

## Welcome

The SFMTA's K Ingleside Rapid Project aims to improve capacity and reduce travel times on the K Ingleside, and to enhance traffic safety for people walking along its route.

We need your feedback. Read more about the current proposal and share your feedback through our survey at [SFMTA.com/RapidK](https://SFMTA.com/RapidK) or via our paper survey at an event.

### Project Goals

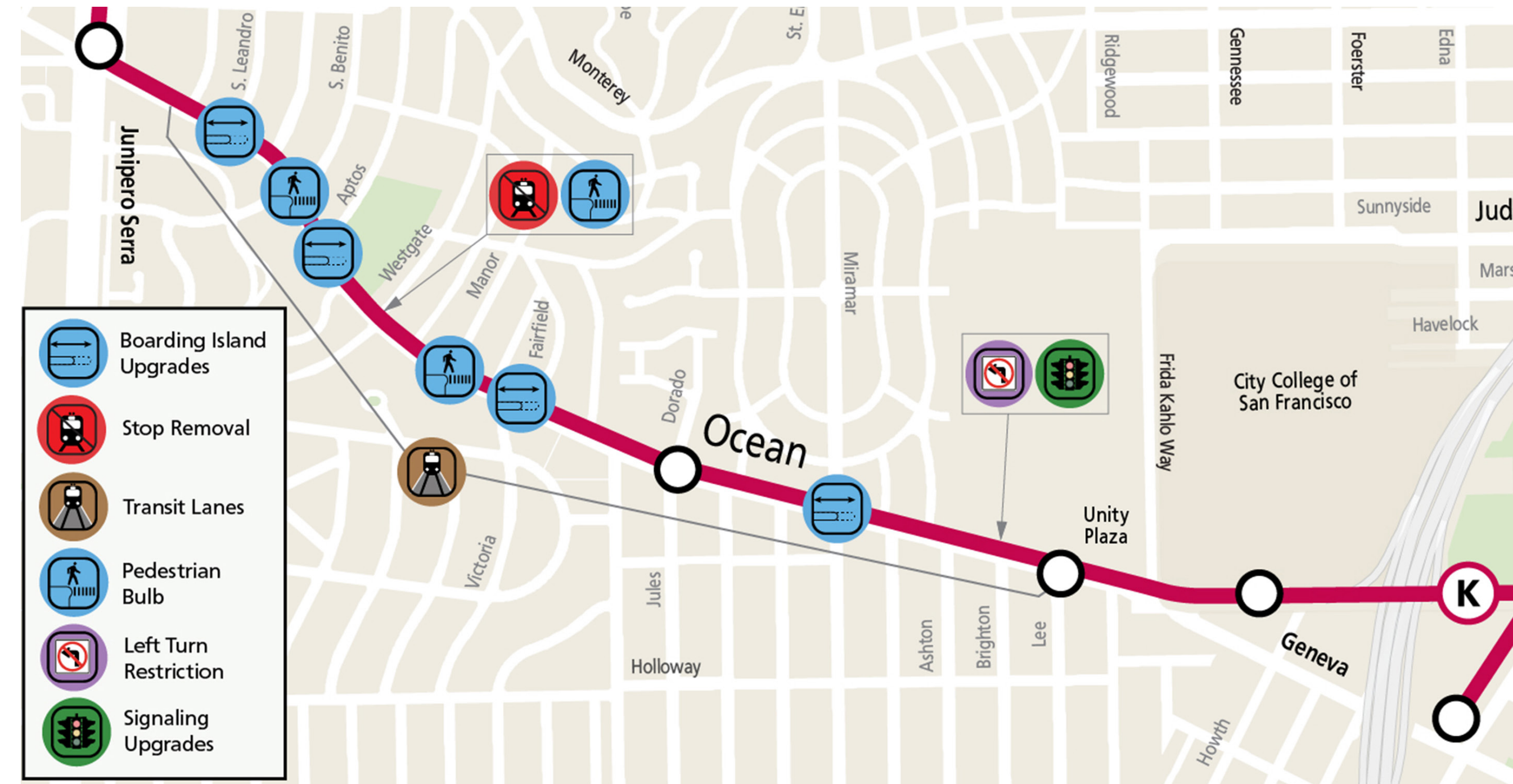
- Increase train capacity to support the neighborhood
- Improve reliability and travel time for riders
- Make boarding areas safer and more comfortable
- Improve traffic safety on the corridor for all road users

### Challenges on Ocean Avenue

**Slow and unreliable service:** Average speeds on the K Ingleside are as slow as 5 m.p.h. in the project area. This delays its nearly 13,000 daily riders. This project aims to improve travel time by 10-20%.

**Capacity that can't meet future demand:** The neighborhood will see thousands of new residents and workers from approved developments like the Balboa Reservoir project. But due to the inadequate size of some train platforms on Ocean Avenue, only the train's first car is used to prevent use for safety reasons while the second car is locked to prevent use, limiting capacity on the K Ingleside.

**History of serious and fatal crashes:** From San Benito Way to Balboa Park, Ocean Avenue is a "High-Injury Corridor:" one of the city's most dangerous streets. On average, 20 people are injured in crashes each year there. Since 2017, four people have died from crashes on this section of the street.

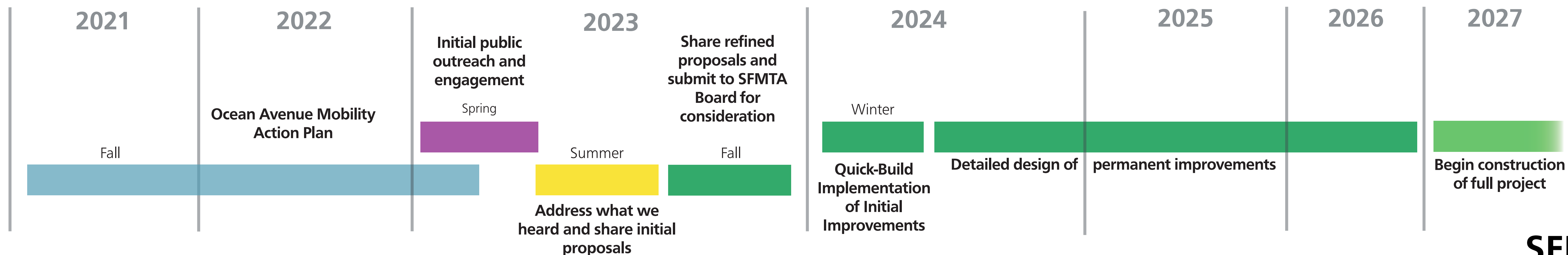


"When I convened the Ocean Avenue Mobility Action Plan with District 11 Supervisor Safai and the SFCTA, we engaged merchant, school and neighborhood communities, starting in 2021. Through that robust outreach, **the K Ingleside Rapid Project emerged as a critical project.** The K Ingleside Rapid Project will improve the train's speed, reliability and capacity – and make Ocean Avenue safer for everyone. I've asked the SFMTA to work on it, and I'm excited for it to deliver transit that better connects us to Ocean Avenue and across the city."

– District 7 Supervisor Myrna Melgar



### PROJECT TIMELINE (subject to change)



## A Community-Driven Process

### Ocean Avenue Mobility Action Plan

The Ocean Avenue Mobility Action Plan identified transit, safety and traffic circulation improvements for the Ocean Avenue corridor between Junipero Serra Boulevard and San Jose Avenue. The SFCTA developed the plan in partnership with Commissioners Myrna Melgar (District 7) and Ahsha Safai (District 11), a community task force and the SFMTA. The community task force represented residents, businesses and community organizations along the Ocean Avenue corridor. The SFCTA also facilitated virtual town hall meetings, multilanguage surveys and pop-up events to gather public feedback.

At the end of the nearly two-year public process, the Action Plan selected the K Ingleside Rapid Project as one of two major projects to advance.

### Spring Outreach

This spring, we launched outreach specific to the project and heard from community members at Muni stops and neighborhood spots like at the Ingleside Library Branch and by Aptos Middle School. This proposal reflects what we have heard.

WHAT WE'VE HEARD:	WHAT WE'RE PROPOSING:
The K Ingleside train is too slow and unreliable	<ul style="list-style-type: none"> <li>• Transit lane to decrease traffic delays</li> <li>• Removing low-ridership stop at Cerritos/Westgate</li> <li>• Transit signal upgrades at Brighton</li> </ul>
A transit lane could delay general traffic and inconvenience drivers	<ul style="list-style-type: none"> <li>• Most left turns would continue to be permitted from center transit lanes</li> <li>• Improving loading zones at destinations could reduce double parking, which currently delays traffic</li> </ul>
Traffic is fast and crossing Ocean Avenue is dangerous	<ul style="list-style-type: none"> <li>• Pedestrian bulbouts can narrow crossing distances, improve visibility, and slow turning vehicles</li> <li>• A transit lane could decrease speeding</li> </ul>
Moving everyone from the second car at West Portal slows down the train	<ul style="list-style-type: none"> <li>• Extending boarding islands would allow the use of both train cars, ending this practice</li> </ul>
Biking on Ocean Avenue is dangerous	<ul style="list-style-type: none"> <li>• A separate project is pursuing biking improvements on Holloway Avenue based on direction from the Mobility Action Plan</li> </ul>

### Spotlight on parking and loading

Expanding boarding islands and adding pedestrian bulbouts would require moving parking at some locations.

There are currently 315 parking spaces on the Ocean Avenue corridor and 1,600 spaces within a block of the corridor, and we have identified opportunities to add new parking spaces nearby.

The project proposal would result in a net impact of removing 17 parking spaces.

We launched a curb use survey this spring and visited merchants to hear how the curb could be improved. We are continuing to collect merchant feedback and are working with merchants to identify locations for adding new parking nearby or to create loading zones to better help with goods and passenger delivery.



## We want to hear from you

Share your feedback by taking our survey at [SFMTA.com/RapidK](https://www.sfmta.com/rapidk). You can also leave your thoughts on a post-it note on the board, share it with staff directly, or share it with [RapidK@SFMTA.com](mailto:RapidK@SFMFTA.com) or [415.646.2410](tel:415.646.2410).

