

Prioritizing the M Ocean View Neighborhood

OVERVIEW

The M Ocean View connects the Ocean View district to downtown San Francisco via the Twin Peaks Tunnel and the Balboa Park BART station. It also provides the Ocean View district with access to educational institutions including San Francisco State University and City College of San Francisco.

The M Ocean View Transit and Safety Project aims to improve reliability and reduce travel times on the M Ocean View, and to enhance the traffic safety for people walking along its route.

The project is focused on improving the M Ocean View corridor between Junipero Serra Boulevard and Balboa Park BART Station.

PROJECT GOALS

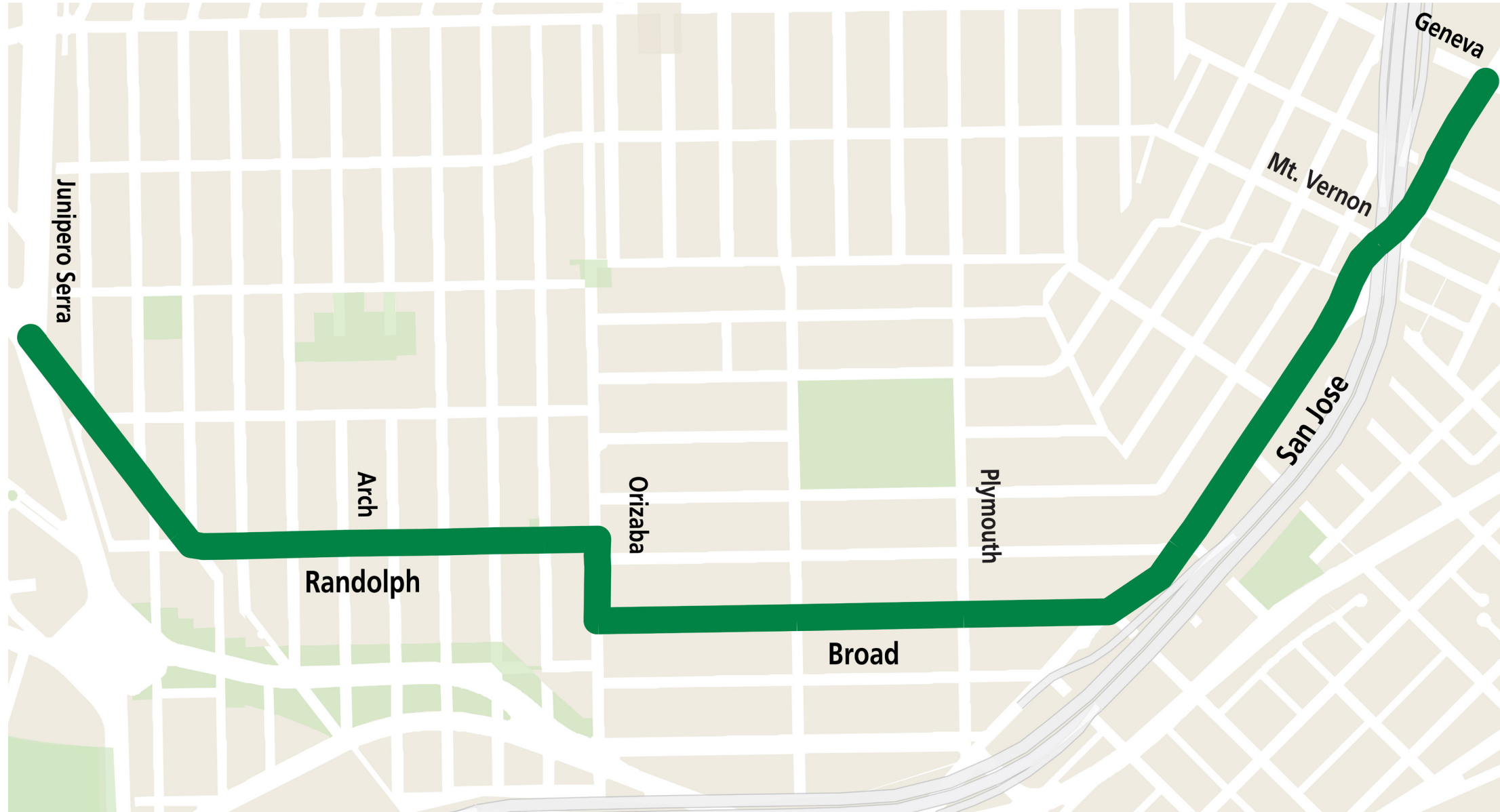
- Improve M Ocean View service reliability for riders
- Make boarding areas safer and more comfortable
- Enhance accessibility for seniors and riders with mobility challenges
- Improve safety on the corridor

EQUITY

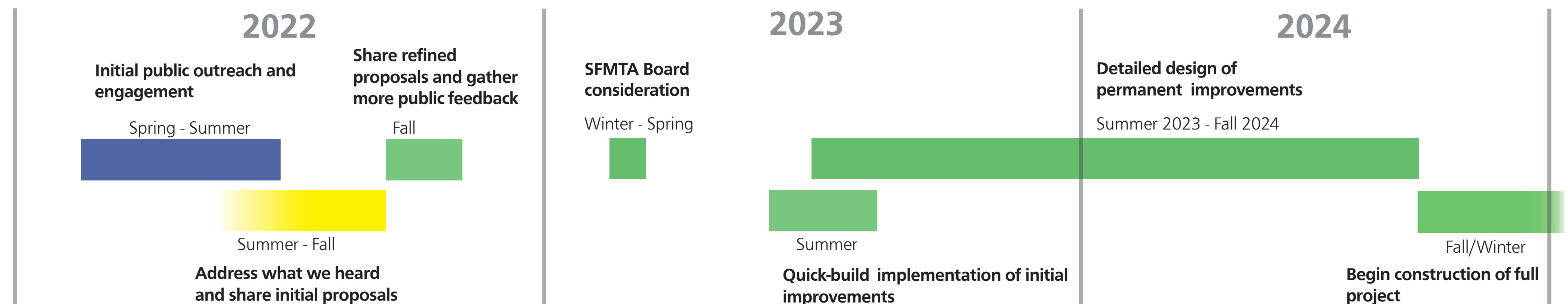
The M Ocean View was identified as a priority for improvements by the Muni Service Equity Strategy, which focuses on improving transit performance in San Francisco neighborhoods with high percentages of households with low incomes, people of color, seniors and people with disabilities.

KEY FACTS

- Over 30,000 daily riders took the M Ocean View pre-pandemic and ridership is now recovering steadily.
- The M Ocean View averages speeds of 6-11 m.p.h. through the project area.
- 19th Avenue and San Jose Avenue within the project area are part of the High-Injury Network, the 13% of city streets that make up 75% of all injury collisions.



PROJECT TIMELINE (subject to change)



What we've heard so far...

Throughout the summer, we engaged with Ocean View residents, merchants, and Muni riders, including 34 community organizations and received nearly 300 survey responses, to hear thoughts and feedback about the M Ocean View.

Themes:

- Reducing transit wait times and improving safety for people walking near transit stops are noted as the highest priorities
- Most people say they would be more likely to ride the M Ocean View if stops and service were improved
- Those who don't use the M Ocean View say the service does not run frequently often enough for them
- Residents are very concerned about safer access to stops, safer crossings for people walking and reducing unsafe driving, such as speeding
- Respondents with mobility issues have difficulty boarding at stops that don't have wheelchair-accessible ramps

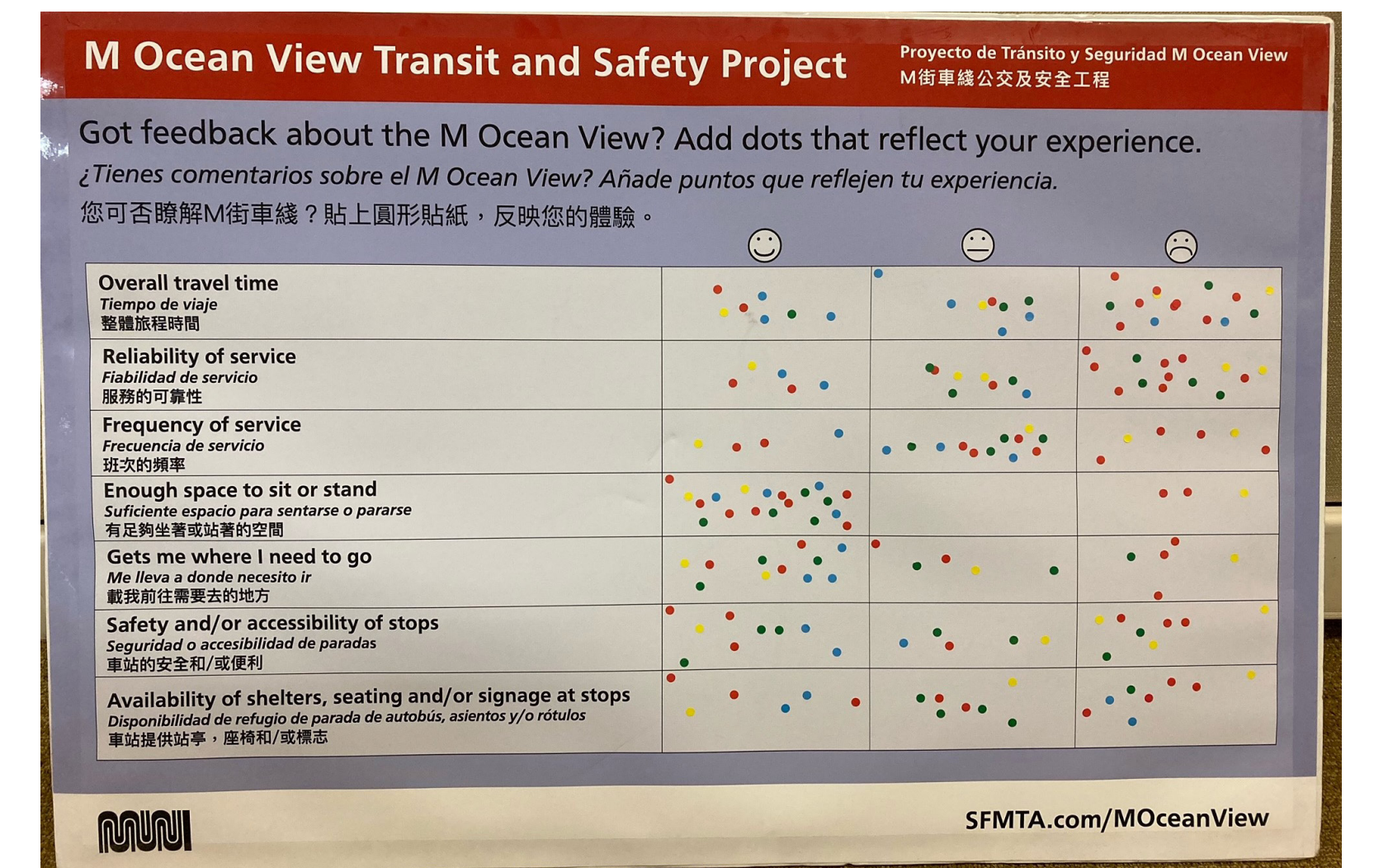
Neighborhood and rider surveys



Multilingual neighborhood popup events



Self-guided open house at the public library



Existing Conditions

Lack of basic stop amenities at most stops



Safety concerns for people walking



Trains stopping for frequent stop signs



Lack of fully accessible stops



Fast travel speeds on San Jose Avenue



Possible Improvements

Transit bulbs (sidewalk extensions) and islands



Benefits

- Provides a more comfortable waiting area with room for transit shelter, seating, landscaping and other amenities
- Easier and safer boarding for hundreds of riders, including seniors and people with disabilities

Tradeoffs

- Requires space equivalent to about 3-5 parking spaces

Pedestrian bulbs (corner sidewalk extension)



Benefits

- Increases the visibility of people waiting to cross the street and shortens crossing distances
- Slows down turning vehicles
- Adds accessible curb ramps
- Provides opportunity to upgrade crosswalks and experiment with special intersection treatments to reduce stunt driving

Tradeoffs

- Requires space equivalent to about 1-2 parking spaces at each corner

New traffic signals at some intersections



Benefits

- Enables "transit signal priority" at intersections to hold green lights longer for trains
- Reduces conflict between trains and people walking and driving

Tradeoffs

- Potentially shorter green light time for drivers at cross streets

Upgrading stops with wheelchair-accessible boarding areas



Benefits

- Easier and safer boarding for seniors and people with disabilities

Tradeoffs

- Requires space equivalent to about 2 parking spaces per stop

Transit lanes



Benefits

- Helps slow down traffic on wide streets while keeping Muni moving
- General traffic can still enter transit lanes to make left turns

Tradeoffs

- Reduces general traffic lanes from 2 to 1 lane in each direction (left turns still allowed)

We want to hear from you

Please provide your feedback on the potential solutions we identified by sharing directly with staff, placing dots on the map, or leaving a note on the board. Feedback will be used to help us build our initial proposal.

