
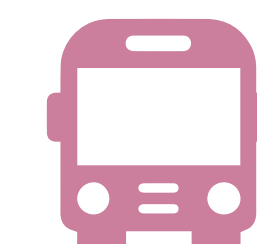








## Goals

-  Prioritize Safety for Vulnerable Road Users
-  Improve Transit Reliability
-  Enhance Access to Key Destinations
-  Support Economic Vitality

## Study Purpose

The Inner Sunset Transportation Safety Study will create a list of near- mid- and long-term recommendations to improve safety and access in the study area.

### Feedback

-  = support
-  = oppose
-  = support with minor changes
-  = oppose without major changes

## Improvement Timeframes

### Near-term, 1 - 2 years

Relatively simple improvements that can be designed and implemented within one to two years, provided that there is support from community members to advance.

### Mid-term, 2 - 5 years

Conceptual designs for improvements that, if they have enough projected benefit and community support, could move forward for further planning and construction in two to five years. Additional outreach and opportunities to provide input will be available as designs and specifics develop.

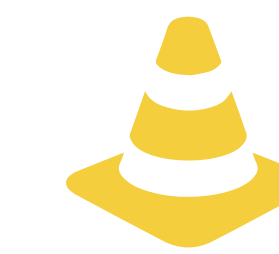
### Long-term, 5+ years, additional study and funding required

Long-term concepts are not proposals for implementation, but rather for the additional study of transformative street changes that could make major improvements to safety, access, and transit dependability. If there is community support to advance these ideas, they would require coordination across many agencies, significant additional outreach and community engagement, design, and funding. An ultimate decision on whether or not to move forward to implementation would come only after this additional study, coordination, and engagement.



# Make it Easier for Drivers to See People Walking

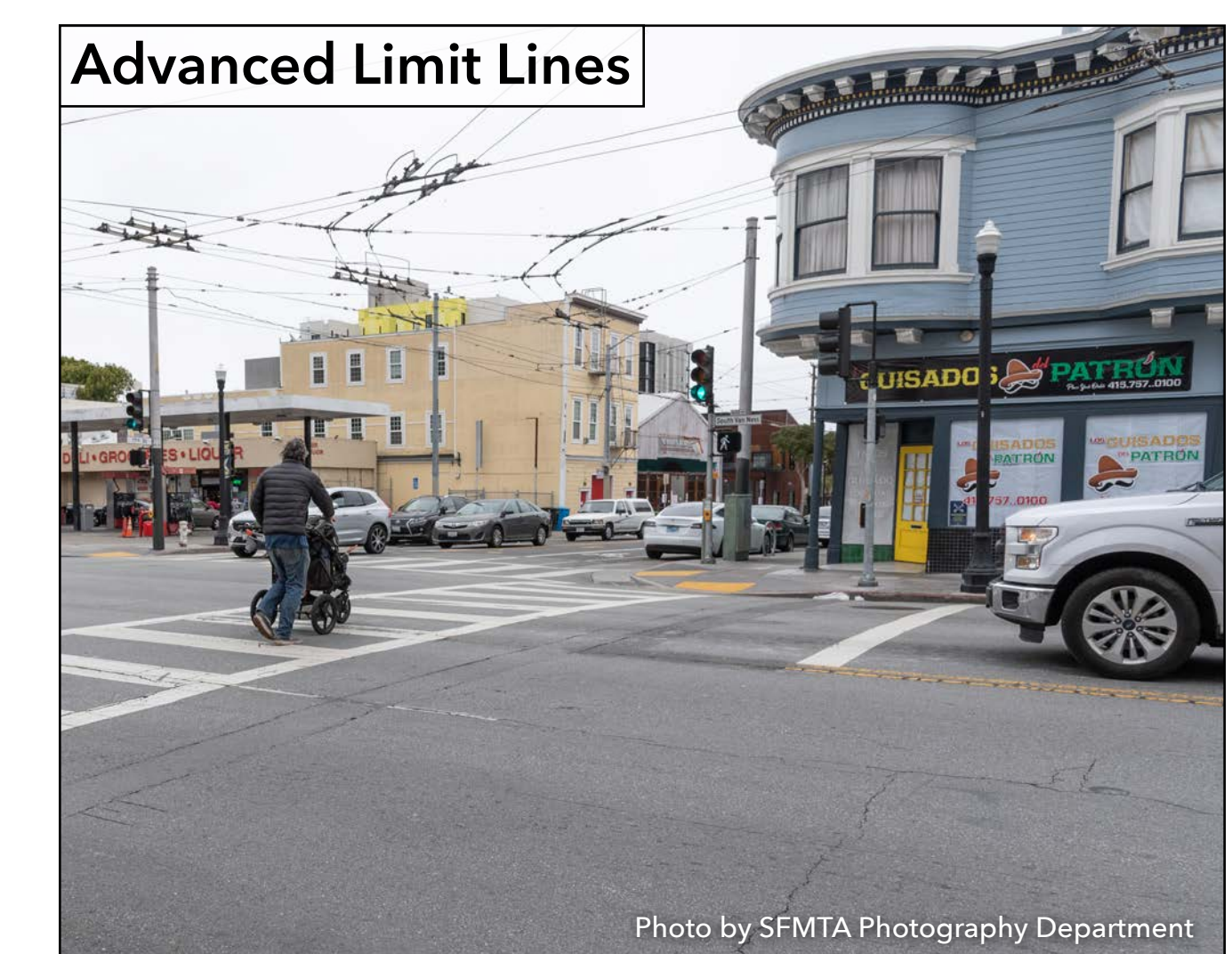
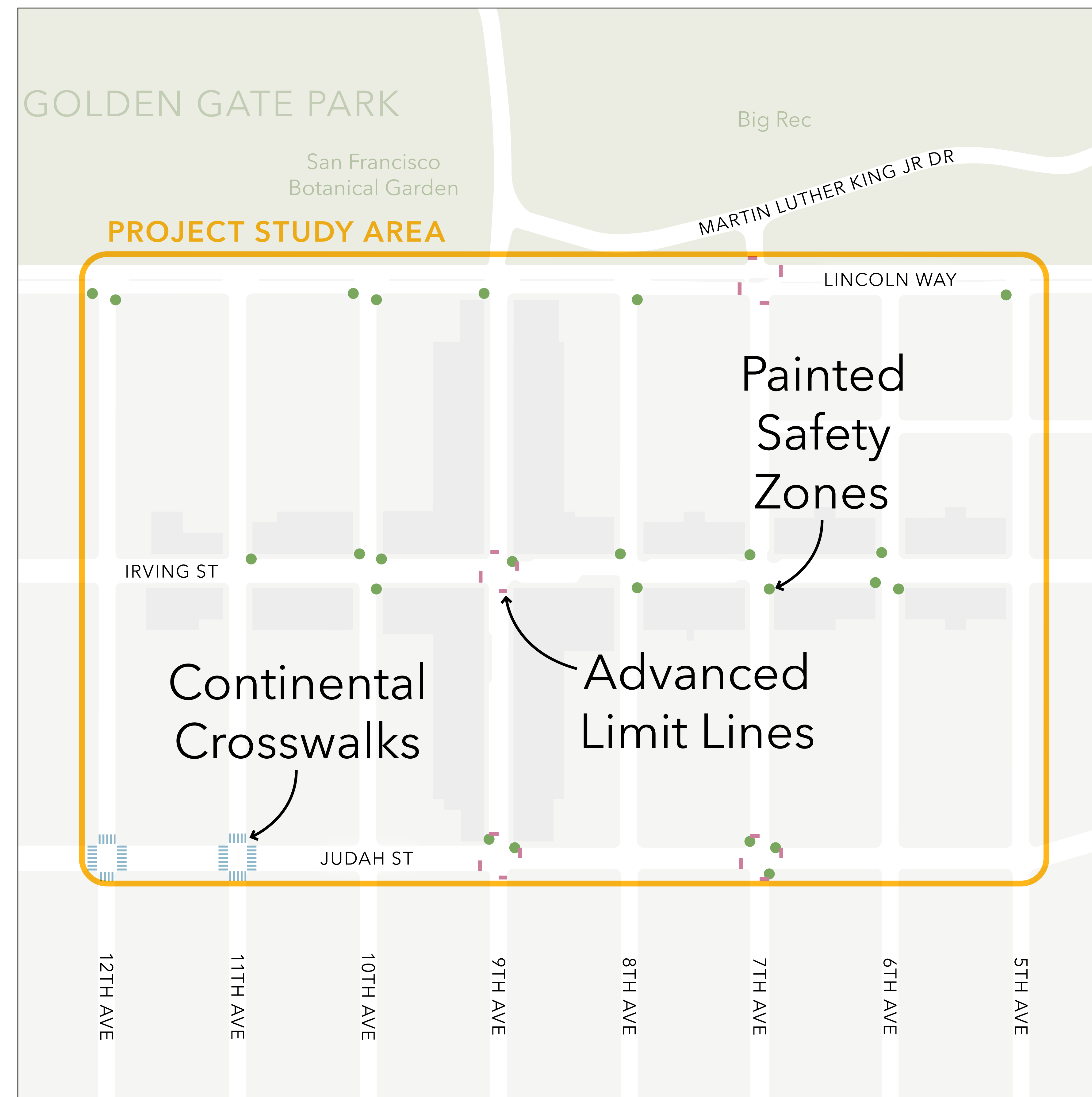
Near-Term



## Implement pedestrian safety improvements across the study area.

- Painted Safety Zones are painted road areas that wrap around sidewalk corners to make pedestrians crossing intersections more visible to people driving and reinforce state-mandated no parking zones approaching intersections.
- Continental crosswalks create higher-visibility spaces for people crossing the street. These designs, which consist of wide white stripes running parallel to the curb, have been shown to increase compliance with yielding to pedestrians in the crosswalk.
- Advanced Limit Lines are solid white lines that indicate where vehicles should stop for a stop sign or red light. These lines increase visibility by creating space between vehicles and crosswalks.

These improvements would not remove or alter any existing parking spots. Final confirmation of locations depending on additional assessment.



## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# Traffic Directions in Map Apps

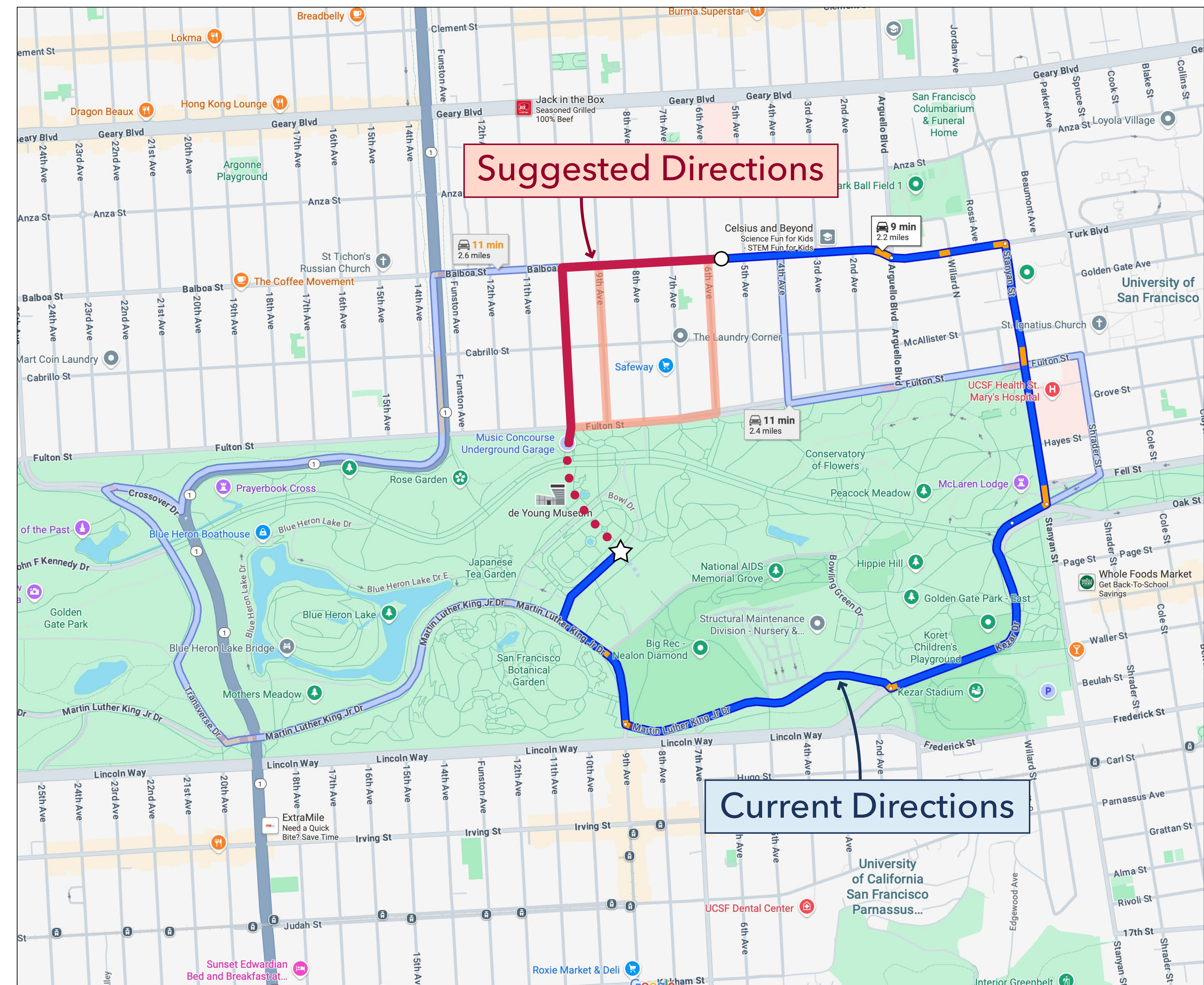
Near-Term



Suggest updates to mapping companies' directions (Google, Apple, etc.) to improve traffic circulation and reduce congestion.

We will send recommendations for community-driven, improved directions to mapping apps (Google Maps, Apple Maps, Waze, etc.) so they can route people in the most effective way. Note that this won't impact existing streets or sidewalks.

- **Accessing the DeYoung Museum, Music Concourse Garage, and nearby sites can cause traffic backups partly because some vehicles on the north side of the park are routed to drive around the park and enter near 9th Ave and Lincoln Way.**
  - » Updated directions: Suggest vehicles coming from the north side of the park will be routed to enter the park southbound on 10th Ave at Fulton.
- **Cars turning left from Lincoln Way onto 8th Ave can cause build ups.**
  - » Updated directions: Suggest drivers on Lincoln Way to turn left at intersections with traffic lights to improve traffic flow.
- **Is there another issue you would like to report that could be fixed with improved directions?**



## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# Consolidate Transit Stops for More Reliable Service

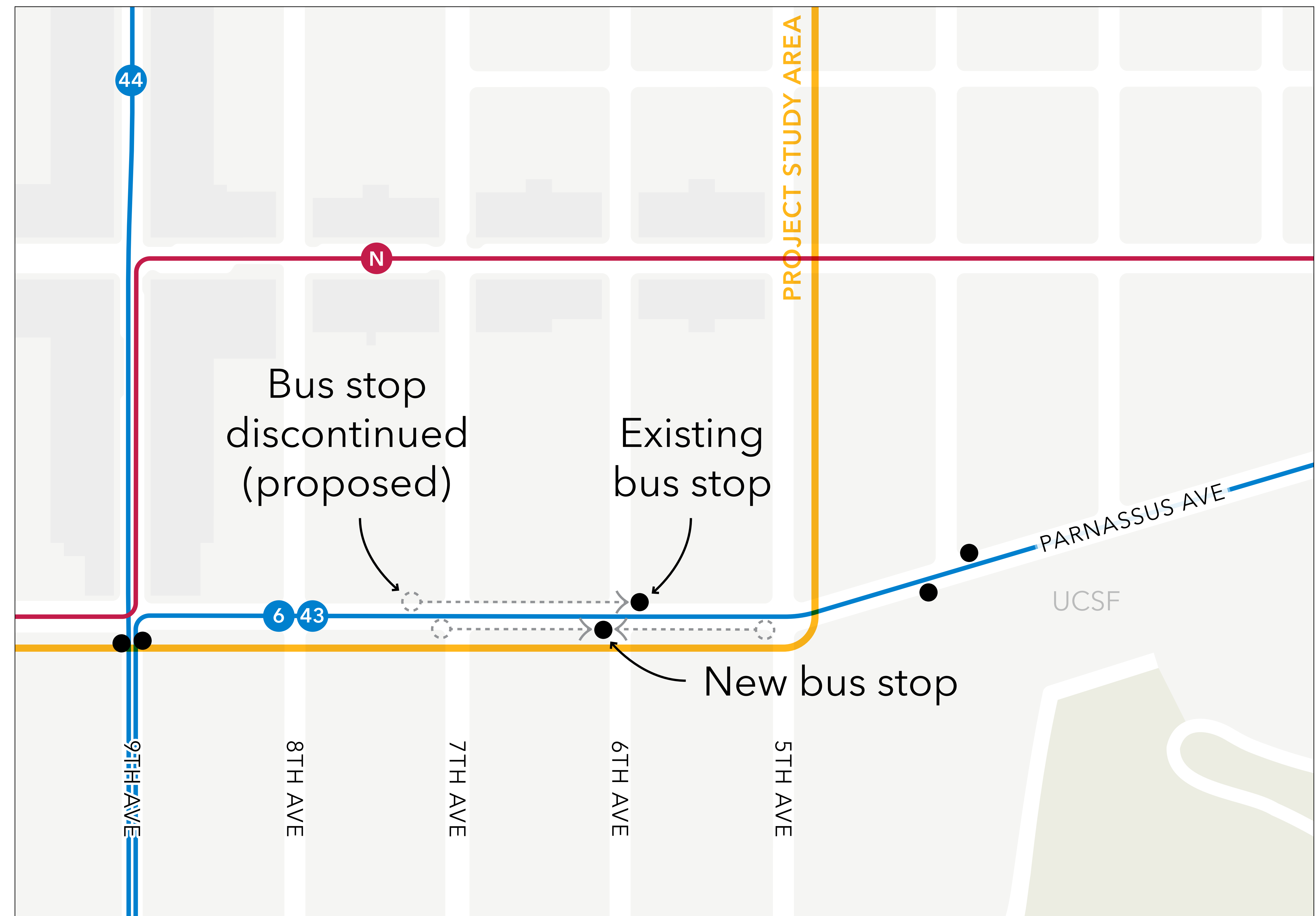
Near-Term



Transit stops for the 6-Hayes/Parnassus and 43-Masonic will be consolidated to improve passenger safety and convenience while reducing travel time.

- The westbound transit stop at 7th Ave and Judah St would be removed. Riders could use nearby stop at 6th Ave where there is a bus shelter and wider sidewalk space (also known as a curb extension or bulb-out).
- The eastbound 7th and 5th Aves stops on Judah St will move to a new stop at 6th Ave where there is a bench and wider sidewalk space.

These changes may create the opportunity add parking in place of the relocated stops.



## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes

# More Reliable Travel for N Judah Riders

Mid-Term

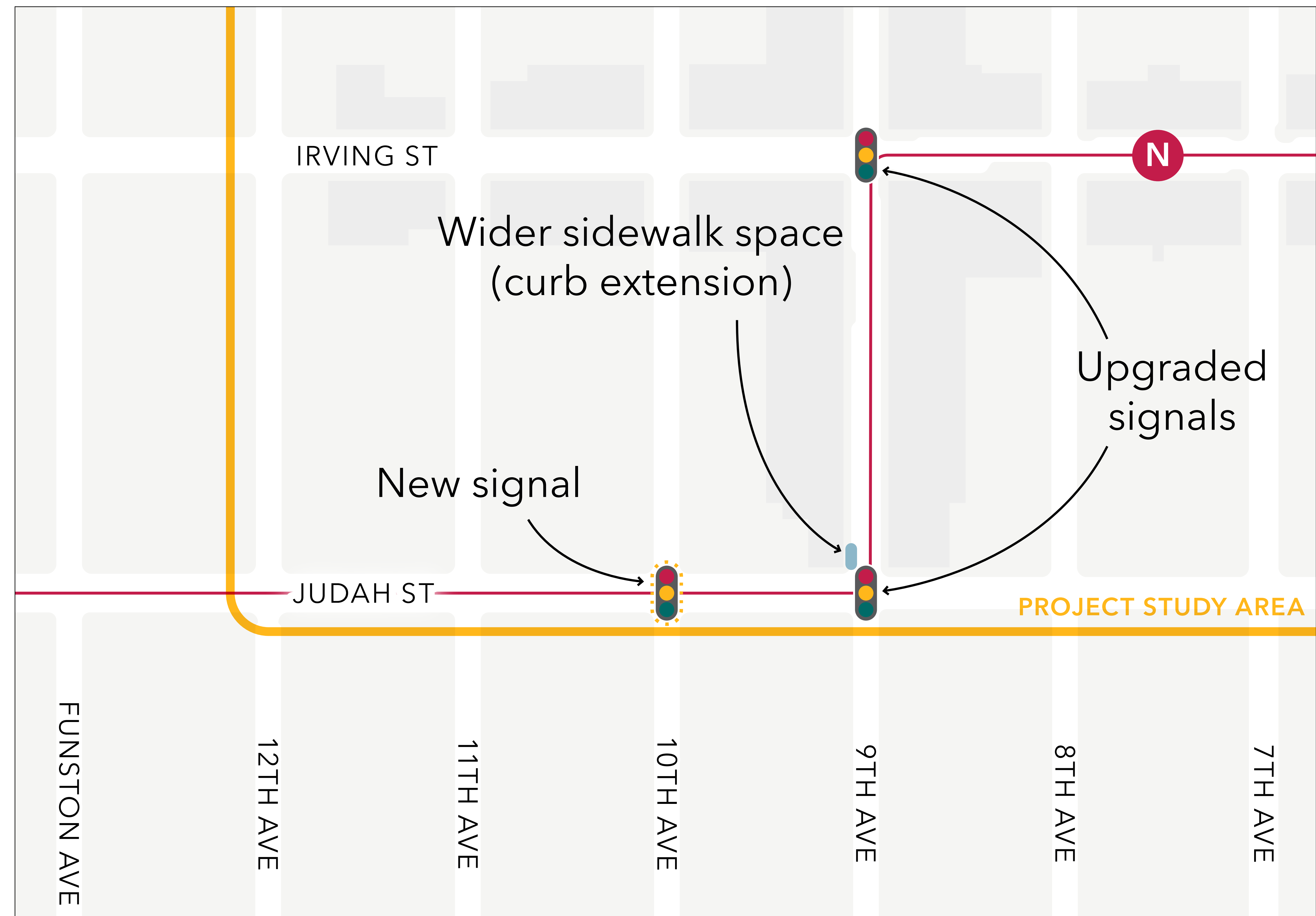


**Muni Forward improvements to the N Judah route to improve the experience riding and getting on the train.**

- Upgrade existing signals at 9th Ave and Irving St, and 9th Ave and Judah St. Upgraded signals improve traffic flow and reduce congestion.
- Upgrade the existing 4-way stop sign at 10th Ave and Judah St to a traffic light. This will reduce congestion, improve pedestrian safety, and enable faster and more reliable travel for N Judah riders.
- Expand sidewalk space on 9th Ave and Judah St in front of Donut World to prevent illegal parking that blocks the N Judah route and causes delays.

These improvements would not remove or alter any existing parking spots.

Final confirmation of changes on Judah at 9th Ave will require further analysis and engineering.



## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# More Reliable 7 Haight/Noriega Bus Route

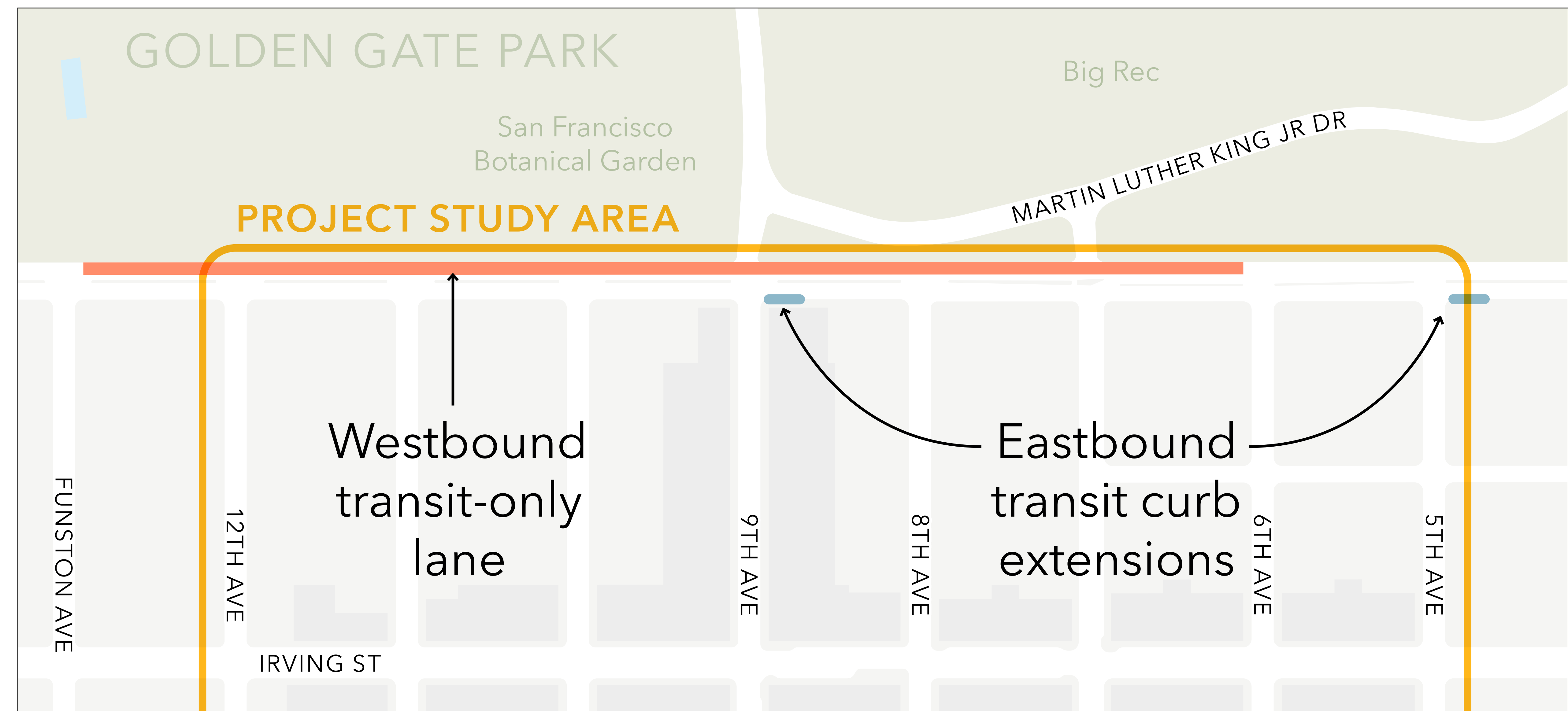
Mid-Term



**Improvements to the 7 Haight/Noriega route will improve the experience riding and getting on the bus.**

- The existing westbound no-parking lane in effect from 3 – 7 PM on weekdays along Lincoln Way from 6th Ave to Funston Ave, would be converted to a bus-only lane. This could save up to a minute for bus riders traveling towards Ocean Beach. Drivers may experience less than 20 seconds of additional travel time from 6th Ave to Funston Ave.
- Widen the sidewalk (also known as a curb extension or bulb-out) at the southeast corners of Lincoln Way and 5th Ave in front of San Francisco Elim Church and Lincoln Way and 9th Ave in front of Pacific Catch. This will improve the pedestrian and transit rider boarding experience, as well as improve travel time for the bus.

These improvements would not remove or alter any existing parking spots.



## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# An Upgraded 7th Avenue Bike Lane

## Mid-Term



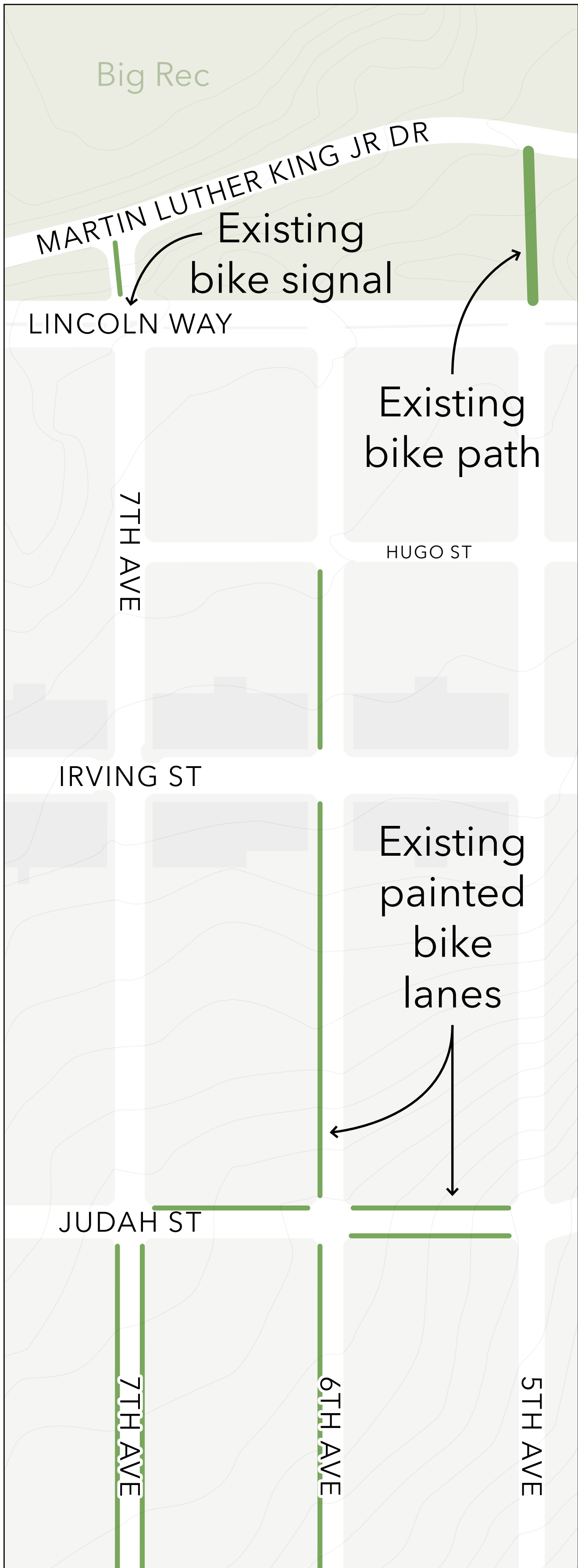
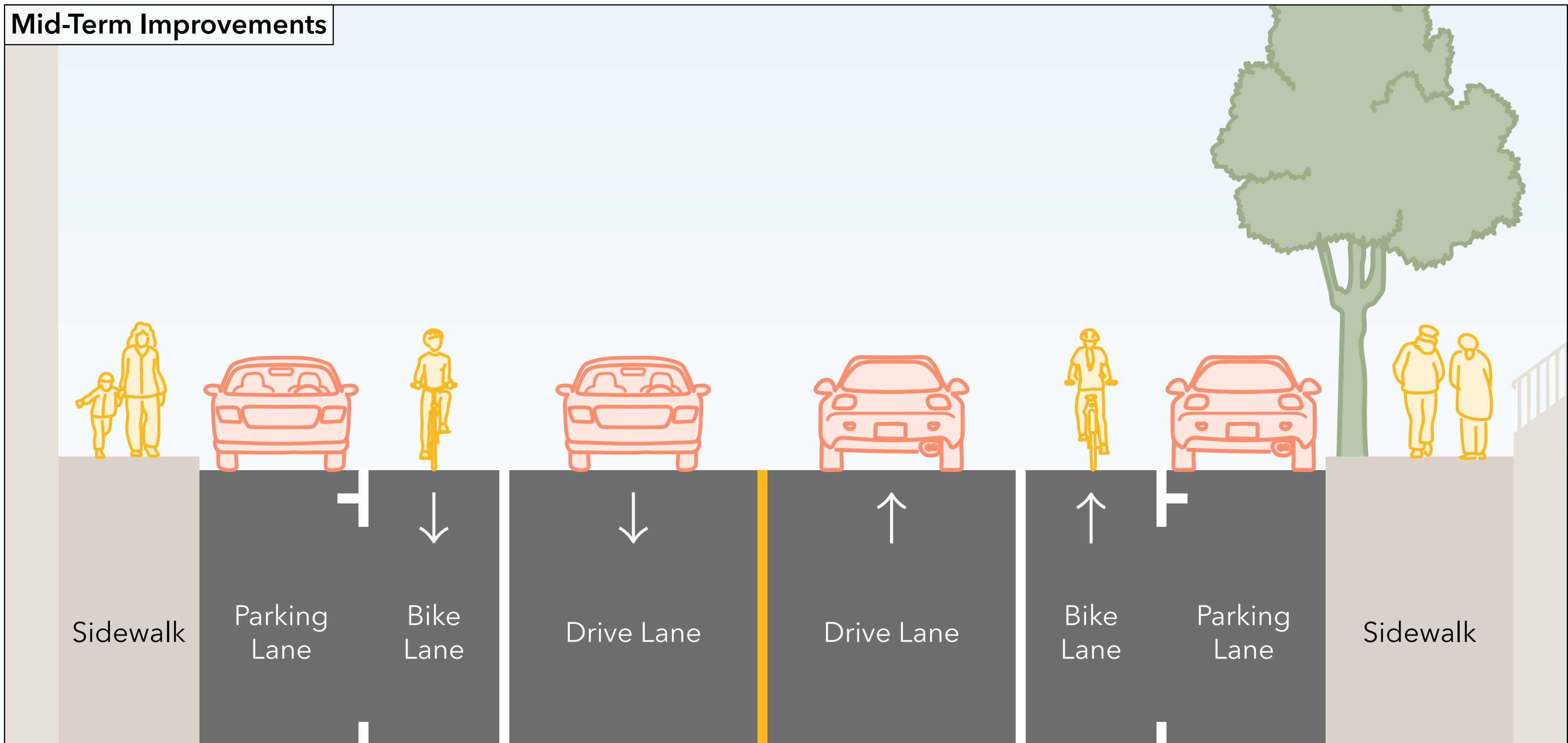
There is currently a gap in the bike network on 7th Avenue between Judah St and Lincoln Way. To the south, 7th Avenue connects to the protected bike facility on Laguna Honda Blvd, and to the north, the bike access to Golden Gate Park.

The current configuration of these two blocks requires people riding bikes to share space with people driving, and both cyclists and drivers have told us that this feels unsafe and confusing.

Upgrades to this segment could better define space for people riding bikes and people driving cars, reducing potential conflicts and improving travel time.

- Mid-Term:** Implement a painted bike lane on 7th Avenue between Judah St and Lincoln Way. This would reconfigure the street to remove the center left turn lane, but is not expected to impact parking.
- Long-Term:** Conduct a follow-up study to examine the best way to close the gap in the bicycle network through the Inner Sunset that balances the safety and needs of all users. This study would include additional data collection and significant community engagement and outreach. This long-term study could advance independently or in parallel with the implementation of a painted lane in the mid-term.

\* Graphics are for illustrative purposes only. Long-term studies would require significant additional outreach and coordination across many agencies.



### Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# Study: Improving Parking Access

Long-Term\*



Parking in the Inner Sunset neighborhood can be challenging for residents, employees, and visitors. SFMTA implemented changes to improve parking and loading supply in 2021, however with increased deliveries and parklets, additional study is warranted. There are solutions that could be explored as part of a larger study to improve parking access, manage parking demand, and better match people's needs with the types of parking supplied. Some examples of strategies that could be considered are:

- Coordinating with local employers to identify commuting and parking solutions for employees and deliveries.
- Re-allocating existing spaces for parking and loading to induce turnover.
- Expanding residential permit parking program to additional blocks to improve access for residents.
- Exploring pay or permit parking: Permit holders could still park without additional payment or time restriction, while visitors must pay to park for the time they need. This induces turnover and increases availability.
- Extending the hours of operation for metered parking

\* Long-term studies would require significant additional outreach and coordination across many agencies.



## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# More Public Space for People on Irving St

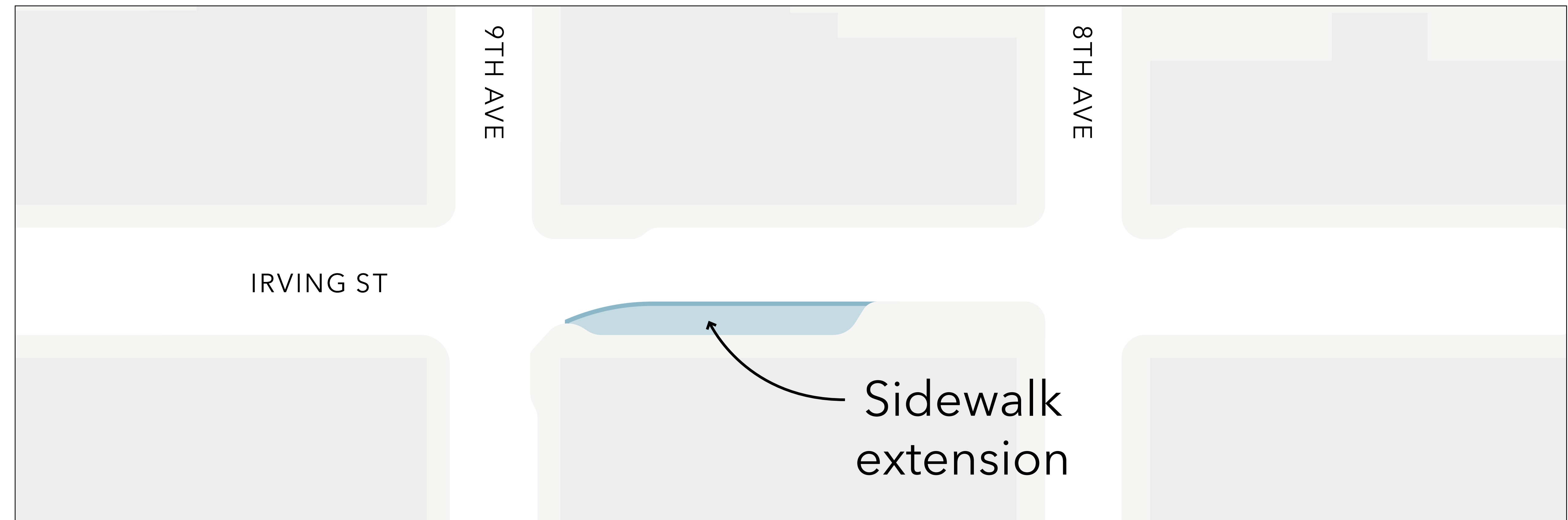
Long-Term\*



Explore and design a streetscape project that would expand the sidewalk on Irving St between 8th and 9th Aves, similar to the parklet in front of Arizmendi Bakery on 9th Ave This will improve public space, safety, and prevent double parking along the N Judah.

- Planters could be placed at the southeast corner of the intersection in the near-term.
- Additional spaces to sit and meet could enhance the experience for people visiting the neighborhood.

These improvements would not remove or alter any existing parking spots.



\* Long-term studies would require significant additional outreach and coordination across many agencies.

## Feedback

- = support
- = oppose
- = support with minor changes
- = oppose without major changes



# Map of All Proposed Packages




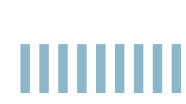










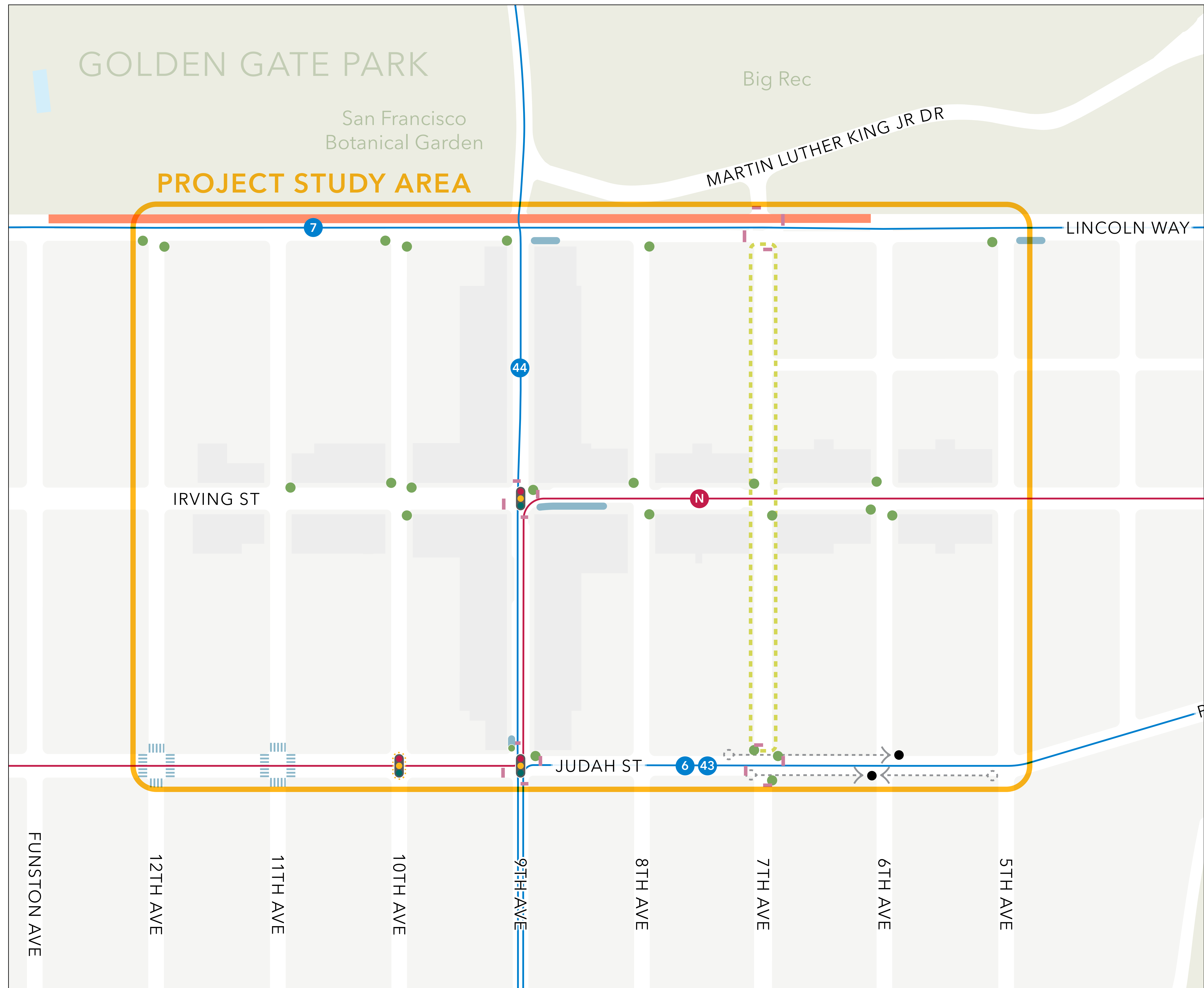
San Francisco  
County Transportation  
Authority



SFMTA

## Legend

-  Curb Extension
-  Painted Safety Zones
-  Advanced Limit Lines
-  Continental Crosswalks
-  Bike Lane Improvements
-  New Signal
-  Upgraded Signals
-  Bus stop discontinued (proposed)
-  Existing bus stop
-  Transit-Only Lane
-  Muni Metro Rail
-  Muni Bus Route



Got feedback? Use a sticky note!