

Inner Sunset Transportation Study Final Report



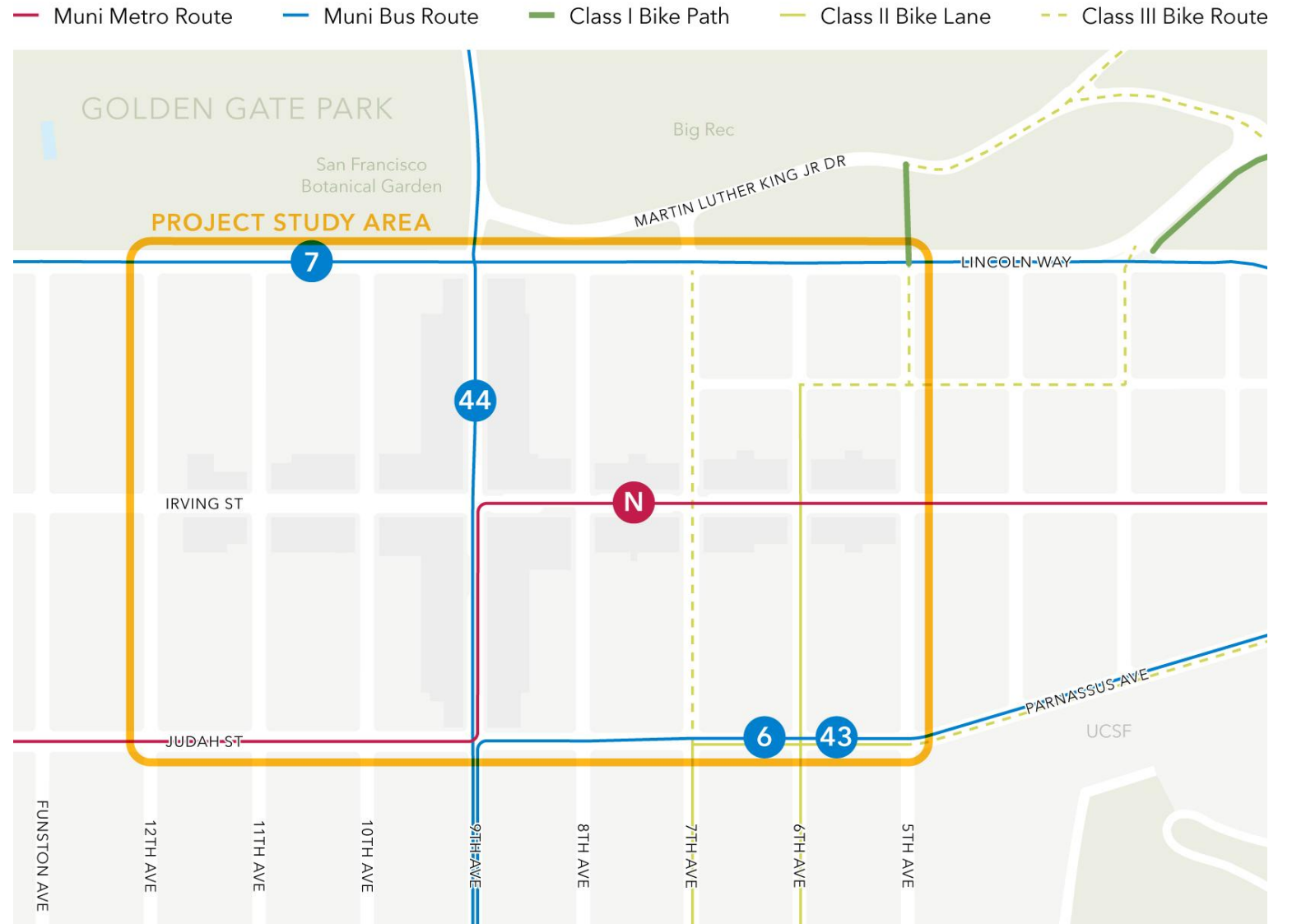
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Community Advisory Committee — Agenda Item 7
May 27, 2026

Study Overview

Describe and address transportation safety and circulation issues in the Inner Sunset commercial core

- Collect and analyze transportation data
- Conduct outreach
- Recommend near, medium, and long-term changes and improvements



Study Goals



Prioritize Safety for Vulnerable Road Users



Improve Transit Reliability



Enhance Access to Key Destinations



Support Economic Vitality

Outreach

Two rounds of community outreach guided development of recommendations

- Two in-person town hall meetings
- Two online surveys
- Scavenger hunt
- Presentations to community groups
- In-person pop-up events



Recent Developments

On March 6, 2026, a serious injury collision occurred on Irving Street just west of 7th Avenue

- Exact causes and events of the crash are still under investigation
- Study team, in collaboration with District 7 office, reviewed recommendations
- Timeframe and scope of some initial concepts presented in Fall 2025 outreach were revised

Recommendations



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Near Term Recommendations (1-2 years)

- Make it Easier for Drivers to See People Walking and Rolling
 - Implementing painted safety zones, continental crosswalks, and advanced limit lines at intersections throughout the study area
- Update Driving Directions in Map Apps
 - Partner with online mapping companies to indicate preferred routes for drivers that can reduce congestion and safety conflicts, including to popular nearby tourist destinations in Golden Gate Park
- Consolidate Transit Stops for More Reliable Service
 - Consolidate stops on Judah St between 5th and 7th Avenues, to reduce travel time variability on the 6 Hayes/Parnassus and 43 Masonic bus routes
- An upgraded 7th Avenue Bike Lane on 7th Avenue between Judah and Lincoln Way/Golden Gate Park
 - Implement a painted (Class II) bike lane in this location. These two blocks of 7th Avenue are identified in SFMTA's Biking and Rolling Plan as part of the city's "North Star Network"

Mid Term Recommendations (2-5 years)

- More Reliable N Judah

- Improvements to existing signals, the addition of a new signal at 10th Ave and Judah Street, and expanded sidewalk space at 9th Ave and Judah to prevent vehicles blocking the trackway. These improvements would be further advances as part of the N Judah Transit & Safety Project, led by SFMTA and currently underway.

- More Reliable 7 Haight/Noriega

- Implement a part-time bus only lane in the current part-time tow-away lane on westbound Lincoln Way and construct bus bulbs for eastbound passengers at the 5th Avenue and 9th Avenue stops.

- Closing the Gap in Bicycle Facilities From 7th Avenue & Lawton to Golden Gate Park

- Conduct a study of the best route for a low-stress, low-conflict bicycle route through this gap in bicycle facilities. This study will examine options on 5th, 6th, and 7th Avenues to make this connection.

Long Term Recommendations (5+ years)

- Conduct a Follow-up Study to Improve Parking Access
 - Better match the use of the curb with user needs and explore solutions to help manage parking demand
- Conduct a Follow-up Study to Identify Opportunities for More Public Space on Irving Street
 - Building on improvements made as part of the Inner Sunset Streetscape Improvement Project, work in collaboration with Inner Sunset Merchants, the Department of Public Works, and other stakeholders, advance options to improve public space, increase safety, and prevent double parking along the N Judah on Irving Street between 5th and 9th Avenues

Next Steps

Two concepts subject to a funding request on this same agenda

- Upgraded 7th Avenue Bike Lane Implementation
- Inner Sunset Bicycle Connection Study

Two concepts are low or no cost and may be advanced as part of regular coordination and adjustments at SFMTA

- Traffic directions in map apps
- Consolidate transit stops for faster service

Other recommendations will require additional funding as described in the final report

Thank you.

sfcta.org/inner-sunset



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Recommendation Timeframes

Near-term, 1 - 2 years

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

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 and subject to funding availability.

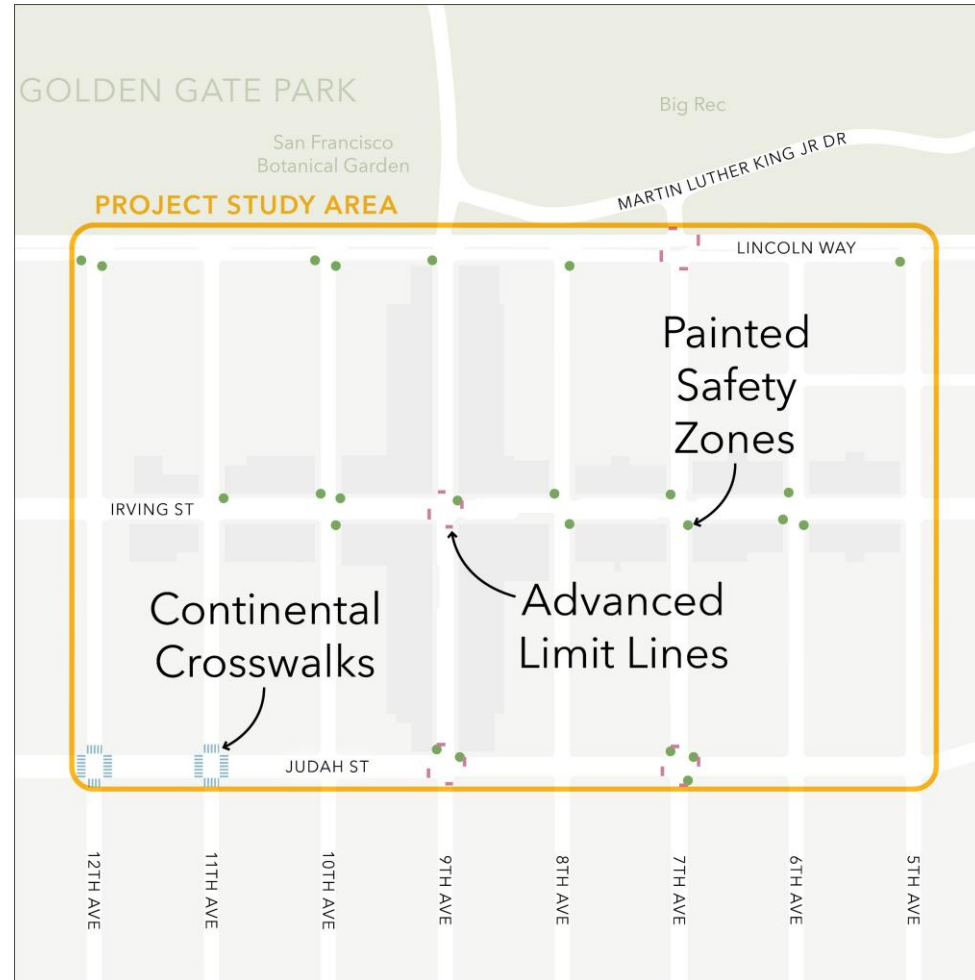
Long-term, 5+ years, additional study and funding required

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.

Make it Easier for Drivers to See People Walking

Implement pedestrian safety improvements across the study area

- Painted Safety Zones
- Continental Crosswalks
- Advanced Limit Lines



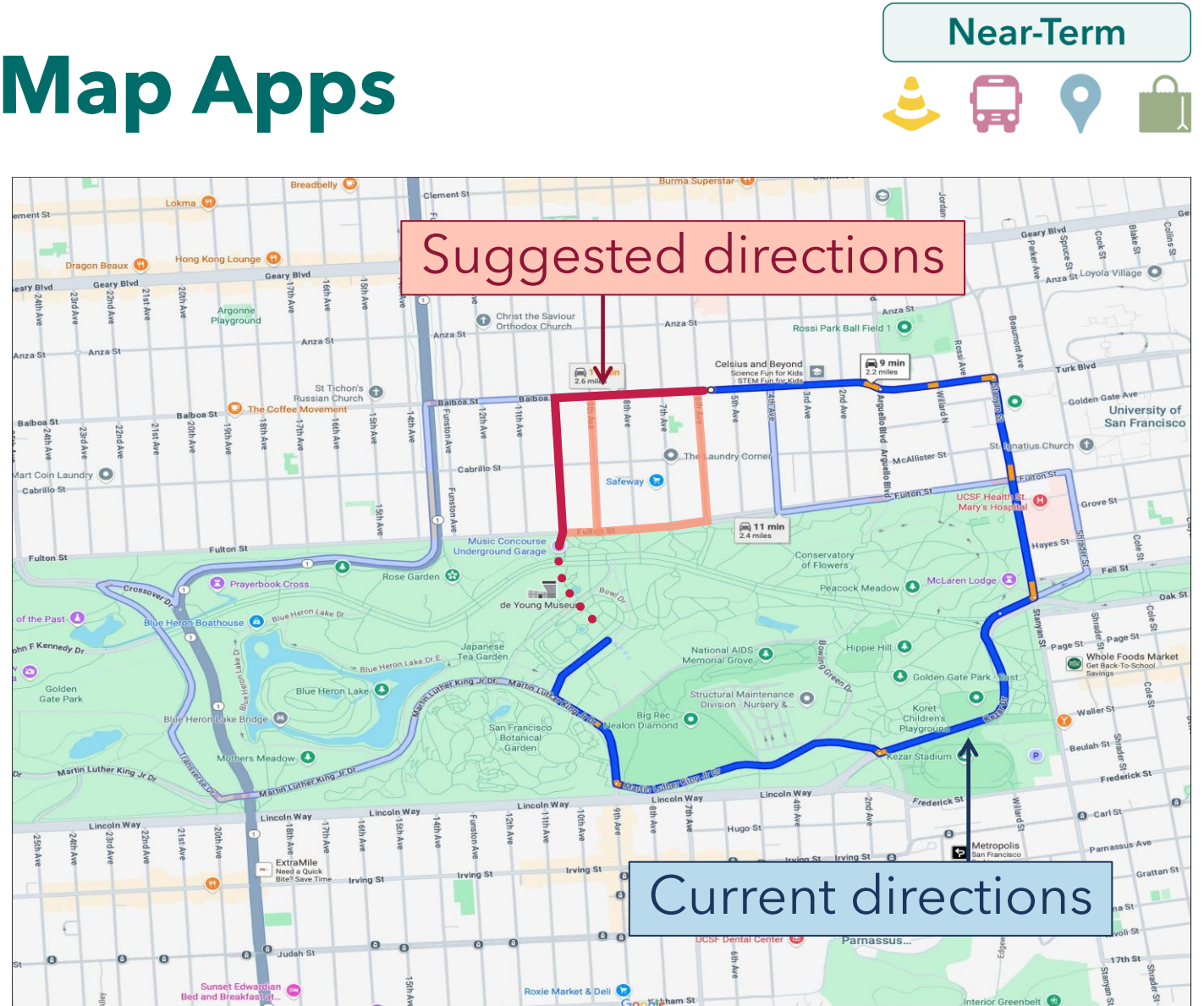
Final confirmation of locations depending on additional assessment.

Near-Term



Traffic Directions in Map Apps

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

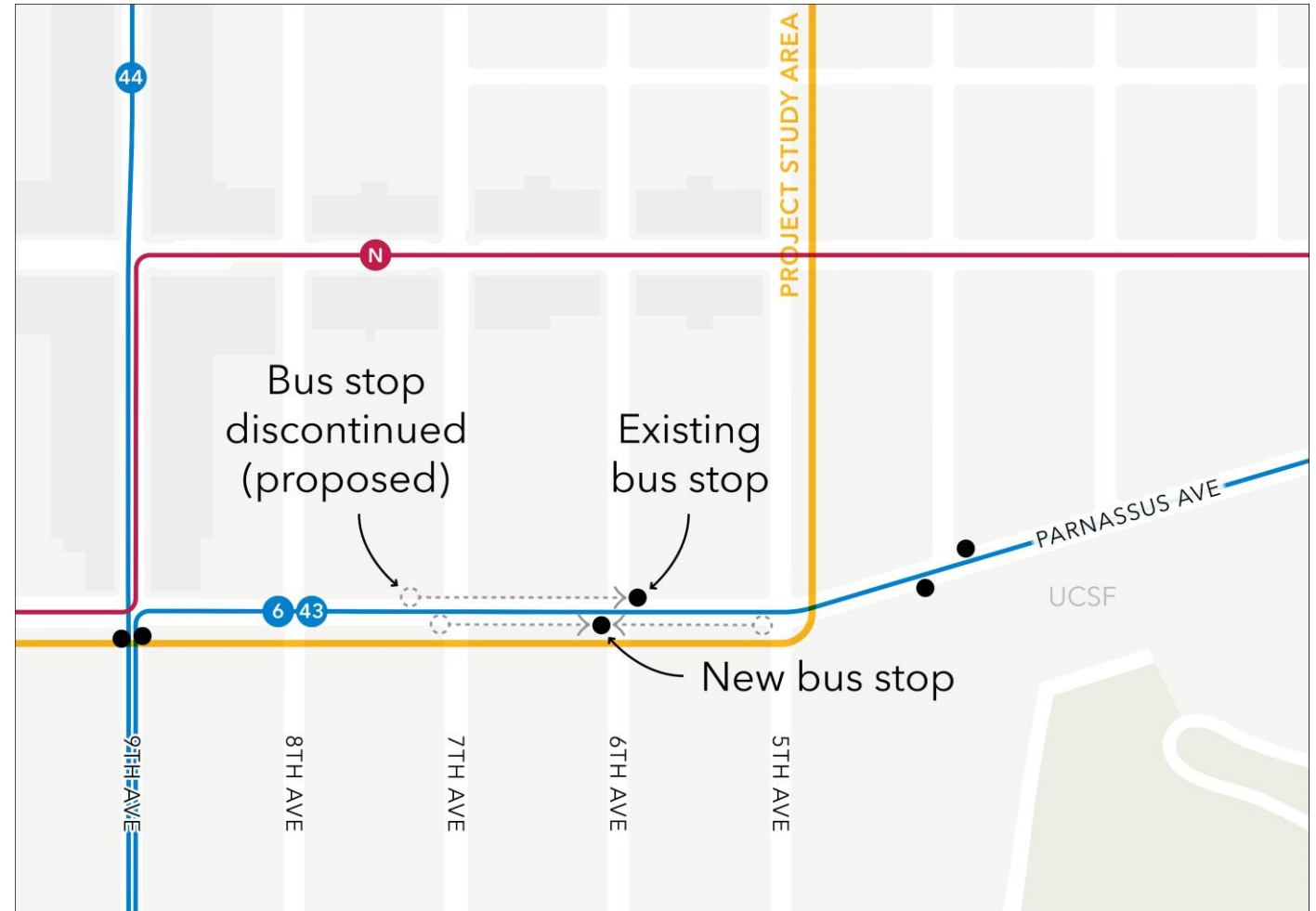


Consolidate Transit Stops for More Reliable Service

Near-Term



- Move stops along the 6 Hayes/Parnassus and 43 Masonic
- 6th Ave stops have improved boarding experience and will improve travel time for the bus

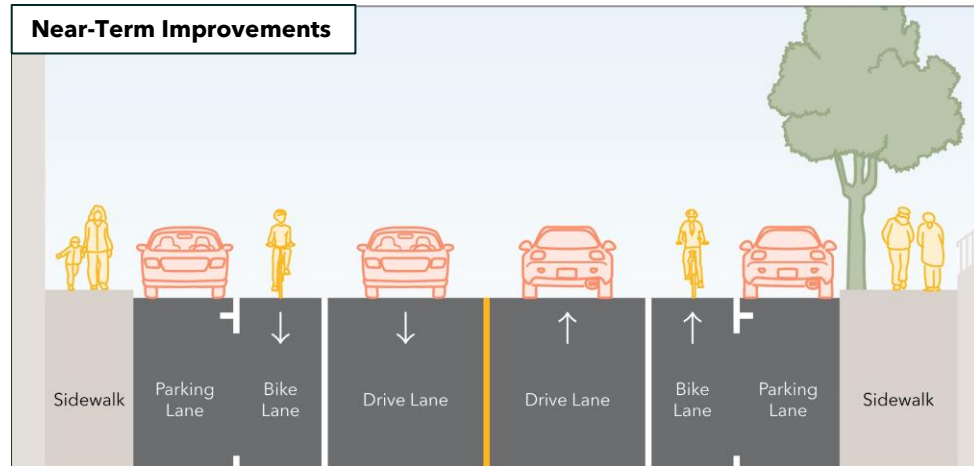


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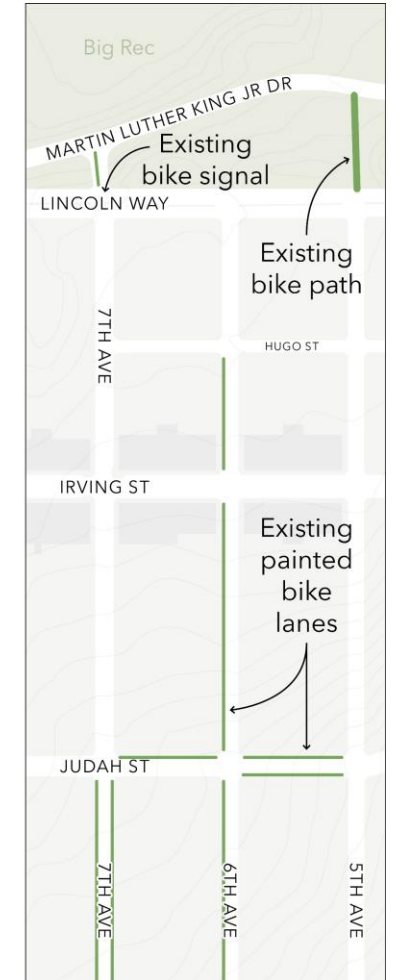
An Upgraded 7th Ave Bike Lane

There is currently a gap in bicycle facilities on 7th Avenue between Judah St and Lincoln Way.

- **Near-Term:** Implement a painted bike lane on 7th Avenue between Judah St and Lincoln Way.
- **Mid-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.



Near-Term



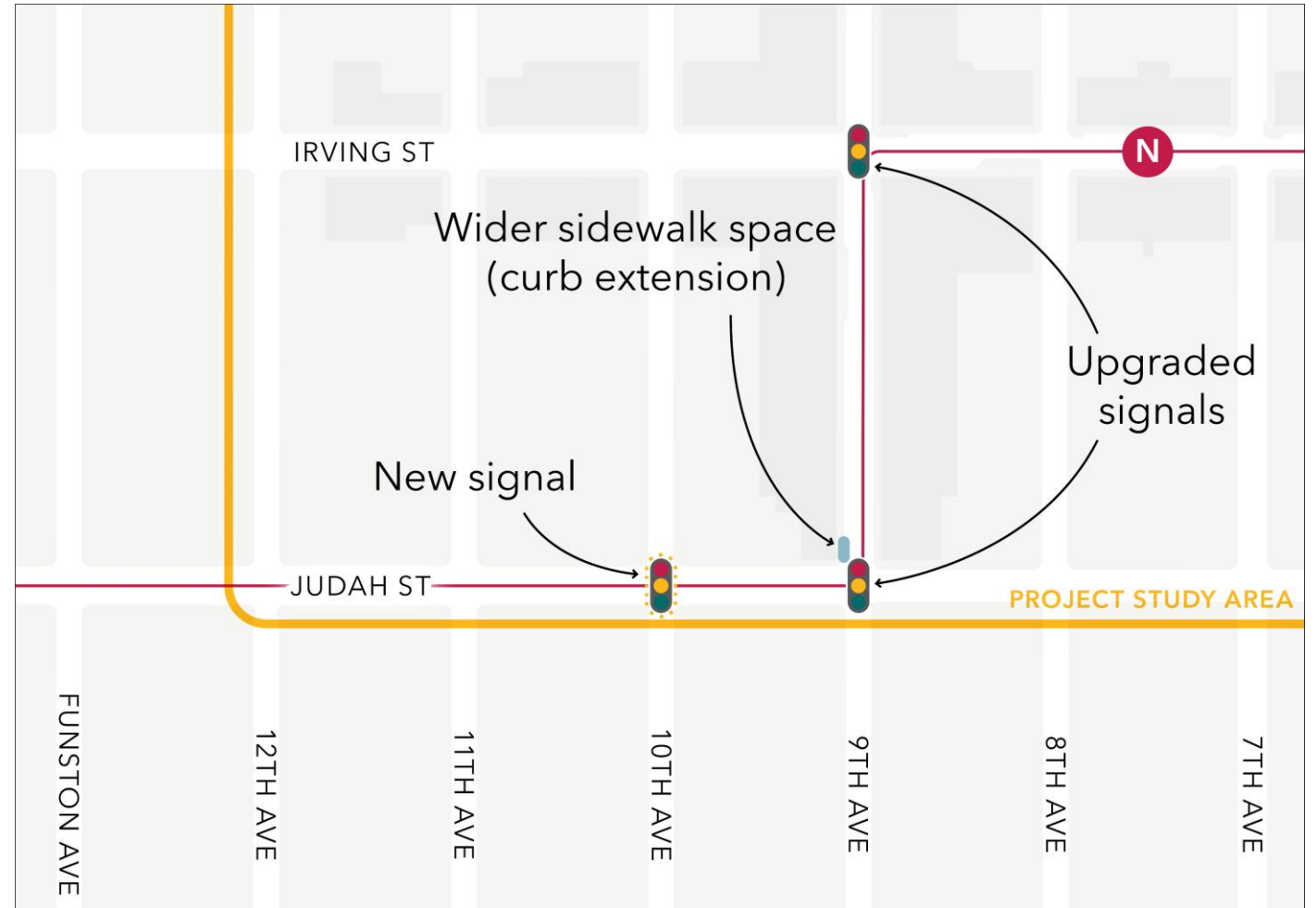
More Reliable Travel for the N Judah

Mid-Term



- Upgraded signals
- Expanded sidewalk space

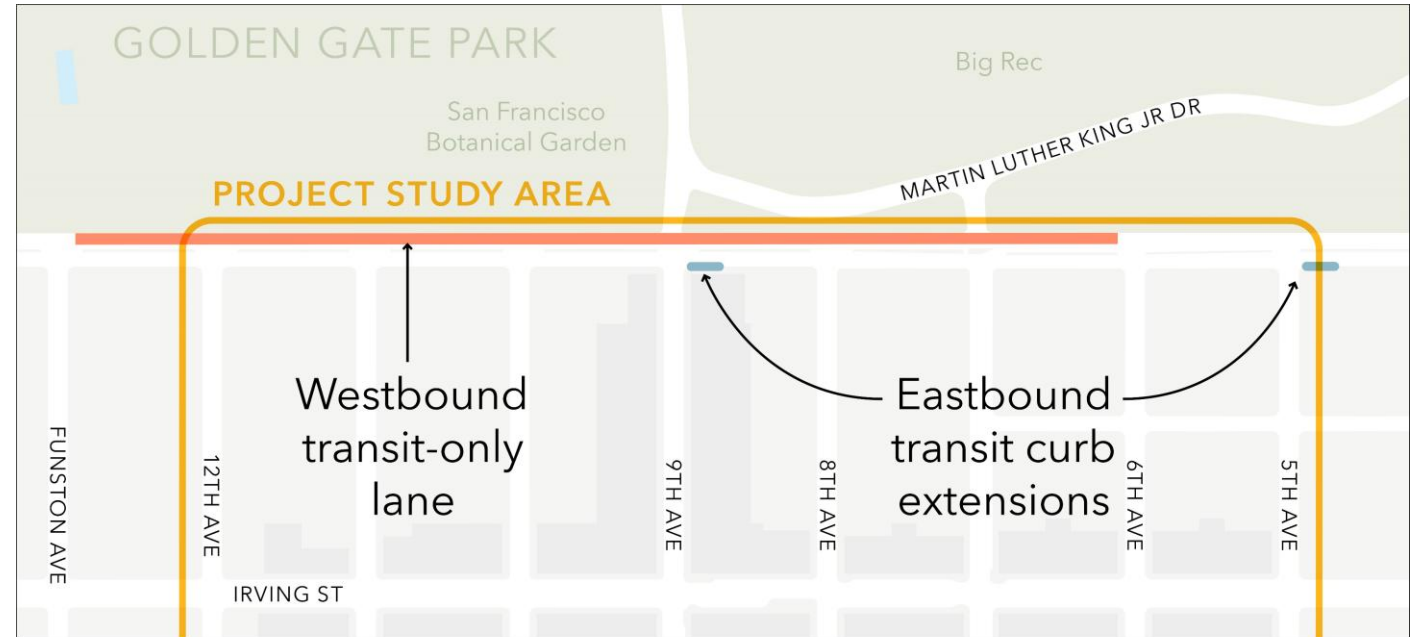
These improvements would not remove or alter any existing parking spots





More Reliable 7 Haight/Noriega Bus Route

- New, part-time transit only lane going west in the PM peak period
- Wider sidewalk space for boarding





Study: Improving Parking Access

Explore new ways to improve parking access and circulation through outreach with neighbors and merchants



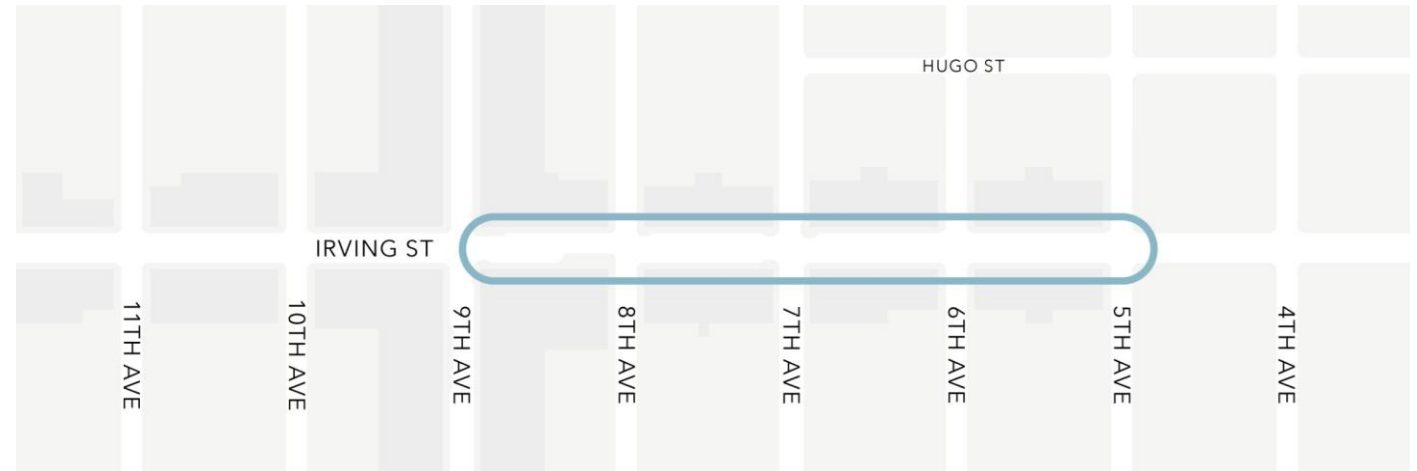
*Long-term studies would require significant additional outreach and coordination across many agencies.

More Public Space for People on Irving St

Long-Term*



- Explore revisions to the way sidewalk and curb space is used on Irving Street between 5th and 9th Avenues



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