

Prioritizing the Ocean Avenue Corridor

OVERVIEW

The 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.

The K Ingleside connects the Ingleside district to downtown San Francisco via West Portal Avenue and the Twin Peaks Tunnel. It links residential neighborhoods, the Ocean Avenue commercial corridor and schools, including City College of San Francisco and other primary and secondary schools.

The project builds on previous projects and plans for the corridor, including most recently the Ocean Avenue Mobility Action Plan, to address both current and emerging needs due to future growth.

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

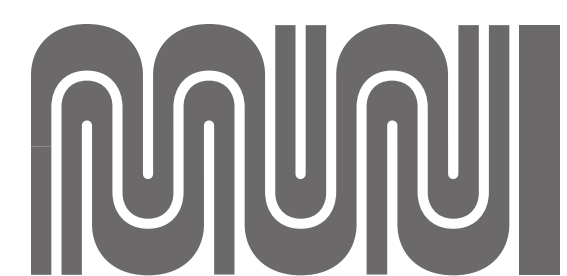
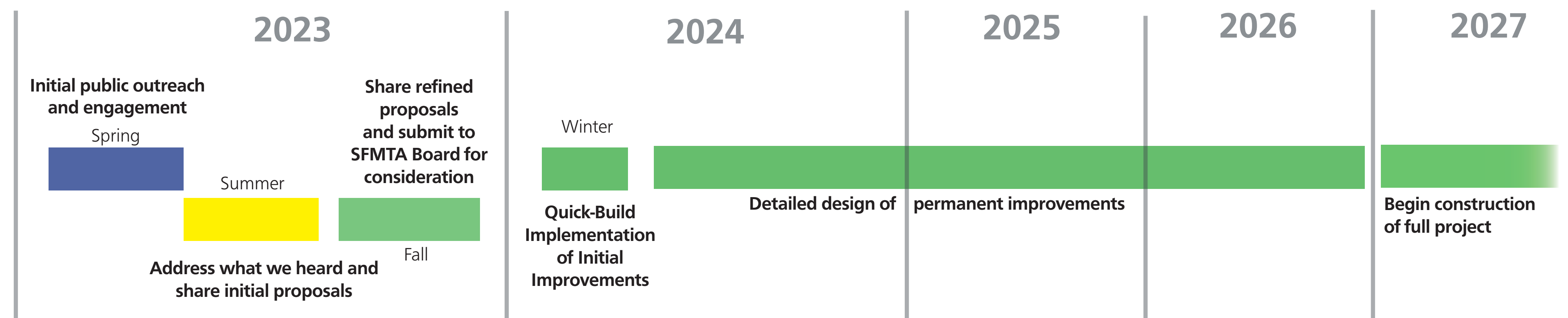
EQUITY

The K Ingleside 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 20,000 daily riders took the K Ingleside pre-pandemic, and ridership is recovering steadily.
- The K Ingleside averages speeds of 5-11 m.p.h. through the project area
- The K Ingleside runs two-car trains but due to short train platforms, the second car is locked to prevent riders from using it.

PROJECT TIMELINE (subject to change)



Ocean Avenue Mobility Action Plan

The Ocean Avenue Mobility Action Plan identifies 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), the Ocean Avenue Mobility Action Plan task force and the SFMTA. The Ocean Avenue Mobility Action Plan task force represents 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.

Recommendations include:

- The K Ingleside Rapid Project
- Ocean Avenue at City College shared pedestrian and bike path
- Ocean Avenue safety improvements for people walking
- Ocean Avenue speed management improvements
- Holloway Avenue bike connectivity improvements

The K Ingleside Rapid Project advances transit improvements on the K Ingleside and incorporates elements of other recommended improvements.

Ocean Avenue Mobility Action Plan Goals

Improve safety and connectivity for people walking and cycling

Improve transit efficiency, reliability and accessibility

Manage congestion on streets, particularly at freeways

Improve livability to support economic vitality and quality of life



SFCTA neighborhood outreach at Sunday Streets event



Existing Conditions

Traffic congestion delays transit



Low capacity and transit delays from single-car trains



Trains stop frequently at red lights



Safety concerns for people walking



Closely spaced transit stops



Possible Improvements

Install transit lanes



Benefits

- Improves transit travel time and reliability
- Helps slow traffic on wide streets while keeping Muni moving
- General traffic can still enter transit lanes to make left turns

Tradeoffs

- May increase mixed traffic travel times somewhat

Extend and upgrade platforms



Benefits

- Adds capacity and comfort for riders
- Easier and safer boarding for seniors and people with disabilities
- Reduced travel time since the second car won't need to be cleared at West Portal

Tradeoffs

- Requires parking removal at some stops where platforms must be extended

Retime and upgrade traffic signals



Benefits

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

Tradeoffs

- Potentially longer wait for drivers and people walking at cross streets

Install pedestrian bulbs (corner sidewalk extensions)



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

Tradeoffs

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

Remove some closely spaced stops



Benefits

- Provides faster, more predictable train travel time
- Creates curb space for other street uses

Tradeoffs

- Longer walking distance for some customers

We want to hear from you

Please provide your feedback on these potential solutions 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.

