

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS**

RESOLUTION No. 260519-041

WHEREAS, Muni Route 29 Sunset is a major crosstown route serving numerous schools and approximately 18,000 riders per weekday (nearly 90 percent of its pre-pandemic ridership); and,

WHEREAS, The route has historically suffered from schedule reliability problems, and many stops provide limited amenities and accessibility; and,

WHEREAS, The proposals in the 29 Sunset Improvement Project – Phase Two are focused on the segment of the route between Junipero Serra Boulevard and the Bayview District; and,

WHEREAS, Proposed improvements include bus stop upgrades, pedestrian safety improvements and relocation and consolidation of bus stops, which would reduce transit delay and otherwise improve the passenger experience; and,

WHEREAS, Community engagement found broad support for the proposed improvements; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking and traffic modifications as follows:

- A. RESCIND – BUS ZONE
 - i. Persia Avenue, south side, from Mission Street to 74 feet easterly (creates 2 yellow-metered spaces)
 - ii. Mansell Street, north side, from San Bruno Avenue to 96 feet westerly (creates 4 parking spaces)
 - iii. Paul Avenue, north side, from Gould Street to 85 feet westerly (creates 4 parking spaces)
 - iv. Paul Avenue, south side, from Gould Street to 85 feet easterly
- B. ESTABLISH – BUS ZONE
 - i. Garfield Street, north side, from Beverly Street to 63 feet westerly (removes 3 parking spaces)
 - ii. Ocean Avenue, north side, from San Jose Avenue to 145 feet westerly (extends existing 75-foot bus zone by 70 feet, removes 3 parking spaces)
 - iii. Ocean Avenue, south side, from Cayuga Avenue to 110 feet easterly (extends existing 70-foot bus zone by 40 feet)
 - iv. Persia Avenue, north side, from Mission Street to 125 feet westerly (removes 4 general metered spaces)
 - v. Persia Avenue, south side, from Mission Street to 130 feet westerly (extends existing 88-foot bus zone by 42 feet, removes 1 yellow-metered space)

- vi. Mansell Street, north side, from University Street to 65 feet westerly (removes 3 parking spaces)
 - vii. Paul Avenue, south side, from Crane Street to 85 feet easterly
- C. ESTABLISH – RED ZONE
- i. Garfield Street, south side, from Beverly Street to 13 feet easterly
 - ii. Garfield Street, north side, from Head Street to 15 feet westerly (for traffic calming island, removes 1 parking space)
 - iii. Garfield Street, south side, from Head Street to 12 feet westerly (for traffic calming island)
 - iv. Grafton Street, north side, from Plymouth Avenue to 18 feet westerly (extends existing 12-foot red zone by an additional 6 feet, for turning clearance)
 - v. Plymouth Avenue, west side, from Grafton Avenue to 10 feet southerly (for turning clearance)
 - vi. Plymouth Avenue, east side, from Grafton Avenue to 20 feet northerly (extends existing 10-foot red zone by an additional 10 feet, for turning clearance)
 - vii. Persia Avenue, south side, from Mission Street to 25 feet easterly (for turning clearance)
 - viii. Mansell Street, north side, from San Bruno Avenue to 10 feet northerly (for fire hydrant and turning clearance)
 - ix. San Bruno Avenue, west side, from Olmstead Street to 20 feet southerly (enhances visibility for eastbound Olmstead traffic of northbound San Bruno traffic)
 - x. Gilman Avenue, south side, from 45 feet to 60 feet west of Griffith Street (for clearance at new transit island)
 - xi. Paul Avenue, north side, from 3rd Street to 10 feet westerly
 - xii. Gilman Avenue, south side, from 45 feet to 60 feet west of Bill Walsh Way (for clearance at new transit island)
 - xiii. Ingerson Avenue, north side, from eastern side of staircase at Griffith Street to 88 feet westerly (for bus stop access, removes 3 parking spaces)
 - xiv. Hawes Street, east side, from Ingerson Avenue to 20 feet northerly (for turning clearance)
- D. ESTABLISH – YELLOW METERED ZONE, COMMERCIAL LOADING ONLY, 30-MINUTE TIME LIMIT, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY
Persia Avenue, south side, from 25 feet to 45 feet east of Mission Street
- E. ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME
Gilman Avenue, north side, from 3rd Street to 90 feet easterly (removes 2 parking spaces)
- F. ESTABLISH – TOW-AWAY, NO PARKING, ANY TIME
San Bruno Avenue, east side, from Paul Avenue to 169 feet southerly (removes 2 general loading spaces)
- G. ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME (for sidewalk widening)
- i. Grafton Avenue, south side, from Plymouth Avenue to 34 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - ii. Grafton Avenue, north side, from Plymouth Avenue to 32 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)

- iii. Plymouth Avenue, east side, from Grafton Avenue to 54 feet southerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - iv. Plymouth Avenue, west side, from Grafton Avenue to 54 feet northerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - v. Plymouth Avenue, east side, from 25 feet to 93 feet south of Ocean Avenue (for 6-foot-wide transit bulb, removes 3 parking spaces)
 - vi. Persia Avenue, south side, from Lisbon Street to 29 feet westerly (for 7-foot-wide front door transit bulb)
 - vii. Persia Avenue, north side, from Lisbon Street to 35 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - viii. Persia Avenue, south side, from Naples Street to 30 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - ix. Persia Avenue, north side, from Naples Street to 29 feet easterly (for 7-foot-wide front door transit bulb)
 - x. Persia Avenue, south side, from Moscow Street to 29 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - xi. Persia Avenue, north side, from Moscow Street to 29 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - xii. Persia Avenue, south side, from Prague Street to 29 feet westerly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - xiii. Persia Avenue, north side, from Prague Street to 29 feet easterly (for 7-foot-wide front door transit bulb, removes 1 parking space)
 - xiv. San Bruno Avenue, west side, from 74 feet to 148 feet north of Mansell Street (extends existing 6-foot-wide transit bulb by 74 feet)
- H. ESTABLISH – TOW-AWAY, NO STOPPING, ANY TIME
 ESTABLISH – TRANSIT BOARDING ISLAND
 Gilman Avenue, south side, from Griffith Street to 45 feet westerly (removes 2 parking spaces)
 Gilman Avenue, south side, from Bill Walsh Way to 45 feet westerly (removes 2 parking spaces)
- I. ESTABLISH – RAISED CROSSWALK
 Garfield Street at Beverly Street (west leg crosswalk)
- J. RESCIND – SPEED CUSHIONS
 Gilman Avenue, between Hawes Street and Griffith Street (2 speed cushions)
 Gilman Avenue, between Griffith Street and Bill Walsh Way (2 speed cushions)
- K. ESTABLISH – SPEED TABLES
 Gilman Avenue, between Hawes Street and Griffith Street (2 speed tables)
 Gilman Avenue, between Griffith Street and Bill Walsh Way (1 speed table)
- L. ESTABLISH – RIGHT LANE MUST TURN RIGHT, EXCEPT MUNI
 Gilman Avenue, westbound, at 3rd Street; and,

WHEREAS, The proposed 29 Sunset Improvement Project – Phase Two is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for transit prioritization projects, and projects that improve

customer information and wayfinding for transit riders, bicyclists, or pedestrians within the public right-of-way, pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined on March 11, 2026, that the proposed 29 Sunset Improvement Project Phase Two (Case Number 2026-001009ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; 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 by Case Number at <https://sfplanninggis.org/PIM/> 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, now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, including bus stop upgrades, pedestrian safety improvements and relocation and consolidation of closely spaced bus stops, as part of the 29 Sunset Improvement Project – Phase Two.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 19, 2026.



Secretary to the Board of Directors
San Francisco Municipal Transportation Agency