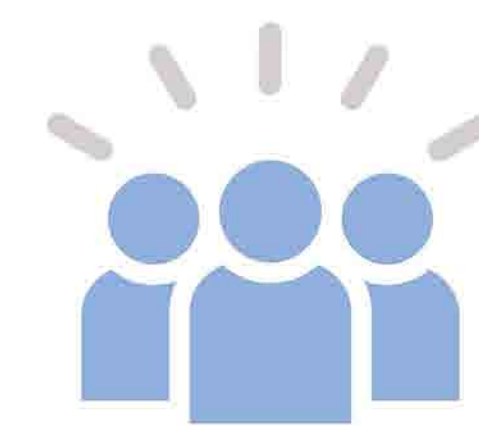


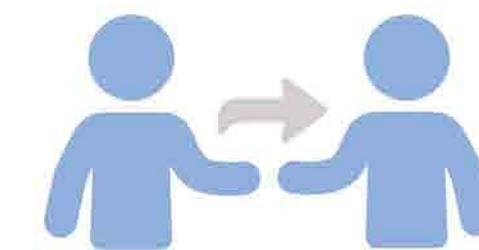
Welcome

The SFMTA's M Ocean View Transit and Safety Project aims to improve transit reliability, accessibility, and safety along the M Ocean View corridor between Junipero Serra Boulevard and Balboa Park BART Station.



Get the most out of this event:

1. Visit project information stations hosted by project staff who will answer your questions.
2. View block-by-block diagrams of proposed improvements.
3. Provide feedback on project proposals by sharing directly with staff and leaving a note on the boards.





OVERVIEW

The M Ocean View connects the Ocean View neighborhood to downtown San Francisco. It also provides access to San Francisco State University, City College of San Francisco, and regional BART service.

PROJECT GOALS

- Improve transit reliability for M Ocean View riders.
- Provide more comfortable and accessible boarding areas.
- Improve safety for all users of the street.

EQUITY

The M Ocean View was identified as a priority for improvements by the Muni Service Equity Strategy. The Muni Service Equity Strategy aims to improve transit routes most critical to households with low incomes, people of color, seniors and people with disabilities. Learn more at [SFMTA.com/MuniEquity](https://www.sfmta.com/MuniEquity).

TIMELINE (subject to change)

Early 2023	Mid-2023	Late-2023/2024	2026
<ul style="list-style-type: none"> • Share revised proposals • Refine proposals based on feedback 	<ul style="list-style-type: none"> • Finalize project proposal • SFMTA Board Review 	<ul style="list-style-type: none"> • Detailed design phase 	<ul style="list-style-type: none"> • Begin construction

Transit Reliability Challenges



The M Ocean View corridor has narrow streets, frequent stop signs and other obstacles that can impact reliability.

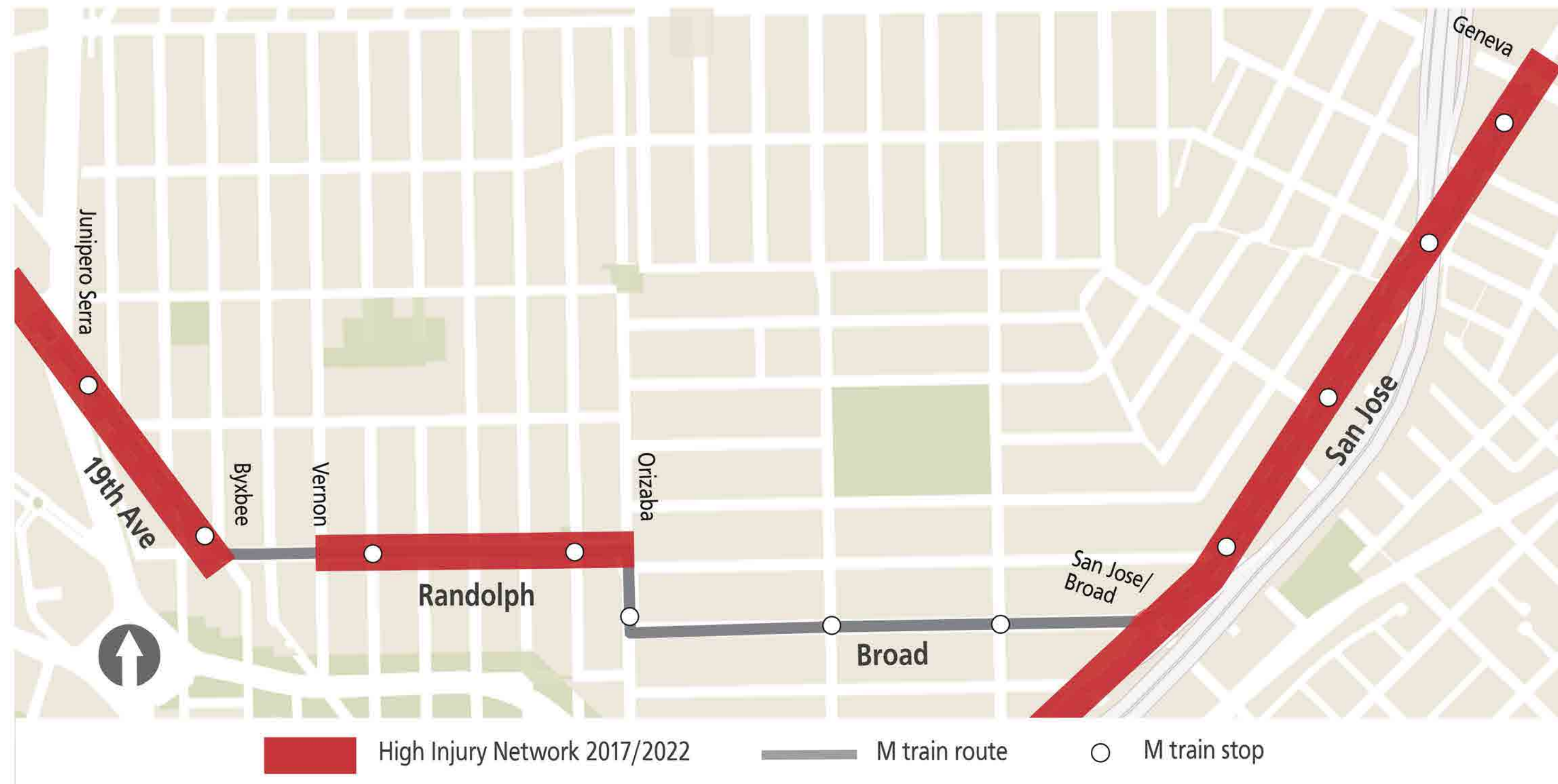
- On average, the M Ocean View moves through the project corridor during peak hours at 9 mph.
- Along Randolph Street, the train averages 7 mph due to frequent stop signs.
- Muni Forward projects address the sources of transit delays with a toolkit of proven street design improvements.



This is a Muni Forward project. **Muni Forward** has delivered 80 miles of transit reliability upgrades, which enhance service reliability and reduce travel times on transit. These upgrades also improve service efficiency, transit safety and the rider experience.

Learn more at [SFMTA.com/MuniForward](https://www.sfmta.com/MuniForward)

Addressing Safety & Accessibility Challenges



Randolph Street and 19th Avenue in the project area are part of San Francisco’s High-Injury Network, the 13% of streets where 75% of the city’s serious traffic-related injuries and fatalities occur. San Jose Avenue was previously part of the High-Injury Network, and still experiences a high rate of collisions.

From 2017 to 2022, there were a total of 62 reported injury collisions in the project area. Of those, **26 collisions involved someone walking**, including **10 incidents where someone was getting on or off Muni**.

Many M Ocean View stops along 19th Avenue, San Jose Avenue, Randolph Street and Broad Street lack boarding areas, forcing riders to enter and exit the train from the street.

- This project would improve and expand train boarding areas so Muni riders can step onto a safe platform instead of stepping off into the street where there may be vehicles.
- This project would build more sidewalk and median curb ramps. It would also add wheelchair-accessible transit platforms where possible. This would especially benefit Muni riders with mobility impairments.



The San Francisco Board of Supervisors passed a unanimous resolution in 2021 urging the SFMTA to improve safety and accessibility by removing parking where people have to walk through parked cars to access Muni stops. This project would help enact that resolution by adding transit islands, wider sidewalks, or clear zones at all stops.

You Speak, We Listen

What We Heard

Cars often speed on San Jose Avenue

People walking need safety improvements

Train stops don't feel safe and lack basic amenities

Riders want faster and more reliable Muni service

Proposal to remove the train stops at Orizaba/Broad would make it harder to get to the future library on Brotherhood Way

What We're Proposing

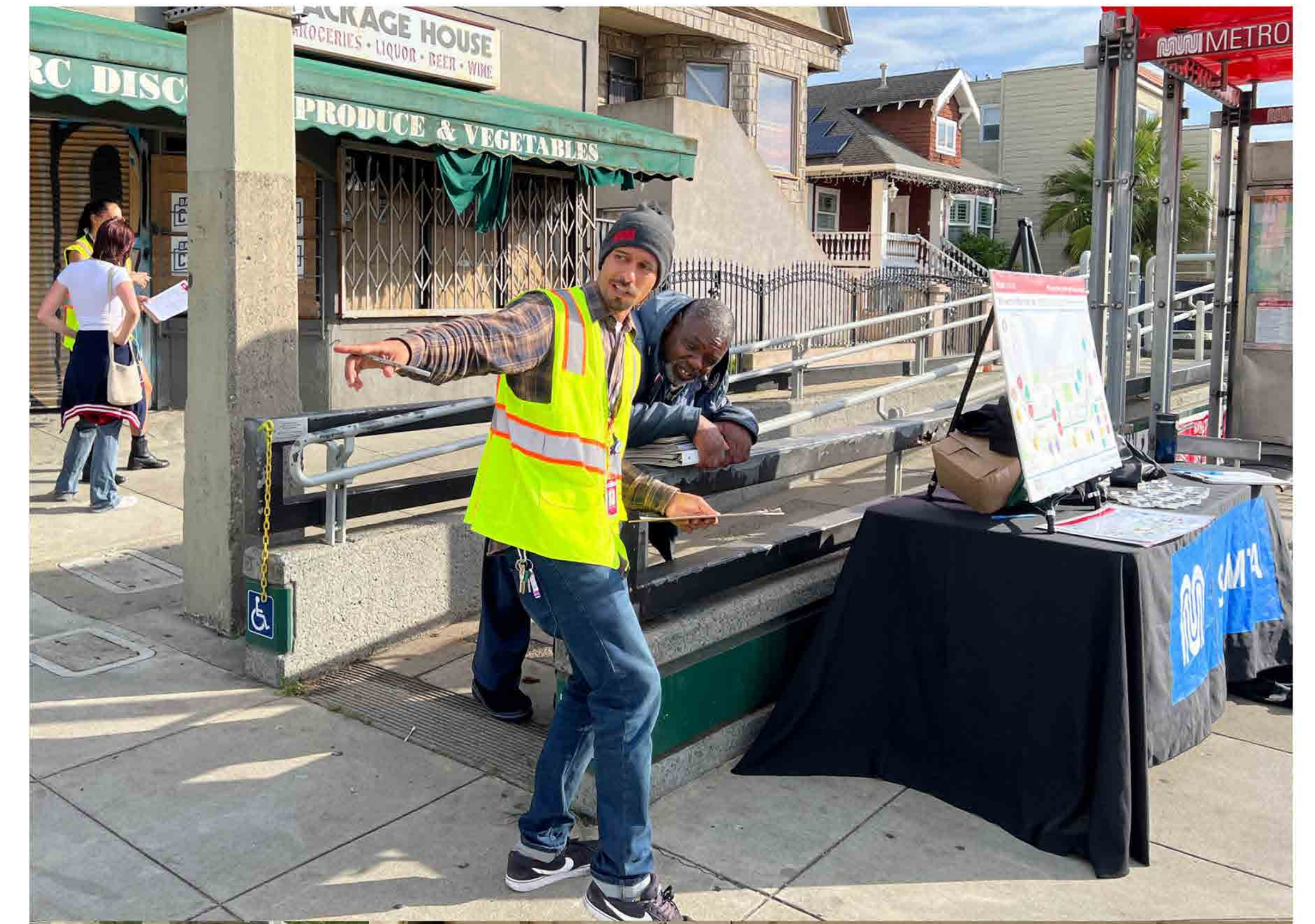
- Center transit lanes on San Jose Avenue to reduce speeding
- Wider boarding islands to help slow down traffic and improve safety for transit riders

- Wider sidewalks at corners to slow down turning vehicles and increase visibility of people crossing the street
- High visibility crosswalks

- Wider sidewalk or boarding islands at train stops that provide room for potential shelters, seating, landscaping and other amenities to provide a safer, more comfortable waiting area

- Transit stop spacing changes on 19th Avenue and San Jose Avenue to help speed up the train
- Transit lanes on San Jose Avenue to protect trains from future traffic congestion

- We will keep the stops at Orizaba/Broad and Bright/Randolph, with upgraded pedestrian and boarding conditions



You Speak, We Listen

What We Heard

Losing parking is a concern

Stunt driving on Randolph and Broad streets is a common occurrence

New traffic signals on Randolph Street at Ramsell and Victoria streets could encourage speeding and cause congestion on side streets

Many stops do not have accessible boarding areas

What We're Proposing

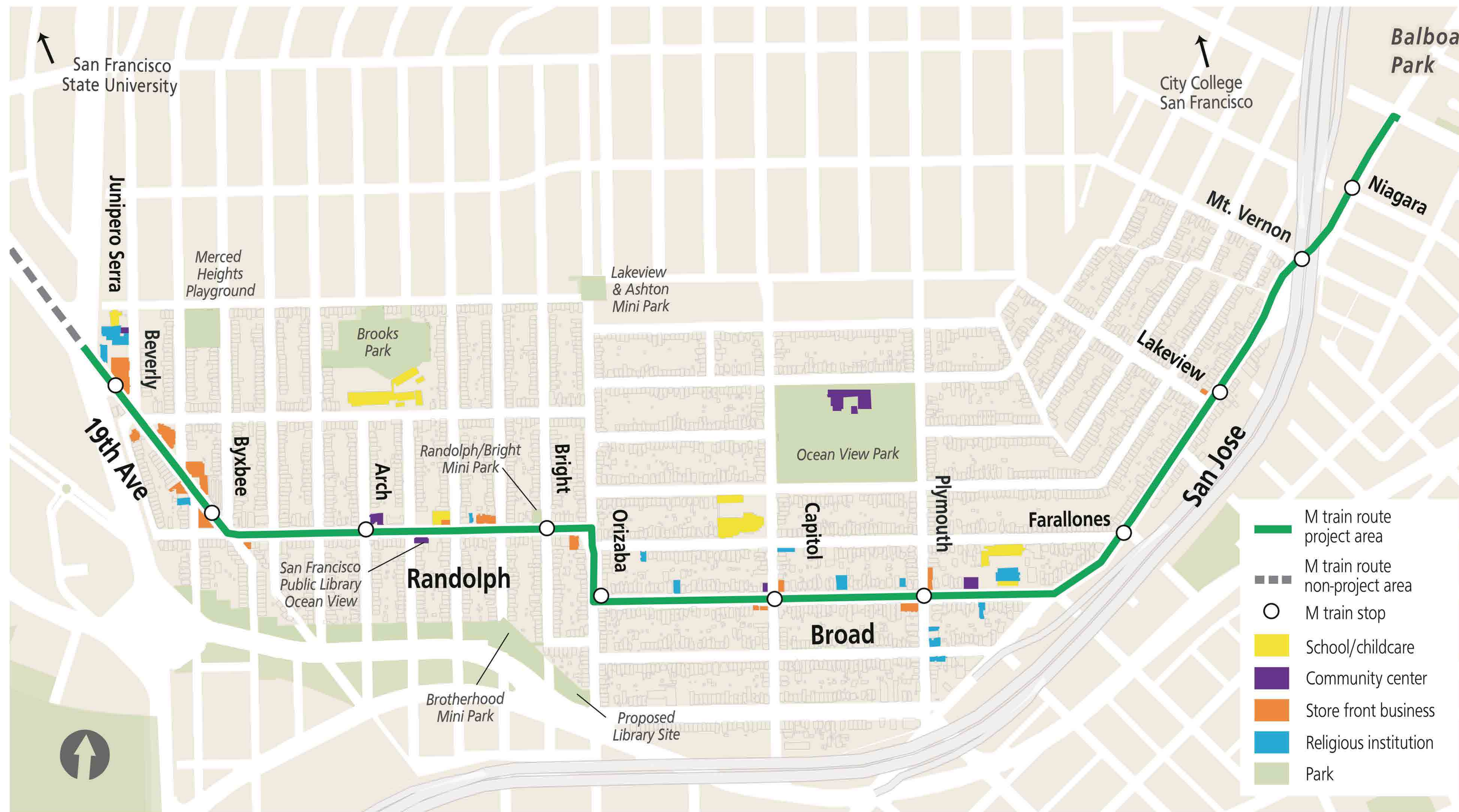
- Designing sidewalk extensions at stops to maintain as much parking as possible while ensuring a safe, accessible boarding experience
- Intersection treatments to help reduce stunt driving
- Traffic signals would be designed to maximize pedestrian safety and keep traffic moving at a safe, steady speed
- At night when there's less traffic and transit service, traffic signals could function as all-way stop signs with flashing red lights to discourage speeding
- Wheelchair-accessible transit platforms where possible

Thank you to all the community members, merchants and Muni riders who talked to us and provided feedback!

A special thank you to the organizations who helped share our project materials and surveys: I.T. Bookman Community Center, Jose Ortega Elementary School, Ocean View Public Library, OMI Community Collaborative members, OMI Cultural Participation Project, OMI Job Center, OMI Senior Center, Senior and Disability Action, SF Transit Riders, SFUSD Safe Routes to Schools Program, Sheridan Elementary School, St. Michael Korean Catholic Church, Walk SF, We are OMI/Friends of the OMI Mini Parks, Wu Yee Children's Services, YMCA OMI Family Resource Center, and the District 11 Supervisor Office.



The Ocean View Neighborhood



The M Ocean View provides access to many community centers, small businesses, parks, churches and schools within the neighborhood. This project's proposed improvements take land uses and key destinations into account when considering stop locations and upgrades.

Demographics

- 89% of residents are people of color, compared to 52% across the city.
- 39% of households within a quarter mile of the M Ocean View earn less than \$50,000 each year, compared to 25% across the city.

Data from 2021 American Community Survey 5 Year Estimates