

# Recommendations for City College of San Francisco's Ocean Campus



*Rendering of Ocean Avenue campus entrance at Howth Street from 2004 Facilities Master Plan*



*Birds-eye view of corridor improvements from Phelan Avenue to I-280 Freeway from March 2015 Ocean Avenue Corridor Design Study*

## **RAMPANT JAYWALKING**

During the week, thousands of pedestrians illegally cross the four vehicle lanes and two streetcar lanes back and forth from Ocean Campus and to the Balboa Park BART Station. Mainly they are students seeking quick access to and from Ocean campus. For years this has gone on without any meaningful address.

### **Recommendations**

The San Francisco Community College District Police Department should educate, warn and possibly cite jaywalkers. Even if only during the beginning of the semester.

CCSF should engage the San Francisco Municipal Transportation Agency in investigating the installation of a fence between the outbound and inbound streetcar tracks to prevent jaywalking like on 19<sup>th</sup> Avenue for the M-Ocean View streetcar line.

## **GENEVA-PHELAN-OCEAN INTERSECTION**

This intersection is frequently congested to the point of gridlock and does not adequately serve all modes of transit. Pedestrians and bicyclists are ill served and can often be put in danger. The right turn lane often backs up.

### **Recommendations**

CCSF should urge SFMTA should investigate installing a pedestrian traffic scramble. These offer a modern solution to the problem of jaywalking across short thoroughfares, incorporating expected patterns of pedestrian behavior to reduce the likelihood of pedestrian-vehicle collisions.

CCSF should urge SFMTA to beautify crosswalks, landscaping, and creative art including mosaics or unique painted designs.

## **OCEAN AVENUE COMPLETE STREET**

In 2014, San Francisco's Planning Department, the Ocean Avenue Association and BART Director Tom Radulovich met with CCSF Vice Chancellor of Finance and Administration Ron Gerhard and Director of Facilities Fred Sturner about improving Ocean Avenue. It was determined that moving the streetcar stop to Howth Street was the best way to create a Complete Street, which is defined as a street that gives equal and effective access to all modes of transportation. As it stands, Ocean Avenue does not offer enough space to pedestrians and bicyclists on this block to meet the Complete Street criteria.

### **City College Streetcar Stop**

The existing non-ADA compliant streetcar stop narrows the intersection causing increased traffic and preventing the aforementioned Complete Street. The stop would be much more beneficial useable if moved to Howth Street where CCSF and Lick-Wilmerding High School students could use it. This is a concept provided in the Balboa Park Station Area Plan. CCSF should urge the City to pursue this.

### **Pedestrian Bridge**

After two Lick-Wilmerding High School students were injured by a speeding car on Ocean Avenue in the 1970s, the remedy was to put in an expensive pedestrian bridge instead of managing traffic at the street level. The bridge has been poorly-maintained. It is not ADA accessible. It has not been upgraded. Moreover, the actual convenience of this bridge is deceptive. It gets a fraction of the number of pedestrians since the Ocean Avenue BART entrance opened in 2010.

### **Land Swap for Complete Street from Phelan-Geneva to San Jose Avenues**

In order to create a complete street, CCSF must give up some land to accommodate all traffic lanes, a 2-way dedicated bicycle lane, an exclusive rightt-turn lane to Phelan Avenue and sidewalk widening.

### **Recommendations**

CCSF should urge the SFMTA to immediately begin planning on moving the streetcar stop to the Health and Wellness Center and LWHS at Howth Street in order to provide a more useable/ADA facility for the eastern side of Ocean Campus.

## **CITY COLLEGE OF SAN FRANCISCO FACILITIES MASTER PLAN**

For too long has the Ocean Campus turned its back on its urban neighborhood. Modern higher educational institutions, like University California Berkeley for example, integrate with the surrounding neighborhood to great effect.

### **Recommendations**

The Master Plan should include building along the Ocean Avenue sidewalk to create an urban and pedestrian-friendly environment. This would entail removing the extant retaining wall.

CCSF should urge the SFMTA to enhance the crosswalks at Howth Street to give the impression of an entrance like the 2004 Facilities Master Plan shows.

Lighting around the edges of the campus should be enhanced for safety.

Landscaping the West Ocean Campus building(s) is needed. The Multi-Use Building and former Bookstore Annex lack the trees and landscaping as detailed in the 2004 Facilities Master Plan.

With so many City College students driving to campus and buildable land at a premium, a parking structure on campus is an inevitability. The entrance should be located as close to the freeway on and off ramps as possible, but should not allow a parking structure to define and dominate the campus.

CCSF should encourage public transit use by faculty, staff and students. Perhaps with an incentive program.

CCSF should encourage pedestrians and bicyclists by providing better facilities and protection from motor vehicles for them.

The Master Plan should prepare for the eventuality of the I-280 off-ramp straightening project which will install a traffic light allowing vehicles to turn left or right onto Ocean Avenue from the 280 freeway. There is a yield sign and crosswalk at the off-ramp currently.

The college should actively pursue making its Ocean Avenue frontage a walkable landscaped and properly lighted pedestrian area.

The college should use its extensive art collection. There should be a sculpture garden created in an easily accessible street facing location where art can be shown.