

**THIS PRINT COVERS CALENDAR ITEM NO.: 13**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving various parking and traffic modifications along the K Ingleside line on Ocean Avenue as part of the K Ingleside Rapid Project and amending Transportation Code, Division II, Section 601, to designate full-time transit-only areas on Ocean Avenue eastbound between Junipero Serra Boulevard and Frida Kahlo Way and westbound between Geneva Avenue and Junipero Serra Boulevard.

**SUMMARY:**

- The K Ingleside Rapid Project proposes transit capacity, reliability, and safety improvements to benefit the 13,000 daily riders on the K Ingleside line.
- The project proposes improvements to the section of the line on Ocean Avenue in the Ingleside, a Muni Service Equity Strategy neighborhood with slow transit travel speeds, many stops with inadequate boarding areas, and high rates of injury collisions.
- The proposed improvements include upgraded transit boarding islands to double train capacity in this growing neighborhood, stop spacing changes, transit lanes and other transit priority and safety upgrades.
- SFMTA staff developed the proposed improvements in collaboration with the Ocean Avenue community through the robust outreach of the San Francisco County Transportation Authority's (SFCTA) Ocean Avenue Mobility Action Plan Task Force sponsored by Supervisors Melgar and Safai and additional SFMTA-led outreach that shaped the proposals to meet the needs of community institutions and stakeholders.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Transportation Code, Division II Amendment
3. SFMTA Resolution No. 14-041 <http://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%206%20TEP%20CEQA%20approval%20resolution.pdf>
4. TEP FEIR <https://sfplanning.org/project/muni-forward-transit-effectiveness-project-tepenvironmental-review-process#info>
5. Mitigation Monitoring and Reporting Program <https://www.sfmta.com/sites/default/files/agendaitems/3-28-14%20Item%207%20TEP%20Service%20Changes%20-%20MMRP.pdf>

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**APPROVALS:**

**DATE**

DIRECTOR  February 28, 2024

SECRETARY  February 28, 2024

**ASSIGNED SFMTAB CALENDAR DATE:** March 5, 2024

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## **PURPOSE**

Approving various parking and traffic modifications along the K Ingleside line on Ocean Avenue as part of the K Ingleside Rapid Project and amending Transportation Code, Division II, Section 601, to designate full-time transit-only areas on Ocean Avenue eastbound between Junipero Serra Boulevard and Frida Kahlo Way and westbound between Geneva Avenue and Junipero Serra Boulevard.

## **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

The proposed project will support the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 5: Deliver reliable and equitable transportation services.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
7. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.

## **DESCRIPTION**

### *Project background*

The K Ingleside line defines the vibrant Ocean Avenue commercial corridor and currently serves 13,000 daily riders. It brings San Francisco residents and visitors to shop and connect with local

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businesses and brings the Ingleside neighborhood residents to destinations like Stern Grove and nearby commercial corridors including West Portal Avenue and the Lakeside District. It also connects to downtown San Francisco via the Twin Peaks Tunnel and to regional BART service at Balboa Park station. The K line also serves educational institutions, including San Francisco State University, City College of San Francisco, Aptos Middle School and Sloat Elementary School. The Muni Service Equity Strategy identified the Ingleside section of the line as a priority for improvements.

From 2021 through 2023, the SFCTA convened the Ocean Avenue Mobility Action Plan (OAMAP) Task Force at the request of Transportation Authority Board Members Myrna Melgar (District 7) and Asha Safai (District 11) to develop recommendations for transit, walking, bicycling and safety transportation improvements for Ocean Avenue and the surrounding neighborhood. With support from SFCTA and SFMTA staff, the task force recommended two large and three small proposals to address transportation challenges on Ocean Avenue. These recommendations were made following an extensive outreach and project vetting process, with task force meetings that were open to the public. One of the two large projects endorsed by the task force was Ocean Avenue Muni Forward improvements for the K Ingleside, which would increase capacity and improve transit reliability on Ocean Avenue.

K Ingleside improvements were also identified as a key need during the planning of the Balboa Reservoir redevelopment project. The city established a Balboa Reservoir Citizens' Advisory Committee (BRCAC) in 2015 to provide community feedback on the development on the project, a 1,100-unit mixed-use development that received final approval in 2020. Over the lifecycle of the BRCAC, which was sunset in 2021, improvements to the capacity and reliability of the K Ingleside were frequently cited as important to meeting the projected transportation demand of a new neighborhood adjacent to Ocean Avenue.

The K Ingleside Rapid Project seeks to implement the recommendations of the OAMAP task force and the BRCAC and address the transportation challenges discussed below. The project limits include Ocean Avenue from Junipero Serra Boulevard to Geneva Avenue (Figure 1).

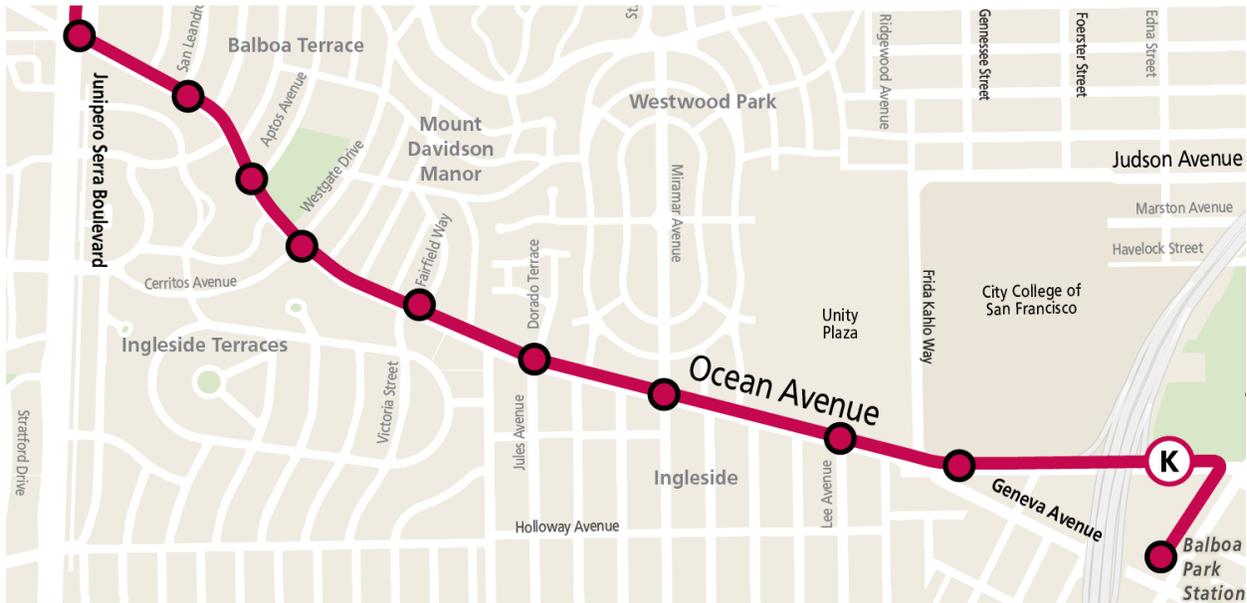


Figure 1: Project area – Ocean Avenue from Junipero Serra Boulevard to Geneva Avenue

### Challenges

Today, the K Ingleside line is operated with two car trains on Ocean Avenue, through Junipero Serra Boulevard, West Portal Avenue and in the Twin Peaks Tunnel/Market Street Subway. However, between the outbound terminal at Balboa Park Station and West Portal Station, the second car is locked and unoccupied. At West Portal Station, train operation is paused for one to two minutes in the outbound direction so that the operator can manually clear the second car and lock the doors, and for a shorter period in the inbound direction so that the operator can unlock the doors. This unusual operation is intended to maximize train capacity within the subway system by operating two car trains whenever possible, while minimizing safety risks on Ocean Avenue due to short and narrow boarding platforms on Ocean which are only suitable for serving one car trains. However, it both adds to passenger delay and reduces transit passenger capacity on Ocean Avenue, a growing neighborhood with increasing transit needs.

**Low capacity and transit delays from single-car trains**



**Narrow islands lack amenities**



**Safety concerns for people walking**



**Traffic congestion delays transit**



**Closely spaced transit stops**



**Trains stop frequently at red lights**



*Figure 2: Examples of current conditions on Ocean Avenue.*

The K Ingleside Rapid project seeks to address this capacity challenge and several others, including transit travel time and reliability on Ocean Avenue, safety and comfort of transit boarding areas, and safety on Ocean Avenue for all road users.

- **Transit capacity:** Today, Muni runs two-car K Ingleside trains on Ocean Avenue, but for safety reasons only the first car is available for use by riders. Due to short and narrow substandard boarding islands at many of the stops on Ocean Avenue, riders boarding and alighting the second car would have no safe waiting area available and would step in and out of a lane of active traffic on a busy commercial corridor. To ensure the safety of riders, the doors of the second car are kept locked between Balboa Park Station and West Portal Station inbound, and between West Portal Station and Balboa Park Station outbound. Ocean Avenue is expected to see significant growth in the years ahead, especially with the development of the Balboa Reservoir project, and increased transit capacity is essential to meeting the future needs of the neighborhood.
- **Transit reliability:** Currently, the K Ingleside has average travel speeds of just 6-8 mph in most of the project area, with average speeds falling as low as 4-5 mph in some segments. Transit reliability challenges include frequent signal delays, some closely spaced stops, and delay from private vehicles.

- Safety:** Within the project area, Ocean Avenue is part of San Francisco’s High-Injury Network, the 13% of streets where 75% of the city’s serious traffic-related injuries and fatalities occur. From April 2018 to March 2023, there were a total of 104 reported injury collisions in the project area, including 3 fatal collisions. Of those, 25 collisions involved someone walking. Ocean Avenue was San Francisco’s 7<sup>th</sup> commercial corridor where speed limits were reduced to 20 miles per hour in 2022 under California Assembly Bill 43 to improve safety for people walking, and Ocean Avenue has also been identified as a potential location for future Automated Speed Enforcement.
- Safety and comfort of boarding areas:** At the existing substandard boarding islands, riders wait for the train on narrow islands that lack amenities such as shelters, benches, customer information and at San Leandro Way, even guardrails. In addition, with the short length of the islands, passengers alighting from the last door of the first car typically step down to street level, which can be especially difficult for people with mobility challenges.

*Overview of proposed improvements*

To address the challenges outlined above, the project proposes the following improvements (illustrated in Figure 3).

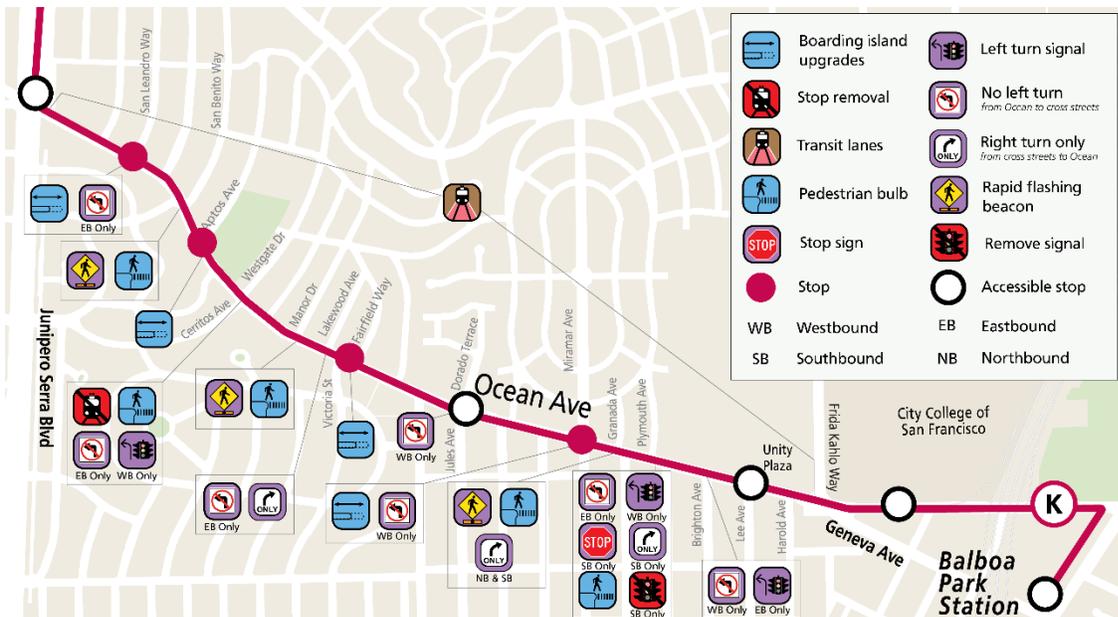


Figure 3: Overview of proposed improvements

- Upgraded boarding islands.** The project would lengthen and widen existing short and narrow boarding islands on Ocean Avenue at San Leandro Way, Aptos Avenue, Victoria Street/Fairfield Way and Miramar Avenue. This would make it easier for train riders to safely access the train and would allow the second train car to remain in service on

Ocean Avenue. Upgraded boarding islands would also include added amenities and safety features including shelters, seating, customer information and guardrails.

2. *Transit lanes:* The project would add bus, rail, and taxi-only transit-only lanes in both directions of Ocean Avenue between Junipero Serra Boulevard and Frida Kahlo Way/Geneva Avenue to improve transit reliability and to provide a “road diet” effect on the roadway. By converting the center (track) lane in each direction to a transit lane, this would reduce the number of general-purpose travel lanes from four to two, with the intent of discouraging speeding while keeping trains moving without delay. Left turns would continue to be allowed from the center lanes at most intersections, but new left turn restrictions would be introduced at key locations to reduce delay from extended left turn queueing and to improve safety. Taxis would also be allowed in the transit lane.
3. *Transit stop changes.* The project would remove stops at one intersection (at Westgate Drive/Cerritos Avenue, see Figure 3). This stop has lower ridership than other stops on the line and is one block from an existing stop with proposed upgraded boarding islands at Aptos Avenue. These changes would reduce delay and improve transit reliability by allowing the train to stop less frequently while still meeting the SFMTA’s stop spacing standards. The stops proposed for removal have narrow boarding islands that are too short for even a one-car train.
4. *Protected left turn phases at traffic signals and turn restrictions:* The project would add new protected left turn phases at traffic signals at eastbound Brighton Avenue, westbound Plymouth Avenue, and westbound Cerritos Avenue. This would reduce delay to trains stuck behind queues of left-turning vehicles and improve transit reliability. On eastbound Ocean Avenue at San Leandro Way, Westgate Drive, Lakewood Avenue and Plymouth Avenue, and on westbound Ocean Avenue at Brighton Avenue, Miramar Avenue, and Dorado Terrace, left turns would be restricted. This would reduce transit delay due to left turn queues and reduce conflicts between people walking and drivers turning left. On Granada Avenue, southbound Plymouth Avenue, and southbound Lakewood Avenue, a right turn only restriction would be implemented to reduce left turn conflicts at unsignalized intersections. Signal timing throughout the corridor would be updated to benefit transit and general traffic on Ocean Avenue.

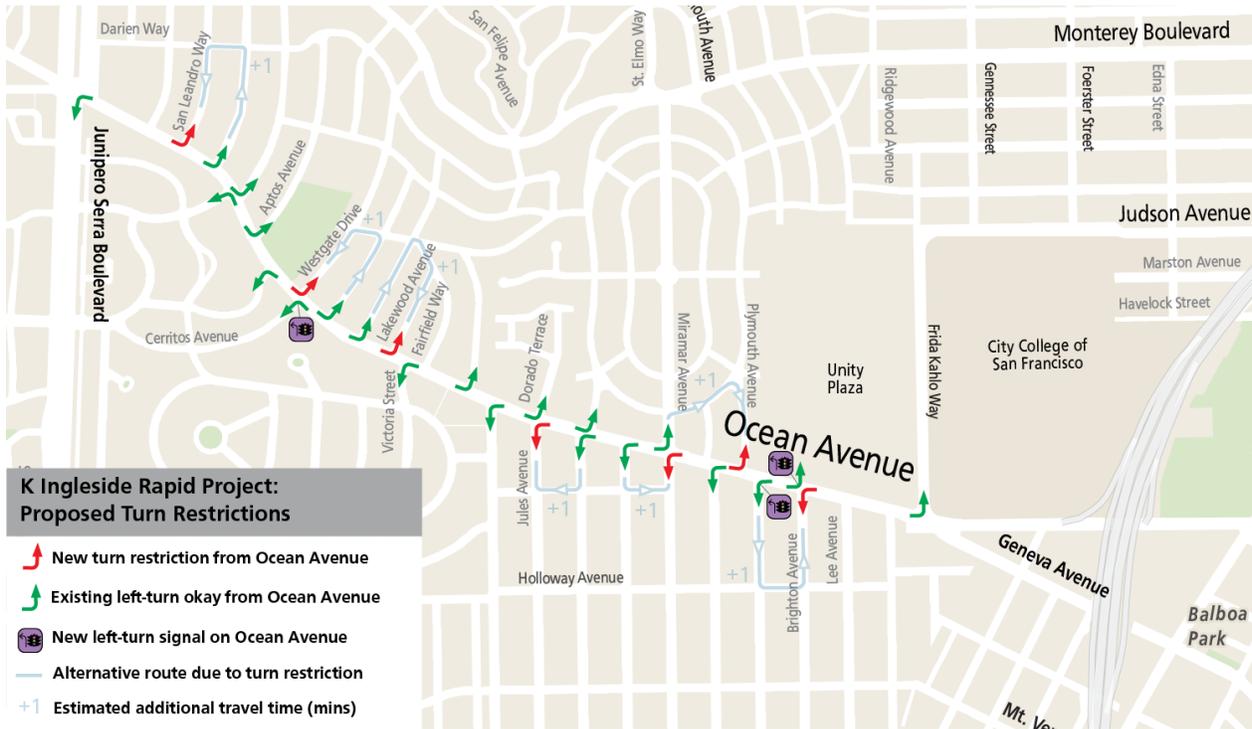


Figure 4: Locations of proposed turn restrictions and turn signals on Ocean Avenue.

5. *Pedestrian safety measures:* The project would add corner sidewalk extensions (“pedestrian bulbs”) at four intersections on Ocean Avenue, at San Benito Avenue, Westgate Drive/Cerritos Avenue, Manor Drive and Granada Avenue, to increase the visibility of people walking, slow turning vehicles and reduce the distance and amount of time it takes to walk across the street. To improve visibility of pedestrian crossings, flashing beacons would be added at the intersections of San Benito Avenue, Manor Drive, and Granada Avenue. The crosswalks at San Benito Avenue, Granada Avenue, and Plymouth Avenue would be consolidated or relocated to direct people walking to safer crossing locations that do not conflict with turning movements, while a right turn only restriction for drivers coming from Granada Avenue and southbound Plymouth Avenue would further reduce turning conflicts. A STOP sign would be implemented at southbound Plymouth Avenue, replacing the existing signal, to accommodate the new left turn phase on westbound Ocean Avenue at Plymouth Avenue.



Figure 5: Safety treatments proposed on Ocean Avenue at Plymouth and Granada avenues

#### *On-street parking changes and tradeoffs*

To accommodate the proposed changes, the project would also make changes to parking and loading on Ocean Avenue and adjacent streets. Based on feedback from merchants and the offices of supervisors Melgar and Safai the project team sought to limit parking removal while identifying opportunities to add back parking and improve loading. In total, the project would remove 12 net parking spaces to improve safety and transit capacity (Figure 6).

*Parking removal:* Most boarding island upgrades would require the removal of four to five parking spaces (29 total spaces). In addition, the project proposes to remove six parking spaces at various locations along the corridor for daylighting and a pedestrian bulb. In total, the project would remove 35 parking spaces from the corridor.

*Parking add-back:* To reduce the impact of proposed parking removal, we identified opportunities to add back parking along the corridor. We would convert 13 parallel parking spaces to angled parking spaces on Dorado Terrace, adding 9 new spaces. In addition, we would restore 12 parking spaces where boarding islands would be removed at Westgate Drive/Cerritos Avenue. Finally, at Plymouth Avenue, we would remove a mid-block pedestrian bulb where a crosswalk would be relocated, adding back two parking spaces. In total, the project team is proposing to add back 23 parking spaces, for a net parking reduction of 12 spaces.



Figure 6: Proposed parking changes, including parking removal and additions.

*New loading spaces:* To further lessen the impact of parking removal, the project team approached businesses within one block of proposed boarding island upgrades as well as at locations where double parking is a known issue. The project team spoke with merchants and collected a survey of loading needs, which informed the development of proposed loading zones on Ocean Avenue and adjacent streets. Today, Ocean Avenue has few loading zones, which causes commercial vehicles, delivery vehicles, and other visitors to Ocean Avenue businesses to double park, blocking traffic in the curb lane. In total, 15 parking spaces would be converted from general metered parking or general parking to loading zones for commercial or passenger loading. These spaces would remain available for parking outside of loading zone hours.

## IMPLEMENTATION APPROACH

The project would be implemented in two phases:

1. A quick-build phase including measures that could be delivered with paint and signs would be implemented in 2024 after project approval. These quick-build measures include temporary concrete boarding island extensions, transit lanes, turn restrictions, stop signs, red zones, parking changes, and painted safety zones in locations of future pedestrian bulbs. Signal timing improvements would be implemented, and if existing signal infrastructure allows, turn signals would be installed.
2. A longer-term capital construction phase would follow in 2027 to implement permanent concrete elements such as new boarding islands and pedestrian bulbs. At this time, we do not anticipate this project including water, sewer or rail replacement scope, as water and sewer upgrades were made on the corridor as part of the SFMTA’s rail replacement project in 2001-2003. As a result, we anticipate that the construction impacts of this

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project would be much less disruptive than the projects on Taraval Street or Van Ness Avenue. Beginning before and throughout the construction phase, we would work with Ocean Avenue merchants to mitigate construction issues.

**PROPOSED LEGISLATION**

The SFMTA recommend the SFMTA Board of Directors Board approve the following parking and traffic modifications to implement project:

**A. ESTABLISH –BUS, RAIL, AND TAXI ONLY LANE**

- i. Ocean Avenue, eastbound, between Junipero Serra Boulevard and Frida Kahlo Way
- ii. Ocean Avenue, westbound, between Geneva Avenue and Junipero Serra Boulevard

**B. ESTABLISH –TRANSIT BOARDING ISLAND**

- i. Ocean Avenue, north side, from 60 feet to 150 feet east of San Leandro Way (extends existing transit boarding island, no change in parking)

**C. ESTABLISH –TRANSIT BOARDING ISLAND**

**ESTABLISH –NO STOPPING ANYTIME**

- i. Ocean Avenue, south side from 60 feet west of San Leandro Way to San Fernando Way (extends existing transit boarding island and removes 4 metered parking spaces #2415, #2419, #2421 and #2423)
- ii. Ocean Avenue, south side, from 60 feet west of Aptos Avenue to San Benito Way (extends an existing transit boarding island and removes 5 unregulated parking spaces)
- iii. Ocean Avenue, north side, from 60 feet east of Aptos Avenue to Cedro Avenue (extends existing transit boarding island and removes 4 unregulated parking spaces)
- iv. Ocean Avenue, south side, from 60 feet west to 232 feet west of Victoria Street (extends existing transit boarding island and removes 6 unregulated parking spaces)
- v. Ocean Avenue, north side, from Fairfield Way to 93 feet easterly (removes 4 parking meters #1946, #1944, #1942 and #1940)
- vi. Ocean Avenue, north side, from 67 feet to 158 feet east of Miramar Avenue (extends existing transit boarding island and removes 4 metered parking spaces #1410, #1412, #1414 and #1416)
- vii. Ocean Avenue, south side, from Capitol Avenue to 148 feet easterly (removes 1 blue zone and parking meters #1521, #1519, #1517 and #1511)

**D. RESCIND –TRANSIT BOARDING ISLAND**

**RESCIND –BUS STOP**

**RESCIND –NO PARKING ANYTIME**

- i. Ocean Avenue, eastbound, from Cerritos Avenue to 205 feet westerly
- ii. Ocean Avenue, westbound, from Westgate Drive to 85 feet easterly

**E. ESTABLISH –SIDEWALK WIDENING**

ESTABLISH –NO PARKING ANYTIME

- i. Ocean Avenue, northside, from San Benito Way to 23 feet easterly (6-foot widening, extends existing red zone by 3 feet)
- ii. Granada Avenue, west side, from Ocean Avenue to 23 feet southerly
- iii. Ocean Avenue, south side, from Cerritos Way to 23 feet westerly (6-foot widening)
- iv. Ocean Avenue, north side, from Westgate Drive to 35 feet easterly (6-foot widening)
- v. Ocean Avenue, north side, from Manor Drive to 25 feet easterly (6-foot widening)
- vi. Ocean Avenue, north side, from 67 feet to 103 feet east of Plymouth Avenue (4-foot widening, removes parking meters #1290 and #1288)

F. RESCIND –NO PARKING ANYTIME

- i. Ocean Avenue, south side, from Cedro Avenue to 23 feet west of Cerritos Avenue (restores 9 parking spaces)
- ii. Ocean Avenue, north side, 50 feet to 85 feet east of Westgate Drive (restores 2 parking spaces)

G. RESCIND – SIDEWALK WIDENING

- i. Ocean Avenue, north side, from Santa Avenue to 10 feet westerly
- ii. Ocean Avenue, north side, from Granada Avenue to 20 feet westerly

H. RESCIND – SIDEWALK WIDENING

RESCIND – NO PARKING ANYTIME

- i. Ocean Avenue, south side, from Plymouth Avenue, west leg to 40 feet westerly

I. RESCIND – BLUE ZONE

- i. Ocean Avenue, south side from 20 feet to 42 feet east of Capitol Avenue (Blue space relocated to SW corner on Capitol Avenue)

J. RESCIND – BLUE ZONE

ESTABLISH – WHITE ZONE, PASSENGER LOADING ZONE, 5-MINUTE LIMIT, 9AM TO 10PM, DAILY

- i. Miramar Avenue, east side, from Ocean Avenue to 20 feet northerly (Converts blue zone to passenger loading zone)

K. ESTABLISH –BLUE ZONE

- i. Capitol Avenue, west side, from Ocean Avenue to 20 feet southerly

L. ESTABLISH –RED ZONE

- i. Fairfield Way, east side from 10 feet to 25 feet north of Ocean Avenue (extends existing red zone by 15 feet and removes 1 parking space)
- ii. Granada Avenue, west side, from Ocean Avenue to 10 feet northerly (removes 1 parking space)
- iii. Lee Avenue, east side, from Ocean Avenue to 10 feet southerly (removes 1 parking space)
- iv. Ocean Avenue, south side, from Plymouth Avenue to 20 feet westerly (removes 1 metered parking space #1301)

M. ESTABLISH – 60 DEGREE ANGLED PARKING

- i. Dorado Terrace, west side, from Ocean Avenue to 325 feet northerly (converts parallel parking to 60-degree angled parking)

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**N. ESTABLISH –NO LEFT TURN**

- i. Ocean Avenue, eastbound at San Leandro Way
- ii. Ocean Avenue, eastbound at Westgate Drive
- iii. Ocean Avenue, eastbound at Lakewood Avenue
- iv. Ocean Avenue, westbound at Jules Avenue
- v. Ocean Avenue, westbound at Miramar Avenue
- vi. Ocean Avenue, eastbound at Plymouth Avenue
- vii. Ocean Avenue, westbound, at Brighton Avenue

**O. ESTABLISH – RIGHT TURN ONLY**

- i. Granada Avenue, northbound and southbound at Ocean Avenue
- ii. Lakewood Avenue, southbound at Ocean Avenue
- iii. Plymouth Avenue, southbound at Ocean Avenue

**P. ESTABLISH – CROSSWALK CLOSURE**

- i. Ocean Avenue at Paloma Avenue, west crosswalk
- ii. Ocean Avenue at Granada Avenue, east and west crosswalk
- iii. Ocean Avenue at Plymouth Avenue, west crosswalk

**Q. ESTABLISH – CROSSWALK**

- i. Ocean Avenue at Granada Avenue, east crosswalk (Realigns crossing at this intersection)
- ii. Ocean Avenue at Plymouth Avenue, east crosswalk (Realigns crossing at this intersection)

**R. RESCIND –TRAFFIC SIGNAL**

- i. Ocean Avenue and Plymouth Avenue, west leg

**S. ESTABLISH –GENERAL METER PARKING**

- i. Ocean Avenue, south side, from 100 feet to 142 feet east of Granada Avenue (Removes sidewalk widening and restores 2 metered parking spaces)

**T. ESTABLISH –STOP SIGN**

- i. Plymouth Avenue, southbound at Ocean Avenue

**U. ESTABLISH –RECTANGULAR RAPID FLASHING BEACON**

- i. Ocean Avenue at San Benito Way
- ii. Ocean Avenue at Manor Drive
- iii. Ocean Avenue at Granada Avenue

**V. ESTABLISH –GENERAL LOADING ZONE, 5-MINUTE LIMIT, 9 AM TO 10 PM, DAILY**

- i. Ocean Avenue, south side, from 69 feet to 109 feet west of Ashton Avenue (Converts general parking meters #1913 and #1911 to general loading)

**W. ESTABLISH –METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY**

- i. Ocean Avenue, south side, from 129 feet to 169 feet west of Ashton Avenue (Converts general meter parking and commercial loading hours #1919 and #1917 to commercial loading zones)
- ii. Ocean Avenue, north side, from 13 feet to 76 feet east of Capitol Avenue (Converts general meter parking #1520, #1518 and #1516 to commercial loading zones)

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- iii. Capitol Avenue, eastside, from 15 feet to 27 feet south of Ocean Avenue (Converts general parking to commercial loading zone)
- iv. Miramar Avenue, west side, from Ocean Avenue to 40 feet southerly (Converts general parking to commercial loading zones)
- X. ESTABLISH –PASSENGER LOADING ZONE, 5:30 AM TO 7 PM, MONDAY THROUGH SATURDAY
  - i. Ocean Avenue, north side, from 8 feet to 110 feet west of Dorado Terrace (Converts general meter parking #1814, #1812, #1810, #1808 and #1806 to passenger loading)
- Y. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY  
RESCIND – PASSENGER LOADING ZONE, 5:30 AM TO 7 PM, MONDAY THROUGH SATURDAY
  - i. Ocean Avenue, north side, from 39 feet to 105 feet east of Dorado Terrace (Converts passenger loading zone to commercial loading zone)

**STAKEHOLDER ENGAGEMENT**

Building on the public engagement process of the Ocean Avenue Mobility Action Plan, the project team led a community outreach process that refined the project proposals in collaboration with residents, business owners, students and Muni riders.

Throughout the engagement process, we reached community members through:

- A dozen meetings to get feedback from organizations representing youth, seniors, people with disabilities, merchants and residents
- 11 project events, including a self-guided open house, project office hours and pop-up tabling at community events, transit stops and locations serving youth and seniors with live interpretation and translated materials
- Two multilingual mailers sent to all residents and businesses within a few blocks of the project to promote key milestones
- A project survey that collected over 200 responses in English, Chinese and Spanish
- In-person and telephone canvassing, with interpretation and translated materials, to understand merchants' loading needs
- Multilingual corridor signage for three project milestones
- Regular project website updates and email and text blasts to a list of over 20,000 subscribers

**Community Engagement by Phase**

*Ocean Avenue Mobility Action Plan (OAMAP)*

Convened by District 7 Supervisor Myrna Melgar and District 11 Supervisor Asha Safai, the San Francisco County Transportation Authority led the Ocean Avenue Mobility Action Plan from fall

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2021 through spring 2023.

The OAMAP was developed through an extensive outreach process, including a task force with membership representing residents, businesses and community organizations along the Ocean Avenue corridor. In weighing proposals, the Task Force incorporated additional community input led by the SFCTA, which included virtual town hall meetings, multilingual surveys and pop-up events to gather public feedback.

### *Spring 2023 Project Launch and Summer 2023 Survey*

To reach new community members and notify the community that the project was moving forward following the OAMAP process, the SFMTA project team launched project-specific outreach in March 2023. In addition to creating a regularly updated project webpage with project details in English, Spanish and Chinese, we posted multilingual posters at Muni stops, businesses and intersections across the corridor. We also held pop-up tabling with Cantonese, Mandarin and Spanish interpretation outside locations including North East Medical Services, Aptos Park/Aptos Middle School, Beep's Burgers and at the Ingleside Branch Library's Open House celebration.



*Figure 7: Left: Outside of Aptos Middle School, we heard feedback from students and riders. Right: At a pop-up outside North East Medical Services, we heard feedback on the project from community members, including this Ocean Avenue CBD Community Ambassador.*

Awareness of the project was boosted by articles in outlets including the SF Examiner, Ingleside Light and SF Streetsblog. We received over 150 pieces of feedback and heard general support for concepts like transit lanes, upgrading boarding islands to allow for two-car service, and traffic safety improvements.

Knowing Ocean Avenue's importance as a commercial corridor and the potential parking and loading impacts on merchants, we also launched merchant-specific outreach in the spring. Targeting merchants near transit stops that would see parking impacts from boarding island upgrades, we went door to door to businesses, with interpretation and translated materials, in-

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person and by phone to share project information and a loading survey.

Through the loading survey, we heard that the travel lane is regularly used for passenger and goods loading since there are few dedicated loading zones on Ocean Avenue. Meetings with groups like the Ocean Avenue Association Community Benefit District and Ingleside Merchants Association helped us reach more merchants along the corridor with project information and the loading survey.

In speaking with merchants and merchant groups, we heard that they witness frequent speeding on the corridor. They supported the reduction of the commercial corridor speed limit to 20 miles per hour, but they expressed concern that there was not enough enforcement and speeding continued to be an issue. The Ocean Avenue Association has helped promote the new 20 mph speed limit through the commercial district and consistently identifies pedestrian safety among its top organizational priorities.

In the summer, we launched a project survey. We promoted awareness of the project and the survey with a multilingual postcard mailed to all residents and businesses near Ocean Avenue, multilingual posters along the corridor, email and text message alerts to all project and K Ingleside alert subscribers and a three-week drop-in, self-guided open house hosted at the Ingleside Branch Library. We hosted pop-ups outside popular locations like Ming Kee Restaurant and Win Long Ocean Hardware, City College and 24 Hour Fitness, with interpretation and translated materials.



*Figure 8: A three-week multilingual display at the Ingleside Branch Library offered one way for community members to learn about the project and complete a community survey.*

Finally, we presented about the project, publicized the survey and heard feedback in meetings with neighborhood groups including the Sunnyside Neighborhood Association and Balboa Homes Association, District 11 Council member groups including OMI Neighbors in Action and the District 11 Democratic Club, and other community and business groups including SF Transit Riders, Senior Disability Action, KidSafe SF, SFUSD Safe Routes to School, City College of

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San Francisco, the Ocean Avenue Association, and the Ingleside Merchants Association. The project team also presented the project proposal to the SFMTA's Multimodal Accessibility Advisory Committee (MAAC) and the Administration, Operations, and Customer Service Committee of the Citizens' Advisory Council (CAC), which voted to support the proposed project. We offered briefings and shared project updates with over 20 additional groups, including neighborhood associations, educational institutions, and community based organizations.

The project survey received over 200 responses in English, Chinese and Spanish. Respondents who shared demographic information generally matched the racial/ethnic and age makeup of the area. Of those who shared this information, a majority were people of color, with Asian American Pacific Islander representing the highest percentage of this group (35%), followed by Latinx/Hispanic (12%). 25% of respondents reported speaking a language other than English at home. 21% reported a disability and a third of respondents were over 65 years old (21%) or youth and young adults (24 years old or younger).

Most riders expressed concern about long travel times and unreliability of the K Ingleside. Over 70% of riders said that their top priority for improvements is to "reduce wait time at the stop" or "reduce travel time on the train". Of those who don't use Muni Metro as their main mode of transportation, most respondents point to reliability, long travel times or service frequency challenges as reasons, and over 80% of survey respondents said they would take the K Ingleside more often if service and/or amenities were improved.

We heard broad support for project proposals. Despite parking impacts, survey respondents' support of expanding boarding islands and adding pedestrian bulb outs was four times the number of those opposed. Over 70% of respondents supported removing the stop at Westgate and Cerritos avenues to improve transit reliability and travel times versus 20% opposed. Adding a transit lane also had support from most survey respondents, with 59% support compared to 33% opposed.

Riders noted that many stops lack amenities that would make riding easier and more comfortable. Customer experience amenities such as NextMuni predictions were mentioned repeatedly, in addition to seating, shelters and lighting. Riders also expressed concerns about narrow islands that offer inadequate protection from traffic. Some community members shared concerns about losing parking spaces along the corridor as well.

### *Continued Merchant Engagement*

In fall 2023, we shared updated proposal drawings with merchants highlighting new proposed loading zones for cars and trucks. We shared these proposals via our webpage, emails, outreach to merchant organizations and by mail to all merchants directly adjacent to boarding islands with proposed upgrades.

We heard continued concerns from merchants about parking availability directly adjacent to their

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businesses and traffic impacts from the proposed transit lane. However, we also heard support for the traffic-calming aspects of the transit lane in support of pedestrian safety and for the transit improvements.

### *Winter 2023/24 Outreach and Public Hearing*

Following the summer 2023 round of outreach, we continued design and engineering and began to share updated proposals with the community, by holding a joint open-house and tabling event at City College with the Frida Kahlo Quick-Build Project, offering a briefing to members of the Ocean Avenue Mobility Action Plan Task Force, and via the project webpage and mailing list.



*Figure 9: Project staff presented about the project at an open house at City College.*

The project team held a virtual public hearing from January 8 to 19, 2024 for community members to review the proposals and share feedback. We published updated proposals in an online StoryMap in English, Chinese and Spanish and collected feedback at in-person and virtual office hours and by email and phone. We posted notices along the corridor, mailed a postcard to all residents and businesses within a few blocks of the corridor, sent email and text updates to project subscribers and shared information with merchants, organizations and residents with whom we have previously been in touch about the project.

The StoryMap was viewed over 400 times during the public hearing period, and 15.5% of the visits were to the Chinese or Spanish-language StoryMaps. We received comments from over 60 community members via phone, email, and at our in-person and online project office hours. Comments were mixed between those supporting the proposals, in opposition and others with questions or feedback outside of the scope of the project.

From those supporting the project, we heard strong support for project elements which improve

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transit reliability and travel times, such as transit lanes and turn restrictions. Commenters also supported the improved boarding islands and stop amenities. Some asked for the project to go further in prioritizing transit, for example, by limiting left-turning drivers' use of the transit lane or by expanding the project's scope.

Those opposed to the project were most likely to object to the transit lane and potential increased congestion, both on Ocean Avenue and through diversion to other neighborhood streets. Commenters also commonly mentioned concerns about specific left-turn treatments. Community members either objected to specific left-turn restrictions or proposed additional left-turn signals along the corridor. Other commenters shared concerns about parking loss and its effect on Ocean Avenue as a commercial corridor.

### **Community Feedback Themes Across Phases and Project Response**

Across project phases and outreach formats, a few themes emerged regarding existing issues as well as earlier versions of project proposals, and these are reflected in the proposed project.

- Riders want faster and more reliable service on the K Ingleside
- Riders want improved transit stops on Ocean Avenue
- Residents are concerned about traffic safety on Ocean Avenue, including speeding, conflicts between people walking and driving, and safely accessing transit stops
- Merchants are concerned about limited parking on this commercial corridor and double parking can lead to traffic backups
- Some community members are concerned about congestion on Ocean Avenue and diversion to neighborhood streets

As noted above, the original project proposal was prioritized largely as the result of community input during the OAMAP and Balboa Reservoir planning processes. The project team also incorporated several additional changes to the proposed project which reflect community feedback. The addition of turn restrictions and left turn signals will support faster, more reliable K Ingleside service while mitigating traffic delay on Ocean Avenue and diversion to side streets. Through merchant feedback, the proposed loading plan will reduce the need for double parking by merchants, delivery people, and customers, lessening the impact, along with parking additions, of the reduction in parking on the corridor. And we strengthened safety measures at the community's request by adding flashing beacons and reconfiguring intersections at San Benito Way/Paloma Avenue, Granada Avenue, and Plymouth Avenue to provide safer crossing locations.

### **ALTERNATIVES CONSIDERED**

The project team updated the project in response to internal review and outreach feedback.

*Left turn restrictions and left turns signal phases*

The initial project proposal included only a single left turn restriction at eastbound Brighton Avenue, where it would be required to accommodate a left turn signal phase in the westbound direction. At present, observed left turn delay to the K Ingleside is minimal throughout the project corridor, as left turning vehicles can find breaks in oncoming traffic which enable left turns without significantly extending wait times for trains. However, when the proposed transit lanes were modeled based on current traffic counts, the increased through traffic in the curb lane would reduce the number of breaks in traffic, leading to longer left turn queues which could delay the K Ingleside. To address this potential delay, the project team considered three alternatives: implementing the transit lanes without turn restrictions, implementing the transit lanes with left turn restrictions at all intersections throughout the corridor, or implementing the transit lanes with left turn restrictions and left turn signals at key locations.

If the transit lane were implemented without any left turn restrictions, the project team would monitor train travel times and conduct observations to see if left turn queues were creating significant delay. If delay were observed, the project team would consider implementing left turn restrictions as an update to the project.

Prohibiting all left turns from Ocean Avenue in the project corridor would eliminate left turn delay but would have a large impact on drivers in the project area, who would find it more difficult to navigate to destinations north and south of Ocean Avenue without left turns given the complexity of the street grid. During outreach, the project team received feedback that extensive left turn bans in the corridor would have a negative impact on drivers.

Ultimately, the project team proposed a limited set of left turn restrictions and additional left turn signals at eastbound Plymouth Avenue and westbound Cerritos Avenue. At these two intersections, heavy left turn volumes would be accommodated, clearing the intersection to allow trains to travel through the signal. At eastbound San Leandro Way, eastbound Lakewood Avenue, westbound Jules Avenue, and westbound Miramar Avenue, left turn restrictions would help ensure that trains have clear access to boarding platforms to board and alight passengers without waiting through an extra signal cycle. The project team would monitor other locations such as eastbound Aptos Avenue, westbound Victoria Street, and eastbound Miramar Avenue to determine if additional turn signals or turn restrictions are necessary to prevent left turn delay to the K Ingleside.

#### *Strengthening safety measures*

During outreach, the project team received feedback that members of the community were concerned about safety for people walking on Ocean Avenue. The project team incorporated additional safety measures into the project including the addition of flashing beacons at unsignalized crossings with new pedestrian bulbs to improve visibility of people walking. The addition of left turn restrictions and left turn signals, which separate pedestrian and left turn phases, reduce potential for conflicts between people walking and drivers turning left. Left turn related crashes accounted for 40% of traffic deaths in San Francisco in 2019. The project team

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also proposed new reconfigurations to two intersections, at Granada Avenue and Plymouth Avenue, to reduce turning conflicts, improve pedestrian visibility, and shorten crossing distances.

**FUNDING IMPACT**

The total cost for the K Ingleside Rapid Project is estimated at \$34.2 million. This estimate covers detailed design and construction work that would be led by the Capital Programs & Construction subdivision of the SFMTA.

*Table 1: Detailed project cost estimate*

<b>Source</b>	<b>Preliminary Engineering</b>	<b>Detailed Design</b>	<b>Construction</b>	<b>Total</b>
Future Population B Baseline	\$229,000	\$491,000	\$660,000	<b>\$1,380,000</b>
Proposition B Population Baseline	\$2,061,000	\$2,818,771	\$1,300,000	<b>\$6,179,771</b>
Transit and Intercity Rail Capital Program	-	\$1,665,000	\$25,000,000	<b>\$26,665,000</b>
<b>TOTAL</b>	<b>\$2,290,000</b>	<b>\$4,974,771</b>	<b>\$26,960,000</b>	<b>\$34,224,771</b>

Funding sources include Proposition B general funds and California Transit and Intercity Rail Capital Program funds.

**ENVIRONMENTAL REVIEW**

The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. Subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes. As part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP).

On February 6, 2024, the San Francisco Planning Department reviewed the modifications to the TTRP.K and determined that the K Ingleside Rapid Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation measures were required for the project.

Copies of the CEQA determinations are on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is

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incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney's Office has reviewed this calendar item. No additional approvals are required.

**RECOMMENDATION**

Staff recommends approving various parking and traffic modifications along the K Ingleside line along Ocean Avenue as part of the K Ingleside Rapid Project; and amending Transportation Code, Division II, Section 601, to designate full-time transit-only areas on Ocean Avenue eastbound between Junipero Serra Boulevard and Frida Kahlo Way and westbound between and Geneva Avenue and Junipero Serra Boulevard.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The K Ingleside Muni Metro rail system line defines the vibrant Ocean Avenue commercial corridor and serves 13,000 daily riders, connecting Ocean Avenue and the Ingleside neighborhood to Stern Grove, downtown San Francisco, the Balboa Park BART station, and many educational institutions; and,

WHEREAS, The Muni Service Equity Strategy identified the K Ingleside as a priority for improvements in the Ingleside neighborhood that has disproportionately high numbers of residents of color and low-income households; and,

WHEREAS, The project corridor sees transit reliability challenges resulting from close stop spacing, signal delays, traffic congestion and other obstacles causing transit delays; and,

WHEREAS, The K Ingleside stops along Ocean Avenue have substandard islands at many locations that cannot safely serve two car trains; and,

WHEREAS, The project corridor sees traffic and walking safety concerns along Ocean Avenue, which falls within San Francisco's High-Injury Network, the 13% of streets where 75% of the city's serious traffic-related injuries and fatalities occur; and,

WHEREAS, The San Francisco County Transportation Authority (SFCTA) developed the Ocean Avenue Mobility Action Plan (OAMAP) to identify and prioritize multimodal transportation improvements for the Ocean Avenue corridor between Junipero Serra Boulevard and San Jose Avenue; and,

WHEREAS, At the request of Transportation Authority Board Member Myrna Melgar and Board Member Asha Safai, the SFCTA convened the OAMAP Task Force comprised of residents, businesses, and community representatives to develop and prioritize new and existing concepts for transportation improvements along Ocean Avenue; and,

WHEREAS, Through five meetings and a public engagement process, the OAMAP Task Force developed recommendations for priority projects to carry forward for implementation, including Muni Forward improvements for the K Ingleside and pedestrian safety improvements for Ocean Avenue; and,

WHEREAS, SFMTA staff developed the proposed improvements in collaboration with the OAMAP Task Force and conducted multiple rounds of outreach that informed revisions to the proposals to meet the needs of community institutions and stakeholders; and,

WHEREAS, The proposed improvements, which include new transit boarding islands, stop spacing changes, transit lanes and other transit priority and safety upgrades, are expected to improve safety for people who walk and drive, enhance safety and comfort of boarding areas, and reduce delays and improve reliability for the K Ingleside; and,

WHEREAS, The proposed improvements would be implemented in two phases, with temporary concrete boarding island extensions, transit lanes, turn restrictions, stop signs, red zones, parking changes and painted safety zones in locations of future pedestrian bulbs delivered during an initial quick build phase during 2024, and a longer-term capital construction phase planned to begin in 2027 would implement permanent concrete elements such as new boarding islands and pedestrian bulbs; and,

WHEREAS, The proposed project does not include any planned water, sewer or track replacement, making it less impactful to Ocean Avenue businesses than similar projects on Taraval Street and Van Ness Avenue, and the SFMTA is committed to working closely with Ocean Avenue merchants to minimize construction impacts; and,

WHEREAS, Community engagement found support for making transit, pedestrian and traffic safety improvements along the project area, with some modifications; and,

WHEREAS, To address transit reliability, accessibility and safety challenges along the K Ingleside line on Ocean Avenue, the San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

**A. ESTABLISH –BUS, RAIL, AND TAXI ONLY LANE**

- i. Ocean Avenue, eastbound, between Junipero Serra Boulevard and Frida Kahlo Way
- ii. Ocean Avenue, westbound, between Geneva Avenue and Junipero Serra Boulevard

**B. ESTABLISH –TRANSIT BOARDING ISLAND**

- i. Ocean Avenue, north side, from 60 feet to 150 feet east of San Leandro Way (extends existing transit boarding island, no change in parking)

**C. ESTABLISH –TRANSIT BOARDING ISLAND**

**ESTABLISH –NO STOPPING ANYTIME**

- i. Ocean Avenue, south side from 60 feet west of San Leandro Way to San Fernando Way (extends existing transit boarding island and removes 4 metered parking spaces #2415, #2419, #2421 and #2423)
- ii. Ocean Avenue, south side, from 60 feet west of Aptos Avenue to San Benito Way (extends an existing transit boarding island and removes 5 unregulated parking spaces)
- iii. Ocean Avenue, north side, from 60 feet east of Aptos Avenue to Cedro Avenue (extends existing transit boarding island and removes 4 unregulated parking spaces)
- iv. Ocean Avenue, south side, from 60 feet west to 232 feet west of Victoria Street (extends existing transit boarding island and removes 6 unregulated parking spaces)
- v. Ocean Avenue, north side, from Fairfield Way to 93 feet easterly (removes 4 parking meters #1946, #1944, #1942 and #1940)
- vi. Ocean Avenue, north side, from 67 feet to 158 feet east of Miramar Avenue (extends

- existing transit boarding island and removes 4 metered parking spaces #1410, #1412, #1414 and #1416)
- vii. Ocean Avenue, south side, from Capitol Avenue to 148 feet easterly (removes 1 blue zone and parking meters #1521, #1519, #1517 and #1511)
- D. RESCIND –TRANSIT BOARDING ISLAND  
 RESCIND –BUS STOP  
 RESCIND –NO PARKING ANYTIME
  - i. Ocean Avenue, eastbound, from Cerritos Avenue to 205 feet westerly
  - ii. Ocean Avenue, westbound, from Westgate Drive to 85 feet easterly
- E. ESTABLISH –SIDEWALK WIDENING  
 ESTABLISH –NO PARKING ANYTIME
  - i. Ocean Avenue, northside, from San Benito Way to 23 feet easterly (6-foot widening, extends existing red zone by 3 feet)
  - ii. Granada Avenue, west side, from Ocean Avenue to 23 feet southerly
  - iii. Ocean Avenue, south side, from Cerritos Way to 23 feet westerly (6-foot widening)
  - iv. Ocean Avenue, north side, from Westgate Drive to 35 feet easterly (6-foot widening)
  - v. Ocean Avenue, north side, from Manor Drive to 25 feet easterly (6-foot widening)
  - vi. Ocean Avenue, north side, from 67 feet to 103 feet east of Plymouth Avenue (4-foot widening, removes parking meters #1290 and #1288)
- F. RESCIND –NO PARKING ANYTIME
  - i. Ocean Avenue, south side, from Cedro Avenue to 23 feet west of Cerritos Avenue (restores 9 parking spaces)
  - ii. Ocean Avenue, north side, 50 feet to 85 feet east of Westgate Drive (restores 2 parking spaces)
- G. RESCIND – SIDEWALK WIDENING
  - i. Ocean Avenue, north side, from Santa Avenue to 10 feet westerly
  - ii. Ocean Avenue, north side, from Granada Avenue to 20 feet westerly
- H. RESCIND – SIDEWALK WIDENING  
 RESCIND – NO PARKING ANYTIME
  - i. Ocean Avenue, south side, from Plymouth Avenue, west leg to 40 feet westerly
- I. RESCIND – BLUE ZONE
  - i. Ocean Avenue, south side from 20 feet to 42 feet east of Capitol Avenue (Blue space relocated to SW corner on Capitol Avenue)
- J. RESCIND – BLUE ZONE  
 ESTABLISH – WHITE ZONE, PASSENGER LOADING ZONE, 5-MINUTE LIMIT, 9AM TO 10PM, DAILY
  - i. Miramar Avenue, east side, from Ocean Avenue to 20 feet northerly (Converts blue zone to passenger loading zone)
- K. ESTABLISH –BLUE ZONE
  - i. Capitol Avenue, west side, from Ocean Avenue to 20 feet southerly
- L. ESTABLISH –RED ZONE
  - i. Fairfield Way, east side from 10 feet to 25 feet north of Ocean Avenue (extends existing red zone by 15 feet and removes 1 parking space)
  - ii. Granada Avenue, west side, from Ocean Avenue to 10 feet northerly (removes 1 parking space)

- iii. Lee Avenue, east side, from Ocean Avenue to 10 feet southerly (removes 1 parking space)
- iv. Ocean Avenue, south side, from Plymouth Avenue to 20 feet westerly (removes 1 metered parking space #1301)
- M. ESTABLISH – 60 DEGREE ANGLED PARKING
  - i. Dorado Terrace, west side, from Ocean Avenue to 325 feet northerly (converts parallel parking to 60-degree angled parking)
- N. ESTABLISH –NO LEFT TURN
  - i. Ocean Avenue, eastbound at San Leandro Way
  - ii. Ocean Avenue, eastbound at Westgate Drive
  - iii. Ocean Avenue, eastbound at Lakewood Avenue
  - iv. Ocean Avenue, westbound at Jules Avenue
  - v. Ocean Avenue, westbound at Miramar Avenue
  - vi. Ocean Avenue, eastbound at Plymouth Avenue
  - vii. Ocean Avenue, westbound, at Brighton Avenue
- O. ESTABLISH – RIGHT TURN ONLY
  - i. Granada Avenue, northbound and southbound at Ocean Avenue
  - ii. Lakewood Avenue, southbound at Ocean Avenue
  - iii. Plymouth Avenue, southbound at Ocean Avenue
- P. ESTABLISH – CROSSWALK CLOSURE
  - i. Ocean Avenue at Paloma Avenue, west crosswalk
  - ii. Ocean Avenue at Granada Avenue, east and west crosswalk
  - iii. Ocean Avenue at Plymouth Avenue, west crosswalk
- Q. ESTABLISH – CROSSWALK
  - i. Ocean Avenue at Granada Avenue, east crosswalk (Realigns crossing at this intersection)
  - ii. Ocean Avenue at Plymouth Avenue, east crosswalk (Realigns crossing at this intersection)
- R. RESCIND –TRAFFIC SIGNAL
  - i. Ocean Avenue and Plymouth Avenue, west leg
- S. ESTABLISH –GENERAL METER PARKING
  - i. Ocean Avenue, south side, from 100 feet to 142 feet east of Granada Avenue (Removes sidewalk widening and restores 2 metered parking spaces)
- T. ESTABLISH –STOP SIGN
  - i. Plymouth Avenue, southbound at Ocean Avenue
- U. ESTABLISH –RECTANGULAR RAPID FLASHING BEACON
  - i. Ocean Avenue at San Benito Way
  - ii. Ocean Avenue at Manor Drive
  - iii. Ocean Avenue at Granada Avenue
- V. ESTABLISH –GENERAL LOADING ZONE, 5-MINUTE LIMIT, 9 AM TO 10 PM, DAILY
  - i. Ocean Avenue, south side, from 69 feet to 109 feet west of Ashton Ave (Converts general parking meters #1913 and #1911 to general loading)
- W. ESTABLISH –METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY

- i. Ocean Avenue, south side, from 129 feet to 169 feet west of Ashton Ave (Converts general meter parking and commercial loading hours #1919 and #1917 to commercial loading zones)
  - ii. Ocean Avenue, north side, from 13 feet to 76 feet east of Capitol Avenue (Converts general meter parking #1520, #1518 and #1516 to commercial loading zones)
  - iii. Capitol Avenue, eastside, from 15 feet to 27 feet south of Ocean Avenue (Converts general parking to commercial loading zone)
  - iv. Miramar Avenue, west side, from Ocean Avenue to 40 feet southerly (Converts general parking to commercial loading zones)
- X. ESTABLISH –PASSENGER LOADING ZONE, 5:30 AM TO 7 PM, MONDAY THROUGH SATURDAY
- i. Ocean Avenue, north side, from 8 feet to 110 feet west of Dorado Terrace (Converts general meter parking #1814, #1812, #1810, #1808 and #1806 to passenger loading)
- Y. ESTABLISH – METERED YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE LIMIT, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY  
RESCIND – PASSENGER LOADING ZONE, 5:30 AM TO 7 PM, MONDAY THROUGH SATURDAY
- i. Ocean Avenue, north side, from 39 feet to 105 feet east of Dorado Terrace (Converts passenger loading zone to commercial loading zone)

WHEREAS, The Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR) was certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014; subsequently, on March 28, 2014 in Resolution No. 14-041, the SFMTA Board of Directors approved all of the TEP proposals including Service-Related Capital Improvements and Travel Time Reduction Proposals (TTRP) to improve transit performance along various Municipal Railway routes; as part of Resolution No. 14-041, the SFMTA Board of Directors adopted findings under the California Environmental Quality Act (CEQA), the CEQA Guidelines, and Chapter 31 of the Administrative Code (CEQA Findings) and a Mitigation Monitoring and Reporting Program (MMRP); and,

WHEREAS, On February 6, 2024, the San Francisco Planning Department Environmental Planning Division reviewed the modifications to the TTRP.K and determined that the K Ingleside Rapid Project was within the scope of the TEP FEIR; no new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigations were required for the project; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the public hearing process; and,

WHEREAS, Parking and loading concerns raised by stakeholders have been addressed through the community engagement process and assessment of alternate design tradeoffs; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modifications as set forth in Items A through Y above; and be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code Division II, Section 601, to designate full-time transit-only areas on Ocean Avenue, eastbound, between Junipero Serra Boulevard and Frida Kahlo Way, and on Ocean Avenue, westbound, between Geneva Avenue and Junipero Serra Boulevard.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 5, 2024.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

RESOLUTION NO.

[Transportation Code – Transit Only Lanes – Ocean Avenue]

**Resolution amending Division II of the Transportation Code to designate full-time Transit-only areas on Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by revising Section 601, to read as follows:

**SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.**

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

\* \* \* \*

**(43) Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard. Except as to Municipal Railway vehicles, buses, streetcars, taxis, vehicles preparing to make a left turn, vehicles entering into or exiting from a driveway, and authorized emergency vehicles, no vehicle may operate within the Transit-only Areas on Ocean Avenue, eastbound, from Junipero Serra Boulevard to Frida Kahlo Way, and Ocean Avenue, westbound, from Geneva Avenue to Junipero Serra Boulevard.**

**(4344) Other Transit-Only Areas.** Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

\* \* \* \*

Section 2. Effective Date. This resolution shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this resolution.

Section 3. Scope of Resolution. In enacting this resolution, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this resolution as additions or deletions in accordance with the "Note" that appears under the official title of the resolution.

APPROVED AS TO FORM:  
DAVID CHIU, City Attorney

By: \_\_\_\_\_  
LILLIAN A. LEVY  
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 5, 2024.

\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency