

# Ocean Avenue Pedestrian Safety Improvements



## Overview

The Task Force elevated a new concept to improve pedestrian safety along the corridor. This concept proposes multiple safety interventions at specific locations along Ocean Ave. to address known conflicts and challenges.

The concept would:

- Enhance pedestrian crossing visibility
- Add/upgrade signs

Left turn restrictions would help reduce conflicts along Ocean Ave. Specific locations have not been determined and would require more detailed traffic analysis. Left-turn restrictions are also being considered as part of the K Ingleside Muni Forward Concept.

## Tradeoffs & Costs:

The treatments have varying levels of cost.

- 1 **Lower cost;** would increase ongoing maintenance
- 2 **Low cost;** would result in a loss of 1 - 2 spaces per corner (10 - 20 spaces total)
- 3 **Medium cost;** may trigger additional stormwater drainage and utility improvements

## Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.

## Status/Other Info:

Costs are per treatment, planning level cost estimates:

**Low cost:** Less than \$5K per intersection

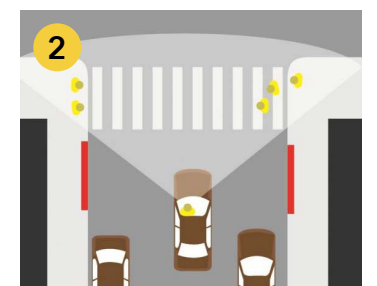
**Medium cost:** \$5 - 50K per intersection

**High cost:** More than \$50K per intersection

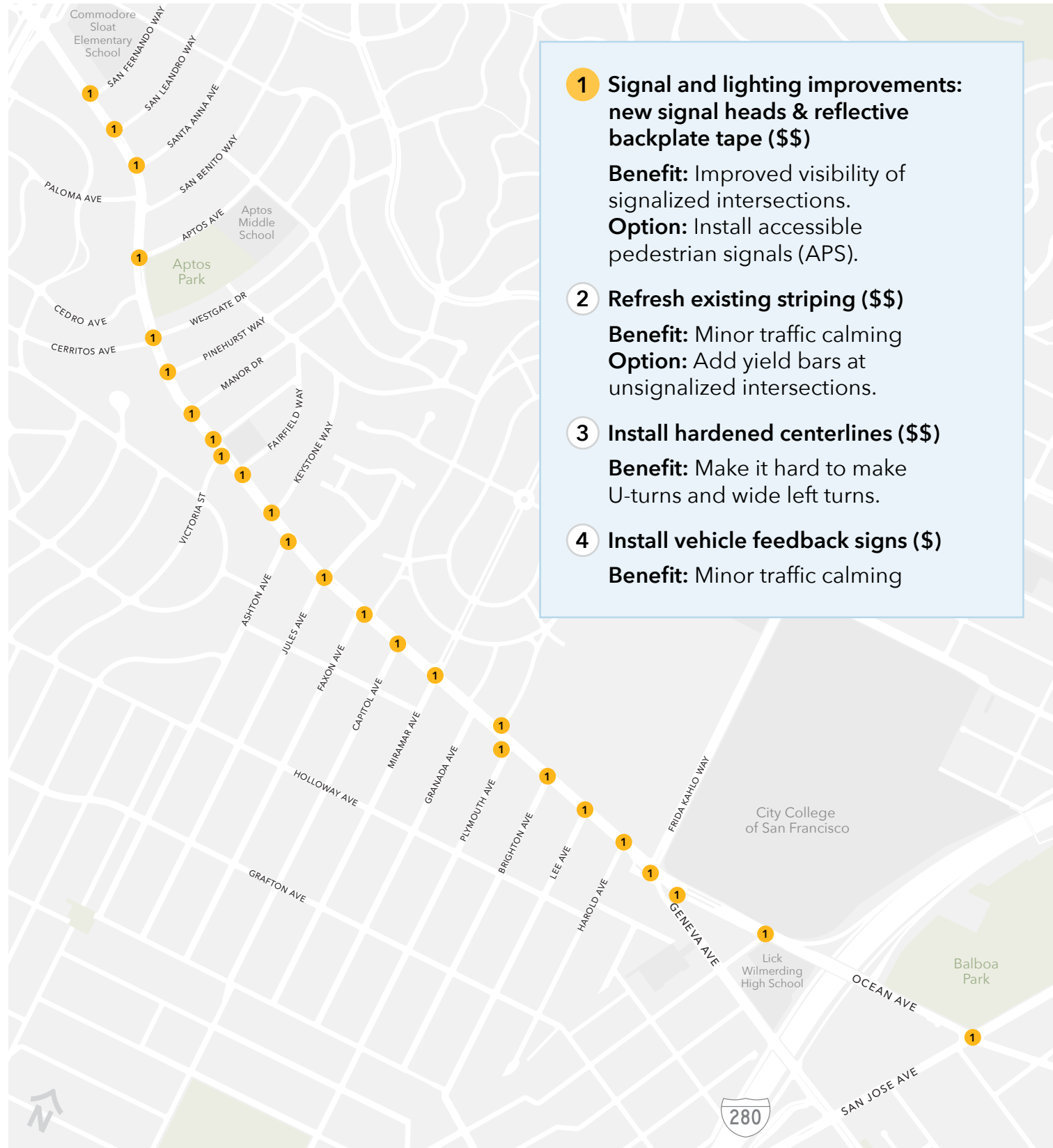
Any pedestrian bulb outs would need to be reviewed for conflicts with transit boarding island improvements included in the K Ingleside Muni Forward concept. If there is a preference from the Task Force to pursue bulbouts at these locations, these would be pursued in coordination with Muni Forward planning to reduce parking impacts.

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	<b>+</b>
<b>Improve Streetscape</b>	
Improve Sidewalk Space	○
Improve Visibility	<b>+</b>
Remove Gaps in Pedestrian Network	○
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022



# Ocean Avenue Speed Management



## Overview

The Task Force elevated a new concept to manage speeds along the corridor. This concept proposes multiple safety interventions along Ocean Ave. to address high speeds and would complement other ongoing efforts and potential concept.

The concept would:

- Enhance pedestrian crossing visibility
- Add/upgrade signs & signals
- Contribute to speed enforcement
- Restrict illegal left turns

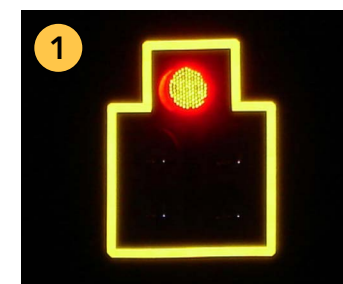
## Tradeoffs & Costs

The treatments have varying levels of cost.

- 1 Medium cost;** may trigger additional signal upgrades, system compatibility.
- 2 Medium cost;** may require repaving the corridor.
- 3 Medium cost;** may lead to increased maintenance; rail clearance requirements may limit the treatment options.
- 4 Low cost;** would increase ongoing maintenance.

## Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.



CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	+
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022

## Status/Other Info

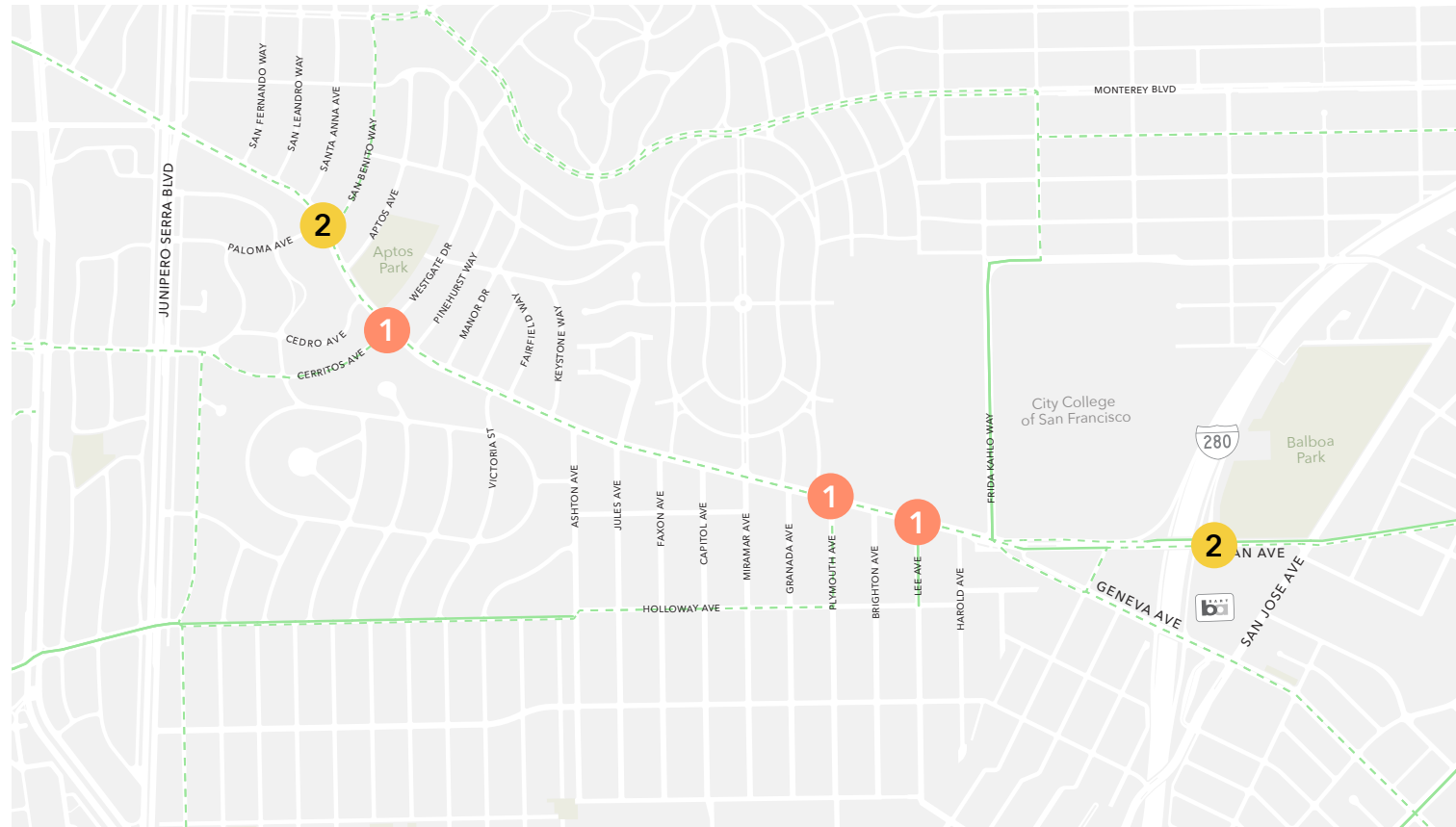
**Low cost:** Less than \$5K per intersection  
**Medium cost:** \$5 - 50K per intersection  
**High cost:** More than \$50K per intersection

Hardening the centerline would require buy-in from the California Public Utilities Commission (CPUC), who regulates our rail operations, as well as our operational and maintenance groups. The improvement (3) would require regulatory/technical review.

**All proposals subject to SFMTA and Regulatory review and approval.**



# Ocean Avenue Bike Crossing & Spot Improvement



**1 Install bike boxes or bike crossing phase at signalized intersections. (\$\$)**  
Program leading bike-ped intervals

**Benefit:** Improved bicycle visibility positioning at signals

**2 Install enhanced crossing markings and/or two-stage bike left turn boxes. (\$\$)**

**Benefit:** Improved bicycle visibility positioning at crossings

**3 Upgrade sharrows to green-backed sharrows along Ocean**

**Benefit:** improved visibility of existing sharrows

— Class II Bike Lane  
- - - Class III Bike Route (Sharrows)

## Overview

Areas where bike connections are particularly challenging on Ocean Ave. were identified through the Task Force and by the project team. This concept would address these specific challenges through the following infrastructure improvements:

- Provide a two-stage left turn from the Balboa Park BART Station onto westbound Ocean Ave.
- Improve bicycle visibility/positioning for designated bike route connections along the study area.
- Improve access to major destinations.

Solutions and specific locations for improvements would be identified through more robust outreach process.

**Note:** FOG intersection improvements addressed by a current SFMTA project (Ocean Avenue Safety Project)

## Tradeoffs

**1 Medium cost;** up to 4 parking spaces lost per approach

**2 Low cost;** 2 - 4 parking spaces lost per approach

10 - 15 parking spaces may be removed for this concept

## Goals Supported

- Improve safety and connectivity for pedestrians and bicyclists.

## Status/Other Info

Bike improvements are being developed by SFMTA on Frida Kahlo Way between Ocean Ave and Judson.

Costs are per treatment, planning level cost estimates:

**Low cost:** Less than \$5K per intersection

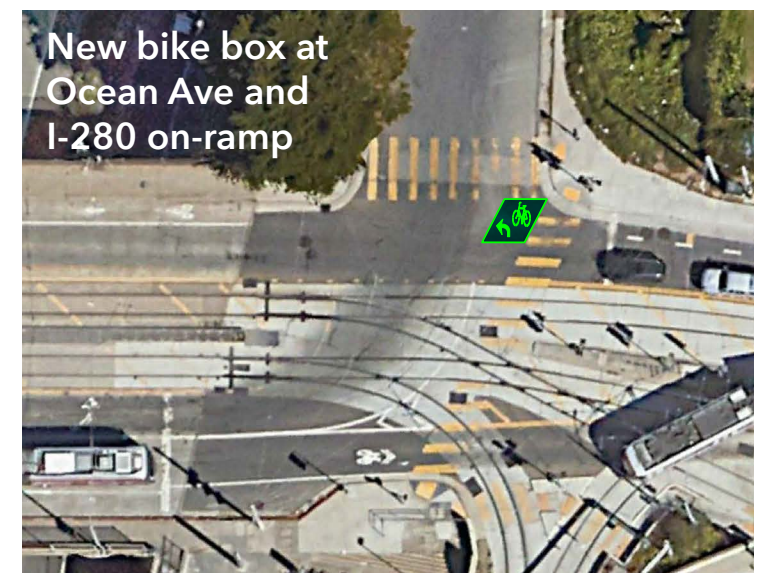
**Medium cost:** \$5 - 50K per intersection

**High cost:** More than \$50K per intersection

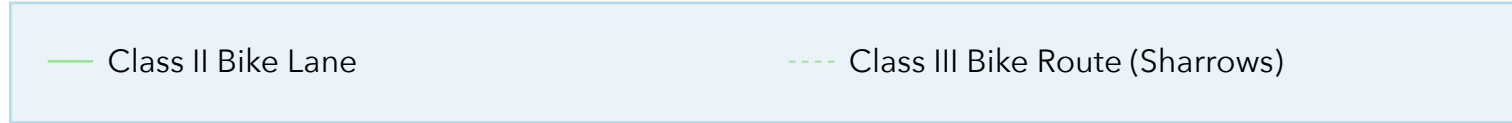
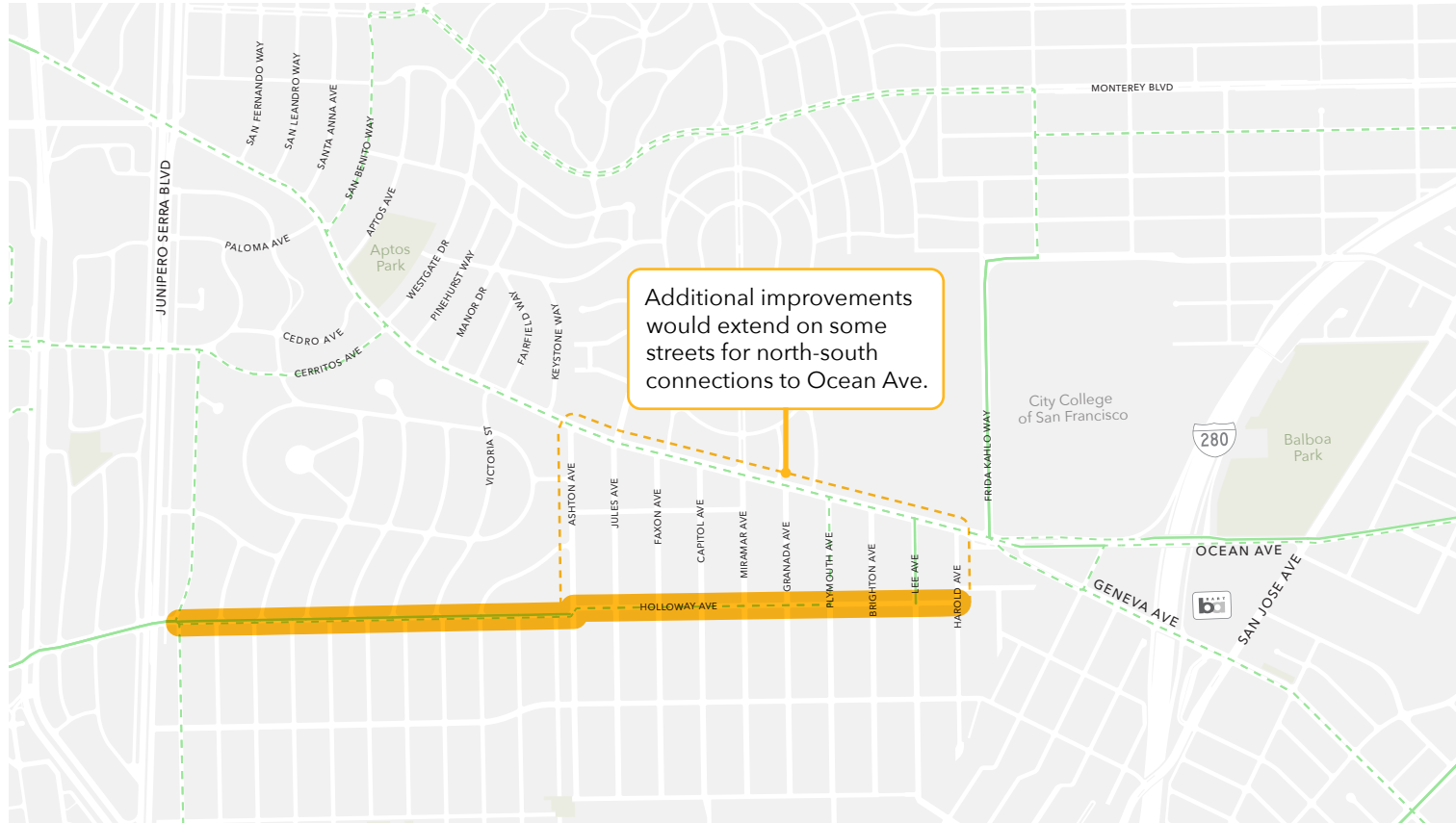
**All proposals subject to SFMTA and Regulatory review and approval.**

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	o
Improve Transit Reliability	o
Improve Access to Transit Stops	o
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	o
Improve Visibility	+
Remove Gaps in Pedestrian Network	o
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	+
Decrease Intersection Delay	?

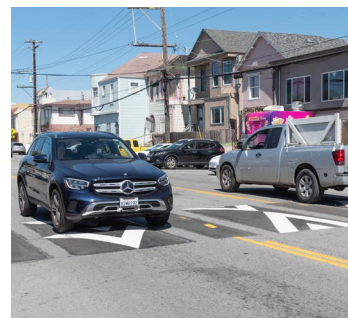
Source: Parisi Transportation Consulting, Sept. 2022



# Ocean Avenue Bike Connectivity Improvement – Holloway Avenue Bikeway Improvements



Sharrow



Speed Hump/  
Cushion



Traffic Circle



Bike lane

## Overview

The competing priorities (transit, driving, parking, bike lanes) along Ocean Ave. make it difficult to create a consistent bicycle lane. This concept focuses on creating an alternative east-west bike connection along Holloway. The concept proposed maintains a shared travel lane, with additional traffic calming, street safety, and wayfinding improvements.

Improvements could also be added along key north-south connections to Ocean Ave. to establish connections to key destinations and slow speeds.

**Note:** A dedicated bikeway (bike lanes or separated bikeway) on Ocean Avenue would require significant work to widen the road and narrow sidewalks at pinch points (e.g. transit boarding islands).

## Tradeoffs

- Holloway gets farther from Ocean Ave. when traveling westbound; similar treatments would be needed along Lunado and select north-south streets between Lee and Ashton.
- Bike lanes on Holloway could be considered. This would require removing about 100 - 200 spaces, depending on extent of new bike lanes added.
- Monterey continues to be the route north of Ocean Ave; it has steeper hills and there are less direct routes to connect to destinations along Ocean Ave.

## Goals Supported:

- Improve safety and connectivity for pedestrians and bicyclists

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	○
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022

## Status/Other Info:

Potential countermeasures on Holloway:

- Greenback sharrows
- Raised crosswalk
- Roundabout
- Traffic diversion

Any improvements would need to be coordinated with the 29 Sunset route.

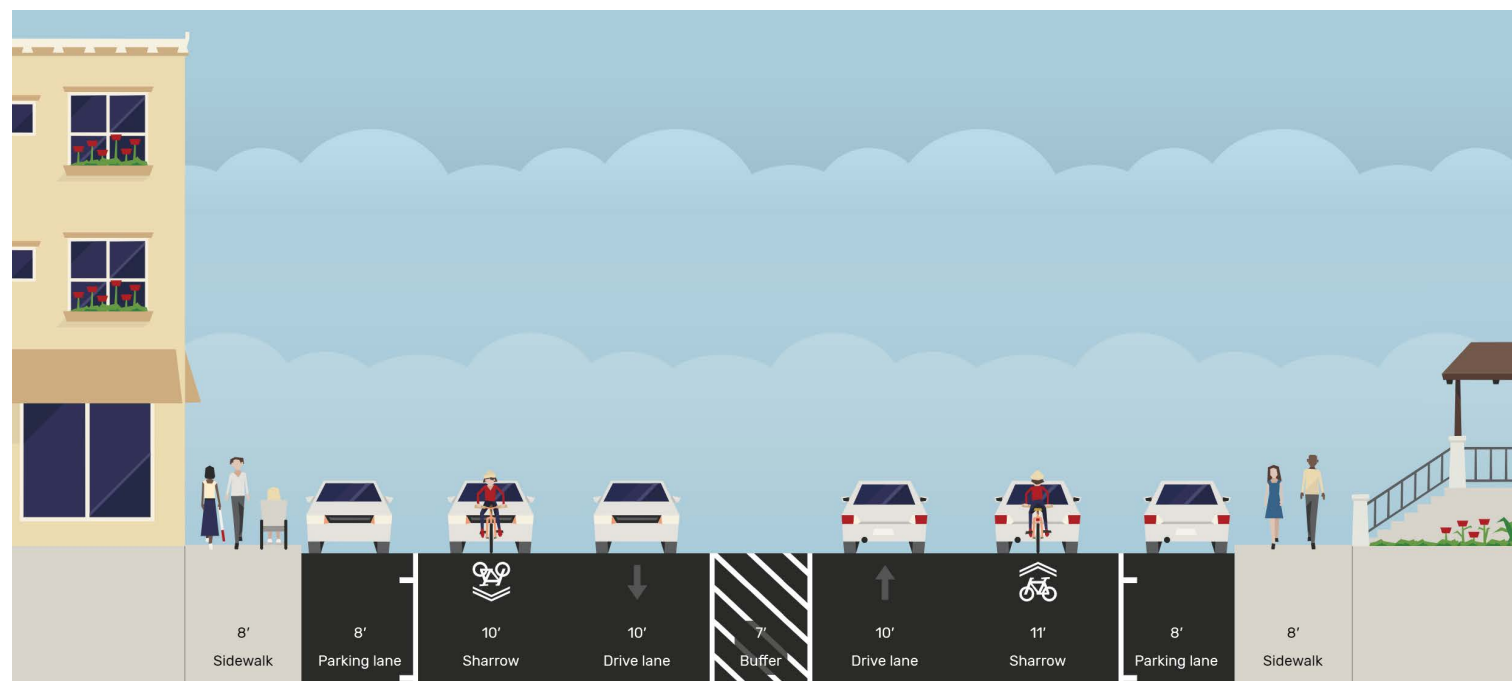
**All proposals subject to SFMTA and Regulatory review and approval.**



# Geneva Avenue Pedestrian, Transit, & Bike Improvements



Shared Transit-Bike Lane (Parking Retained)



Existing Street Configuration

## Overview

Previous plans identified pedestrian safety improvements on Geneva, between San Jose Ave. and Ocean Ave. The Task Force adjusted this concept to include multimodal improvements (transit, pedestrian, and bicycle). This concept would:

- Improve transit and bike conditions by converting a general travel lane to a designated lane for transit and bikes, separate from the vehicle travel lane.
- Improve pedestrian visibility with bulb outs.

## Tradeoffs

- Slightly longer travel times for motor vehicles.
- Bulbouts may lead to 1 - 2 parking removals at each corner.
- Buses and bikes will still share space (no fully dedicated bike lane)

## Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve safety and connectivity for pedestrians and bicyclists.

## Status/Other Info

SFMTA does not typically use shared bus/bike facilities. Additional review would be needed to understand bike volumes.

On steep portions of the corridor, bike lanes could be explored in future phases.

**All proposals subject to SFMTA and Regulatory review and approval.**

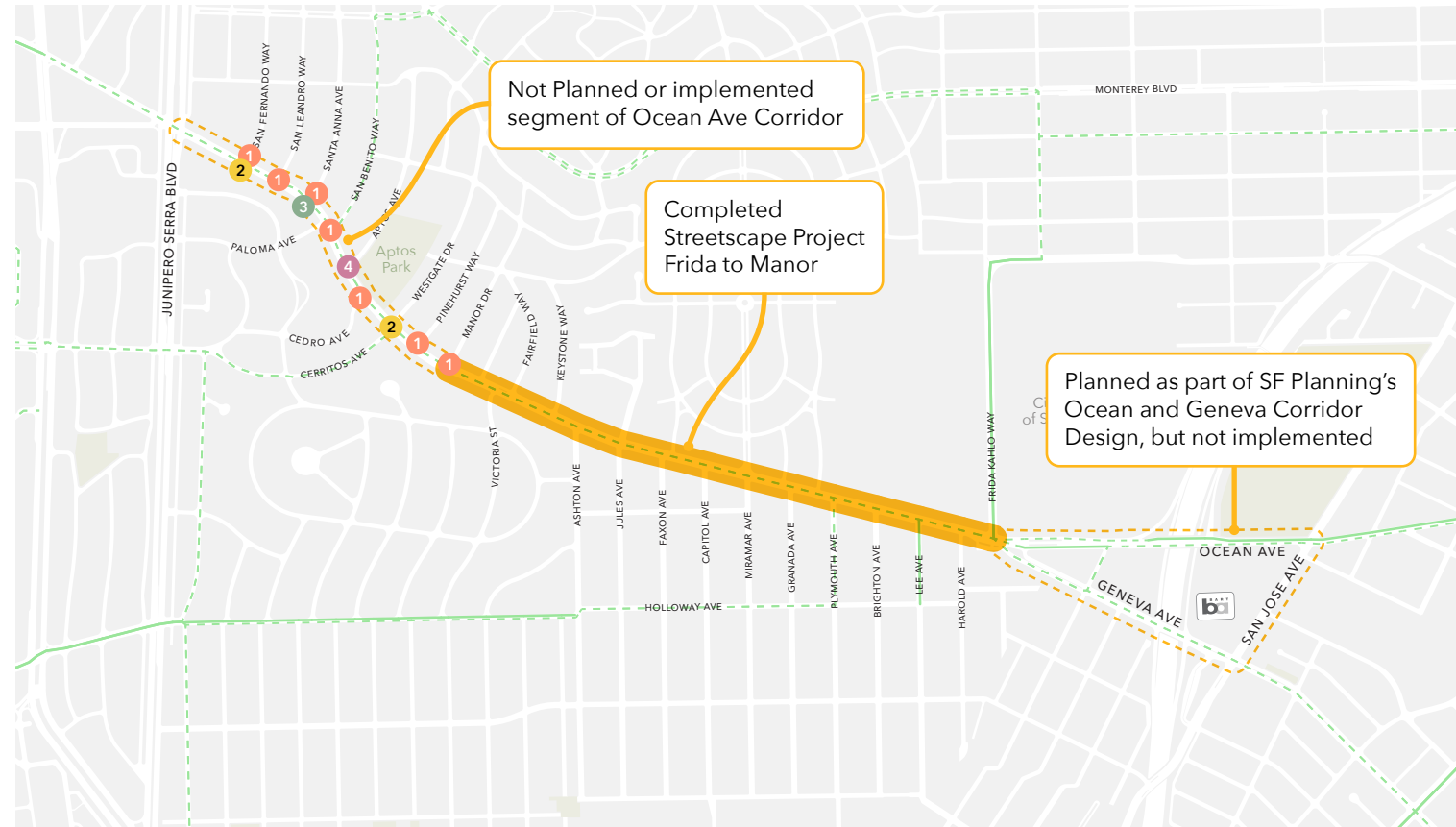
CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	+
Improve Transit Reliability	+
Improve Access to Transit Stops	o
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	o
Improve Visibility	+
Remove Gaps in Pedestrian Network	o
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	o
Decrease Intersection Delay	-

Source: Parisi Transportation Consulting, Sept. 2022



Shared bike and bus lane on Bosworth Street

# Ocean Avenue Streetscape Improvements



Source: SFMTA 2021 Recommended Bike Routes

- 1 Add bulb-out or extend sidewalk**  
Extend curblin and sidewalk space to shorten intersection crossing distances, improve visibility of pedestrians, slow vehicle turning speeds, and/or make space for more greenery, furnishings, or water capture
- 2 Add streetlights**  
Typical modifications include upgrading high pressure sodium lights to energy efficient and brighter LEDs, solar lights, and pedestrian-scale poles
- 3 Plant street trees**  
Street trees and ground landscaping
- 4 Add street furnishing**  
Pedestrian amenities, including: benches and seating, bicycle racks, bollards, flowerstands, kiosks, newsracks, public art, trashcans, and wayfinding signage

## Overview

The Ocean Ave. Streetscape Improvement Project was completed in 2016 and added street trees, sidewalk improvements, and pavers. This concept would expand the streetscape improvements west to Junipero Serra Blvd. This concept would:

- Add/improve street & pedestrian lighting.
- Increase sidewalk width and add bulb-outs.
- Add landscape greening and street trees.

The improvements proposed in this concept are from the SF Better Streets Plan Streetscape Toolkit.

## Tradeoffs

- 1** Sidewalk extensions / bulbouts may conflict with loading zones and would reduce curb-to-curb width at some locations. Loss of 1 - 2 parking spots per corner (15 - 20 parking spaces total)

## Goals Supported

- Improve Safety and connectivity for pedestrians and bicyclists.
- Improve streetscape to support vitality and quality of life.

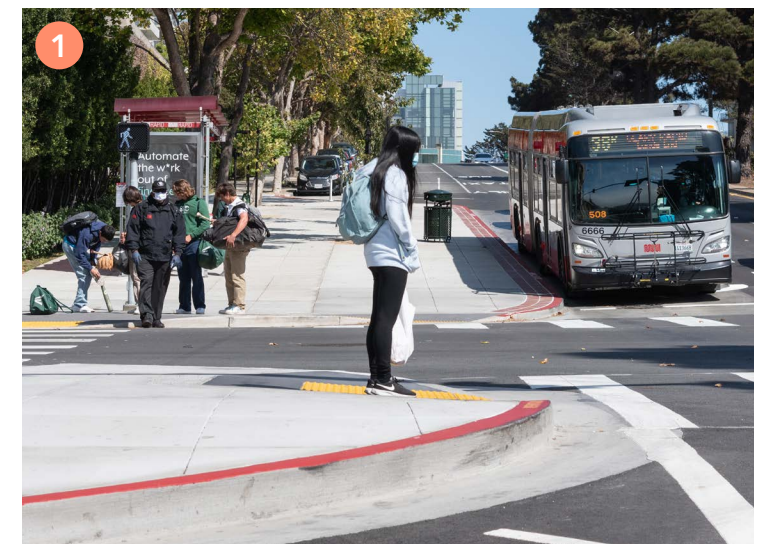
## Status/Other Info

- Streetscape project has been completed from Frida Kahlo Way to Manor Dr (Ocean Avenue Streetscape Improvement Plan).
- Streetscape has been planned, but not implemented, from San Jose Ave to Frida Kahlo Way (Ocean and Geneva Corridor Design).
- No streetscape project planning west of Manor Dr.
- Any pedestrian bulb outs would need to be reviewed for conflicts with transit boarding islands. If there is a preference from the Task Force on this additional element, these would be pursued later on to reduce parking impacts.

**All proposals subject to SFMTA and Regulatory review and approval.**

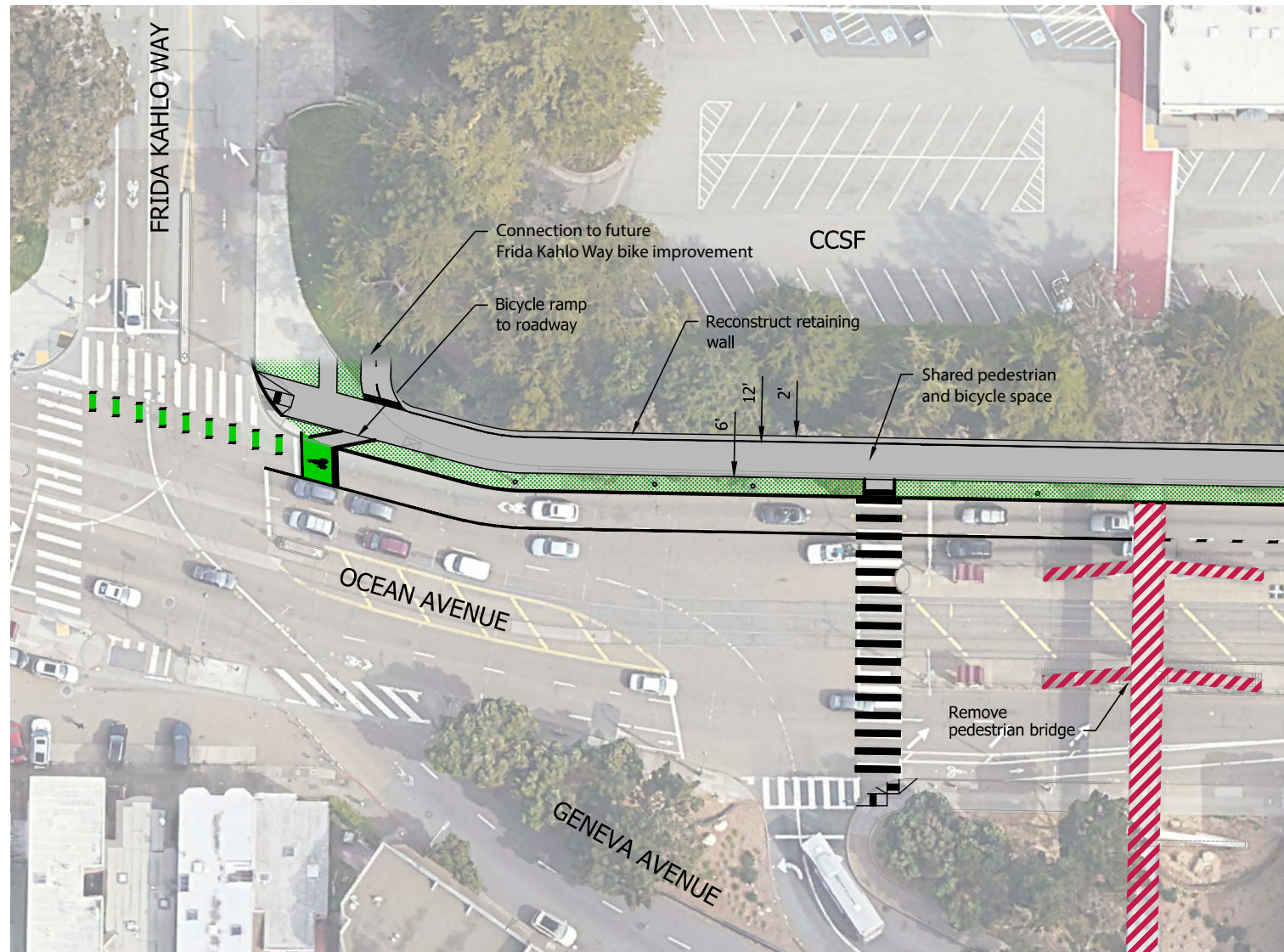
CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	+
Improve Visibility	+
Remove Gaps in Pedestrian Network	+
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

Source: Parisi Transportation Consulting, Sept. 2022





# Create a Shared Bike and Pedestrian Path by Removing the Pedestrian Bridge and Shifting the Retaining Wall



## Overview

The concept would widen right of way by removing pedestrian bridge and moving the retaining wall adjacent to City College to allocate more space for people walking and biking between City College and BART. New trees and landscaping would be used to create a buffer between vehicle traffic.

This concept would:

- Create a shared pedestrian and bike path
- Create a street-level pedestrian crossing along Ocean at Geneva
- Remove the pedestrian bridge
- Shift the retaining wall

## Tradeoffs

- Increased pedestrian traffic crossing Ocean Ave at street level

## Goals Supported

- Improve safety and connectivity for pedestrians and people biking
- Improve streetscape to support vitality and quality of life

## Status/Other Info

The existing pedestrian bridge is not accessible; there are only stairs to the bridge and Muni platforms below.

Based on preliminary studies, work to remove the pedestrian bridge and move the retaining wall would likely need to be done together.

This concept could support the long-term plan to redesign the Frida/ Ocean/ Geneva intersection and bring additional transit and bike improvements.

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	○
Improve Transit Reliability	○
Improve Access to Transit Stops	○
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	+
Improve Visibility	+
Remove Gaps in Pedestrian Network	○
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	○
Decrease Intersection Delay	○

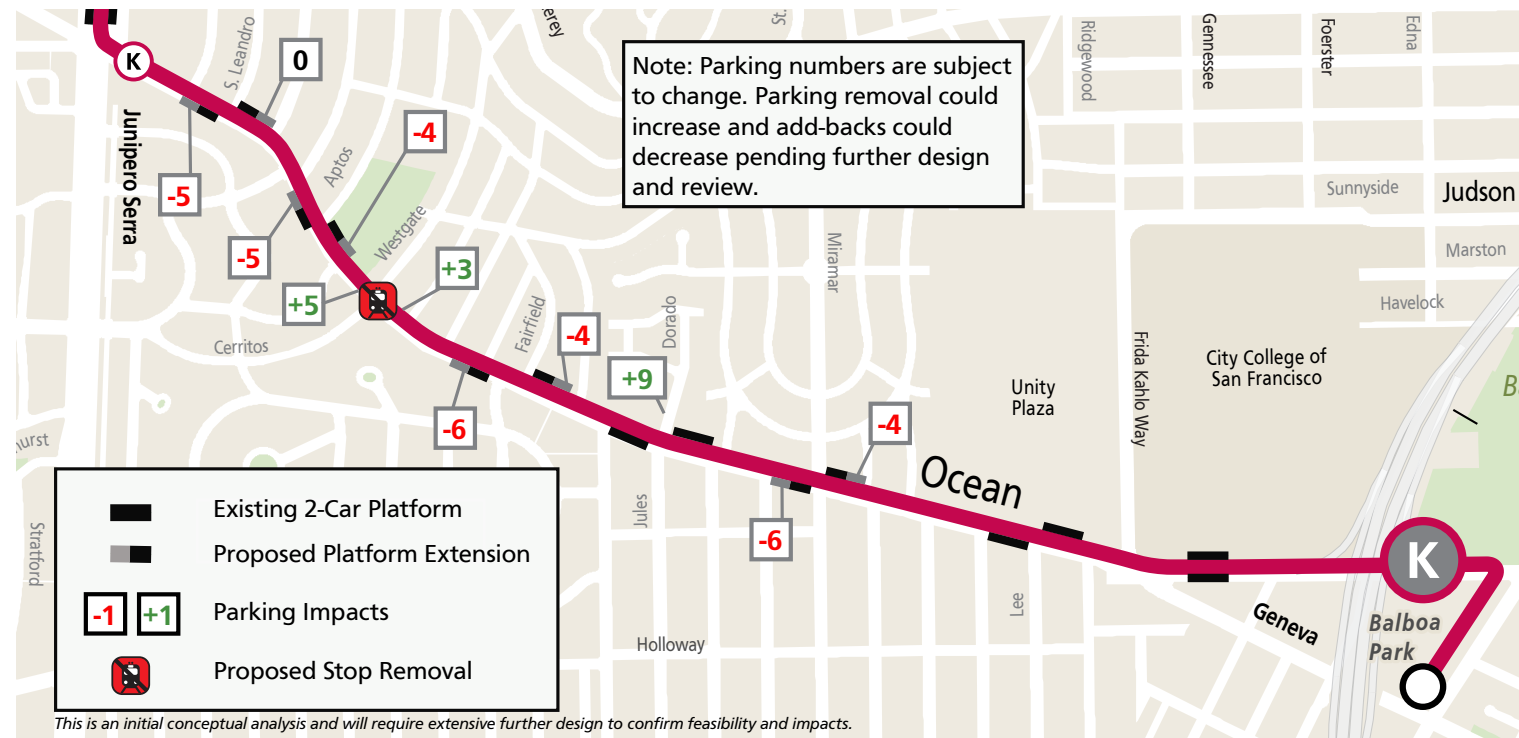
Source: Parisi Transportation Consulting, Sept. 2022

City agencies are coordinating to assess options for this concept. An initial feasibility assessment has been done, but more detailed planning and technical studies are needed. Funding for further design work has not yet been identified.

**All proposals subject to SFMTA and Regulatory review and approval.**



# K Ingleside Muni Forward Improvements



## Overview

This project would implement a series of transit reliability, pedestrian safety, and accessibility upgrades along the K Ingleside line:

- Double the train capacity on the corridor with transit stop upgrades to enable two-car trains on Ocean Ave. Currently the second car of the K line is locked out when trains are on the surface.
- Reduce transit travel time and improve reliability on the corridor with transit lanes, turn restrictions, stop consolidation, and signal changes.

Benefits include:

- Double capacity on the K line and reduce crowding.
- Reduced transit travel time and improved reliability.
- Improve accessibility, safety, and comfort at stops.
- Transit lanes and boarding islands also help to reduce vehicle speeds.

## Tradeoffs

- There are about 315 parking spaces on Ocean Ave within the study area and about 1,600 spaces within 1 block of the corridor. To provide space for extended train platforms, parking would be removed at some stops. This would be partially offset by adding angled parking on Ocean Ave and some side streets. The total parking removal would be 35 - 40 spaces, with a possibility of adding back some spaces on nearby side streets, pending further review.
- The proposal would remove the stop at Cerritos/Westgate. Passengers would use stops at Aptos or Victoria/Fairfield instead. This would reduce travel time along the K line, while also enabling new parking to be created.
- Transit lanes and turn restrictions may impact private vehicle travel time. Exact locations are still to be determined.

CRITERIA	CONCEPT EVALUATION
<b>Transit Reliability and Efficiency</b>	
Decrease Transit Travel Time	+
Improve Transit Reliability	+
Improve Access to Transit Stops	+
<b>Safety &amp; Connectivity</b>	
Decrease Number of Conflict Points	+
<b>Improve Streetscape</b>	
Improve Sidewalk Space	o
Improve Visibility	o
Remove Gaps in Pedestrian Network	o
<b>Manage Congestion</b>	
Reduce Vehicle Conflicts	o
Decrease Intersection Delay	o

Source: Parisi Transportation Consulting, Sept. 2022

## Goals Supported

- Improve transit efficiency, reliability, and accessibility.
- Improve Safety and connectivity for pedestrians and bicyclists.

## Status/Other Info

Project is funded through state TIRCP grant and full outreach would start in 2023.

**All proposals subject to SFMTA and Regulatory review and approval.**

