Agenda

• About the 29 Sunset – Why this project is needed
• Introduction to the 29 Sunset Improvement Project
• Community engagement, survey results
• Preliminary proposals
• Summary of potential benefits
• Next steps/timeline
About the 29 Sunset

- Long “crosstown” route spanning south and west sides
- Connects large number of schools and universities
- Not a “commute” route – high ridership all day
- Issues with delay, crowding
About the Project

• Construction project to improve:
  • Travel time and reliability on existing route
  • North-south transit connectivity on west side
• Two-phase project, starting on west side, in coordination with Sunset Blvd repaving
• “Paves the way” for 29R Sunset Rapid service (pending funding for operations)
SFMTA Equity Strategy

• SFMTA “Equity Strategy” route prioritized for improvements
• Serves four of nine Equity Neighborhoods
• Improvements on west side will benefit whole route; south side outreach to begin soon

Muni Service Equity Strategy neighborhoods are areas with high percentages of households with low incomes and people of color.
Ridership and Crowding

- Average weekday boardings:
  - Sep 2019: 20,300
  - Sep 2022: 14,700
- Buses relatively full along most of route

Average passenger loads departing 29 Sunset stops (pre-pandemic)
Schedule Reliability

- Schedule reliability was a problem pre-pandemic, and has become so again
- “Gaps” cause long waits, overcrowding, pass-ups
Recent Improvements

• In 2014, “queue jump” transit-only left-turn added on Lincoln at 19th Avenue

• In 2015, route realigned from Geneva to Ocean to reduce travel time

• Extra “school tripper” service added in 2017 and 2021

• In 2022, frequencies improved to 9 mins in afternoon

Photograph by Aaron Bialick
29R Sunset Rapid

- Part of “5-Minute Network” proposal
- Current project would improve existing 29 Sunset, prepare for 29R Sunset Rapid
- Concept in development, requires funding

Stops in the Five-Minute Network would be served every five minutes or more often
Community Engagement

Project conceived in response to community organizing, including from students
Community Survey

- Open for 2 months
- Responses collected online, via text message and paper forms at pop-up events
- Promoted via blog, posters, emails and text messages
- 444 responses
- 50% of respondents were students
- Full report at SFMTA.com/Improve29
Survey Findings

• Top priorities were:
  1. Reducing wait times
  2. Reducing travel times
  3. Reducing pass-ups

• Proposed improvements would address all three

TOP PRIORITY IMPROVEMENT FOR THE 29 SUNSET

- Reduce wait times: 60%
- Reduce travel time: 15%
- Reduce pass-ups associated with crowding: 10%
- Improve access for people with disabilities: 5%
- Improve stop amenities like shelters and seats: 5%
Survey Findings

• When asked if they would walk farther to stops for more reliable service:
  • Slightly less than half (45%) said yes
  • One-third (33%) said no
  • Slightly less than a quarter (22%) unsure

Would you be willing to walk an extra 3-5 minutes to your stop for more reliable transit service on the 29 Sunset?
Community Meetings

• Met with Board of Supervisors and community stakeholders
• Hosted “listening tour” to hear concerns, understand priorities and explore potential solutions
• Major themes:
  • Frustration about long waits, crowding, pass-ups, slow trips
  • Want more frequent service
  • Want Rapid service
  • Concern about possibility of stop removal
  • Interest in improvements to signal priority
Proposals

• New, larger sidewalks at stops on Sunset Boulevard, Lincoln Way near Golden Gate Park

• Bulb stops that allow buses to stop without having to pull back into traffic

• More room for shelters, more comfortable waiting areas
Proposals

- Bulb stops on Lincoln Way, 25th Avenue (pending further analysis)
- Transit signal priority to give green light to buses at intersections that reduces delays
- Parking impacts at some intersections, but little net change
Proposals

• Relocate stops based on best practices
  • Remove closely spaced stops (on Sunset Boulevard, generally 680 feet apart, below recommended minimum of 800 feet)
  • Move stops to far side of intersection to reduce delay at signals
  • Improve comfort, accessibility at stops
Proposals

• Most stops on Sunset Blvd 1,360 feet apart (~1/4 mile)
• Stops retained at transfer points, major destinations (e.g. St. Ignatius College Preparatory & A.P. Giannini Middle School)
• Stops by Golden Gate Park consolidated at signalized crosswalks/park entrances

NOTE: Proposed changes at 25th/Geary are no longer being considered as part of this phase of the project, and will be further evaluated after the design for the Geary Boulevard Improvement Project is complete.
Proposals

- Stop pattern reflects that of Route 28 19th Avenue (locations identical between Judah and Wawona)
**Benefits**

- Estimated 15-20% time savings between Junipero Serra and Baker Beach (~15 minutes round trip)
- Delay reduction will also reduce long wait times and crowding
- More frequent service will require additional funding
Coordination

- Working with other SFMTA, City projects on west side, including Geary Boulevard Improvement Project (not shown)

**Projects In Motion**

- **Golden Gate Park Access & Safety Program**
  Co-lead: SFMTA, Rec Park

- **19th Avenue Improvements**
  Co-Lead: Public Works, Caltrans

- **Great Highway Project**
  Lead: Rec Park
  Partner: SFMTA

- **29 Sunset Improvement Project**
  Lead: SFMTA
  Partner: Public Works

- **Westside Pump Station**
  Lead: PUC

- **Sloat-Skyline Intersection**
  Lead: SFMTA
  Partner: Caltrans

- **Ocean Beach Climate Adaptation Project**
  Lead: PUC
  Partners: Rec Park, SFMTA, Public Works

- **Skyline Blvd - Great Hwy Signalization Project**
  Lead: Caltrans
  Partners: SFMTA, Public Works
Next Steps

• Refine proposals based on feedback
• Seek SFMTA Board approval this spring
• Proceed to Phase 2 (south side)
• Seek voter approval for 29R Sunset Rapid funding (TBD)
Thank You

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