Project Goals

- Improve safety
- Reduce congestion
- Improve business vitality
- Improve transit reliability

Key Proposed Changes

- Increase and re-allocation of commercial loading zones
- Increase and re-allocation of short-term parking spaces
- Targeted passenger loading zones on Lincoln and Irving
- Increase in accessible parking spaces
- Visibility red zones at corners to improve safety, especially on Lincoln
- Transit improvements on Lincoln, including stop consolidation and peak tow-away extension
- Proposed metering at 11th & Irving and on Irving from 6th to 7th

	Current	Proposed Change	Resulting
Metered Parking	176	+15	191
Short-Term Metered Parking	19	+7	26
Short-Term Unmetered Parking	2	-2	0
Commercial Metered Loading	27	+5	32
Commercial Unmetered Loading	1	+4	5
Passenger Loading	3	+4	7
Accessible Parking	3	+4	7
Unmetered - RPP	339	-23	316
Unmetered - No Regulation	258	-10	248

How is parking reallocated through this project?
- 3 spaces for commercial loading (daytime only)
- 3 spaces for passenger loading
- 1 space for Muni bus stop extension
- 4 spaces for visibility red zones at corners
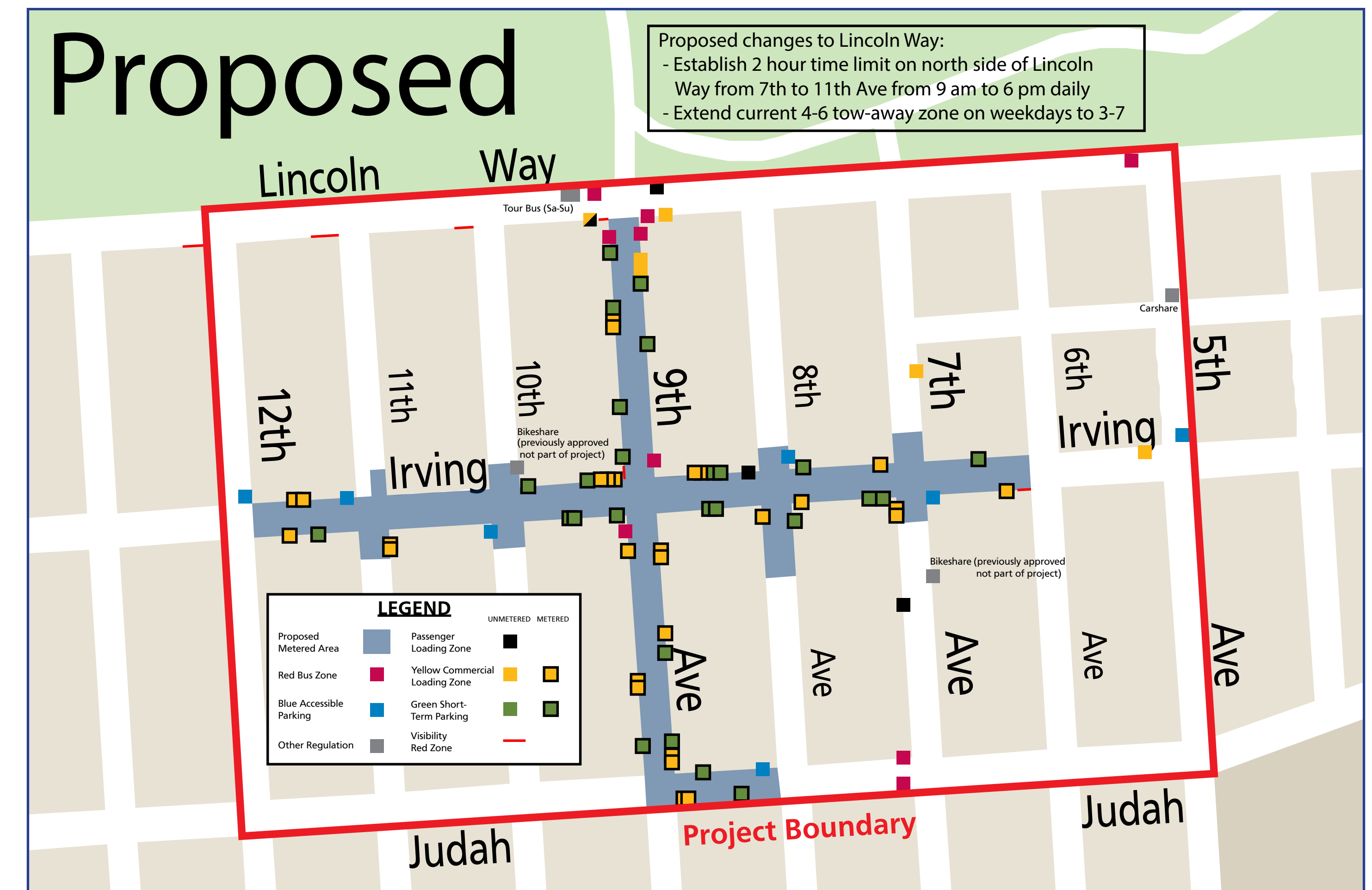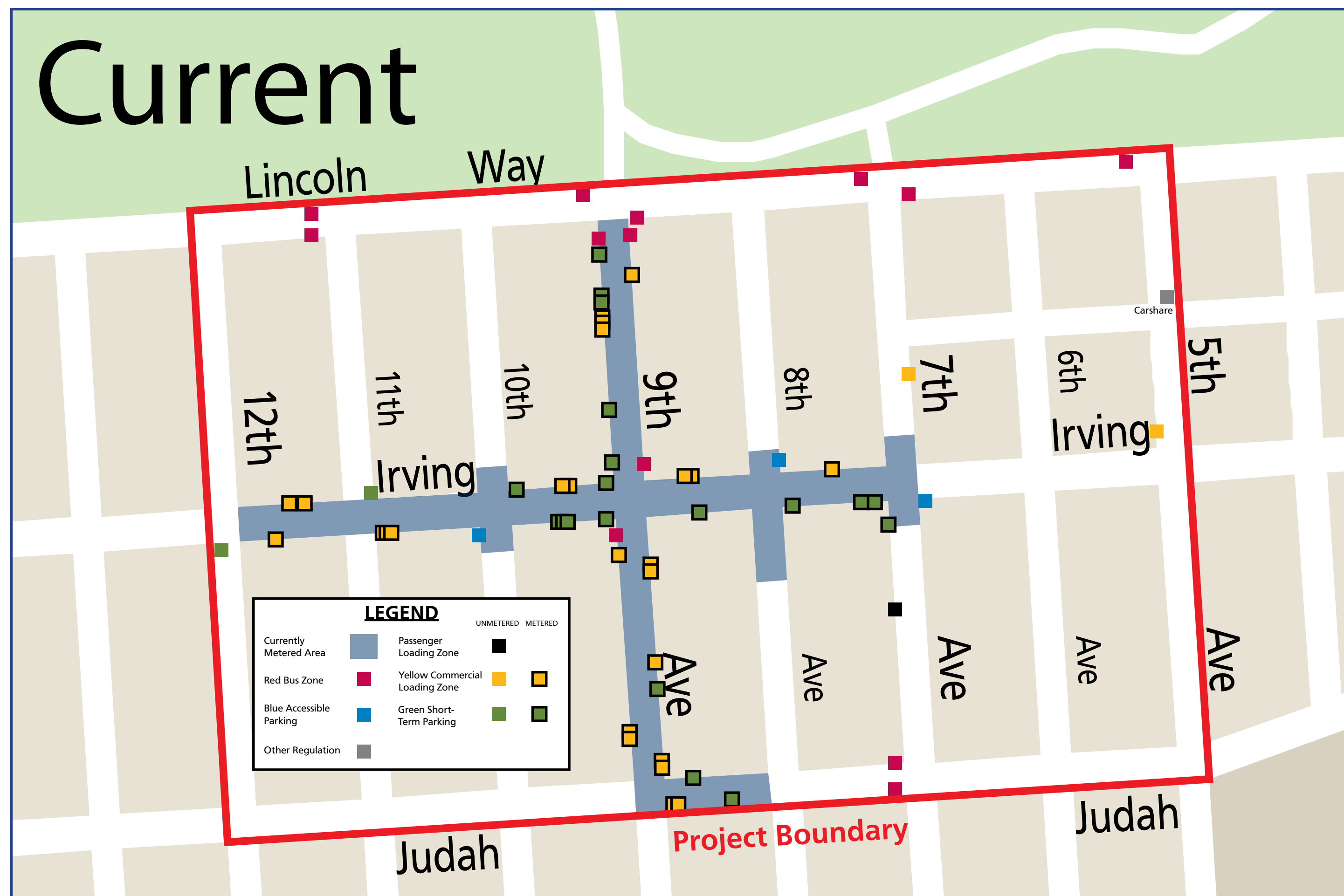- 3 spaces for tour bus zone (weekend only)

How is parking gained through this project?
- 10 spaces from Muni stop consolidation on Lincoln
- 2 spaces from former N-Judah stop at 9th & Irving
- 2 spaces from former no parking zones
- 6 spaces from former commercial loading

Net reduction of 9 full-time parking spaces
**Net increase of 13 loading spaces**
Out of 828 total spaces in project area

Current

Lincoln Way

12th 11th 10th 9th 8th 7th 6th 5th

Irving

Ave Ave Ave Ave Ave

Judah Judah

Carshare

Project Boundary

LEGEND

		UNMETERED	METERED
Currently Metered Area	Passenger Loading Zone		■
Red Bus Zone	Yellow Commercial Loading Zone		▢
Blue Accessible Parking	Green Short-Term Parking		▢
Other Regulation			

Proposed

Proposed changes to Lincoln Way:
- Establish 2 hour time limit on north side of Lincoln Way from 7th to 11th Ave from 9 am to 6 pm daily
- Extend current 4-6 tow-away zone on weekdays to 3-7

Lincoln Way

Tour Bus (Sa-Su)

12th 11th 10th 9th 8th 7th 6th 5th

Irving

Bikeshare (previously approved not part of project)

Ave Ave Ave Ave Ave

Carshare

Bikeshare (previously approved not part of project)

Judah Judah

Project Boundary

LEGEND

		UNMETERED	METERED
Proposed Metered Area	Passenger Loading Zone		■
Red Bus Zone	Yellow Commercial Loading Zone		▢
Blue Accessible Parking	Green Short-Term Parking		▢
Other Regulation	Visibility Red Zone		

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LINCOLN WAY 7-LINE IMPROVEMENTS

BACKGROUND

Stop spacing

- 7-Haight/Noriega stops on Lincoln currently 600 feet apart
  - Guidelines call for 800- to 1360-foot stop spacing
- Lincoln & 9th has by far the highest ridership in the area
- The stops at 7th and 11th Avenues have the lowest ridership
  - No major destinations adjacent to the stops at 7th and 11th Avenues
  - Outbound stop at 11th can only be accessed using an uncontrolled crosswalk

Spring 2018 inbound ridership

Spring 2018 outbound ridership
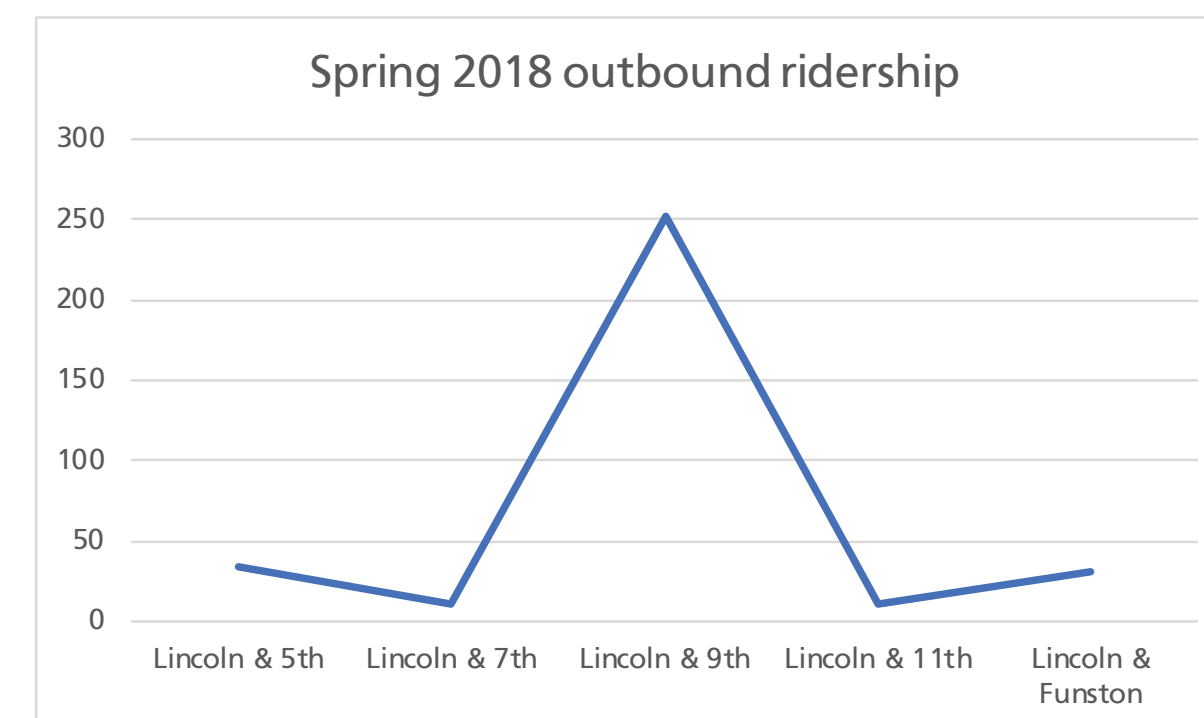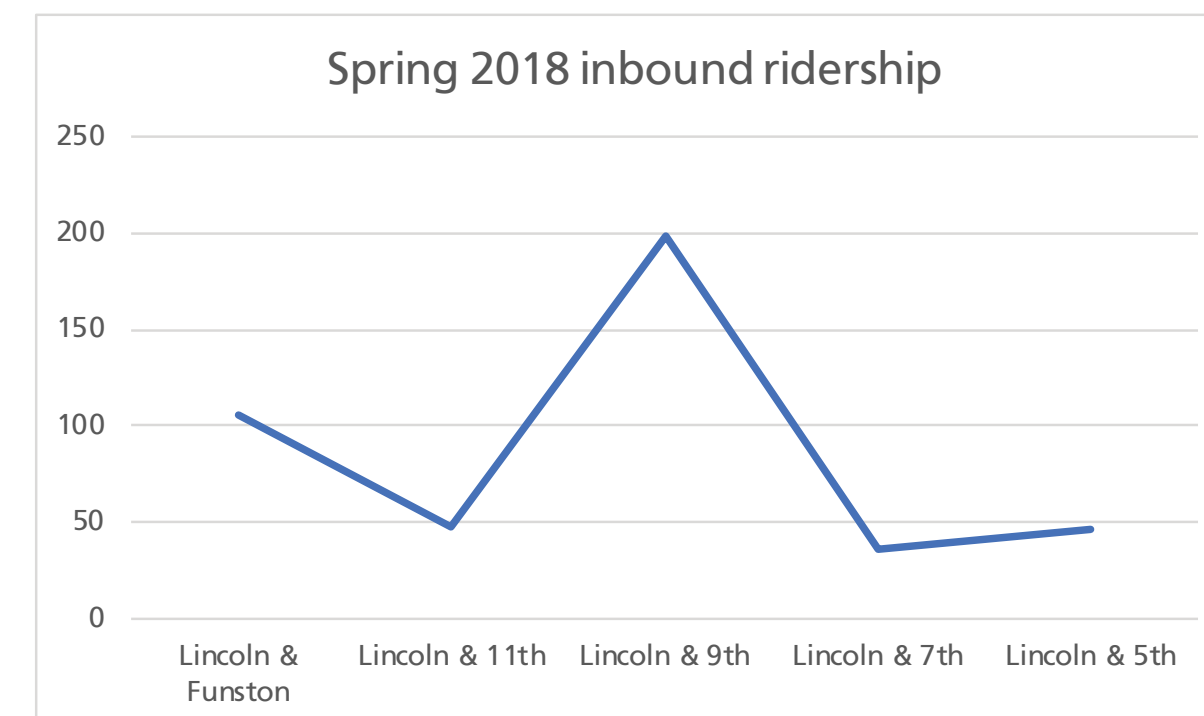
Peak Tow-Away Zone

- Tow-away no stopping restriction currently in effect 4pm to 6pm weekdays on the north side of Lincoln Way between 6th and 14th Avenues
  - Creates a third travel lane, allowing traffic to bypass turning vehicles
  - Particularly beneficial for the 7-Haight/Noriega and 7X-Noriega Express during evening rush hour
- Evening rush hour no longer only lasts two hours
  - Traffic volumes on Lincoln in the 3pm and 6pm hours are similar to those between 4pm and 6pm
  - Riders on the 7 and 7X, as well as motorists, are stuck in traffic at these hours

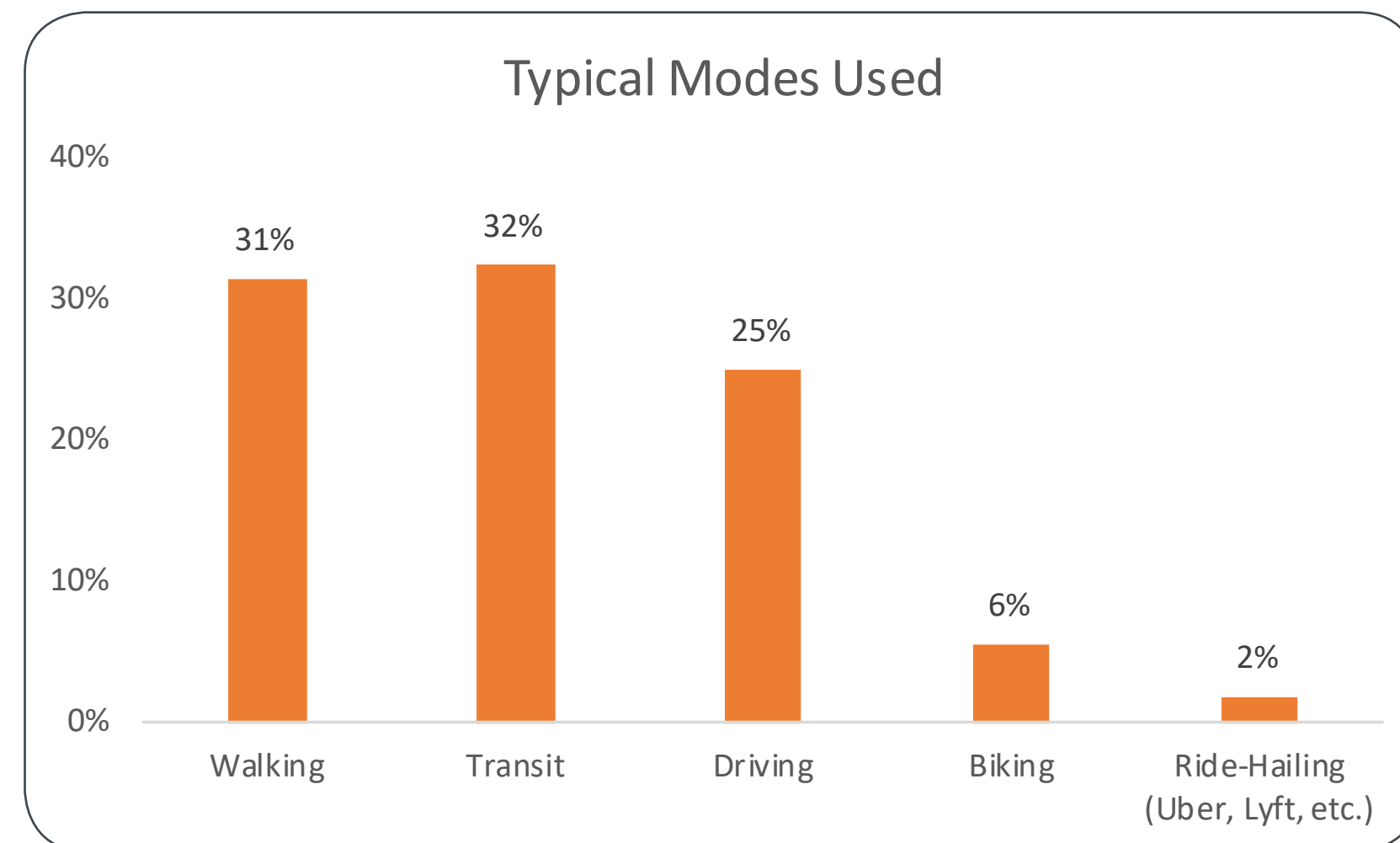## RECOMMENDATIONS

Stop Spacing

- Remove 7-Haight/Noriega inbound and outbound stops at 7th and 11th Avenues.
  - This would result in about 1200 feet between stops, meeting the Muni stop spacing guidelines.
  - Estimated time savings of about 30 seconds per trip, adding up to over **35 hours** of total time savings for the over 4,000 daily riders on the 7 and 7x ever weekday.

Peak Tow-Away Zone

- Extend the peak tow-away restriction on the north side of Lincoln to 3pm to 7pm, Monday through Friday
  - This would speed up travel times on the 7 and 7x Muni lines throughout the highest-traffic hours
  - Would still be available for parking at all other hours, including weekends

PROJECT SURVEY HIGHLIGHTS

SFMTA.COM/INNERSUNSETCURBS

INTERCEPT SURVEY

44% of those surveyed live in the **94122** zip code

Typical Modes Used

- Walking: 31%
- Transit: 32%
- Driving: 25%
- Biking: 6%
- Ride-Hailing (Uber, Lyft, etc.): 2%

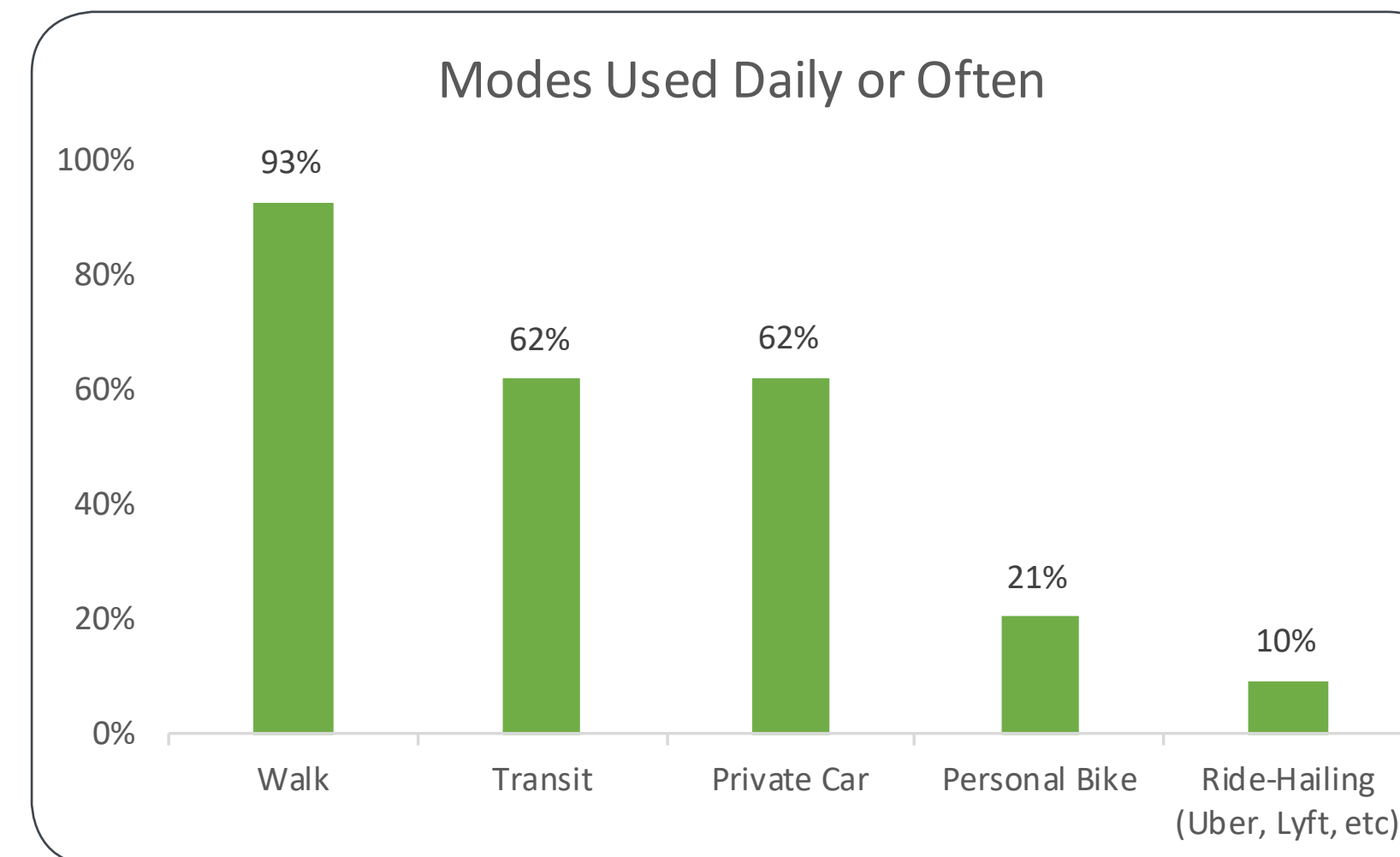**Per trip**, drivers spend about **$44**, twice as much money as those walking or taking transit

However, **per week**, those walking are estimated to spend the most, nearly **$100**, at local businesses

The most common reasons for visiting are:

Eating/drinking: **33%**

Entertainment/recreation: **20%**

Services: **17%**

Shopping: **15%**

82 surveys collected at 9th & Irving and 9th & Lincoln

RESIDENT SURVEY

Modes Used Daily or Often

- Walk: 93%
- Transit: 62%
- Private Car: 62%
- Personal Bike: 21%
- Ride-Hailing (Uber, Lyft, etc): 10%

Average number of vehicles per household: **1.4**

49% of residents don't park vehicles on the street

The average Inner Sunset garage can fit **1 vehicle**

It takes the average resident **7.5-9.5** minutes to find a parking space

Common Resident Feedback

- Concern about previous parking removal
- Mixed responses to streetscape project
- Issues with double parking for passenger loading and deliveries
- Blocked driveways
- Concerns about bikeshare and carshare expansion
- Requests for more bicycle infrastructure
- Concerns about pedestrian safety

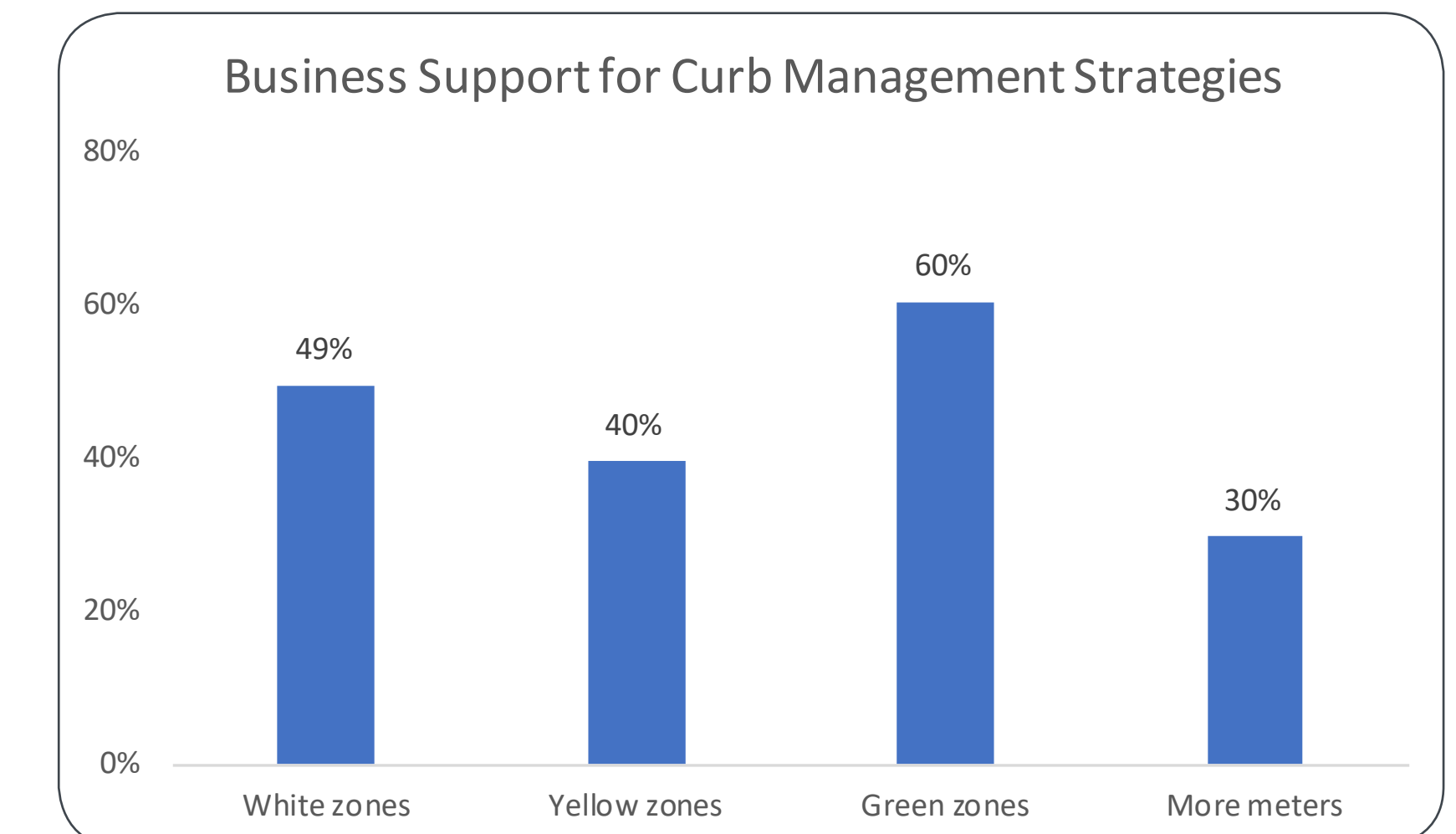203 surveys collected; 132 from within project area

MERCHANT SURVEY

Most deliveries occur between **9 am** and **3 pm** and take **10-20 minutes**

Over 1/2 of businesses double-park for deliveries

Less than 1/3 of businesses use loading zones

40% of businesses use a personal car for deliveries

Business Support for Curb Management Strategies

- White zones: 49%
- Yellow zones: 40%
- Green zones: 60%
- More meters: 30%

Common Merchant Feedback

- Difficult for customers and employees to find parking
- Need for more short term parking
- Difficulty using personal vehicles for deliveries
- Concerns about number and price of parking tickets
- More residential parking permits for businesses

91 surveys collected; nearly all businesses contacted

Inner Sunset Curb Management Open House
Golden Gate Park County Fair Building
November 20, 2019, 5:30pm-7:30pm

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DATA COLLECTION HIGHLIGHTS

OCCUPANCY DATA

On many of the neighborhood's streets, **occupancy is consistently over 100%** as a result of double parking, parking in red zones, and parking across driveways.

Average Parking Occupancy

Legend: Tuesday, Saturday
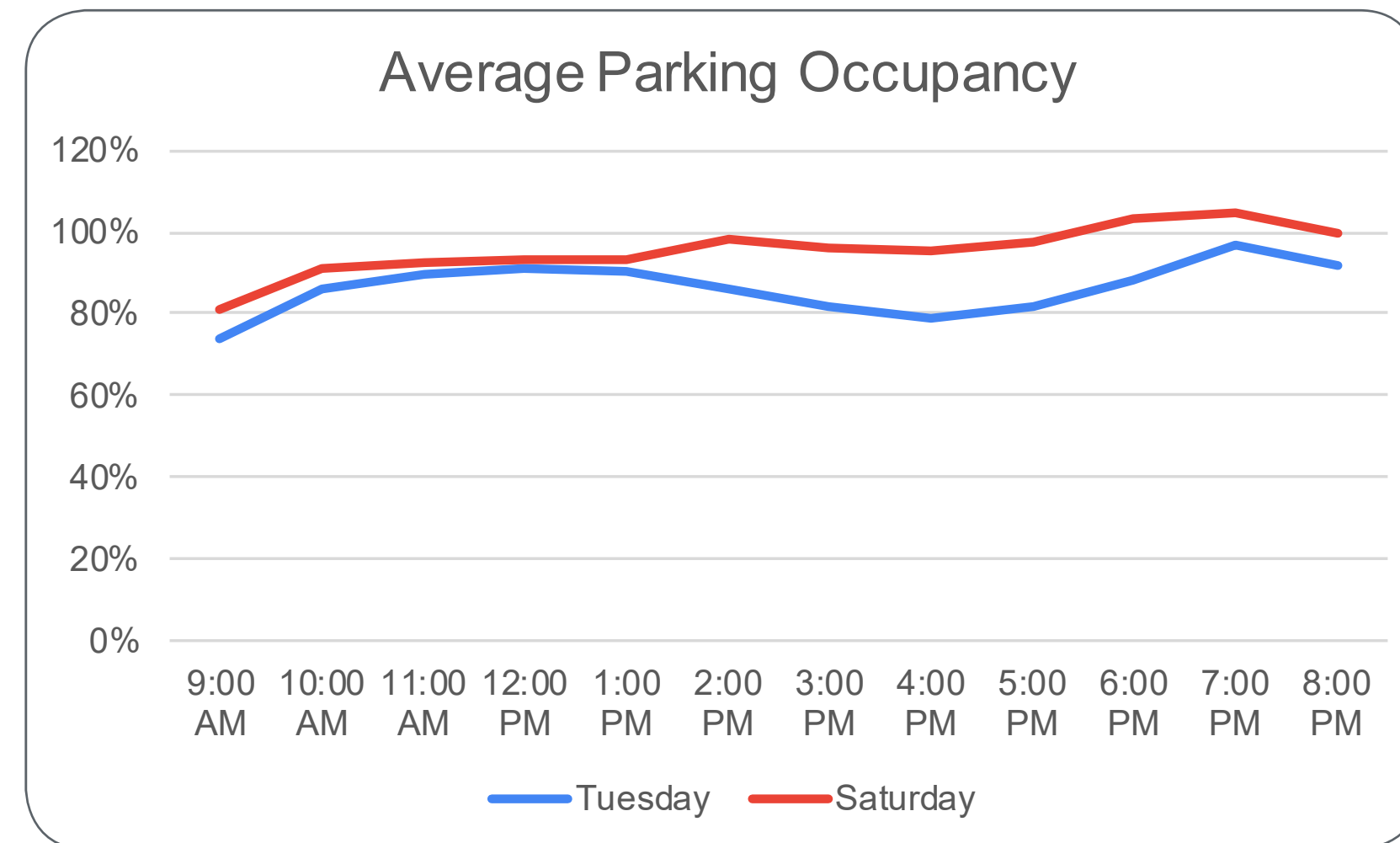
Average occupancy is **88%** on primarily **commercial** streets and **96%** on primarily **residential** streets

Average occupancy at:
- Regular meters is **89%**
- Short-term meters (green) is **90%**
- Commercial loading (yellow) is **74%**
- Unmetered RPP is **87%** (500 block of Irving only)

Collected Tuesday, September 10th, Saturday, September 14 and Saturday, September 21 from 9 AM to 9 PM on the majority of blocks in the project area

LOADING DATA

Loading/parking events at the curb are:
- **58%** passenger vehicles
- **20%** courier services (Grubhub, Postmates, etc.)
- **12%** TNCs (Uber, Lyft, etc.)
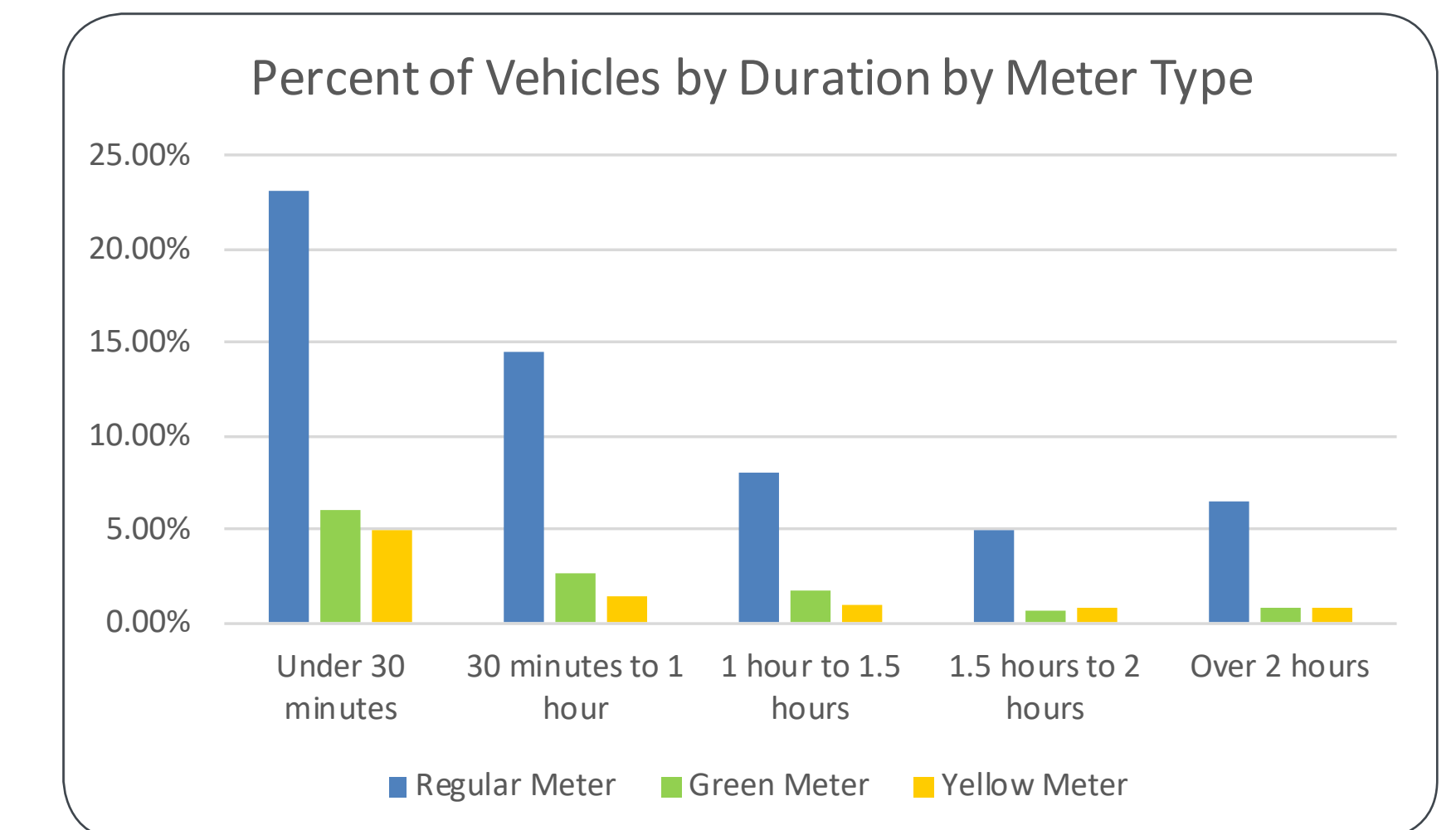- **4%** delivery vans and trucks

Loading/Parking Events by Vehicle Type by Time of Day

Legend: Passenger Vehicle, Courier Service, TNC, Delivery Vehicle
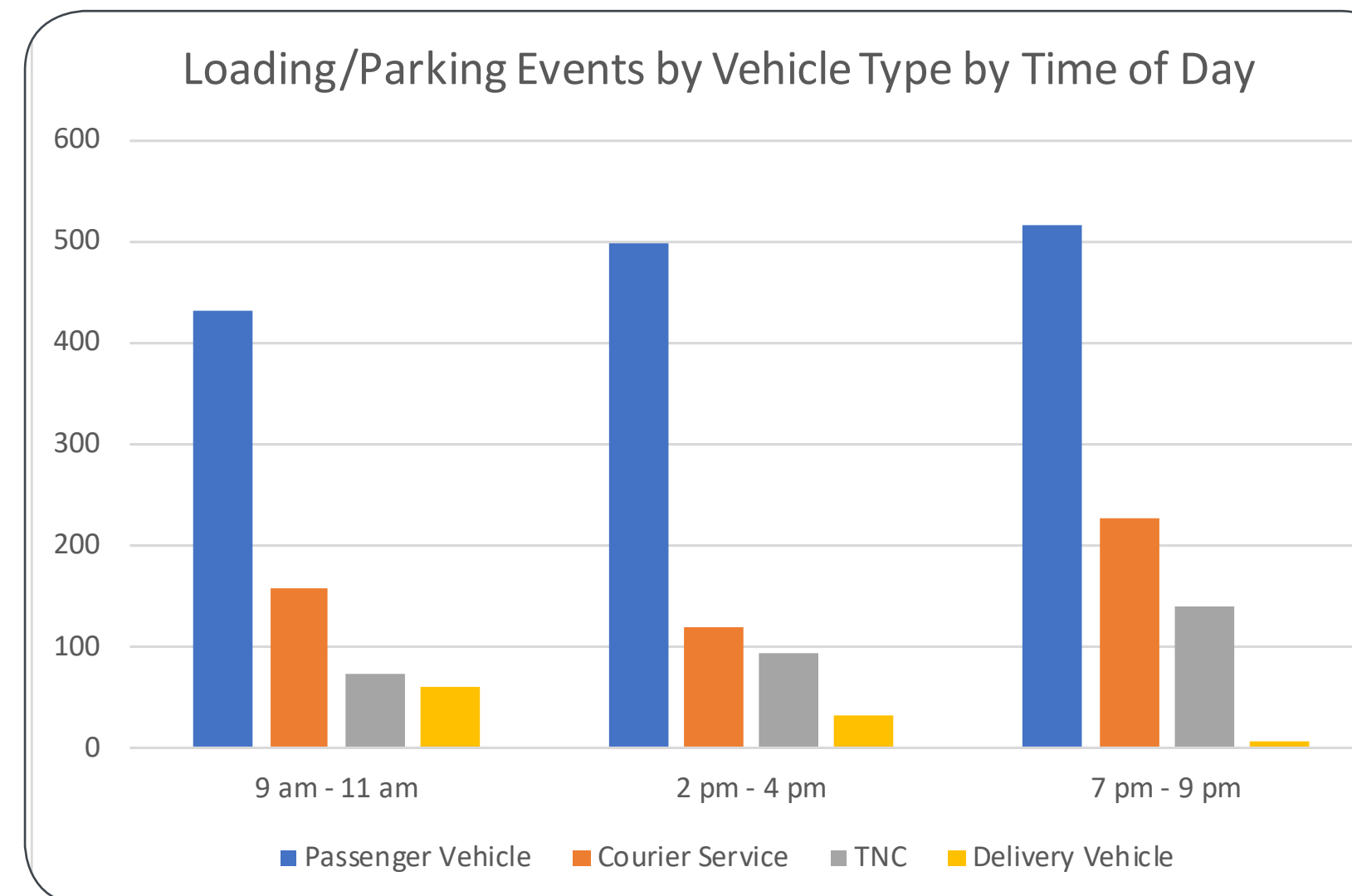
Over half of TNCs and nearly **a quarter** of delivery vehicles **don't pull fully to the curb**

Most loading doesn't last long:
- **80%** of TNCs were stopped for under 1 minute
- **60%** of courier services were stopped for under 4 minutes
- **68%** of delivery vans and trucks were stopped for under 15 minutes

Collected Tuesday, September 17th and Saturday, September 21 from 9 AM - 11 AM, 2 PM - 4 PM, and 7 PM - 9 PM on the 700 block of Irving and 1200 and 1300 blocks of 9th Ave.

DURATION DATA

Percent of Vehicles by Duration by Meter Type

Legend: Regular Meter, Green Meter, Yellow Meter

Average metered parking duration is **1 hour**

Duration at unmetered locations is **2 hours**

Saturdays have slightly longer durations than Tuesdays

Collected Tuesday, September 17th and Saturday, September 14 from 2 PM to 10 PM on Irving St and 9th Ave

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CURB MANAGEMENT CONCEPTS

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COMMERCIAL LOADING

Truck obstructs the N-Judah on Irving Street

Context

Commercial loading (yellow) zones are important for making sure businesses can receive deliveries, but some yellow zones in the Inner Sunset aren't meeting businesses' needs. When they don't, trucks often end up double parking.

Recommendations

- Adjust length and location of yellow zones to make sure they can accomodate delivery vehicles
- Add yellow zones in areas where additional space is needed
- Adjust yellow zone hours so that they are in effect during delivery hours and serve as parking at other times

SHORT-TERM PARKING

Context

Short-term parking (green) zones allow 10-, 15- or 30-minute parking. They can help provide more parking availability for quick trips, like picking up take-out or running into the drugstore. They can also provide space for on-demand delivery services that many Inner Sunset businesses have come to rely on.

In metered areas, green zones are marked only by green caps on the meter, which can make them hard to find. They also are usually in effect only 9am-6pm, Monday through Saturday.

Recommendations

- Add green zones where needed
- Implement better signage and curb paint at green zones to direct customers to them
- Adjust green zone hours so that they are in effect during peak restaurant hours in the evening
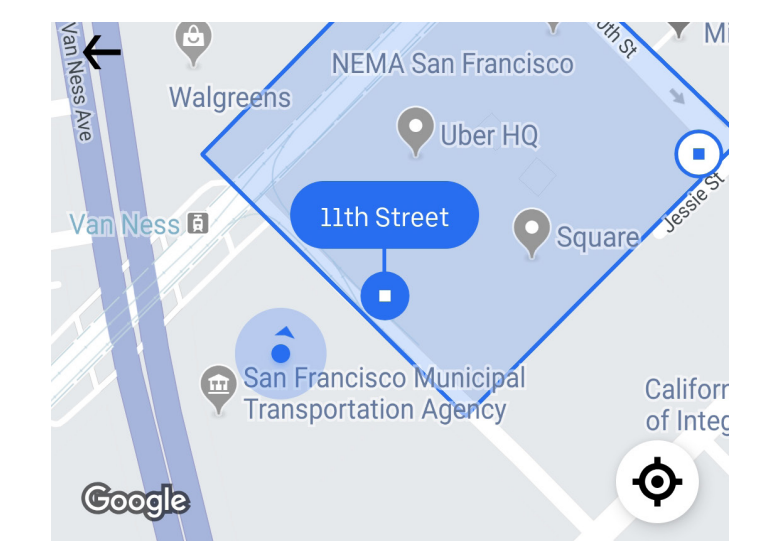
PASSENGER LOADING

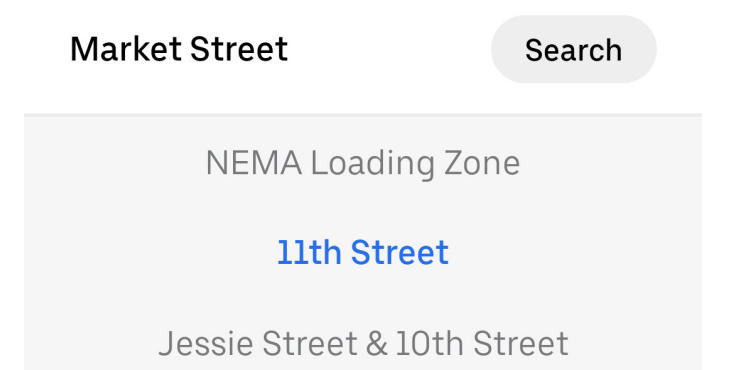*Paratransit loads in street because loading zone is full*

Context

Passenger loading (white) zones allow 5-minute pick-up and drop-off of passengers. In addition to providing space for users like taxis and ride-hailing to pull over, they are important for people with disabilities. There is currently only one white zone in the project area.

Recommendations

- Add white zones in the busiest parts of the neighborhood
- Make some commercial loading zones "dual-use" zones where passenger loading is allowed in the evening
- Direct ride-hailing companies like Uber and Lyft to use loading zones through "geofencing"

Through geofencing, Uber and Lyft can direct riders and drivers to legal loading zones

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CURB MANAGEMENT CONCEPTS

ADDITIONAL PARKING

Context

Opportunities for adding new on-street parking are rare, but there are a few options. After the completion of the Inner Sunset Streetscape Project, parking may be restored in a few red zones in the area. In addition, by realigning spaces, we may be able to squeeze in some extra ones in certain parts of the neighborhood.

Angled parking can add parking spots, but there are strict requirements for minimum street width and driveways can make it less useful. The SFMTA has investigated all the streets in the Inner Sunset and has not been able to identify opportunities to significantly increase the parking supply with angled parking.

Recommendations
- Restore parking or loading in red zones no longer needed for transit in the area
- Realign parking spaces to add additional spots

PARKING REGULATIONS

Context

Parking meters can encourage turnover and help increase parking availability. Parking meter rates in San Francisco are set based on demand, targeting a rate at which at least one or two spaces will be available on every block. Most commercial blocks in the Inner Sunset have meters, but a couple don't.

While this project will not make changes to residential permit parking (RPP) areas, some RPP changes in the area may be worthy of further study.

Recommendations
- Consider parking meters on Irving between 6th and 7th and wrapping around from Irving onto side streets
- Add parking time limits on the north side of Lincoln along the edge of Golden Gate Park to make it easier to find parking there

OTHER

Context

Some other issues with parking in the Inner Sunset were identified through surveys, data collection, and other means.

For years, the SFMTA has received complaints about tour buses stopping illegally in the Muni zone on the north side of Lincoln Way near 9th Avenue on the weekends, when JFK Drive is closed. A tour bus company recently offered to fund a weekend loading zone in the area to address this.

Many residents and merchants have also brought up concerns about the planned bike-share stations in the neighborhood.

Recommendations
- Add tour bus zone along the edge of Golden Gate Park on weekends to address tour buses blocking Muni zone
- After implementation of bike-share stations, continue to monitor usage and performance

WHAT IS CURB MANAGEMENT?

SFMTA.COM/INNERSUNSETCURBS

The SFMTA's Curb Management team was formed in early 2018 as the City begins to adopt a more holistic, proactive approach to parking and loading regulations. In the coming months, a Curb Management Strategy will be released, laying out recommendations for changes to policies, processes, and design standards to improve the way the SFMTA allocates curb spaces to the City's many varied users.

CONTEXT

While this team is new, the problems it is intended to address are not. Pictures from our photo archive show double-parked cars and trucks have caused transit delay, safety issues, and congestion for decades in San Francisco.

Double-parked cars block the City's first bus lane in the 1970s

Trucks parked in a loading zone in Chinatown all day force other trucks to double-park

Many users need curb access, from trucks and buses to taxis, bike-share and paratransit.

EXISTING APPROACH

The SFMTA's Color Curb Program accepts applications for loading and short-term parking zones. Applicants must generally pay for the zone, and after analyzing the request the Color Curb Program chooses whether to move forward.

Blue zones are for accessible parking, green for short-term parking, white for passenger loading, and yellow for commercial loading

Because loading zones are usually require an application and payment, many areas do not have enough loading zones to meet demand.

This often leads to double-parking or other illegal loading, such as in driveways or bus zones. Illegal loading behavior can affect safety, transit reliability, and traffic congestion.

Truck loads in bike lane, forcing bicyclists into traffic

Truck blocks crosswalks to load

*Bus veers around car double-parked in a transit lane*

GOALS

The SFMTA's Curb Management Strategy draws on the agency's wider goals. These include:

- **Safety**. Combatting unsafe parking and loading is important to the City's Vision Zero goal of eliminating traffic deaths and severe injuries.
- **Transit priority**. Curb regulations should prioritize transit per San Francisco's Transit First Policy.
- **Accessibility**. Reliable access to the curb and a safe path of travel are critical for people with disabilities.
- **Equity**. The allocation of curb space should reflect the full spectrum of curb users.
- **Economic vitality**. Curb regulations should support local business needs.

NEW STRATEGY

The new curb management team seeks to allocate curb space in a holistic manner. This means proactively determining needs of a whole block or neighborhood based on merchant, resident, and intercept surveys, as well as in-person and video-based data collection.
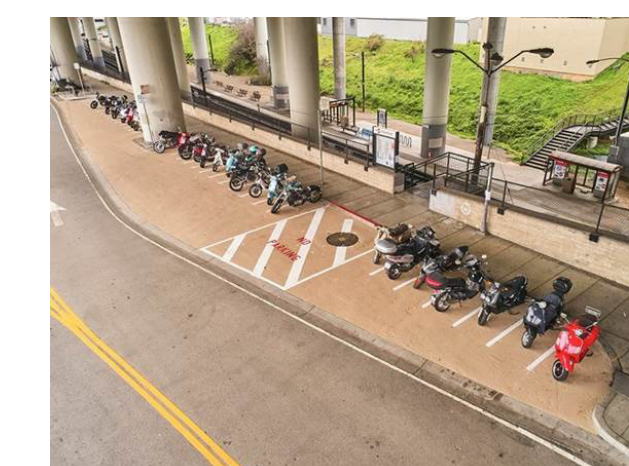
Recent curb management projects include 22nd Street Caltrain Station, Chase Center, and Valencia Street

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