

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving parking time limits and transit improvements, including bus stop consolidation and the extension of tow-away zone hours, associated with the Inner Sunset Curb Management Project, which is implementing parking and loading changes throughout the Inner Sunset to support safety, transit reliability, and small business vitality.

SUMMARY:



- With substantial completion of the Inner Sunset Streetscape Project in 2019, merchants asked the SFMTA to look at parking and loading regulations in the neighborhood.
- The SFMTA conducted merchant surveys, resident surveys, and pedestrian intercept surveys as well as extensive in-person and video data collection.
- Based on this data, two open houses, and meetings with community groups, the SFMTA developed a proposal for parking and loading changes throughout the neighborhood.
- Changes include additional and relocated yellow, green, blue, and white zones, visibility red zones, parking time limits, and transit improvements on Lincoln Way.
- Most changes were approved by the City Traffic Engineer in December while time limits and transit changes require SFMTA Board approval.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.
- One proposed parking modification (Item D) is subject to Board of Supervisors review.

ENCLOSURES:

1. SFMTAB Resolution
2. Existing/Proposed Project Maps

APPROVALS:

DATE

DIRECTOR		December 31, 2019
SECRETARY		December 31, 2019

ASSIGNED SFMTAB CALENDAR DATE: January 7, 2019

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PURPOSE

Approving parking time limits and transit improvements, including bus stop consolidation and the extension of tow-away zone hours, associated with the Inner Sunset Curb Management Project, which is implementing parking and loading changes throughout the Inner Sunset to support safety, transit reliability, and small business vitality.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1:* Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.2:* Improve the safety of the transit system.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.1:* Improve transit service.
 - Objective 2.2:* Enhance and expand use of the city's sustainable modes of transportation.
 - Objective 2.3:* Manage congestion and parking demand to support the Transit First policy.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
 - Objective 3.2:* Advance policies and decisions in support of sustainable transportation and land use principles.
 - Objective 3.3:* Guide emerging mobility services so that they are consistent with sustainable transportation principles.

This action also supports the City's Transit First Policy with the following principles:

- 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.
- 7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

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DESCRIPTION

Curb Management

In early 2018, the SFMTA Sustainable Streets Division's On-Street Parking team was renamed the Curb Management team in recognition of the fact that parking is just one use of the City's limited curb space, and in fact, is often not the most efficient use of that space. New staff were transferred onto the team and the team was charged with two primary tasks: to develop a Curb Management Strategy, a policy document that will guide the way the City allocates curb space to different uses, and to implement corridor- and neighborhood-based curb management projects.

For decades, curb management has been an issue in San Francisco. Drivers have long been forced to double-park to load and unload, and users like delivery trucks, paratransit, and taxis have never had enough curb space in many parts of the city to pull to the curb. Historically, the City has usually created loading zones only when specific businesses or property owners apply and pay for them, but this has resulted in an uneven distribution of loading zones across the city that doesn't necessarily reflect demand.

In order to address these issues, the SFMTA has been developing the Curb Management Strategy, which will recommend a number of changes to local and state legislation, design standards, and internal processes. The document is close to completion, and the SFMTA Board Policy and Governance Committee and the SFMTA Citizens Advisory Committee, as well as a number of advocacy, business, and other organizations, have provided feedback on the direction the SFMTA is taking. The Strategy is expected to come before the SFMTA Board in early 2020.

However, the SFMTA is not waiting for this document to be complete before implementing holistic, proactive curb management concepts on our streets. Over the last couple years, the team has put in place several curb management projects, including around Chase Center, Oracle Park, Salesforce Transit Center, and 22nd Street Caltrain Station, and has provided input on curb allocation as part of SFMTA streetscape projects like those on Valencia, Folsom, and Howard Streets. Data collected as part of these projects is helping to inform recommendations in the Curb Management Strategy.

Project Background

The Inner Sunset's busy neighborhood commercial district radiates out from the intersection of 9th Avenue and Irving Street with hundreds of businesses attracting people from a wide swath of San Francisco and the Bay Area. It is a major transit hub, with the N-Judah jogging through the heart of the commercial core between Irving and Judah Streets via 9th Avenue and seven bus routes passing within a block of 9th Avenue and Irving Street.

Over the past several years, the SFMTA has worked with San Francisco Public Works and other agencies on the Inner Sunset Streetscape Improvement Project. The project includes utility

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upgrades, sidewalk widening, bulb-outs at transit stops and crosswalks, landscape improvements, and repaving. Construction began in summer 2017 reached substantial completion in fall 2019.

As the project wraps up, residents, merchants, and Muni service planners have raised the issue of curb-space allocation in the Inner Sunset commercial core. Muni operators have noted double parking along the N-Judah and bus routes leading to transit delay, while residents have complained of illegal parking on residential streets due to the lack of availability of short-term parking and loading space adjacent to businesses. Merchants have brought up issues with loading by traditional freight vehicles and on-demand delivery services.

Project Development

To address these issues, the SFMTA launched the Inner Sunset Curb Management project, working with merchants and neighbors to identify parking and loading issues in the area bounded by Lincoln Way, Judah Street, and 5th and 12th Avenues. The project began in spring and summer 2019 with a merchant survey conducted in partnership with the Inner Sunset Merchants Association, collecting surveys from 91 businesses about their loading needs and opinions about potential changes.

Over the summer, the SFMTA also conducted a resident survey to identify parking issues on residential blocks and a pedestrian intercept survey to determine how people in the neighborhood, whether they live or work there or were just visiting from elsewhere, get to the neighborhood and get around once they are there. In addition, the SFMTA hired Fehr & Peers, a transportation consulting firm, to conduct in-person and video data collection of parking and loading behavior in the neighborhood.

In September 2019, the SFMTA held a community open house to display the results of the surveys and data collection and to gather feedback on conceptual solutions before developing a detailed proposal. Dozens of people attended this open house, and staff met with other neighbors in meetings with neighborhood organizations and stakeholders. Among other takeaways, the data collection showed low parking availability, particularly on unmetered blocks and after meters and loading zones stop operating at 6pm; double parking concentrated on the neighborhood's busiest blocks; and high usage of on-demand delivery services by local businesses.

Based on the data and input from members of the public, the SFMTA developed a detailed proposal for parking and loading changes and held another well-attended open house in November 2019 to gather specific feedback. Staff made a number of changes to the proposal after hearing concerns about certain elements of it before bringing the legislation to Engineering Public Hearing on December 6, 2019.

Following the Public Hearing, most elements of the project were approved by the City Traffic Engineer, including all the changes to color curb zones in the area. One proposed change was withdrawn from the plan due to community concerns. Other elements of the project, including proposed bus stop changes, tow-away zone hour changes, new parking time limits, and

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additional parking meters, require SFMTA Board approval. Parking meters that were part of the proposal brought to the Engineering Public Hearing have not been forwarded to the Board for final approval due to opposition from residents on the block of the proposed changes.

Following implementation of the project, the SFMTA will conduct an evaluation which will help inform the Curb Management Strategy and could result in future changes if elements of the project are not working.

PROJECT ELEMENTS

7-Haight/Noriega Improvements on Lincoln Way

As part of this project, the SFMTA is proposing to make changes to improve transit speed and reliability on the 7-Haight/Noriega and 7X-Noriega Express on Lincoln Way. These changes were included in a curb management project because they impact parking and loading within the project area.

Stops along this portion of the 7 line are approximately 600 feet apart. This is below the SFMTA's stop spacing guidelines that recommend 800 to 1360 feet between stops. The stops at 7th and 11th Avenues have the lowest ridership on this segment of the corridor. The SFMTA is proposing to remove these stops, which will increase stop spacing to approximately 1200 feet, within the SFMTA's recommended guidelines.

The remaining alternative stops would be at 5th, 9th, and Funston Avenues. All of these stops (except at Funston Avenue in the outbound direction) are equipped with shelters, while the stops proposed to be removed do not have shelters. In addition, there are safe, signalized crosswalks at these intersections, while the existing outbound stop at 11th Avenue can only be accessed by an uncontrolled crosswalk across Lincoln Way.

In addition, the SFMTA is proposing to extend the hours of the tow-away zone on the north side of Lincoln Way between 6th and 14th Avenues. It is currently in effect from 4 PM to 6 PM, Monday through Friday, and is proposed to become in effect from 3 PM to 7 PM, Monday through Friday.

This tow-away zone creates a third travel lane on this congested segment of Lincoln Way during evening peak hours. Traffic counts show that Lincoln Way sees nearly as much traffic in the 3 PM and 6 PM hours as it does when the tow-away zone is in effect between 4 PM and 6 PM. Muni speed data shows that the 7 and 7X lines are slowest between 6 PM and 7 PM on this segment of the route, even as their speed on other segments of the route improves as traffic gradually decreases after 6 PM.

The stop consolidation would create approximately 9 new parking spaces on Lincoln Way. The tow-away zone extension would impact 72 parking spaces, which would be unavailable for an additional two hours every weekday. However, SFMTA data collection shows that just 18

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vehicles are currently parked on the north side of Lincoln Way by 7 PM, indicating that relatively few people park there between 6 PM and 7 PM, while at least 300 Muni riders are expected to benefit from the tow-away zone extension to 7 PM every weekday.

Parking Time Limits on Lincoln Way

Based on a suggestion from neighborhood merchants, the SFMTA is proposing to establish a two-hour parking time limit along the north side of Lincoln Way between 7th and 11th Avenues, seven days a week. This would encourage vehicle turnover and parking availability on this segment of Lincoln Way fronting Golden Gate Park, making it easier for customers who can't find parking in the commercial core of the neighborhood to park nearby.

Traffic often backs up on weekends throughout the Inner Sunset as people visiting the Park search for parking. These parking time limits would also help provide parking availability next to one of the busiest entrances to Golden Gate Park for people making shorter trips who don't need to park all day.

Other Bus Zone Changes

The project includes three other bus zone changes, extending the lengths of two bus zones on 9th Avenue and one on Lincoln Way to the recommended length to ensure they have enough room to pull to the curb. This includes an extension of the inbound 44-O'Shaughnessy stop at 9th Avenue and Irving Street to 80 feet without removing any parking spaces, as the adjacent metered spaces can be realigned to fit the same number of cars while taking less space; extension of the inbound 44-O'Shaughnessy stop at 9th Avenue and Lincoln Way to 100 feet, the minimum recommended for a near-side stop, which requires the removal of one metered parking space, and the extension of the outbound 7-Haight/Noriega and 7X-Noriega Express stop at Lincoln Way and 9th Avenue to 100 feet to accommodate the 60-foot coaches in use on those routes.

Previously Approved Parking and Loading Changes

Most elements of the Inner Sunset Curb Management project did not require SFMTA Board approval and were approved by the City Traffic Engineer following the Engineering Public Hearing on December 6, 2019.

The biggest changes were to yellow and green zones in the neighborhood. Nine new yellow zone spaces for commercial loading and seven new green zone spaces for short-term parking will be installed across the neighborhood. In addition, a number of existing yellow and green zones will be relocated to different locations on the block to better serve businesses and, in the case of yellow zones, to make it easier for trucks to get in and out. Most green zones in the neighborhood will have their time limit reduced from 30 minutes to 15 minutes to better serve short-term purchases and pick-ups, and most will also have their hours extended to the evenings and Sundays, as demand for short-term parking is at its peak after 6pm and on weekends when many green zones are not currently in effect.

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Two new white zones for passenger loading will be created, and four commercial loading zones will become “dual-use zones,” converting to passenger loading in the evening after commercial loading hours. The SFMTA is reaching out to Uber and Lyft to implement “geofencing” at these zones, directing drivers and riders to legal loading zones to get picked up and dropped off in the neighborhood. Three spaces on Lincoln Way will become a tour bus-only loading zone on Saturdays and Sundays during the day, addressing complaints that tour buses often stopped in the Muni zone at Lincoln Way and 9th Avenue on weekends when John F. Kennedy Drive is closed. This tour bus zone will be paid for by Big Bus Tours.

The project is implementing visibility (daylight) red zones in four locations on Lincoln Way, one on 9th Avenue, and one on Irving Street, as well as extending the length of an existing visibility red zone on Lincoln Way. Lincoln Way is on the Vision Zero high-injury network, and neighbors strongly supported this daylighting as a means to improve safety for pedestrians on the corridor. The daylighting along Lincoln Way is being implemented on an accelerated schedule and may be in place by the time of this meeting.

Four new blue zones for accessible parking are being implemented across the project area, bringing the area up to the standard of approximately 4% of general metered parking spaces allocated to accessible parking.

In several places, additional parking spaces are being added. On the south side of Irving Street between 8th and 9th Avenues, parking spaces will be realigned to fit in an additional space between the transit bulb and curb bulb built as part of the Inner Sunset Streetscape Project. Red zones that are no longer necessary after the completion of the Streetscape Project are being returned to parking, most of them previously legislated changes that are being implemented as part of this project.

Proposed Traffic and Parking Modifications

- A. ESTABLISH – BUS ZONE – 9th Avenue, east side, from Irving Street to 80 feet northerly (extends existing zone to 80 feet); 9th Avenue, east side, from Lincoln Way to 100 feet southerly (extends existing zone to 100 feet); and Lincoln Way, north side, from 9th Avenue to 100 feet westerly (extends existing zone to 100 feet)
- B. RESCIND – BUS ZONE – Lincoln Way, south side, from 7th Avenue to 82 feet easterly; Lincoln Way, north side, from 7th Avenue to 62 feet westerly; Lincoln Way, south side, from 11th Avenue to 76 feet westerly; Lincoln Way, north side, from 11th Avenue to 75 feet westerly
- C. ESTABLISH – TOW-AWAY, NO STOPPING 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Lincoln Way, north side, from 6th Avenue to 14th Avenue (extending current hours)
- D. ESTABLISH – 2-HOUR LIMIT, 9 AM TO 6 PM, DAILY – Lincoln Way, north side, from 7th Avenue to 11th Avenue

STAKEHOLDER ENGAGEMENT

Summary of Public Feedback on the Proposed Changes

The following are major themes of feedback:

- Concerns about extension of tow-away zone hours on Lincoln Way: A number of neighbors have opposed extending the effective hours of the tow-away restriction on the north side of Lincoln Way between 6th and 14th Avenues by two hours. They have expressed that the change would represent a hardship for residents who park in these spaces shortly after 6 PM who would now need to park elsewhere or wait until 7 PM to park there. Some business owners have expressed concern about extending the start of the tow-away hours to 3 PM as it would impact day-time customer parking.
- Concerns about time limits on Lincoln Way: Some neighbors and employees in the neighborhood have expressed opposition to the proposed two-hour parking time limits on the north side of Lincoln Way between 7th and 11th Avenues. The concerns are specifically related to the difficulty that employees have finding all-day parking and the fact that this change could lead to them having to move their cars several times per day.
- Concerns about overall parking impacts on neighborhood: Some neighbors and merchants have expressed general concerns with the cumulative impact of removal of parking spaces for other uses as part of this project, the Inner Sunset Streetscape Project, the arrival of bike share to the neighborhood, and other changes that have occurred over the years. Stop consolidation and the Inner Sunset Streetscape project will add at least ten parking spaces, more than off-setting the one parking space being removed to extend the bus zone at 9th Avenue and Lincoln Way. Other parking changes do not remove parking but rather convert from general parking to ADA spaces to support accessibility or loading to support passenger and commercial loading demands.
- Support for additional loading and short-term parking zones: Merchants have overall been very supportive of new loading and short-term parking zones, extended hours of these zones, and improvements to locations of existing zones, as these can help facilitate deliveries and customer access to their businesses. Neighbors have overall expressed support for the changes as well, particularly due to the potential for these changes to address double parking.
- Support for blue zones and visibility red zones: The SFMTA has heard nearly universal positive feedback about the addition of visibility red zones and blue zones for accessible parking.
- Concerns about specific loading zone locations: Some neighbors have expressed concerns about the safety of a specific passenger loading zone to be implemented as part of the project on Irving Street at 8th Avenue.
- Other support: Staff met with Recreation and Parks and California Academy of Sciences, both of which expressed support for this proposal.

Project Modifications Based on Public Feedback

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The SFMTA developed initial proposals for this project based on input from merchants, residents, and visitors received in surveys and at meetings with neighborhood organizations. The SFMTA then made a number of changes to the project based on input about specific elements of the proposal, including the following:

- Removed a proposal for parking meters on Irving Street between 6th and 7th Avenues due to concerns raised over the loss of residential parking permit (RPP) spaces.
- Removed proposed parking meters in the first few spaces off of Irving Street on 11th Avenue due to opposition from residents on the block, which just received RPP regulations.
- Left the time limit at green zones in front of the post office at 30 minutes rather than decreasing it to 15 minutes after residents pointed out that they often need longer at the post office.
- Added loading zones on the south side of Lincoln Way near 9th Avenue based on an observation from 9th Avenue merchants that delivery drivers often park on Lincoln Way to deliver to their businesses rather than turning onto 9th Avenue.
- Added additional green zones on Irving Street between 6th and 7th Avenues after dropping the proposal for parking meters on that block to address issues with blocked driveways and double parking experienced by neighbors on that block.

ALTERNATIVES CONSIDERED

No Transit Improvements: The SFMTA considered not including the changes to the 7-Haight/Noriega on Lincoln Way, including stop consolidation and the extension of the peak tow-away zone hours. However, these changes would improve transit speed and reliability for thousands of daily riders. As they involve changes to parking, staff felt it is better to include these transit improvements in the larger curb management plan rather than to potentially pursue them at a future date as a separate project.

No Time Limits on Lincoln Way: The SFMTA considered removing the proposal for time limits on the north side of Lincoln Way between 7th and 11th Avenues. However, this change was proposed by local businesses and is an important way to help increase parking turnover and availability towards the center of the neighborhood while leaving the rest of the corridor slightly farther from 9th Avenue available for all-day parking.

No Project: Staff considered not proposing any improvements. However, given the degree of parking and loading issues in the neighborhood expressed by merchants, residents, and other stakeholders, as well as the impact of double parking on safety, congestion, and transit reliability, the SFMTA is proposing to move forward with changes.

FUNDING IMPACT

This planning and implementation of this project is funded by approximately \$75,000 in

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Community Response Team (CRT) funds allocated by Supervisor Vallie Brown's office.

ENVIRONMENTAL REVIEW

The proposed Inner Sunset Curb Management Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On November 22, 2019, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2019-022171ENV) that the proposed Inner Sunset Curb Management Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The SFMTA's determination (Case Number [2019-022171ENV]) is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and is incorporated herein by reference.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

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 1650 Mission Street in San Francisco and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

Only Item D listed above is subject to the Board of Supervisors review.

The City Attorney has reviewed this item.

RECOMMENDATION

SFMTA staff request that the SFMTA Board of Directors approve parking time limits and transit improvements, including bus stop consolidation and the extension of tow-away zone hours, as indicated in Items A through D above, associated with the Inner Sunset Curb Management Project, which is implementing parking and loading changes throughout the Inner Sunset to support safety, transit reliability, and small business vitality.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has proposed traffic and parking modifications in the Inner Sunset neighborhood as follows:

- A. ESTABLISH – BUS ZONE – 9th Avenue, east side, from Irving Street to 80 feet northerly; 9th Avenue, east side, from Lincoln Way to 100 feet southerly; and Lincoln Way, north side, from 9th Avenue to 100 feet westerly;
- B. RESCIND – BUS ZONE – Lincoln Way, south side, from 7th Avenue to 82 feet easterly; Lincoln Way, north side, from 7th Avenue to 62 feet westerly; Lincoln Way, south side, from 11th Avenue to 76 feet westerly; Lincoln Way, north side, from 11th Avenue to 75 feet westerly;
- C. ESTABLISH – TOW-AWAY, NO STOPPING 3 PM TO 7 PM, MONDAY THROUGH FRIDAY – Lincoln Way, north side, from 6th Avenue to 14th Avenue;
- D. ESTABLISH – 2-HOUR LIMIT, 9 AM TO 6 PM, DAILY – Lincoln Way, north side, from 7th Avenue to 11th Avenue; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to improving parking and loading in the Inner Sunset neighborhood; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, Inner Sunset merchants, neighbors, and other stakeholders have provided extensive input on parking and loading challenges in the area; and,

WHEREAS, Observations have indicated substantial issues with double parking and other illegal stopping impacting safety, transit reliability, and congestion in the commercial core of the Inner Sunset; and,

WHEREAS, Lincoln Way is an important transit corridor with over 4,000 daily transit riders but with stops spaced closer than the Muni stop spacing guidelines; and,

WHEREAS, An evaluation of the Inner Sunset Curb Management Project will help inform the forthcoming citywide Curb Management Strategy document guiding the way the City allocates curb space to different uses; and,

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WHEREAS, The proposed Inner Sunset Curb Management Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On November 22, 2019, the SFMTA, under authority delegated by the Planning Department, determined that the proposed Inner Sunset Curb Management Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; 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 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; however, only Item D listed above is subject to Board of Supervisors review; and, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking time limits and transit improvements, including bus stop consolidation and the extension of tow-away zone hours, as set forth in Items A through D, associated with the Inner Sunset Curb Management Project, which is implementing parking and loading changes throughout the Inner Sunset to support safety, transit reliability, and small business vitality.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting on January 7, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Existing and Proposed Project Maps

