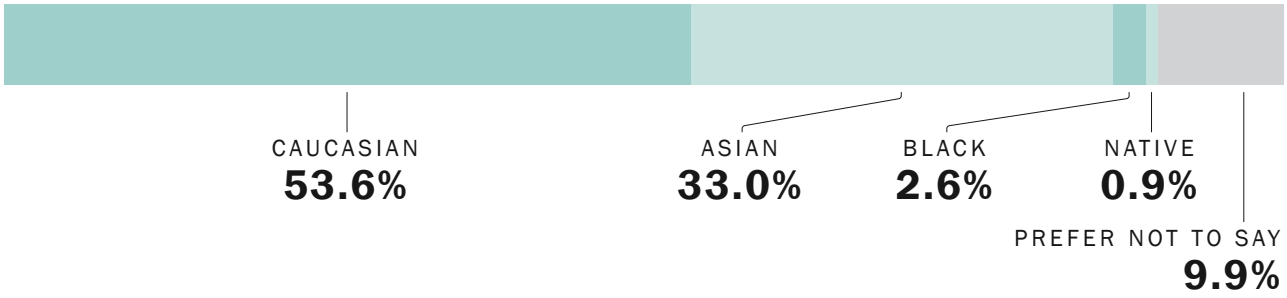
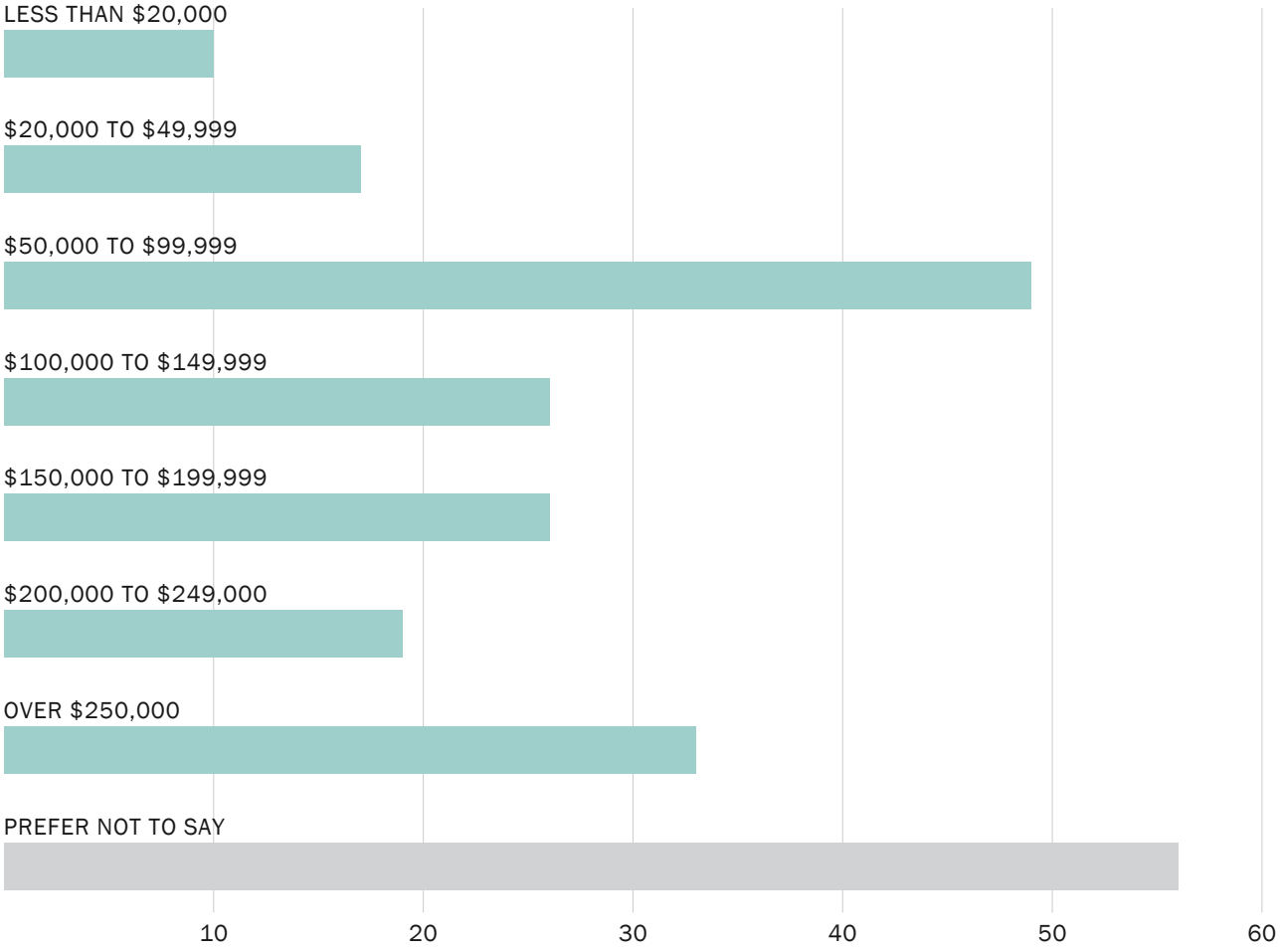


Figure 4. Annual Household Income of Survey 1 Respondents



What we Heard

Survey respondents were asked to rate the relative importance of the four study goals – transit efficiency, reliability, and accessibility; pedestrian and bike safety; improve livability, economic vitality, and quality of life; and manage congestion. Table 2 below shows how each goal was ranked on a low to high scale. Transit efficiency, reliability, and accessibility was ranked as a high importance most often (68%) and managing congestion was ranked as a high priority least often (38%).

Table 2. Survey Response for "Please rate your transportation priorities for the neighborhood"

TRANSPORTATION PRIORITIES FOR THE NEIGHBORHOOD	LOW	MEDIUM	HIGH	PERCENT OF HIGH RESPONSES
Transit efficiency, reliability and accessibility	22	82	221	68%
Pedestrian and bike safety	38	86	200	62%
Improve livability, economic vitality and quality of life	26	103	189	59%
Manage congestion	88	109	123	38%

Survey respondents also identified the relative importance of large and small projects for consideration (see Table 3).For the large projects, the K Ingleside Muni Forward project was selected as important more often than the concept to create a shared pedestrian and bike path on Ocean Avenue between Frida Kahlo Way and I-280. For small projects, the pedestrian safety concept was selected as important most often and bike improvements on Ocean Avenue and accessibility improvements to Balboa Park were selected as important least often. The remaining project concepts were selected as important at similar frequency.

Table 3. Survey 1 Responses to identifying important projects

LARGE PROJECT	NUMBER OF RESPONDENTS THAT SELECTED AS IMPORTANT
K Ingleside Muni Forward improvements	177
Remove the Ocean Avenue pedestrian bridge, move the City College retaining wall, and construct a shared bike and pedestrian path	142
SMALL PROJECTS	**NUMBER OF RESPONDENTS THAT SELECTED AS IMPORTANT**
Pedestrian safety improvements (e.g., decorative crosswalks, pedestrian-scale lighting, and bulb-outs at intersections)	172
Geneva Avenue transit, pedestrian, and bike improvements	122
Ocean Avenue corridor traffic safety and speed management improvements	108
Streetscape improvements (e.g., landscaping, tree planting)	105
Bike lanes on Geneva Avenue	100
Bike safety improvements on Ocean Ave (FOG intersection and Bart) and connectivity improvements (Holloway)	87
Accessibility improvements (e.g., new ADA entrances to Balboa Park)	73

Task Force Takeaways

Following the first round of community engagement, the Task Force reviewed the findings from the outreach process and narrowed down the list of projects to advance for further refinement. The Task Force emphasized the need to understand the details, benefits, and tradeoffs of each project. This detail was developed during the refinement process (see Appendix B). The information developed through the project refinement process supported the second round of community engagement to understand community priorities and identify project recommendations.

The Task Force identified the following projects to be refined and advance for further consideration in the second round of community engagement:

Small Project Concepts

- **Ocean Avenue pedestrian safety improvements** to improve accessibility and reduce intermodal conflicts
- **Geneva Avenue pedestrian, transit, and bike improvements** to improve sight distance, support transit reliability, and reduce intermodal conflicts

- **Ocean Avenue speed management improvements** to reduce high speeds and discourage unpermitted turns
- **Streetscape improvements** to increase landscaping and improve lighting
- **Bike safety improvements** to reduce intermodal conflicts when crossing and traveling along Ocean Avenue
- **Bike connectivity improvements** that consider a combination of Ocean Avenue and Holloway to create an alternate east-west bike connection

Large Project Concepts

- **K Ingleside Muni Forward improvements** to improve transit reliability, improve access for riders, and increase train capacity on Ocean Ave
- **A shared pedestrian and bike path** on Ocean Ave, creating space by removing the pedestrian bridge and moving the City College retaining wall to widen the existing sidewalk into a path

COMMUNITY ENGAGEMENT ROUND 2

The second round of outreach asked community members to prioritize the narrowed down list of projects that were identified in the first round of outreach, considering additional project details developed in the project refinement process. Outreach activities included a virtual town hall, survey, and a community tabling event.

The Transportation Authority and the District 7 Transportation Authority Board Member Myrna Melgar convened a virtual town hall meeting on October 13, 2022. Approximately 20 people attended the event. Project staff presented findings from the first round of outreach and gave an overview of the small and large projects for consideration. Through polling, participants were asked to select their top two small projects and top large project for advancement in the Action Plan. Participants shared input on the projects for consideration. Feedback included suggestions for additional streets and intersections to consider, and the need for pedestrian safety improvements and traffic calming along Ocean Avenue.

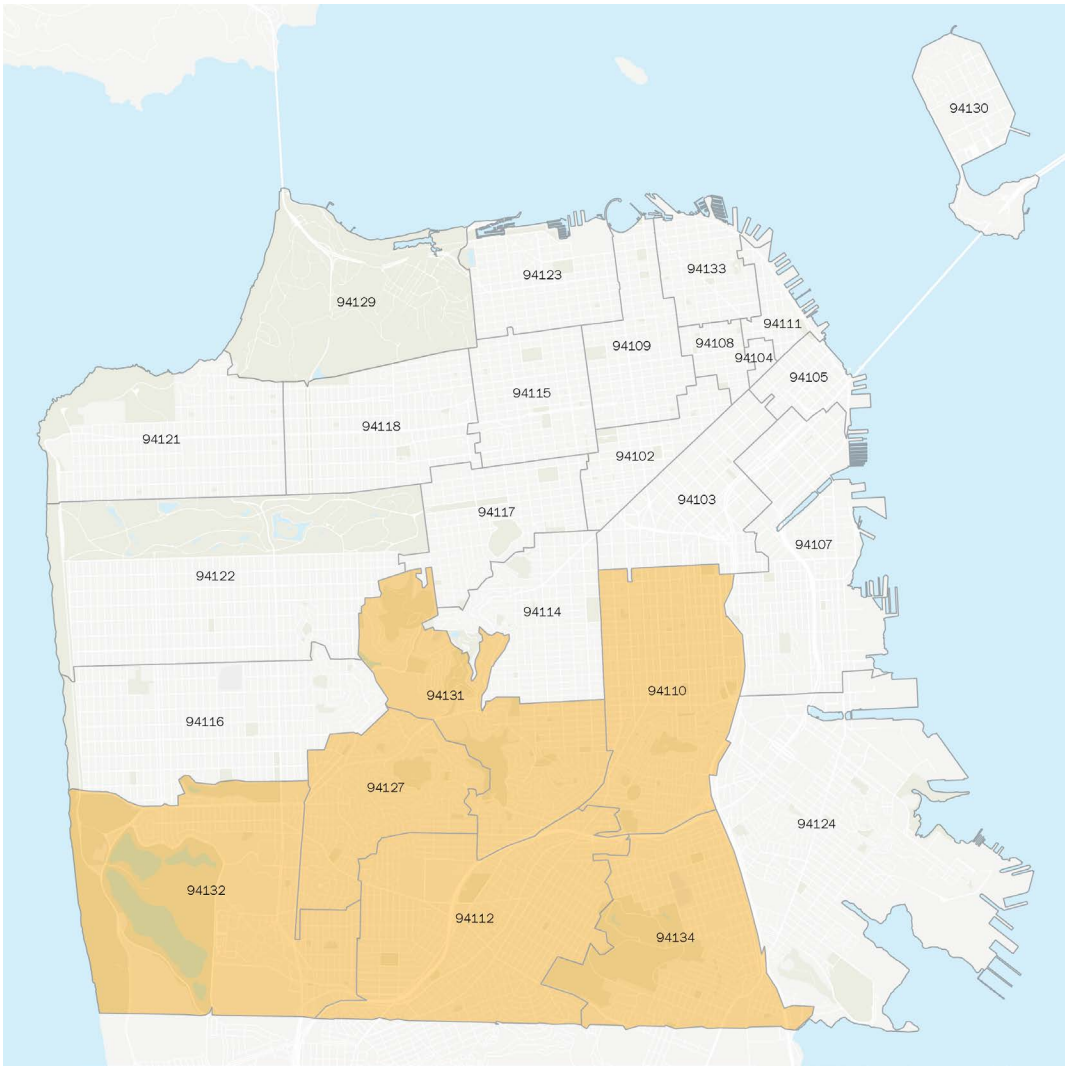
Transportation Authority staff also attended a neighborhood community event along Darien Way on October 23, 2022 to provide project information and distribute surveys to community members living in the corridor.

Survey

A survey was conducted in October 2022 in English, Spanish, and Chinese. The survey aimed to understand the priorities for small and large projects to advance. The survey asked respondents to select two small projects to prioritize and one large project to prioritize for advancement. The survey received 1,429 responses. However, through

the data validation process, staff concluded that many survey respondents reported living outside of the region and state. The survey data was cleaned to determine the total responses with zip codes in the region including blank responses (585 total responses) and total responses with zip codes in the study area shown in Figure 5 (71 total responses). The survey analysis presented in this section uses responses with zip codes in the Bay Area including blank responses because the City College of San Francisco Balboa Park Campus draws students and staff from across the region. Project preferences and priorities include findings for responses from zip codes nearby the study corridor for comparative purposes.

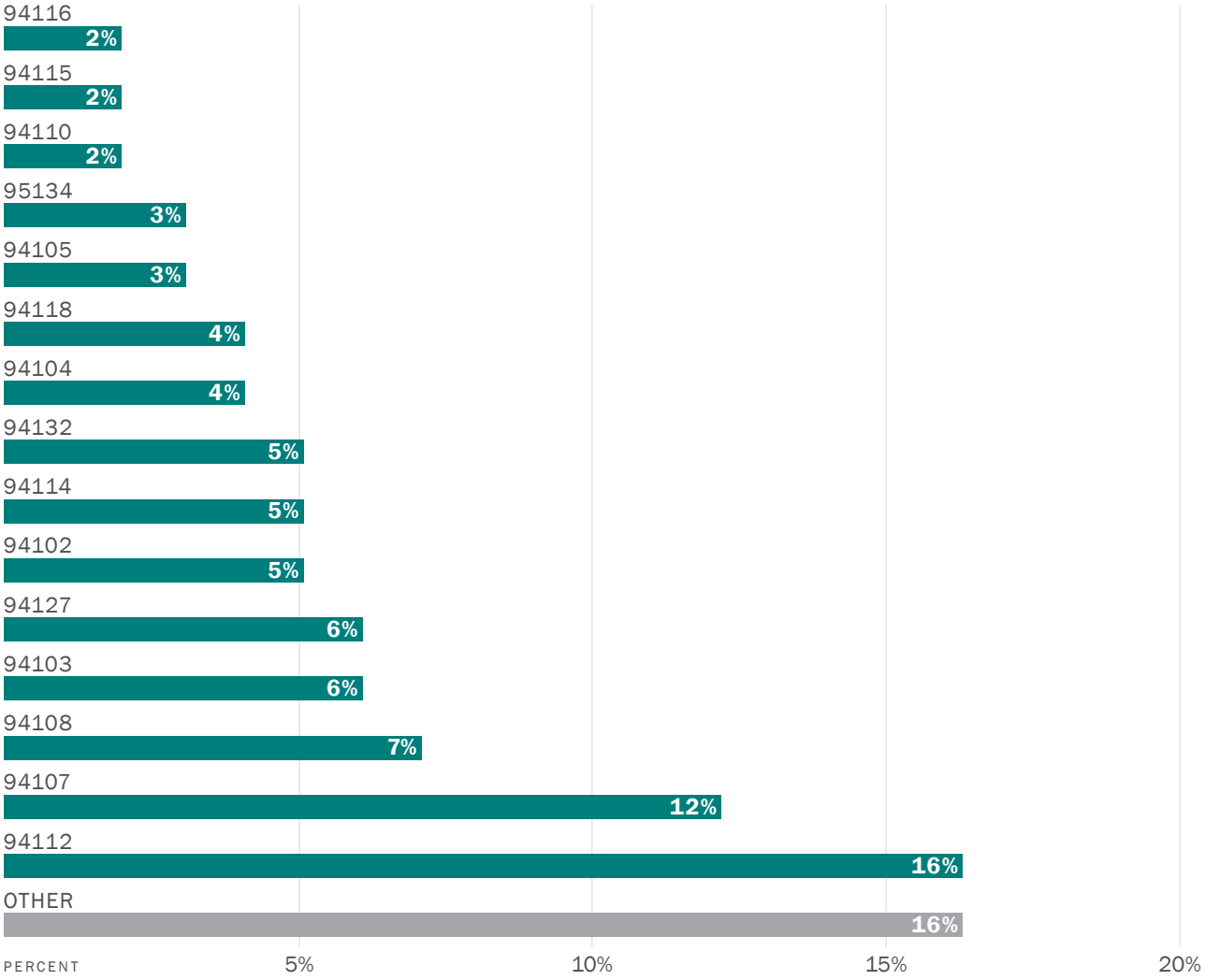
Figure 5. Zip codes classified as "near study area"



Demographics of Respondents

Survey respondents indicated home zip codes within San Francisco and outside of the city. About 27% of survey respondents indicated home zip codes located within the study corridor, which is lower than survey responses in the first survey. Ingleside-Excelsior/Crocker-Amazon (94112, 16%) , St. Francis Wood/Miraloma/West Portal (94127, 6%), Lake Merced (94132, 5%).

Figure 6. Home Zip Codes of Survey 2 Respondents



Compared to the first survey, the second survey had a higher portion of respondents that identify as Black and Native American or other Indigenous and a smaller portion of respondents that identify as Asian. Figure 7 shows the demographics of survey respondents for each survey response and the district overall. The majority of respondents have a household income under $150,000. Figure 8 shows the household income of survey respondents for each survey response and the district overall.

Figure 7. Race and Ethnicity of Survey 2 Respondents with Bay Area and Blank Zip Codes compared to Survey 1 Responses and District 7 Overall

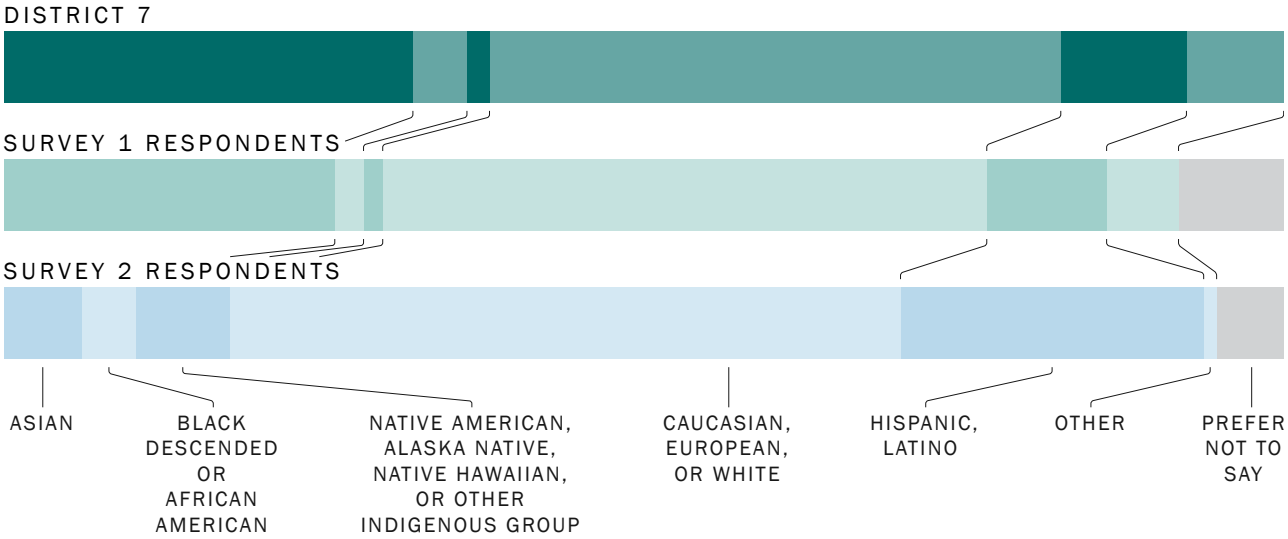
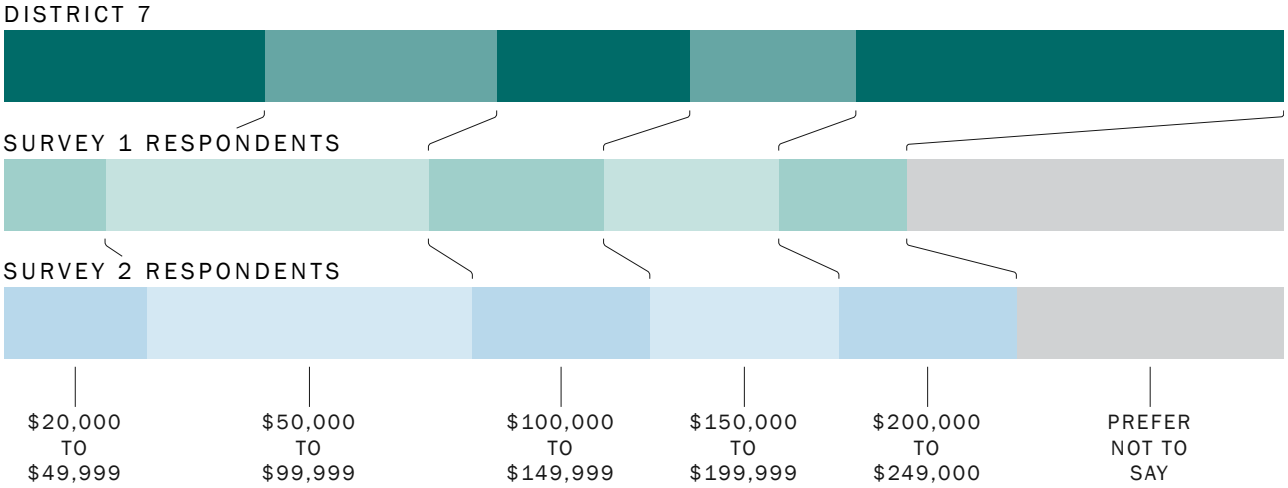


Figure 8. Household Income of Survey 2 Respondents with Bay Area and Blank Zip Codes compared to Survey 1 Responses and District 7 Overall



What We Heard

Survey respondents were asked to select one large project and two small projects for advancement. The preference for large projects was split, enforcing the strong priority for both large projects. The responses from people throughout the Bay Area showed a slight preference for a shared pedestrian and bike path compared to responses from nearby the study area, which showed a slight preference for K Ingleside Muni Forward improvements.

Table 4. Survey 2 Responses for preferred long-term concept for advancement.

LARGE PROJECT CONCEPTS	NUMBER OF SELECTED RESPONSES — BAY AREA ZIP CODES AND BLANKS (585)	CORRIDOR FOCUSED ZIP CODES (71)
Construct a shared pedestrian and bike path by removing the Ocean Avenue pedestrian bridge and moving the City College retaining wall	312 (53%)	34 (47%)
Muni Forward improvements	240 (41%)	36 (50%)

In the small project list, the Ocean Ave Pedestrian Safety and Ocean Ave Speed Management projects were identified as high priorities for advancement in both sets of survey responses. The remaining projects did not have consistent priorities between the two groups, though the Geneva Transit, Pedestrian, and Bike, Bike Safety Improvements, and Bike Connectivity Improvements ranked the third through fifth highest priorities in both sets of responses. Survey respondents noted the need for added landscaping in all projects, concern about removing the pedestrian bridge over Ocean Ave, and preference for separated bike space.

Table 5. Survey 2 Responses for top to preferred near-term projects for advancement

SMALL PROJECT CONCEPTS	NUMBER OF SELECTED RESPONSES — BAY AREA ZIP CODES AND BLANKS (585)	CORRIDOR FOCUSED ZIP CODES (71)
Pedestrian safety improvements along Ocean (e.g. decorative crosswalks, pedestrian-scale lighting, and bulb-outs at intersections)	298 (49%)	43 (60%)
Speed Management and Safety on Ocean Ave.	247 (42%)	27 (38%)
Geneva transit, pedestrian, and bike improvements	198 (34%)	19 (27%)
Bike safety improvements on Ocean Ave (e.g. FOG intersection and BART)	178 (30%)	24 (34%)
Bike connectivity improvements (Holloway)	159 (27%)	16 (22%)
Streetscape improvements (e.g. landscaping, tree planting)	87 (15%)	13 (18%)

Task Force Takeaways

Following the second round of community engagement, the Task Force reviewed the findings from the outreach process and reviewed detailed project information to determine the two large projects and three small projects to advance. The Task Force determined that the two large projects – K Ingleside Muni Forward and a shared pedestrian and bike path with removal of the pedestrian bridge – and two small projects – pedestrian safety and speed management on Ocean Ave – would advance.

The Task Force had split opinions for the third small project and requested additional alternatives be prepared for the bike safety, bike connectivity, and Geneva Avenue projects. Transportation Authority Staff conducted further design and technical work (see Appendix C) to create additional alternatives based on feedback from the Task Force. The additional project alternatives include:

- A combined concept that includes bike safety and bike connectivity improvements to establish a complete bike connection from the Balboa Park BART Station to Lee Ave. to Holloway.
- Additional variations of the Geneva transit, pedestrian, and bike improvement project to better understand tradeoffs. These alternatives include:
  - Geneva transit only lanes and pedestrian improvements; this alternative removed the bike improvements to maximize the pedestrian safety benefits (i.e., pedestrian bulb-outs preclude continuous protected bike lanes)
  - Geneva protected bike lanes and select pedestrian improvements that do not include bulb-outs
  - Geneva protected bike lanes, transit only lanes, and modest pedestrian improvements that do not include bulb-outs

COMMUNITY ENGAGEMENT ROUND 3

Following the Task Force determining recommendations for the study, the project team conducted a third round of outreach to gather input on the detailed concept recommendations. The project website included an overview of each recommendation and comments were collected via email. Project staff worked with the Task Force, local community groups, and media to promote this round of outreach; information was also promoted via social media. Seventeen comments were received and included:

- Support for pedestrian, bike, and street safety improvements along Ocean Avenue, particularly at Frida Kahlo
- Support for improvements to the K Ingleside, particularly for transit signal priority. There was concern about left turn restrictions and transit only lanes punishing traffic on to adjacent streets
- Support for traffic calming on Holloway, with concerns with parking removal
- Some expressed concerns with removing the pedestrian bridge because it currently provides a crossing that does not have vehicle conflicts
- Not related to specific concepts, comments also included the need for traffic enforcement along Ocean Avenue, to address flooding impacts, and reduce noise

Concept Refinement and Evaluation

The project refinement effort, completed between round one and round two of community engagement, defined details for each of the projects selected to advance by the Task Force following the first round of outreach. The additional details for each project includes benefits, potential treatments and locations, and project tradeoffs. The concepts selected to advance through this milestone in the prioritization process are outlined below and detailed concept sheets are included in Appendix B.

An additional round of refinements was conducted for the final set of projects that the Task Force recommended for advancement.

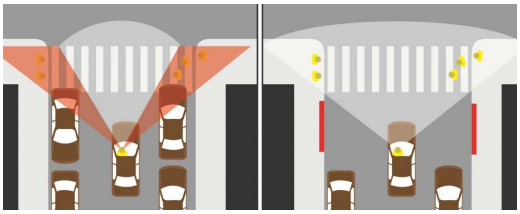
SMALL – MEDIUM PROJECTS

The small to medium projects include treatments like traffic striping, traffic signage, above-ground signal modifications, and minor pavement resurfacing (e.g., slurry seal). These projects can be done without major capital investments and can be implemented without major construction efforts like rerouting Muni or detouring vehicle traffic.

Ocean Ave Pedestrian Safety

The Task Force elevated a new concept to improve pedestrian safety along the corridor. This proposes interventions along Ocean Ave. to address conflicts and challenges. The concept would enhance the visibility of pedestrians by upgrading curb ramps to Americans with Disabilities Act (ADA) compliance, extending some corner curb areas with bulb-outs, keeping curbs near intersection clear ("daylighting"), and adding crosswalk warning signs. Left-turn restrictions would reduce conflicts along Ocean Ave., though the project refinement process did not determine specific locations as this would need to be coordinated with Muni Forward planning.

Crosswalk warning signs with flashing lights to increase pedestrian visibility by alerting drivers to yield to people crossing the street.

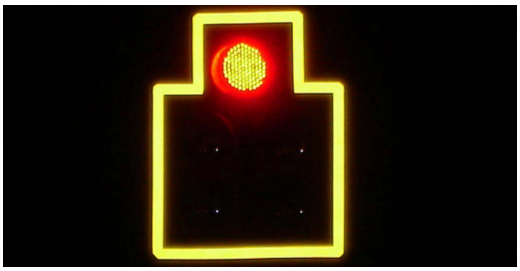


Curb daylighting, which converts the space immediately before the crosswalk into red zones to increase the visibility of pedestrians and oncoming traffic.

Upgraded ADA compliant curb ramps to provide an accessible path of travel on and off of public sidewalks. Curb ramp improvements could be paired with sidewalk extensions at certain locations to make pedestrian crossing distances shorter.

Ocean Ave Speed Management

The Task Force elevated a new concept to manage speeds along the corridor. This concept proposes safety interventions along Ocean Ave. to address high vehicle speeds. The concept would improve traffic signals to make them more visible to nearby drivers and reduce speeding along the corridor, add digital speed feedback signs, and discourage illegal left turns with raised barriers also known as "hardened" center lines and lane restriping.



Signal and lighting improvements to replace existing traffic lights with more visible signal heads. New traffic lights could also include reflective backing to make traffic signals more visible.

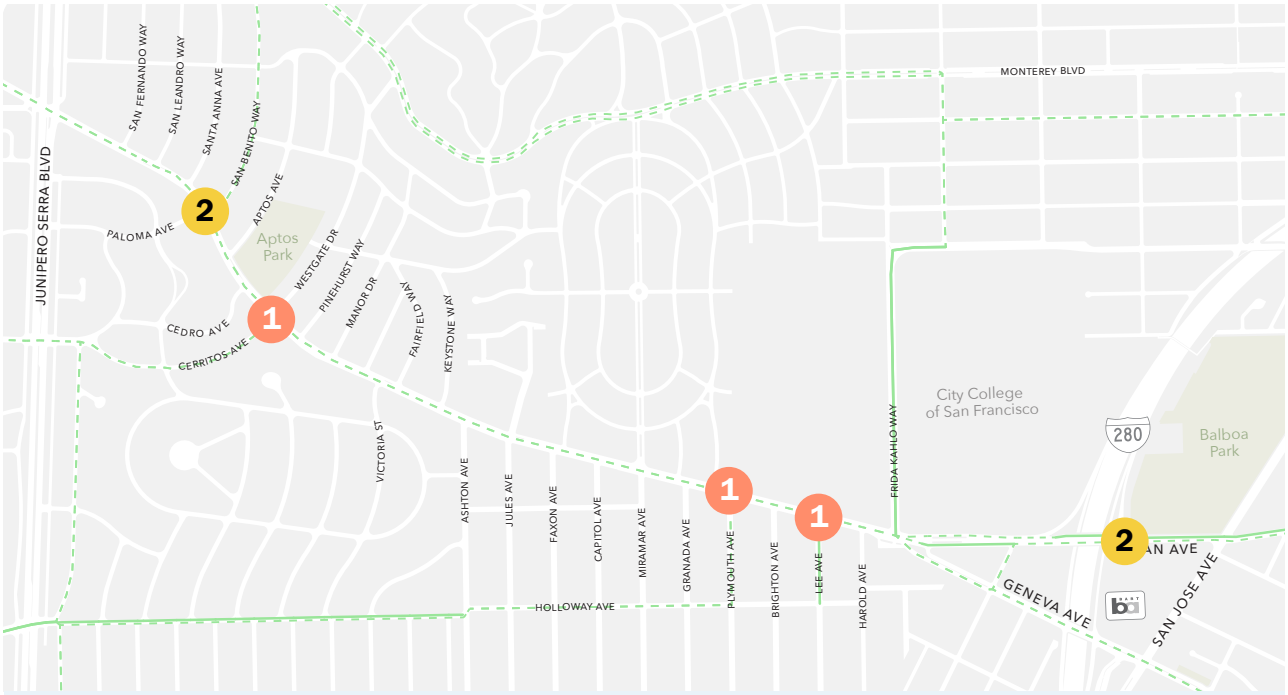
Hardened centerlines, which are raised bumps along the centerline, to improve safety by creating a physical barrier that makes it difficult to make u-turns and wide left turns.

Vehicle feedback signs alert drivers of their actual driving speeds.

Ocean Ave Bike Crossing and Spot Improvements

Areas where bike connections are particularly challenging on Ocean Ave. were identified through the Task Force and by the project team. This concept would address these specific challenges with a two-stage left turn with new bike ramps and markings from the Balboa Park BART Station onto westbound Ocean Ave., marked queuing areas to improve bicycle visibility and positioning at designated bike route connections, and improved access to major destinations. Challenging crossings identified by the Task Force and the project planning process are shown in Figure 9 below.

Figure 9. Bike Crossing Improvement Locations and Existing Bike Network Map



1 Install bike boxes or bike crossing phase at signalized intersections.

Program leading bike-ped intervals

Benefit: Improved bicycle visibility positioning at signals

2 Install enhanced crossing markings and/or two-stage bike left turn boxes.

Benefit: Improved bicycle visibility positioning at crossings

3 Upgrade sharrows to green-backed sharrows along Ocean

Benefit: improved visibility of existing sharrows

CLASS II BIKE LANE

CLASS III BIKE ROUTE (SHARROWS)

Bike Connectivity Improvements via Holloway

The competing priorities (transit, driving, parking, bike lanes) along Ocean Ave. make it difficult to create a consistent bicycle lane. This concept focuses on creating an alternative east-west bike connection along Holloway. The improvements would maintain a shared travel lane, with additional traffic calming, street safety, and wayfinding improvements. Improvements could also be added along key north-south connections to Ocean Ave. to establish connections to key destinations and slow speeds. Dedicated bike lanes could also be considered in one or both directions on Holloway between Lee Ave and Junipero Serra, though this would require removing all on-street parking on Holloway Avenue between Junipero Serra and Ashton Avenue.

Traffic circles help to reduce vehicle speeds at unsignalized intersection

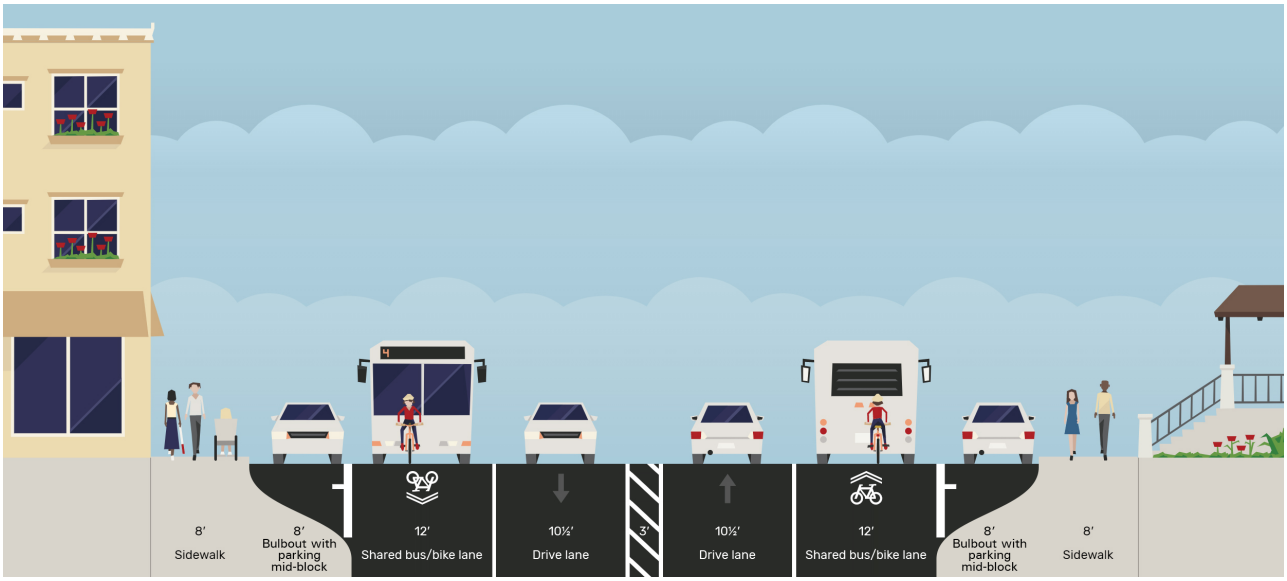
Sharrows allow for increased visibility of shared bike and vehicle spaces

Bike lanes create a designated bike space

Geneva Transit, Pedestrian, and Bike Improvements

Previous plans identified pedestrian safety improvements on Geneva, between San Jose Ave. and Ocean Ave. The Task Force adjusted this concept to include multimodal improvements (transit, pedestrian, and bicycle). This concept creates a designated lane for transit and bikes, separate from the vehicle travel lane, and uses bulb-outs and crosswalk improvements improve pedestrian visibility. This design accounts for competing demands along Geneva, particularly maximizing pedestrian safety, which was a stated priority by the Task Force.

Figure 10. Geneva Transit, Pedestrian, and Bike Improvement Cross Section

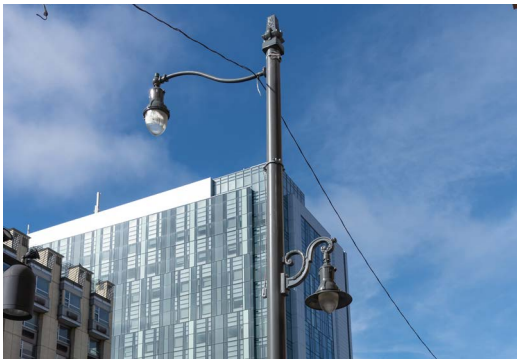


Ocean Ave Streetscape Improvements

The Ocean Ave. Streetscape Improvement Project was completed in 2016 and added street trees, sidewalk improvements, and pavers from Frida Kahlo Way to Manor Drive. This concept would expand the streetscape improvements west to Junipero Serra Blvd. This concept would add/improve street and pedestrian lighting, increase sidewalk width and add bulb-outs, and add landscape greening and street trees.

Sidewalk extensions allow for additional green space along the corridor

Street furnishings increase seating and landscaping along the corridor



Lighting improvements can increase visibility and personal security along the corridor, particularly in evening hours.

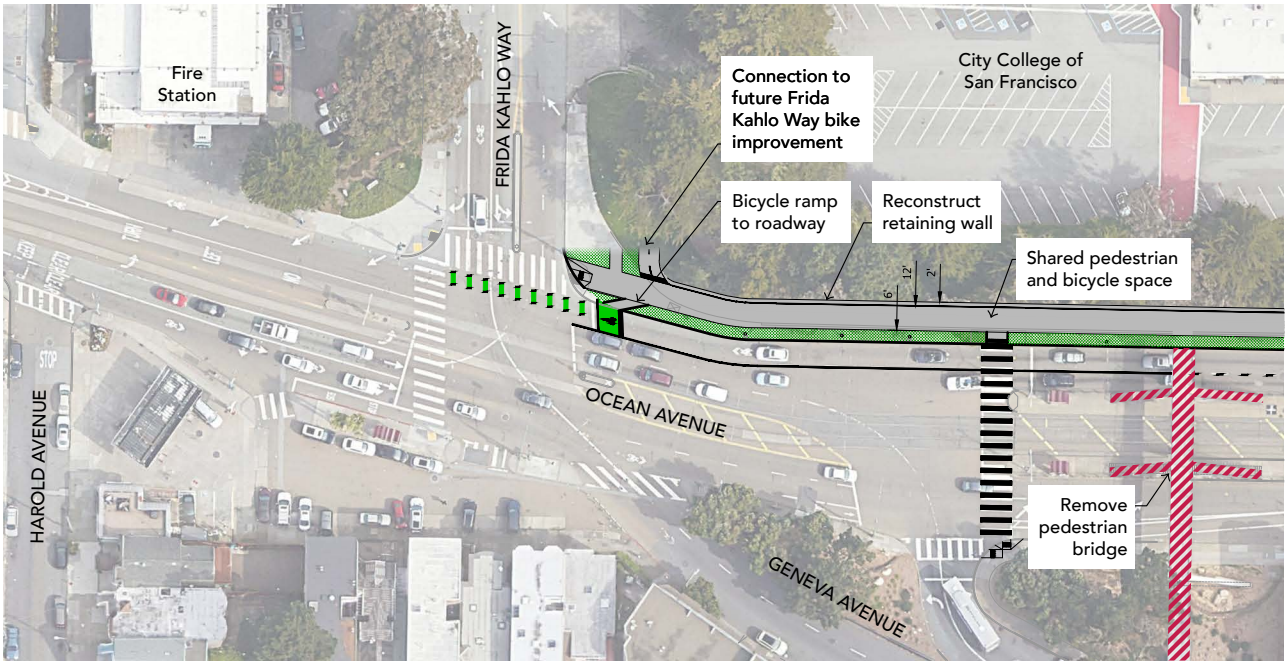
LARGE PROJECTS

The large projects require significant planning, technical analysis, and infrastructure work to implement. These projects are also considered long-term improvements as they would take multiple years to fully implement.

Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge

The project would widen the existing walkway on the north side of Ocean Ave's right-of-way by removing the existing pedestrian bridge and reconstructing the retaining wall adjacent to City College; this would provide more space for people walking and biking between Frida Kahlo Way (and the forthcoming Balboa Reservoir Development) and Balboa Park BART Station. The existing sidewalk would be widened to accommodate a new walking/bicycling path (the specifics of any separation between pedestrians and people bicycling is to be determined). New trees and landscaping would be used to create a buffer between the widened path and vehicle traffic. The existing pedestrian bridge is not ADA accessible and based on preliminary studies, work to remove the pedestrian bridge and move the retaining wall would likely need to be done together.

Figure 11. Shared Pedestrian and Bike Path and Pedestrian Bridge Removal Concept Design



K Ingleside Muni Forward

This project would implement a set of transit reliability, pedestrian safety, and rider access upgrades along the K Ingleside line. This project would double train capacity with transit stop upgrades to enable two-car trains on Ocean Avenue, reduce transit travel time, and improve reliability on the corridor with transit lanes, turn restrictions at some locations, stop consolidation, and signal changes. The project would also include rider access, safety, and comfort improvements at stops.

Example of new transit boarding island with access improvements.

PRELIMINARY EVALUATION

Through the Task Force process, the project team developed high level evaluation criteria. The evaluation criteria align to each goal area to understand how each project supports the study goals (See Table 6). The evaluation for each project is included in the concept sheets in Appendix B.

Table 6. Evaluation Framework for Project Development Process

Improve transit efficiency, reliability and accessibility	Improve safety and connectivity for pedestrians, bicyclists	Improve streetscape to support economic vitality and quality of life	Reduce congestion on streets particularly at freeway
Potential to... • Decrease transit travel time • Improve transit reliability • Improve access to transit stops	• Decrease in number of conflict points	• Improve sidewalk space • Improve visibility • Remove gaps in pedestrian network	Potential to... • Reduce vehicle conflicts • Decrease intersection delay

Recommendations and Implementation

The Task Force determined a total of five projects (three small, two large) to advance into recommendations for the Ocean Avenue Mobility Action Plan; these are discussed in more detail below. Each of the recommended concepts reflects priority treatments and interventions determined by the Task Force, and determined feasible by the SFCTA. Each concept would need to go through additional technical, design, and outreach prior to implementation. Recommendations serve as initial concepts and are paired with considerations identified by the project team and Task Force (as applicable) for future phases of work.

Project cost estimates are also presented with each concept recommendation. The cost estimates are for planning purposes and would be refined as more detailed planning and design phases advance. Costs assume a 15% construction contingency and costs for plan, specification and estimate (PS&E) approval at 20%.

RECOMMENDED CONCEPTS

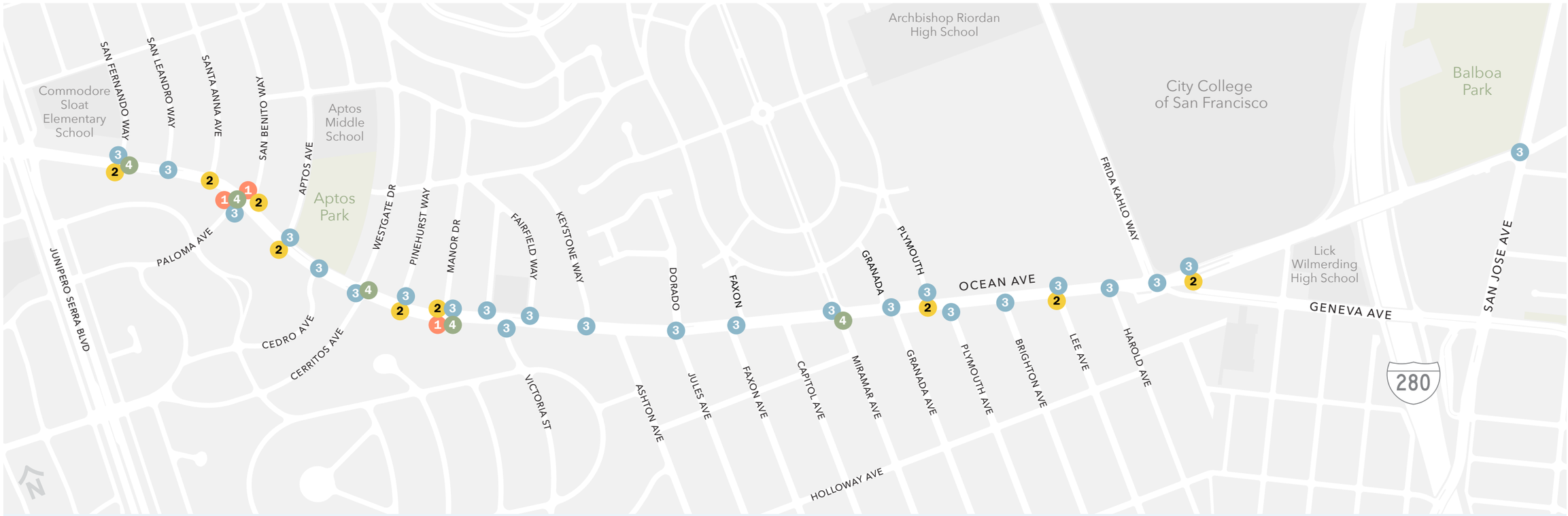
Pedestrian Safety Improvements on Ocean Avenue (small project)

This concept aims to improve street safety along Ocean Avenue, particularly for people walking and biking. Ocean Avenue has many competing priorities, and the many curves and inclines on the corridor can limit the visibility of road users. This concept includes:

- Crosswalk warning signs at the intersections of Paloma Ave and San Benito Way to alert drivers of pedestrian activity
- Daylighting at intersections to improve the visibility of people crossing the street
- ADA-compliant curb ramps to improve access
- Bulb-outs at select locations to shorten pedestrian crossing distance and slow vehicle turning speeds

Left-turn restrictions are also recommended in this concept as restricted turns would help reduce conflicts along Ocean Ave. Specific locations have not been determined and would require more detailed traffic analysis. Left-turn restrictions are also being considered as part of the K Ingleside Muni Forward Concept (see page 35).

Figure 12. Ocean Ave Pedestrian Safety Concept Map



1 Install crosswalk warning signs
Benefit: improve pedestrian crossing awareness, minor traffic calming

2 Install red curb paint at intersections (daylighting)
Benefit: Improve pedestrian visibility
Option: Convert to parklet or bike parking

3 Install ADA compliant curb ramps
Benefit: Improve accessibility

4 Install bulb outs or pedestrian safety zones
Benefit: Shorten pedestrian crossings and slow vehicle speeds

Table 7. Ocean Ave Pedestrian Safety Concept Project Cost Estimate

ITEM DESCRIPTION	TOTAL ESTIMATED COST
• Crosswalk warning signs at 3 locations • Daylighting at 9 locations • ADA curb ramp upgrades at 79 locations • Bulb out at 6 locations	$2,548,500

Speed Management Improvements on Ocean Avenue (small project)

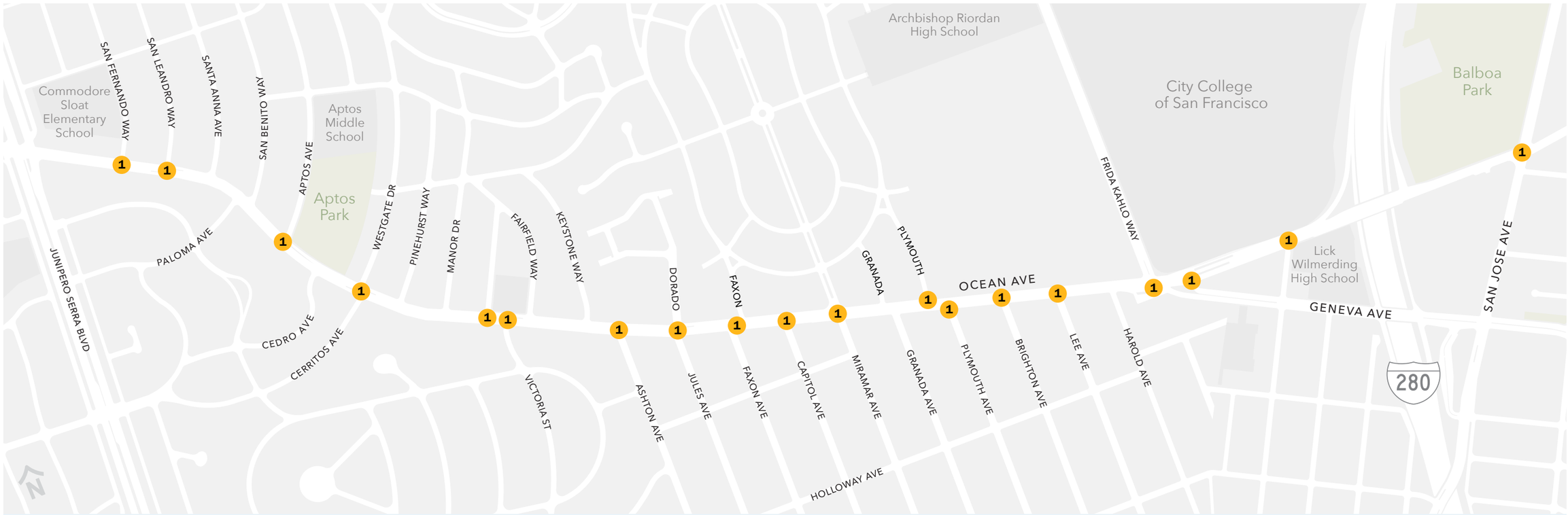
This concept aims to slow speeds along Ocean Ave., complementing the recently implemented speed limit reduction (to 20 mph) on the eastern segment of the corridor. The concept includes:

- Signal improvements (i.e., reflective backplate tape and upsized signal heads) to make signals more visible at intersections, traffic signal head visors to limit the visibility of signals down the corridor (seeing downstream green phases), and install accessible pedestrian signals.
- Refresh existing lane striping
- Vehicle feedback signs to raise awareness of actual driving speeds and support slower driving
- Hardened center lines to prevent unpermitted U-turns and wide left turns. Hardened centerlines should be mountable to allow emergency access.

Table 8. Ocean Ave Speed Management Concept Project Cost Estimate

ITEM DESCRIPTION	TOTAL ESTIMATED COST
• Signal improvements to improve visibility of signal heads at 16 locations • Accessible pedestrian signals at 26 locations • Refresh striping on full corridor • Hardened center lines • Vehicle speed feedback signs at 8 locations	$2,925,000

Figure 13. Ocean Ave Speed Management Concept Map



1 Signal and lighting improvements: new signal heads & reflective backplate tape
Benefit: Improved visibility of signalized intersections.
Option: Install accessible pedestrian signals (APS).

2 Refresh existing striping
Benefit: Minor traffic calming
Option: Add yield bars at unsignalized intersections.

3 Install hardened centerlines
Benefit: Make it hard to make U-turns and wide left turns.

4 Install vehicle feedback signs
Benefit: Minor traffic calming

Bike Connectivity via Holloway (small project)

This concept creates an alternative east-west between the Balboa Park BART station and Junipero Serra and reflects feedback from the Task Force. The concept maintains the bike connectivity improvements via Holloway and includes specific bike crossing improvements from the previous Ocean Ave. Bike Crossing and Spot Improvements concept. The concept considered four unique segments of the route between Junipero Serra and the Ocean Avenue BART station (see Figure 14, below) and includes guidance on how to design each of the segments to establish a continuous east-west bike connection in the study area.

Figure 14. Bike Connectivity via Holloway Concept Map

For each segment, a specific set of tools were developed based on the street context and to create a continuous bike connection. Each segment is described below and a concept design for each segment is shown in Figure 15. The concept would require additional technical design and outreach to determine the exact circulation and parking impacts.

- **Segment 1a: Junipero Serra to Ashton** has wide intersections, curbside bike lanes on uphill segments, and parking and sharrows on downhill segments. The segment of Holloway also has few curb cuts/driveways and has intermittent speed humps. Within this segment, proposed improvements include:
  - Pedestrian safety zones (e.g., paint and post corner bulb-outs) to reduce the crossing widths at intersections and slow speeds of vehicles making right turns
  - Green bike lanes in both directions, created with the removal of about 60 – 80 remaining parking spaces on Holloway Avenue
  - Traffic circles to slow speeds along the corridor
- **Segment 1b: Ashton to Lee Ave.** has concrete bulb outs at intersections, parking mid block, and sharrows to designate a shared space. This segment has many curb cuts/ driveways and the existing bulb-outs do not allow for a bike lane to be implemented. Within this segment, proposed improvements include:
  - Green-back sharrows to improve the visibility of the existing sharrow markings in both directions
  - Traffic circles to slow speeds along the corridor
  - Traffic diverter(s) to prevent vehicles from using Holloway as a cut through street to bypass traffic signals and congestion on Ocean Ave
- **Segment 1c: Lee Ave.** is a one block segment that connects the route to Ocean Ave. and will connect to the forthcoming Balboa Reservoir bike network north of Ocean Ave. This segment has on-street parking along both sides of the street, a southbound bike lane, and a shared vehicle-bike lane marked by sharrows in the northbound direction. Within this segment improvements include:

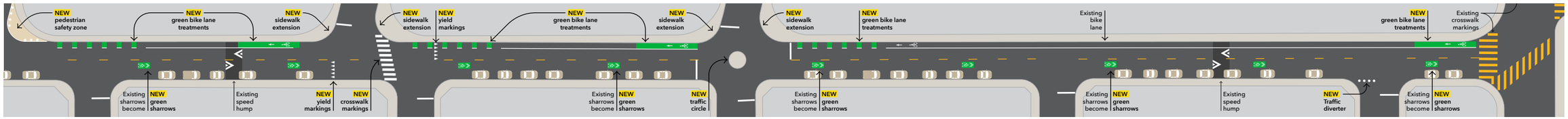
- » Shifting the angled parking from 60-degree to 30-degree parking spaces to extend the bike lane to start at Ocean Ave; reconfiguring the parking spaces will result in a loss of between four and five parking spaces
- » Speed hump(s) to slow vehicle speeds
- » Green bike box treatments at Ocean Ave to create a two-stage left turn for bikes making a westbound to southbound left turn from Ocean Ave and position bikes ahead of cars when traveling north on Lee Ave. or connecting to Ocean Ave.
- » A green northbound bike lane on the east side of the Lee Avenue between Holloway Ave. and Ocean Ave., created with the removal of approximately 10 parking spaces

- **Segment 1d: Ocean Ave.** at Balboa BART Station is a challenging crossing for bikes exiting the BART station and turning left onto westbound Ocean Ave. The concept aims to improve the bike connection for this left turn movement and could include various treatments to create a two-stage left turn or other crossing improvements. The segment of Ocean Ave. between the BART station and the Frida Kahlo/ Ocean/ Geneva intersection includes a long-term improvement to create a shared pedestrian and bike path (see page 37 below). The SFCTA is conducting a separate study to redesign the southbound I-280 ramp to remove the channelized right turn on to Ocean Avenue.[1] Within this segment improvements could include:
  - » Striping to mark the travel path for a bike connection
  - » A two-stage left turn or bike box to connect onto westbound Ocean Avenue
  - » Green bike lane markings on westbound Ocean Ave. across the I-280 overpass to improve the visibility of the bike space
  - » Green backed sharrow markings on eastbound Ocean Avenue and dashed green intersection markings to improve the visibility of the current markings in both directions

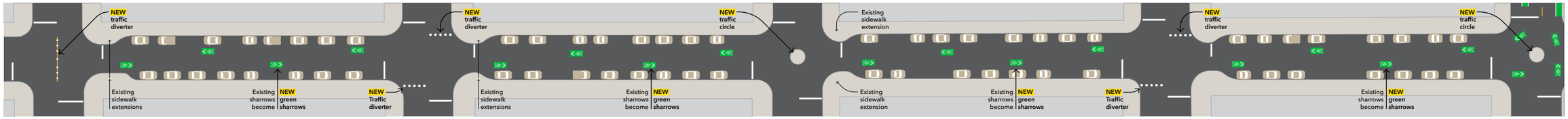
1 https://www.sfcta.org/blogs/improving-safety-and-circulation-i-280-ocean-avenue-and-geneva-avenue-ramp-projects-move

Figure 15. Bike Connectivity via Holloway Concept Design, by Segment

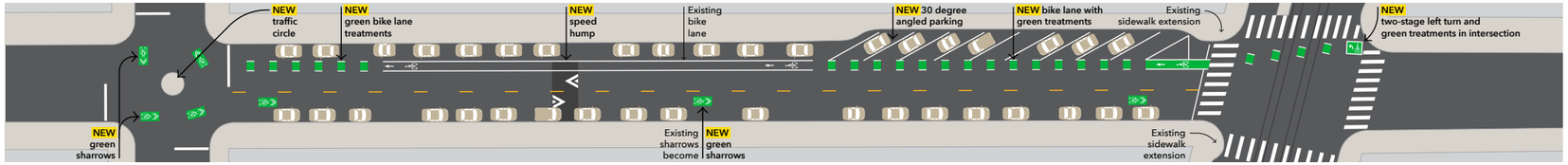
1a West Holloway (Ashton – Junipero Serra) Maintain bike lane in one direction



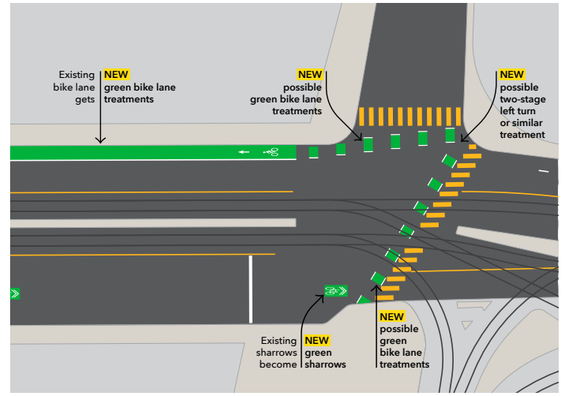
1b East Holloway (Lee – Ashton) Traffic calming improvements



1c Lee Ave Extend bike lane in one direction



1d BART – Ocean Ave Connection



Additional considerations and guidance for future phases of this outreach, design, and implementation were collected through the public and stakeholder outreach process; these include:

- On Holloway (segment 1a) residents may require ADA access and accessible blue curb or other treatments should be considered
- Design of traffic circles must be coordinated with San Francisco Fire Department and use mountable curbs and pavement[1]
- On Lee Ave (segment 1c) the east side of the street has high parking and curb demand. Treatments could consider ways to reduce bike-vehicle conflicts by removing some parking or converting some parking to a bike lane.

1 An example of a mountable curb design for a mid-road treatment was installed at Arguello and McAllister and can serve as a design example.

Table 9. Bike Connectivity via Holloway Concept Project Cost Estimate

ITEM DESCRIPTION	TOTAL ESTIMATED COST
• Bike lane striping on Lee Avenue • Painted curb extensions at 14 locations • Shared lane markings (green sharrows) • Traffic diverters at 9 locations • Traffic circles at 5 locations	$342,000

K Ingleside Muni Forward (large project)

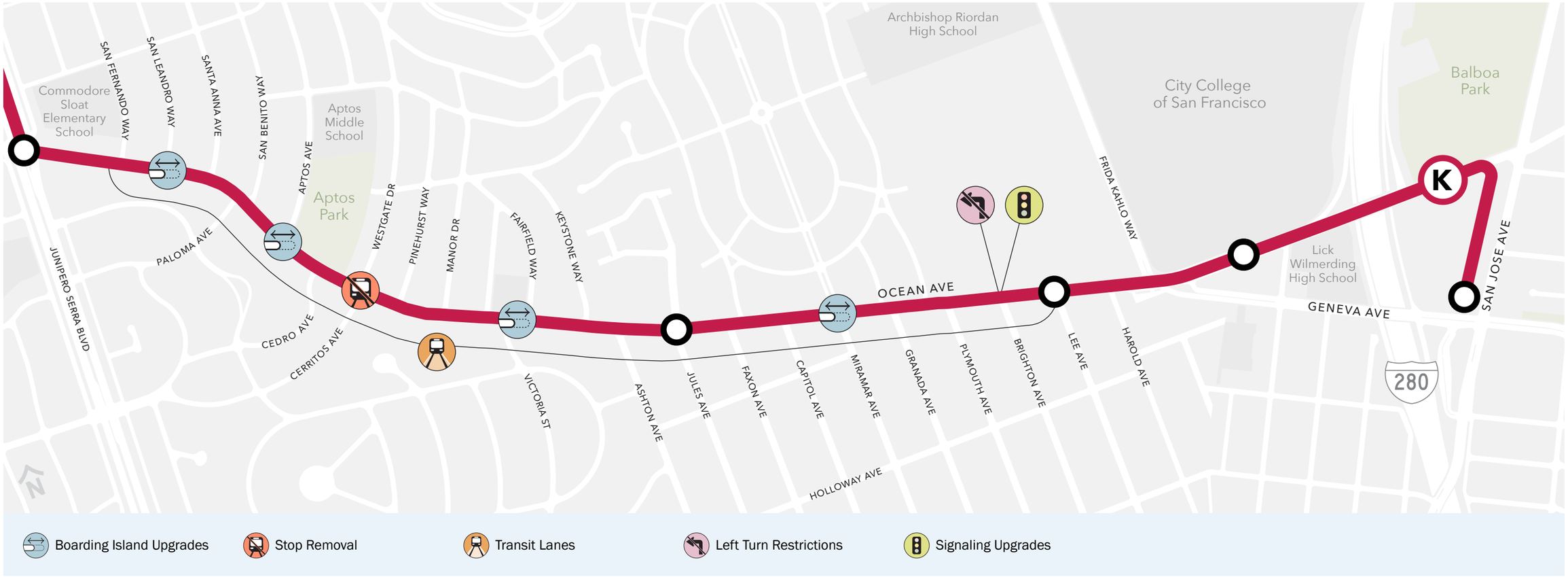
This concept would bring Muni Forward improvements to Ocean Ave to improve reliability, increase capacity, and improve access to the K Ingleside. Muni Forward is a program of transit priority improvements on the busiest transit lines across the city.[1] Currently, the K Ingleside operates as a one-car train along Ocean Ave because many of the existing boarding islands cannot accommodate two-car trains. This concept would double the train capacity on the corridor by lengthening and widening transit stop to enable two-car trains on Ocean Ave and reduce transit travel time and improve reliability on the corridor with additional improvements such as transit lanes, turn restrictions, stop consolidation, and signal changes.

As shown in Figure 16, this concept would extend transit platforms to accommodate two car trains at four stops that are currently too short (San Leandro, Aptos, Victoria/Fairfield and Miramar). About 35 – 40 parking spaces would be removed to provide space to extend transit platforms. There are currently approximately 315 spaces on the Ocean Avenue corridor and 1,600 spaces within 1 block of the corridor. The project would evaluate opportunities to add new parking spaces on side streets to offset this removal. The concept also proposes to remove the transit stop at Cerritos and Westgate, which would reduce travel time and may enable new parking spaces; riders would use the nearby stops at Aptos or Victoria/Fairfield. Transit lanes, turn restrictions, and signal upgrades are also being considered to improve transit travel times and reliability. The final project configuration would be determined through additional planning and public outreach led by SFMTA.

The project Task Force noted the importance of safety at transit stops, particularly because of the high amount of youth using the line for school trips. Specific suggestions included safety improvements to access the transit boarding islands and decorative railings on boarding islands to prevent overflow passengers from standing in the street.

1 https://www.sfmta.com/projects/muni-forward

Figure 16. K Ingleside Muni Forward Concept



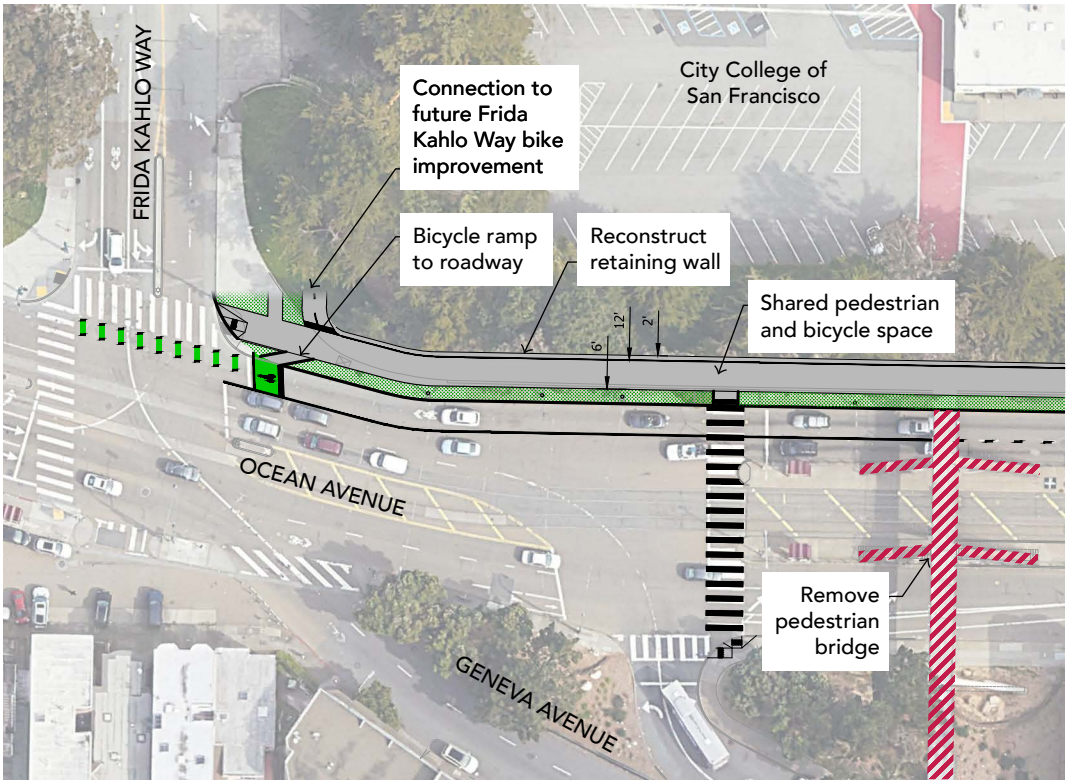
The K Ingleside Muni Forward has an anticipated cost of $34,070,000 across all project phases, including planning and preliminary engineering, detailed design, and construction. To date, $32,683,177 in funding has been identified for K Ingleside Muni Forward improvements from multiple funding sources, including local Prop K, Prop B, and Low Carbon Fuel Sales funds as well as an award of $25,000,000 for construction of Muni Forward improvements on Ocean Avenue by the California State Transportation Agency's Transit and Intercity Rail Capital Program. This project has a remaining funding need of $1,386,823.

Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge (large project)

This concept builds on the near-term improvements for the Frida / Ocean / Geneva (F.O.G) intersection to improve pedestrian and bike safety at the intersection.[1] The concept proposes changes at the intersection that include: removing the pedestrian bridge, reconstructing and shifting the retaining wall that fronts City College, and creating a shared pedestrian and bike path on the westbound side of Ocean Ave (see Figure 17).

The Task Force determined not to include transit improvements as part of this concept. However, more extensive design alternatives have been initially studied by SFMTA. To support transit priority, it is recommended that these studies continue to advance alongside this concept, including options that create a continuous transit-only lane to accommodate buses on the corridor.

Figure 17. Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge Concept



1 https://www.sfmta.com/projects/frida-kahlo-ocean-geneva-fog-study

Table 10. Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge Concept Project Cost Estimate

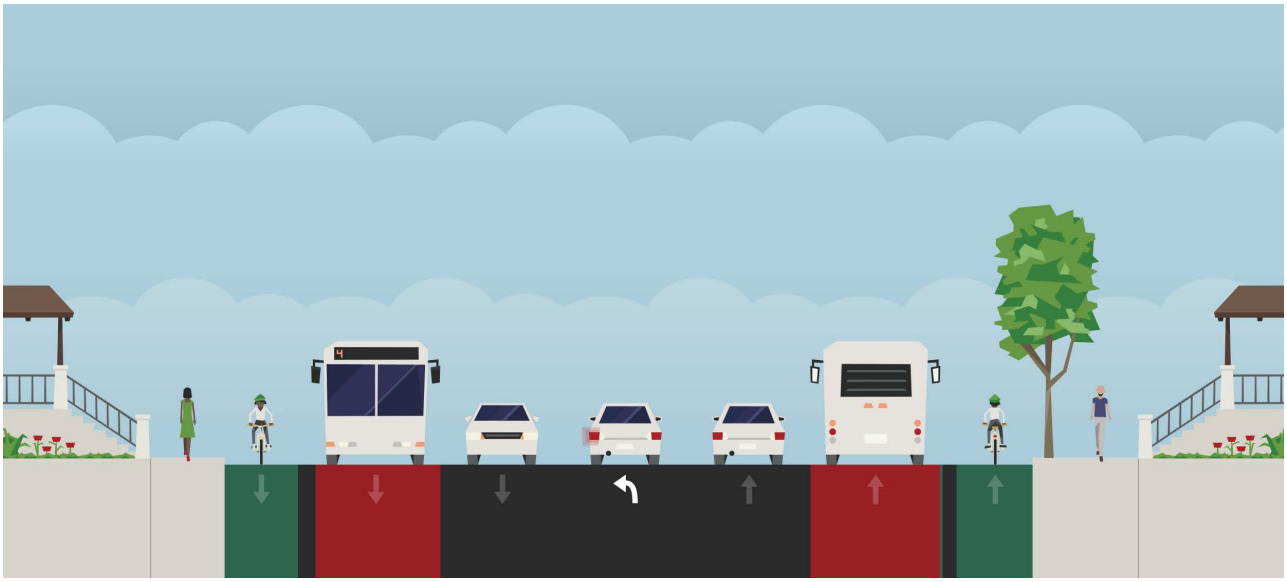
ITEM DESCRIPTION	TOTAL ESTIMATED COST
• Geotechnical study[1]	
• Roadway repaving	
• Remove pedestrian bridge	$8,369,000
• Adjust retaining wall	
• Construct multiuse path	

RUNNER UP PROJECT

Geneva Multimodal Improvements (small project)

Though ultimately not prioritized into the five recommendations, the Geneva Multimodal Improvement concept was supported by many members of the Task Force in the final voting activities. This concept includes transit, pedestrian, and bike improvements on Geneva Ave. between I-280 and Ocean Ave. (See Figure 18).

Figure 18. Geneva Multimodal Improvements Concept



Pedestrian improvements include corner safety zones and daylighting to improve visibility of people at intersections. Transit improvements include converting a general traffic lane in each direction to a transit-only lane for the Muni 8 Bayshore,

1 The geotechnical study has a critical role in defining cost estimates for all construction for this concept concept, and costs may vary after this work is complete.

8BX Bayshore B Express, 43 Masonic, 54 Felton, and 91 3rd Street/ 19th Ave Owl. The concept also includes removing parking to create protected bike lanes. The Task Force expressed interest in considering bike lanes on uphill segments only, where the difference in speeds between bikes and vehicles is higher. Focusing on uphill segments would have a smaller parking impact, resulting in the removal of approximately 50 parking spaces.

RECOMMENDED CONCEPT EVALUATION

Table 11 below shows the evaluation of the recommended concepts against the evaluation criteria for the four study goals. Combined, the projects advance each of the goal areas.

Table 11. Evaluation of the Recommended Concepts

CRITERIA	PEDESTRIAN SAFETY IMPROVEMENTS ON OCEAN AVENUE	SPEED MANAGEMENT IMPROVEMENTS ON OCEAN AVENUE	BIKE CONNECTIVITY VIA HOLLOWAY	K INGLESIDE MUNI FORWARD	SHARED PEDESTRIAN AND BIKE PATH, WITH REMOVAL OF THE PEDESTRIAN BRIDGE
Transit Reliability and Efficiency					
Decrease Transit Travel Time	○	○	○	+	○
Improve Transit Reliability	○	○	○	+	○
Improve Access to Transit Stops	+	○	○	+	○
Safety & Connectivity					
Decrease Number of Conflict Points	+	+	+	+	+
Improve Streetscape					
Improve Sidewalk Space	+	○	○	○	+
Improve Visibility	+	+	+	+	+
Remove Gaps in Pedestrian Network	+	○	○	○	○
Manage Congestion					
Reduce Vehicle Conflicts	+	+	+	+	+
Decrease Intersection Delay	○	○	○	+	○

Source: Parisi Transportation Consulting, Sept. 2022

Implementation Funding

FUNDING STRATEGY

The recommendations of this study include a range of capital improvements and will require additional technical study, design, and outreach. On March 21, 2023, the SFMTA received approval for $237,000 in Prop K Neighborhood Transportation Improvement Funding to complete design and implementation of select small – medium concept recommendations; though additional funding will be necessary to complete the full set of recommendations. The priority for this funding is for the low cost pedestrian safety improvements including crosswalk warning signs, painted safety zones, and daylighting. The SFCTA and SFMTA, working with SFCTA Board Member Myrna Melgar, will seek additional funding sources to advance study recommendations. Table 12 Provides an overview of the estimated costs, funding strategy, and implementing agency for each concept recommendation.

Table 12. Concept Recommendations with Cost, Funding, Strategy, and Implementing Agency

CONCEPT RECOMMENDATION	ESTIMATED COST[1]	FUNDING STRATEGY	IMPLEMENTING AGENCY
Ocean Avenue Pedestrian Safety	$2,548,500	• Proposition L funds • Safe Streets 4 All • Proposition AA	SFMTA
Ocean Avenue Speed Management	$2,925,000	• Local funds such as Proposition L funds • Safe Streets 4 All	SFMTA
Bike Connectivity via Holloway	$342,000	• Caltrans Sustainable Transportation Grant Program • Proposition L funds • Safe Routes to Bart • Proposition D TNC Tax	SFMTA
K Ingleside Muni Forward	Total cost of $34,070,000, with $32,683,177 already identified. The Remaining funding need is $1,386,823.	• Local funds such as Proposition L, Proposition AA, General funds, etc. • Other regional or state funding sources may be available	SFMTA
Shared Pedestrian and Bike Path, with Removal of the Pedestrian Bridge	$8,400,000[2]	Conceptual planning funding could include: • Caltrans Sustainable Transportation Grant Program • Proposition L funds Implementation funding could include: • One Bay Area Grant (OBAG) • Raise Grant • State and Regional Active Transportation Program • Proposition L	TBD (SFMTA, SFCTA, SFDPW)

1 Cost estimates will be refined through future design and technical analysis phases.

2 Cost represents an order of magnitude estimate. Future phases of work may impact estimate.

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San Francisco County Transportation Authority
Neighborhood program

APPENDIX A

Ocean Avenue Task Force

The Ocean Avenue Mobility Action Plan formed a 14 member Task Force to support and provide input to the Ocean Avenue Mobility Action Plan development and outreach efforts. Task Force members were selected by Transportation Authority Board Members Myrna Melgar (District 7) and Ahsha Safaí (District 11) and represent a variety of residents, businesses, and community members active in the corridor. Task Force members and their affiliations are:

Alice Guidry	Sunnyside Neighborhood Association
Simon Chiu	Archbishop Riordan High School
Alissa Buckley	Faculty, City College of San Francisco
Jon Winston	Former Chair of Balboa Reservoir CAC, Sunnyside resident
Emily Nguyen	District 11 Youth Commissioner, SF Transit Riders member, Lick Wilmerding student
Dexter Washington	Aptos Middle School
Simon Timothy	Advocates 11 (formerly Ingleside Senior Safety Advocates)
Sabine Taliaferro	Ingleside Merchants Association
Zack Deutsch-Gross	SF Transit Riders, District 11 resident
Sara Barz	KidSafeSF, Sunnyside resident
Heather Brandt	Associate Student Council Ocean
Maurice Rivers	OMI Cultural Participation Project
Yi Luo	District 11, Ocean resident, youth
Pauline Jue	Westwood Park Association

There were five Task Force meetings between October 2021 and January 2023. Meetings were facilitated by a community facilitator, Alfredo Vergara-Lobo. Meeting dates and discussion topics are outlined below.

Task Force meeting 1

During the October 13, 2021 Task Force Meeting 1: Transportation Authority staff gave a presentation of the Ocean Avenue Mobility Action Plan scope, objectives, Task Force roles throughout the project, and reviewed previous plans and studies conducted in the corridor. Staff asked for Task Force feedback on the project study area, initial thoughts for community engagement and feedback resulted in an adjustment to the study area to include the southeast portion of Westwood Park neighborhood (Miramar Avenue

to Wildwood Way), a discussion of key needs in the corridor, and guidance for the upcoming community engagement plan. Staff concluded with next steps for the project.

Task Force meeting 2

During the February 16, 2022 Task Force Meeting 2: Transportation Authority staff gave a presentation that covered goals and projects from prior planning efforts and studies in the Ocean Avenue Mobility Action Plan study area.

Staff presented proposed project goals and received full support from the Task Force members; the project goals are:

- Improve safety and connectivity for pedestrians, bicyclists
- Improve transit efficiency, reliability, and accessibility
- Manage congestion on streets, particularly at freeways
- Improve livability to support economic vitality and quality of life

Staff presented projects that had been proposed or identified in prior plans but had not been implemented and asked the Task Force for initial perspectives about these projects. After reviewing past projects, Task Force members shared new project ideas that are related to traffic calming, bike and pedestrian safety improvements, and reducing transit delay. These ideas were documented for future phases of the Ocean Avenue Mobility Action Plan. Staff concluded with an overview of upcoming public outreach, which will take place in Spring/Summer 2022.

Task Force meeting 3

- Round 1 outreach recap
- Identify 5 – 7 projects to advance for evaluation
- Proposed evaluation framework
- Refining projects

During the July 13, 2022 Task Force Meeting 3: Transportation Authority staff gave a presentation on outreach findings, how outreach findings shape the list of projects to advance, and the evaluation framework. While reviewing outreach findings, staff asked Task Force members to share feedback about how to expand the fall round of outreach with suggestions for new groups to speak with and for other ways to provide support.

The Task Force agreed to advance a list of seven project concepts for further development and evaluation. For each of the seven concepts, Task Force members

discussed concepts in more detail to provide staff with additional considerations for the concept refinement process. The list of identified projects for advancement are:

- Pedestrian safety improvements (e.g. decorative crosswalks, pedestrian-scale lighting, and bulb-outs at intersections)
- Geneva pedestrian, transit, bike improvements
- Ocean Avenue corridor safety and speed management improvements
- Streetscape improvements (e.g. landscaping, tree planting)
- Bike safety improvements on Ocean Ave and connectivity improvements
- Muni Forward improvements
- Remove the Ocean Avenue pedestrian bridge, move the City College retaining wall, and construct a shared bike and pedestrian path

The meeting concluded with next steps, which include refining and evaluating project concepts to support upcoming outreach in the fall. The fall outreach will help further narrow the list of priority projects to advance in the Ocean Avenue Mobility Action Plan. The plan is expected to be complete by early 2023.

Task Force meeting 4

During the November 16, 2022 Task Force Meeting 4, Transportation Authority staff gave a presentation recapping Task Force activities so far, outreach findings from the second round of public engagement, and the small and large projects to be considered for advancement. While reviewing the small and large projects, staff asked Task Force members to share clarifying questions to help inform a vote to determine two large projects and three small projects to be advanced. Task Force members were polled on the small and large projects.

For the large projects, the Task Force voted for the following two projects to be advanced:

- Shared pedestrian and bike path improvements
- K Ingleside Muni Forward

For the small projects, the Task Force voted for two projects to be advanced. A third project is expected to be determined at the next Task Force meeting in early 2023.

- Ocean Avenue pedestrian safety improvements
- Ocean Avenue speed management improvements

Further technical analysis and refinement of the small projects will be developed over the coming months. Transportation Authority staff will present this additional information on small projects during the next Task Force meeting for Task Force members to consider and come to a consensus on the third large project for advancement in the Mobility Action Plan.

Task Force meeting 5

During the February 23, 2023 Task Force Meeting 5, Transportation Authority staff presented alternative concepts for the Bike Connectivity and Geneva Multimodal Improvements concepts, developed based on feedback from Task Force Meeting 4. The first concept featured bike connectivity improvements along Ocean Avenue which would create a complete east-west connection between the Balboa Park BART Station and Junipero Serra, via Holloway Avenue and Lee Avenue. The second concept presented varying levels of transit, pedestrian, and bike improvements.

Staff presented various configurations for both concepts and asked Task Force members to share clarifying questions and comments to inform a vote on their preferred configuration option for each concept. After Task Force members voted on their preferred configuration options for both of the concepts, members voted on the concept to advance for the Mobility Action Plan. Task Force members voted to advance the concept that features bike connectivity improvements via Holloway Avenue as the final small project for the Mobility Action Plan.

The full list of projects selected by the Task Force to be advanced for the Mobility Action Plan include:

Large projects:

- Shared pedestrian and bike path improvements, with removal of the Ocean Avenue Pedestrian Bridge
- K Ingleside Muni Forward improvements

Small projects:

- Ocean Avenue pedestrian safety improvements
- Ocean Avenue speed management improvements
- Bike connectivity improvements via Holloway Avenue

The projects selected to advance will be subject to additional design and outreach before being implemented. Transportation Authority staff concluded with next steps for the project, which include finalizing concept recommendations, developing cost estimates, and developing a final report by Spring 2023.

APPENDIX B

Task Force Meeting 4 Project Concept Sheets

Ocean Avenue Pedestrian Safety Improvements

1. **Install crosswalk warning signs**
   Benefit: improve pedestrian crossing awareness, minor traffic calming
2. **Install red curb paint at intersections (daylighting)**
   Benefit: Improve pedestrian visibility
   Option: Convert to parklet or bike parking
3. **Install ADA compliant curb ramps**
   Benefit: Shorter pedestrian crossings and improved visibility
   Option: Install bulb-out

Overview

The Task Force elevated a new concept to improve pedestrian safety along the corridor. This concept proposes multiple safety interventions at specific locations along Ocean Ave. to address known conflicts and challenges.

The concept would:

- Enhance pedestrian crossing visibility
- Add/upgrade signs

Left turn restrictions would help reduce conflicts along Ocean Ave. Specific locations have not been determined and would require more detailed traffic analysis. Left-turn restrictions are also being considered as part of the K Ingleside Muni Forward Concept.

Tradeoffs & Costs:

The treatments have varying levels of cost.

1. **Lower cost;** would increase ongoing maintenance
2. **Low cost;** would result in a loss of 1 – 2 spaces per corner (10 – 20 spaces total)
3. **Medium cost;** may trigger additional stormwater drainage and utility improvements

Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.

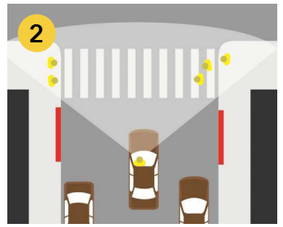
Status/Other Info:

Costs are per treatment, planning level cost estimates:
Low cost: Less than $5K per intersection
Medium cost: $5 – 50K per intersection
High cost: More than $50K per intersection

Any pedestrian bulb outs would need to be reviewed for conflicts with transit boarding island improvements included in the K Ingleside Muni Forward concept. If there is a preference from the Task Force to pursue bulbouts at these locations, these would be pursued in coordination with Muni Forward planning to reduce parking impacts.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022



All proposals subject to SFMTA and Regulatory review and approval.

Ocean Avenue Speed Management

1. **Signal and lighting improvements: new signal heads & reflective backplate tape ($$)**
   Benefit: Improved visibility of signalized intersections.
   Option: Install accessible pedestrian signals (APS).
2. **Refresh existing striping ($$)**
   Benefit: Minor traffic calming
   Option: Add yield bars at unsignalized intersections.
3. **Install hardened centerlines ($$)**
   Benefit: Make it hard to make U-turns and wide left turns.
4. **Install vehicle feedback signs ($)**
   Benefit: Minor traffic calming

Overview

The Task Force elevated a new concept to manage speeds along the corridor. This concept proposes multiple safety interventions along Ocean Ave. to address high speeds and would complement other ongoing efforts and potential concept.

The concept would:

- Enhance pedestrian crossing visibility
- Add/upgrade signs & signals
- Contribute to speed enforcement
- Restrict illegal left turns

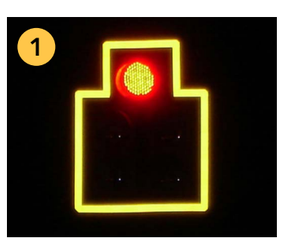
Tradeoffs & Costs

The treatments have varying levels of cost.

1. **Medium cost;** may trigger additional signal upgrades, system compatibility.
2. **Medium cost;** may require repaving the corridor.
3. **Medium cost;** may lead to increased maintenance; rail clearance requirements may limit the treatment options.
4. **Low cost;** would increase ongoing maintenance.

Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.



CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	+
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022

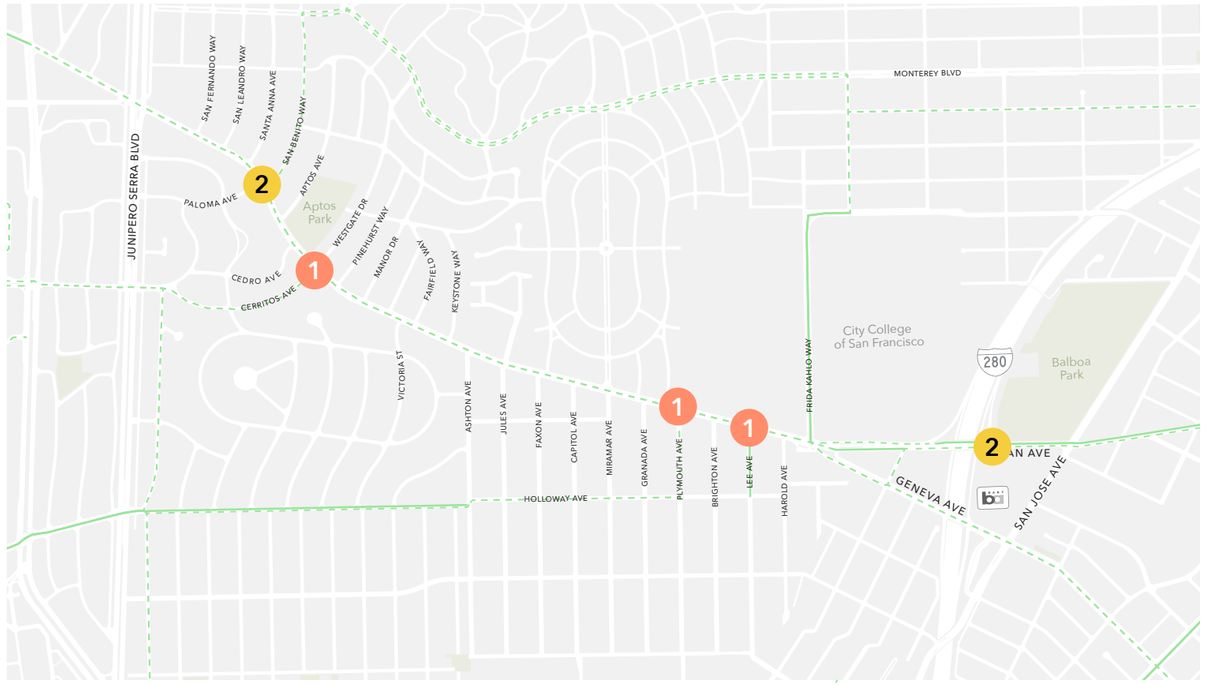
Status/Other Info

Low cost: Less than $5K per intersection
Medium cost: $5 – 50K per intersection
High cost: More than $50K per intersection

Hardening the centerline would require buy-in from the California Public Utilities Commission (CPUC), who regulates our rail operations, as well as our operational and maintenance groups. The improvement (3) would require regulatory/technical review.

All proposals subject to SFMTA and Regulatory review and approval.

Ocean Avenue Bike Crossing & Spot Improvement



1. **Install bike boxes or bike crossing phase at signalized intersections. ($$)**
   Program leading bike-ped intervals

   Benefit: Improved bicycle visibility positioning at signals

2. **Install enhanced crossing markings and/or two-stage bike left turn boxes. ($$)**

   Benefit: Improved bicycle visibility positioning at crossings

3. **Upgrade sharrows to green-backed sharrows along Ocean**

   Benefit: improved visibility of existing sharrows

— Class II Bike Lane

---- Class III Bike Route (Sharrows)

Overview

Areas where bike connections are particularly challenging on Ocean Ave. were identified through the Task Force and by the project team. This concept would address these specific challenges through the following infrastructure improvements:

- Provide a two-stage left turn from the Balboa Park BART Station onto westbound Ocean Ave.
- Improve bicycle visibility/positioning for designated bike route connections along the study area.
- Improve access to major destinations.

Solutions and specific locations for improvements would be identified through more robust outreach process.

Note: FOG intersection improvements addressed by a current SFMTA project (Ocean Avenue Safety Project)

Tradeoffs

1. **Medium cost;** up to 4 parking spaces lost per approach
2. **Low cost;** 2 – 4 parking spaces lost per approach

10 – 15 parking spaces may be removed for this concept

Goals Supported

- Improve safety and connectivity for pedestrians and bicyclists.

Status/Other Info

Bike improvements are being developed by SFMTA on Frida Kahlo Way between Ocean Ave and Judson.

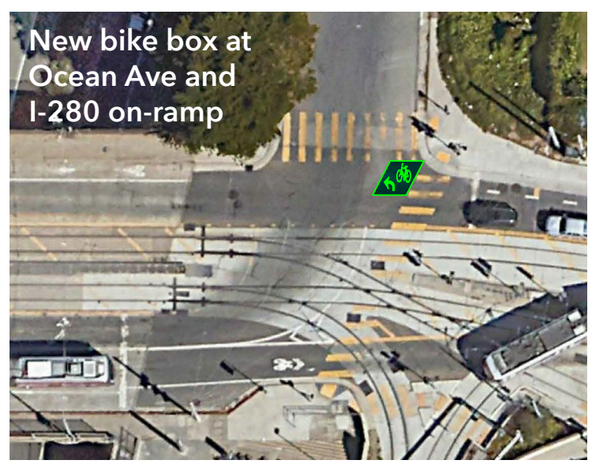
Costs are per treatment, planning level cost estimates:

Low cost: Less than $5K per intersection
Medium cost: $5 – 50K per intersection
High cost: More than $50K per intersection

All proposals subject to SFMTA and Regulatory review and approval.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	+
Decrease Intersection Delay	?

Source: Parisi Transportation Consulting, Sept. 2022

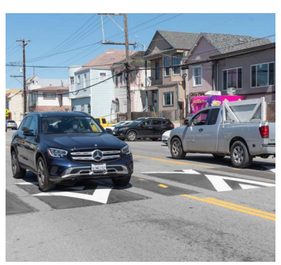


Ocean Avenue Bike Connectivity Improvement – Holloway Avenue Bikeway Improvements

Class II Bike Lane

Class III Bike Route (Sharrows)

Sharrow



Speed Hump / Cushion

Traffic Circle

Bike lane

Overview

The competing priorities (transit, driving, parking, bike lanes) along Ocean Ave. make it difficult to create a consistent bicycle lane. This concept focuses on creating an alternative east-west bike connection along Holloway. The concept proposed maintains a shared travel lane, with additional traffic calming, street safety, and wayfinding improvements.

Improvements could also be added along key north-south connections to Ocean Ave. to establish connections to key destinations and slow speeds.

Note: A dedicated bikeway (bike lanes or separated bikeway) on Ocean Avenue would require significant work to widen the road and narrow sidewalks at pinch points (e.g. transit boarding islands).

Tradeoffs

- Holloway gets farther from Ocean Ave. when traveling westbound; similar treatments would be needed along Lunado and select north-south streets between Lee and Ashton.
- Bike lanes on Holloway could be considered. This would require removing about 100 – 200 spaces, depending on extent of new bike lanes added.
- Monterey continues to be the route north of Ocean Ave; is has steeper hills and there are less direct routes to connect to destinations along Ocean Ave.

Goals Supported:

- Improve safety and connectivity for pedestrians and bicyclists

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022

Status/Other Info:

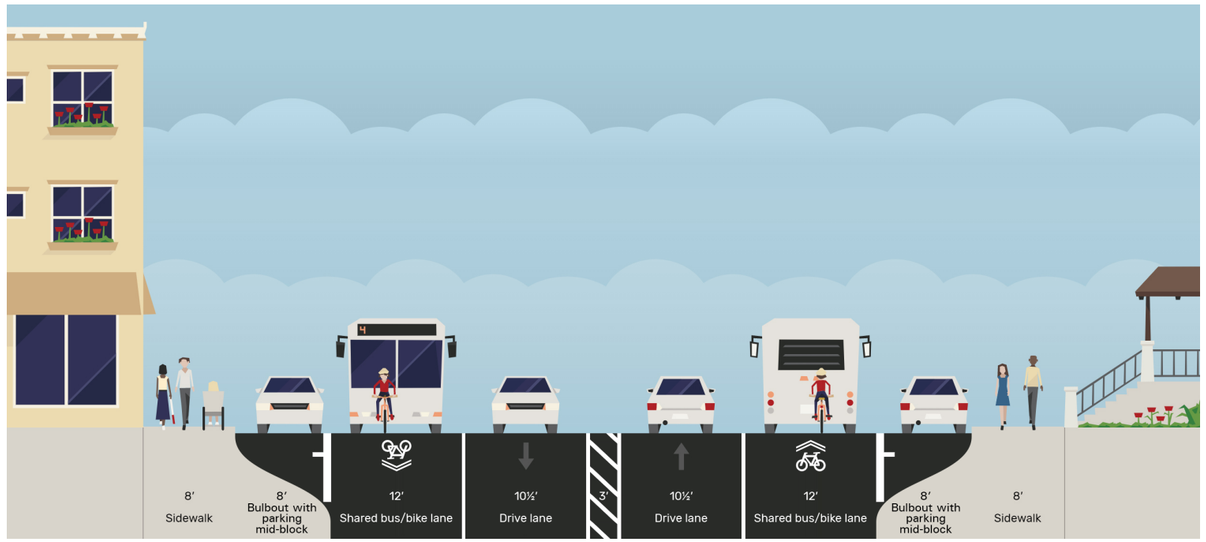
Potential countermeasures on Holloway:

- Greenback sharrows
- Raised crosswalk
- Roundabout
- Traffic diversion

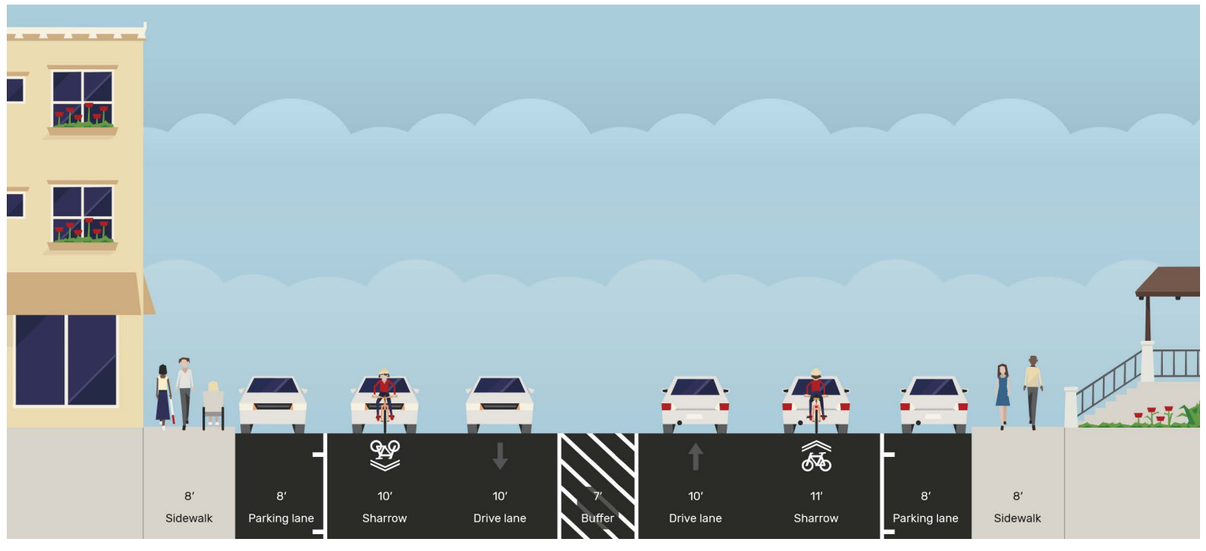
Any improvements would need to be coordinated with the 29 Sunset route.

All proposals subject to SFMTA and Regulatory review and approval.

Geneva Avenue Pedestrian, Transit, & Bike Improvements



Shared Transit-Bike Lane (Parking Retained)



Existing Street Configuration

Overview

Previous plans identified pedestrian safety improvements on Geneva, between San Jose Ave. and Ocean Ave. The Task Force adjusted this concept to include multimodal improvements (transit, pedestrian, and bicycle). This concept would:

- Improve transit and bike conditions by converting a general travel lane to a designated lane for transit and bikes, separate from the vehicle travel lane.
- Improve pedestrian visibility with bulb outs.

Tradeoffs

- Slightly longer travel times for motor vehicles.
- Bulbouts may lead to 1 – 2 parking removals at each corner.
- Buses and bikes will still share space (no fully dedicated bike lane)

Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.

Status/Other Info

SFMTA does not typically use shared bus/ bike facilitates. Additional review would be needed to understand bike volumes.

On steep portions of the corridor, bike lanes could be explored in future phases.

All proposals subject to SFMTA and Regulatory review and approval.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	+
Improve Transit Reliability	+
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	–

Source: Parisi Transportation Consulting, Sept. 2022

Shared bike and bus lane on Bosworth Street

Ocean Avenue Streetscape Improvements

Source: SFMTA 2021 Recommended Bike Routes

1. **Add bulb-out or extend sidewalk**
   Extend curbline and sidewalk space to shorten intersection crossing distances, improve visibility of pedestrians, slow vehicle turning speeds, and/or make space for more greenery, furnishings, or water capture
2. **Add streetlights**
   Typical modifications include upgrading high pressure sodium lights to energy efficient and brighter LEDs, solar lights, and pedestrian-scale poles
3. **Plant street trees**
   Street trees and ground landscaping
4. **Add street furnishing**
   Pedestrian amenities, including: benches and seating, bicycle racks, bollards, flowerstands, kiosks, newsracks, public art, trashcans, and wayfindig signage

Overview

The Ocean Ave. Streetscape Improvement Project was completed in 2016 and added street trees, sidewalk improvements, and pavers. This concept would expand the streetscape improvements west to Junipero Serra Blvd. This concept would:

- Add/improve street & pedestrian lighting.
- Increase sidewalk width and add bulb-outs.
- Add landscape greening and street trees.

The improvements proposed in this concept are from the SF Better Streets Plan Streetscape Toolkit.

Tradeoffs

1. Sidewalk extensions / bulbouts may conflict with loading zones and would reduce curb-to-curb width at some locations. Loss of 1 – 2 parking spots per corner (15 – 20 parking spaces total)

Goals Supported

- Improve Safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.

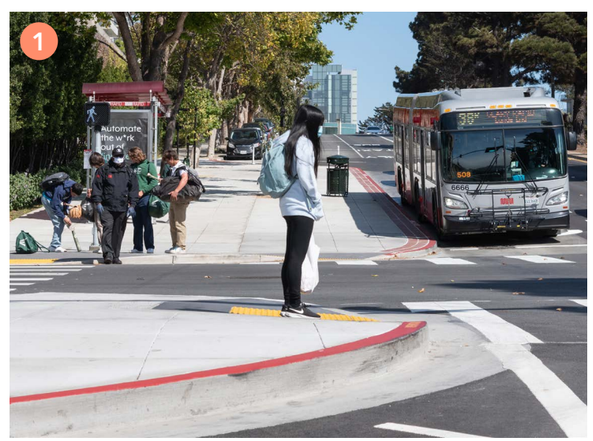
Status/Other Info

- Streetscape project has been completed from Frida Kahlo Way to Manor Dr (Ocean Avenue Streetscape Improvement Plan).
- Streetscape has been planned, but not implemented, from San Jose Ave to Frida Kahlo Way (Ocean and Geneva Corridor Design).
- No streetscape project planning west of Manor Dr.
- Any pedestrian bulb outs would need to be reviewed for conflicts with transit boarding islands. If there is a preference from the Task Force on this additional element, these would be pursued later on to reduce parking impacts.

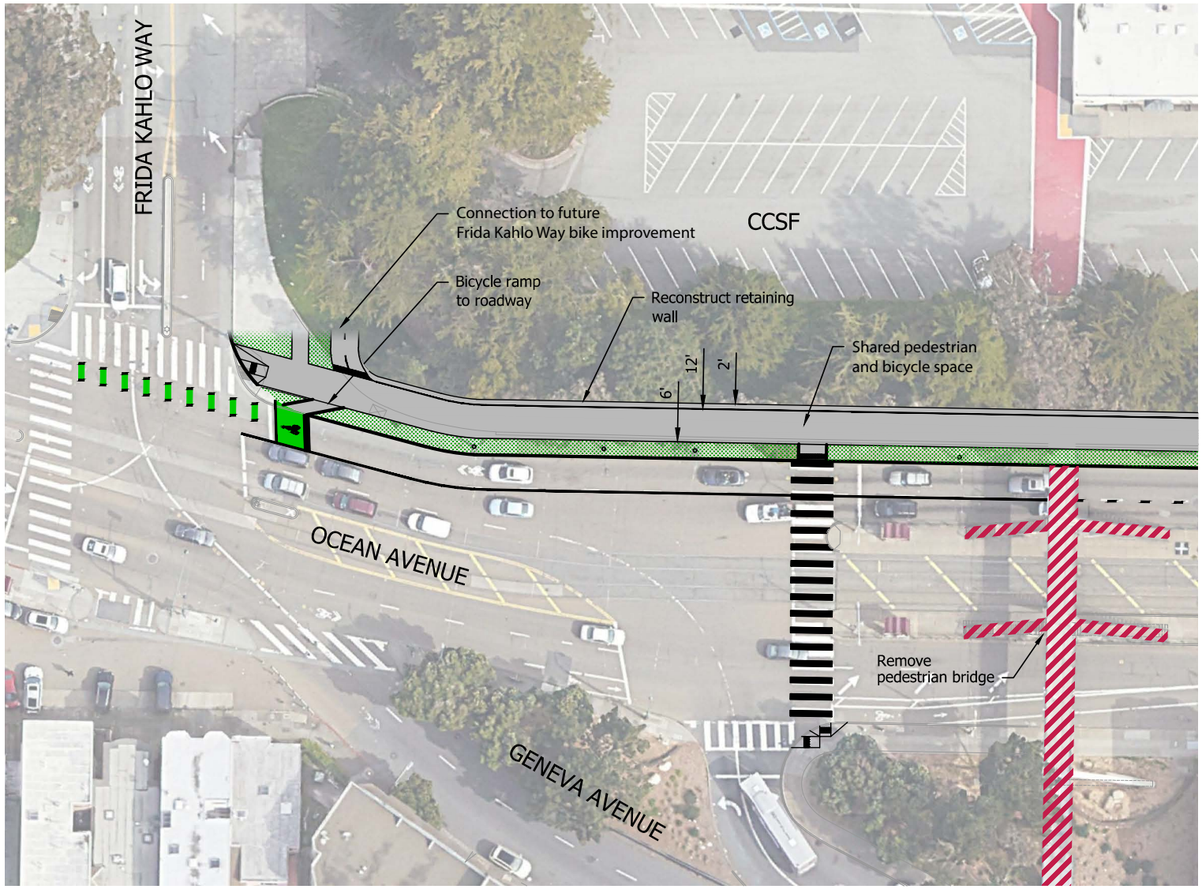
All proposals subject to SFMTA and Regulatory review and approval.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	+
Improve Visibility	+
Remove Gaps in Pedestrian Network	+
Manage Congestion	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022



Create a Shared Bike and Pedestrian Path by Removing the Pedestrian Bridge and Shifting the Retaining Wall



Overview

The concept would widen right of way by removing pedestrian bridge and moving the retaining wall adjacent to City College to allocate more space for people walking and biking between City College and BART. New trees and landscaping would be used to create a buffer between vehicle traffic.

This concept would:

- Create a shared pedestrian and bike path
- Create a street-level pedestrian crossing along Ocean at Geneva
- Remove the pedestrian bridge
- Shift the retaining wall

Tradeoffs

- Increased pedestrian traffic crossing Ocean Ave at street level

Goals Supported

- Improve safety and connectivity for pedestrians and people biking
- Improve streetscape to support vitality and quality of life

Status/Other Info

The existing pedestrian bridge is not accessible; there are only stairs to the bridge and Muni platforms below.

Based on preliminary studies, work to remove the pedestrian bridge and move the retaining wall would likely need to be done together.

This concept could support the long-term plan to redesign the Frida/ Ocean/ Geneva intersection and bring additional transit and bike improvements.

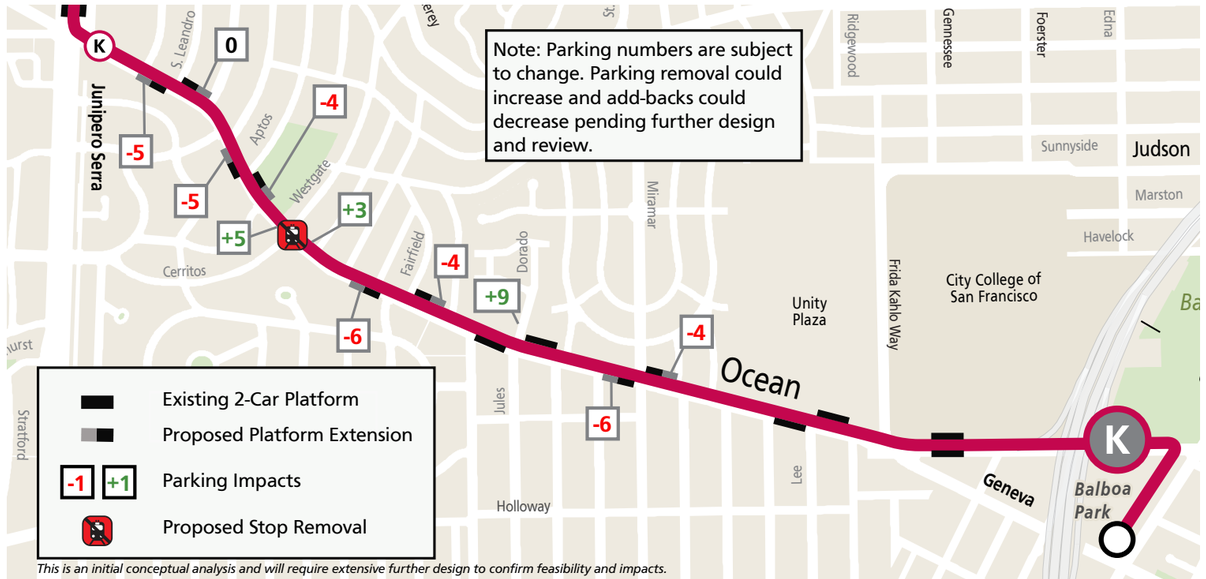
CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	+
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022

City agencies are coordinating to assess options for this concept. An initial feasibility assessment has been done, but more detailed planning and technical studies are needed. Funding for further design work has not yet been identified.

All proposals subject to SFMTA and Regulatory review and approval.

K Ingleside Muni Forward Improvements



This is an initial conceptual analysis and will require extensive further design to confirm feasibility and impacts.

Overview

This project would implement a series of transit reliability, pedestrian safety, and accessibility upgrades along the K Ingleside line:

- Double the train capacity on the corridor with transit stop upgrades to enable two-car trains on Ocean Ave. Currently the second car of the K line is locked out when trains are on the surface.
- Reduce transit travel time and improve reliability on the corridor with transit lanes, turn restrictions, stop consolidation, and signal changes.

Benefits include:

- Double capacity on the K line and reduce crowding.
- Reduced transit travel time and improved reliability.
- Improve accessibility, safety, and comfort at stops.
- Transit lanes and boarding islands also help to reduce vehicle speeds.

Tradeoffs

- There are about 315 parking spaces on Ocean Ave within the study area and about 1,600 spaces within 1 block of the corridor. To provide space for extended train platforms, parking would be removed at some stops. This would be partially offset by adding angled parking on Ocean Ave and some side streets. The total parking removal would be 35 – 40 spaces, with a possibility of adding back some spaces on nearby side streets, pending further review.
- The proposal would remove the stop at Cerritos/Westgate. Passengers would use stops at Aptos or Victoria/Fairfield instead. This would reduce travel time along the K line, while also enabling new parking to be created.
- Transit lanes and turn restrictions may impact private vehicle travel time. Exact locations are still to be determined.

CRITERIA	CONCEPT EVALUATION
Transit Reliability and Efficiency	
Decrease Transit Travel Time	+
Improve Transit Reliability	+
Improve Access to Transit Stops	+
Safety & Connectivity	
Decrease Number of Conflict Points	+
Improve Streetscape	
Improve Sidewalk Space	○
Improve Visibility	○
Remove Gaps in Pedestrian Network	○
Manage Congestion	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022

Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve Safety and connectivity for pedestrians and bicyclists.

Status/Other Info

Project is funded through state TIRCP grant and full outreach would start in 2023.

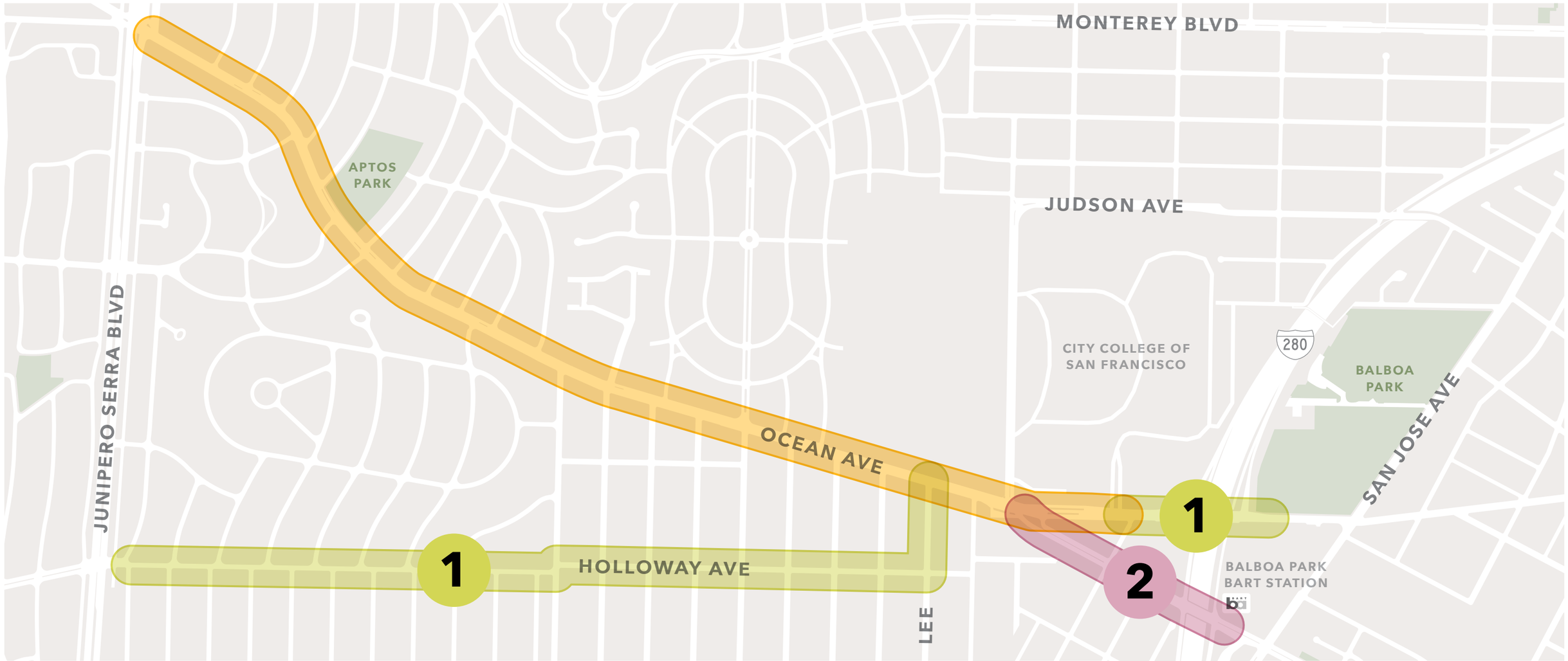
All proposals subject to SFMTA and Regulatory review and approval.

APPENDIX C

Task Force Meeting 5 Project Concept Sheets

OCEAN AVENUE MOBILITY ACTION PLAN

February 2023



Projects Advanced by the Task Force

The projects below were determined to advance in the previous task force meeting. These projects span the Ocean Ave corridor.

- Pedestrian Safety on Ocean to improve visibility of pedestrians (small project)
- Speed Management on Ocean to slow speeds and reduce illegal left turns and u-turns (small project)
- K Ingleside Muni Forward to improve transit reliability, capacity, and access (large project)
- Shared pedestrian and Bike path with the removal of the pedestrian bridge (large project)

Projects for Consideration

1. Bike connectivity improvements via Holloway
2. Geneva Multimodal Improvements

Bike Connectivity Improvements via Holloway

Would provide an alternative east-west connection between Balboa BART station and Junipero Serra. There are 4 distinct components to the corridor:

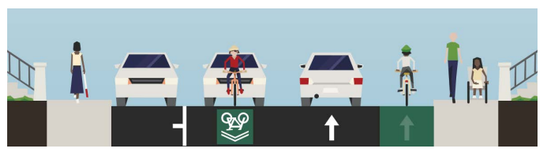
1a West Holloway (Ashton – Junipero Serra)

The western portion of Holloway has a striped bike lane (no parking) on one side of the street and a parking lane with sharrows on the other side of the street. Many of the intersections are asymmetrical and have wide curb radii, enabling faster turns onto/off of Holloway.

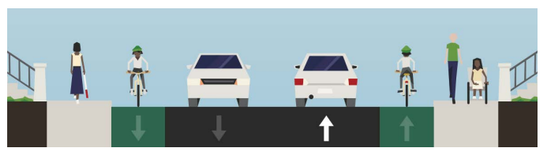
Project elements:

- Traffic circles to slow speeds at intersections
- Traffic diverters to prevent drivers from using Holloway as a cut-through street and to reduce vehicle volumes on Holloway
- Pedestrian Safety Zones / sidewalk extensions to shorten crossing distances and slow speeds of turning vehicles
- Added crosswalks to alert drivers of pedestrian activity and help slow speeds
- There are two options for bike treatments:

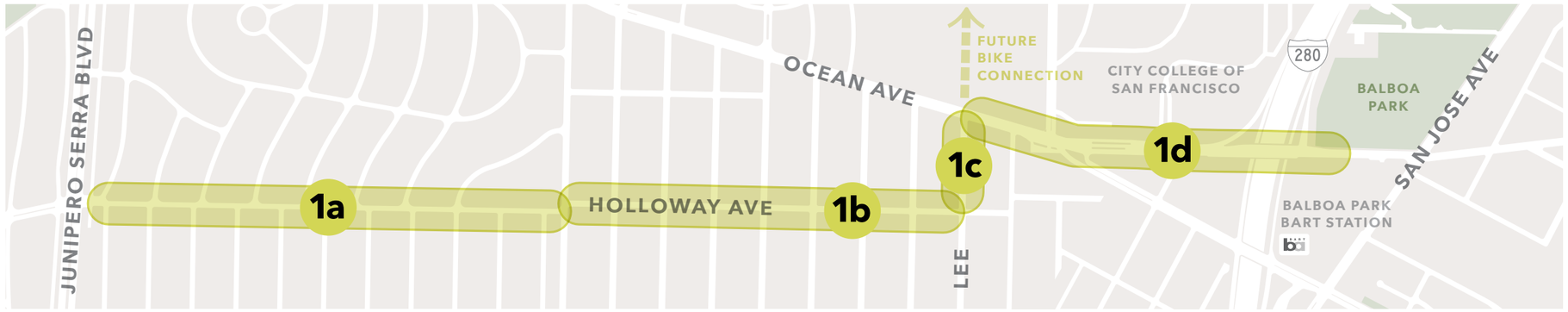
1. Street configuration can **stay as is** with added green treatments to have a green bike lane (no parking) in one direction and green sharrows in the other.



2. Parking could be removed to create bike lanes in both directions. About 60 – 80 parking spaces would be removed.



The width of the road does not allow for protected bike lanes.



1b East Holloway (Lee – Ashton)

The eastern portion of Holloway has sharrows and curb extensions at most intersections, with parking mid-block. The curb extensions do not allow for bike lanes.

Project Elements:

- Green sharrows to improve visibility
- Traffic circles to slow speeds at intersections
- Traffic diverters to prevent drivers from using Holloway as a cut-through street and to reduce vehicle volumes on Holloway

1c Lee Ave

Lee Ave is the first opportunity to make a left from Ocean and connect to Holloway. In the future, Lee Ave will connect to the bike network north of Ocean, being developed as part of the Balboa Reservoir project.

Project Elements:

- Green bike lane, sharrows, and /or bike boxes between Ocean and Holloway to create a high-quality connection to Holloway
- Two-stage left turn from Ocean onto Lee

Tradeoffs:

- Angled parking on southbound Lee would be restriped to accommodate a bike lane and would result in a reduction of ~5 spaces
- A bike lane on northbound Lee would result in a reduction of ~20 spaces; this curb space may be frequently blocked due to curb access needs.

1d The Balboa Bart Station and Ocean Ave to Lee

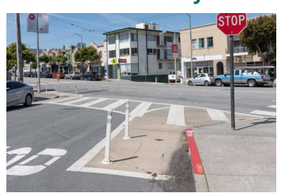
This is a challenging crossing and key connection from the Bart station to City College, Businesses, and residential areas. Many bicyclists do not make this crossing and instead travel in the wrong direction on the wrong side of the street to travel westbound on Ocean.

Improvements to this section would align with the planned quickbuild improvements to the FOG intersection and long-term projects to create a shared pedestrian and Bike path adjacent to City College.

Project element:

- Facilitated left turn with bike markings and a green bike line across the overpass
- Green sharrows between I-280 and Lee Ave., in both directions

Pedestrian safety zone



Traffic diverter

Green sharrow

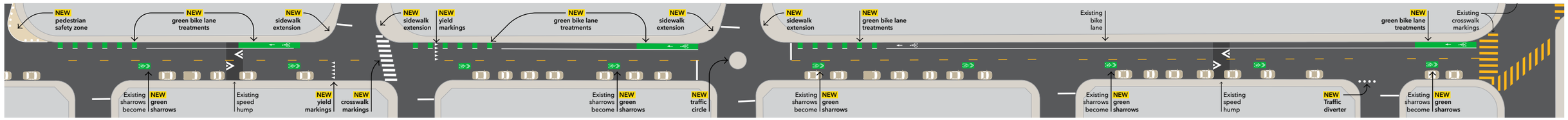
Traffic circle

Bike lane

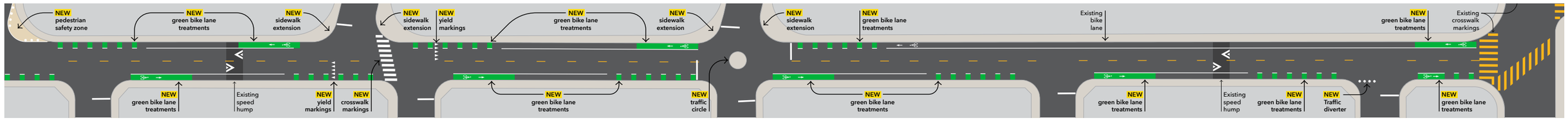
Two-stage left turn

Bike Connectivity Improvements via Holloway – Sample Street Designs

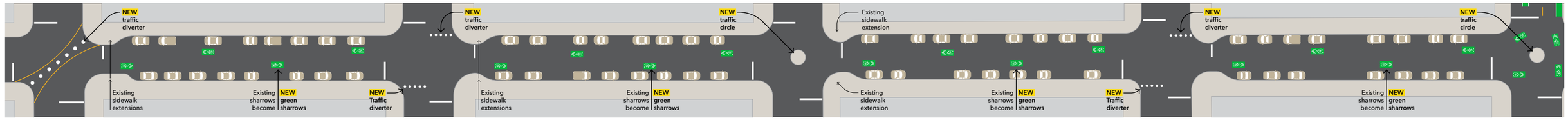
1a West Holloway (Ashton – Junipero Serra) Maintain bike lane in one direction



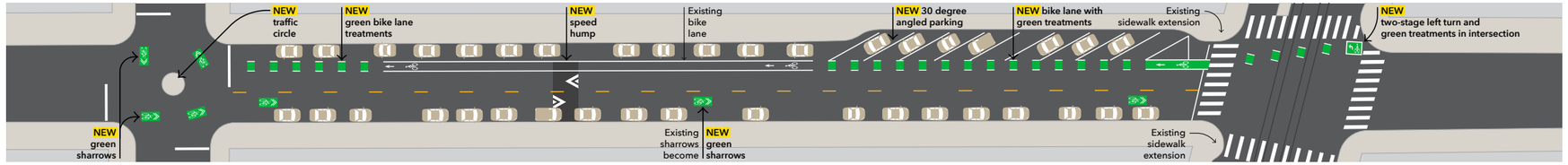
Create bike lanes in both directions



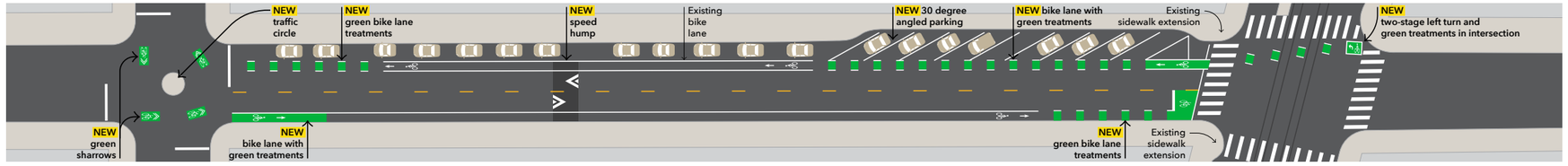
1b East Holloway (Lee – Ashton) Traffic calming improvements



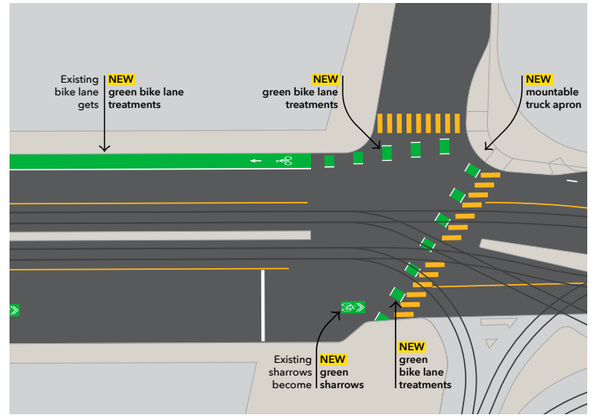
1c Lee Ave Extend bike lane in one direction



Create bike lane in both directions



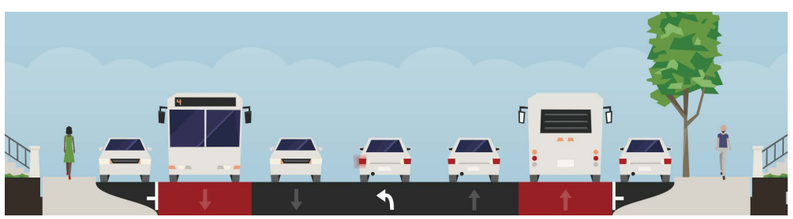
1d BART – Ocean Ave Connection



Geneva Multimodal Improvements

The options for this project vary to include a combination of pedestrian, transit priority, and bike improvements. Geneva accommodates the 8, 8BX, 43, and 91 (Owl) Muni routes.

Option 1: Transit and Pedestrian Improvements

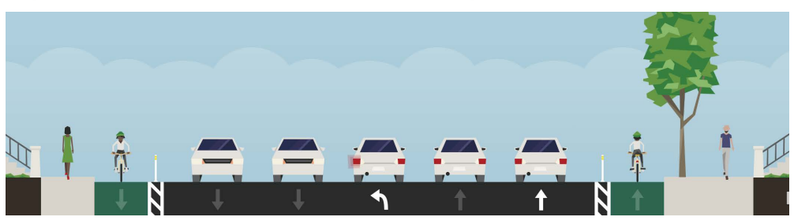


GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	high
Pedestrian and bike safety	high (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	unknown

Project Elements:

- Transit only lane, which would be made by converting a general travel lane
- Pedestrian Safety Zones / sidewalk extensions to shorten crossing distances and slow speeds of turning vehicles
- Daylighting at intersection on Geneva and cross streets to improve visibility of pedestrians

Options 2: Bike and Pedestrian Improvements

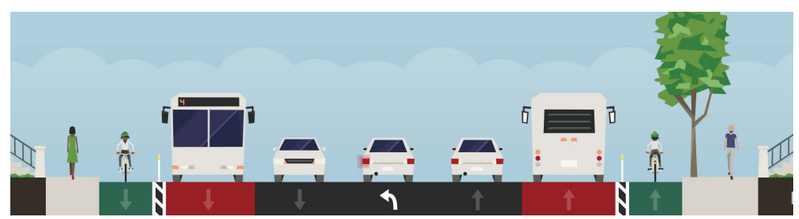


GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	no change
Pedestrian and bike safety	high (bike), low (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	no change

Project Elements:

- Protected Bike lane on full corridor or uphill segments. Adding bike lanes would result in a parking loss of 50 – 100 parking spaces depending on the length of the lanes. The school loading for Seventh Day Adventist Elementary School may need to be relocated.
- Daylighting at intersections on Geneva and cross streets to improve visibility of pedestrians
- Travel lanes remain unchanged with 2 vehicle lanes in each direction; there is no transit lane.

Options 3: Transit, Bike, and Pedestrian Improvements



GOAL	GOAL ALIGNMENT
Transit efficiency, reliability and accessibility	high
Pedestrian and bike safety	high (bike), low (ped)
Improve livability, economic vitality and quality of life	low
Manage congestion	unknown

Project Elements:

- Transit only lane, which would be made by converting a general travel lane
- Protected Bike lane on full corridor or uphill segments. Adding bike lanes would result in a parking loss of 50 – 100 parking spaces depending on the length of the lanes. The school loading for Seventh Day Adventist Elementary School may need to be relocated.
- Daylighting at intersection on Geneva and cross streets to improve visibility of pedestrians

Transit only lane

Sidewalk extension

Pedestrian safety zone

Daylighting at intersection

Protected bike lane