

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving 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.



SUMMARY:

- 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).
- The route has historically suffered from schedule reliability problems, and many stops provide limited amenities and accessibility.
- 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.
- Proposed improvements include bus stop upgrades, pedestrian safety improvements and relocation and consolidation of bus stops, which would reduce transit delay and otherwise improve passenger experience.
- Community engagement found broad support for the proposed improvements.
- The Planning Department has determined that the proposed project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

	DATE
DIRECTOR 	May 14, 2026
SECRETARY 	May 14, 2026

ASSIGNED SFMTAB CALENDAR DATE: May 19, 2026

PURPOSE

Approving 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.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

The proposed project will support the following goals of the SFMTA Strategic Plan:

1. Identify and reduce disproportionate outcomes and resolve past harm towards marginalized communities.
4. Make streets safer for everyone.
5. Deliver reliable and equitable transportation services.
6. Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.
7. Build stronger relationships with stakeholders.
8. Deliver quality projects on-time and on-budget.
9. Fix things before they break, and modernize systems and infrastructure.
10. Position the agency for financial success.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
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.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway

DESCRIPTION

Background

The 29 Sunset is exceptional among Muni routes. As a roughly L-shaped, crosstown route spanning the city's southern and western sides between the Bayview District and the Presidio, it is the longest non-Owl route in the system, at approximately 13.5 miles each way. It serves a disproportionately high number of schools, both K-12 and post-secondary (including the main campuses of City College of San Francisco and San Francisco State University), as shown in Figure 1 below. It also serves four of the nine Muni Equity Strategy Neighborhoods with disproportionately high numbers of residents of color and low-income households, as shown in Figure 2 on the following page.

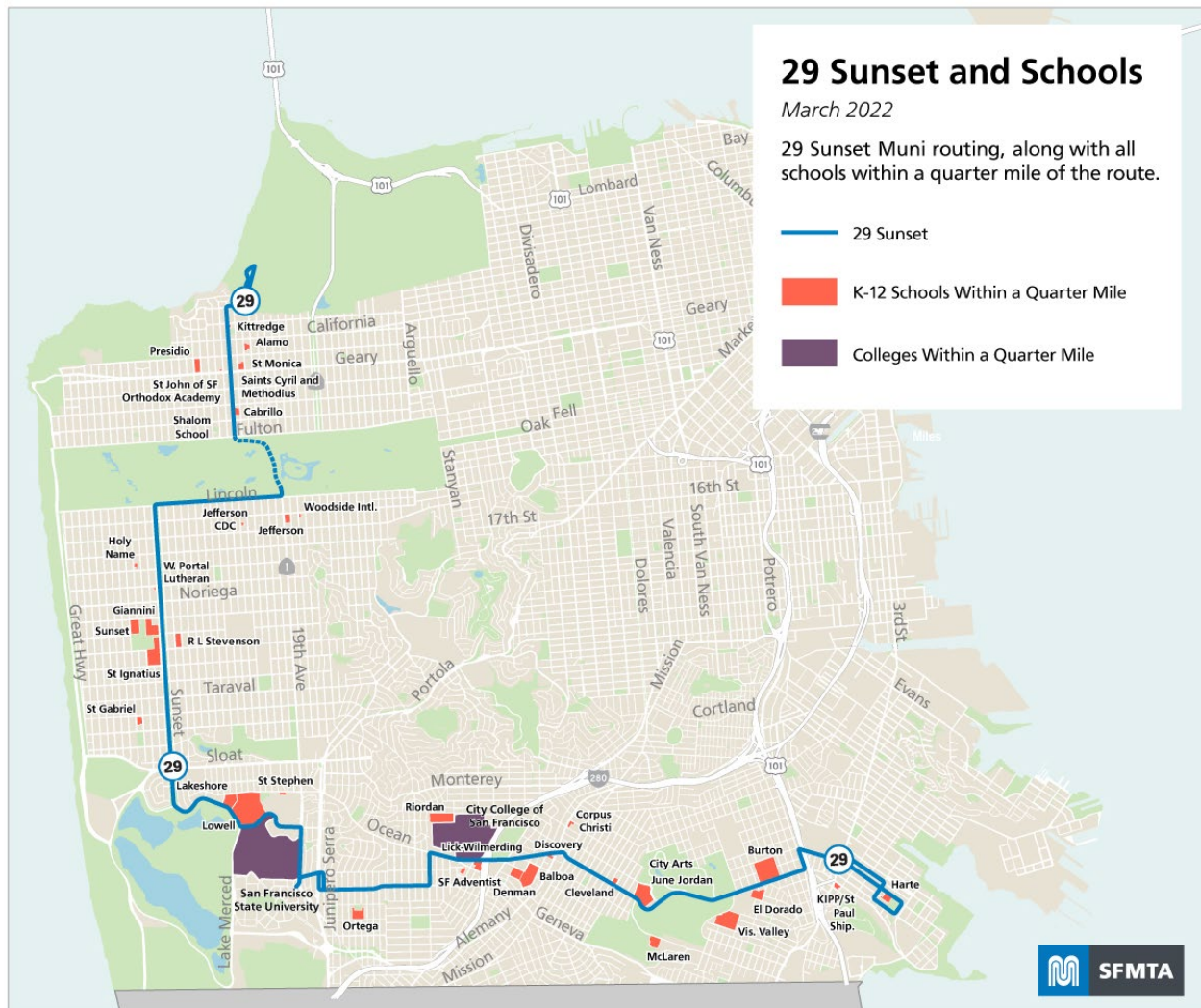


Figure 1: Map of 29 Sunset route showing adjacent schools



Figure 2: Map of 29 Sunset route showing Muni Equity Strategy Neighborhoods

For these reasons, the 29 Sunset has historically been among the busiest Muni routes that do not serve the downtown employment core. It averages approximately 18,000 weekday boardings, about 90 percent of the pre-pandemic average. This rate of post-pandemic ridership recovery is well above the systemwide figure and is consistent with other crosstown routes that serve various types of trips between neighborhoods, rather than primarily focusing on downtown commuters. Like other such routes, the 29 Sunset remains relatively busy not just during peak periods in the peak direction, but throughout the day in both directions.

For a variety of reasons, the 29 Sunset has also historically suffered from reliability challenges.

This is due in part to the length of the route: transit vehicles tend to become more delayed the longer a trip lasts. However, it is also due to an operating environment that generally does not prioritize the efficient movement of transit vehicles. In the southern segment of the route, stops are around 695 feet apart on average. This is more than 100 feet less than the SFMTA's recommended minimum distance between bus stops of 800 feet on grades equal to or less than 10 percent (where grades exceed 10 percent, bus stops may be as close as 500 feet apart)¹. Buses must also regularly stop at stop signs. Transit signal priority is available at only a few signalized intersections. There are almost no "bulb" or sidewalk extension stops allowing operators to avoid having to pull out of, then back into traffic. And with the exception of a short segment of Ocean Avenue in one direction, there are no transit lanes in this segment.

These challenges are reflected in on-time performance data. In April, headway adherence for the entire route was 82 percent. Systemwide, on routes that are managed based on headways, headway adherence was 85 percent during this period.

Finally, conditions of stops in this segment of the 29 Sunset vary. Many stops, including relatively busy ones, lack any customer amenities beyond basic stop indicators (yellow paint on utility poles or the roadway). There are few shelters, some stops are relatively dark at night, and as previously noted, there are almost no bulbs or boarding islands providing dedicated space for waiting passengers. The quality of pedestrian pathways to stops also varies.

Previous Improvements to the 29 Sunset

The SFMTA has made a number of improvements to the 29 Sunset in recent years. These have included: the "quick build" stage of Phase One of this project, which made a number of changes to stops in the western segment of the route, including removal of some closely spaced stops and improvements to others, primarily on Sunset Boulevard; a Muni-only left-turn lane on eastbound Lincoln Way at 19th Avenue; and realignment from Geneva Avenue to Ocean Avenue near the Balboa Park BART Station to make the route more direct. Improvements have also included service increases, consisting of service every 8 to 9 minutes on weekdays rather than every 10 to 12 minutes as well as additional "school tripper" services to schools around afternoon bell times.

Project Phases

Due to the route's length, the 29 Sunset Improvement Project was divided into two phases. As previously noted, Phase One of the project included the western segment of the route, between the Baker Beach terminal in the Presidio and the intersection of Holloway Avenue and Beverly Street, just east of Junipero Serra Boulevard. Phase Two includes the southern segment, from the latter location to the easternmost end of the route in the Bayview District.

SFMTA staff have also conducted preliminary planning for a Route 29R Sunset Rapid service

¹ SFMTA Short Range Transit Plan (Fiscal Year 2019-2030), p. 51

making limited stops. While 29R service would require additional revenue, the proposals described in the following pages are designed to accommodate future Rapid service.

Proposals

The improvements being proposed for the 29 Sunset as part of the 29 Sunset Improvement Project – Phase Two are generally in three categories: proposals to improve safety; proposals to improve passenger amenities at stops; and proposals to reduce travel time and improve schedule reliability.

Safety, Accessibility, and Customer Amenity Improvements

A number of changes are proposed related to pedestrian safety, transit performance and stop amenities.

- *Addition of transit bulbs.* Up to 13 sidewalk-widening transit bulbs would be built or extended to allow operators to stop without pulling out of and back into traffic lanes while simultaneously improving access for passengers by allowing operators to pull up to the curb.
- *Addition of boarding islands.* Similarly, two boarding islands would be built to improve both transit performance and accessibility.
- *Bus zone changes.* Bus zones would be added or extended at seven locations, including Ocean Avenue and Cayuga Avenue westbound, where a “slip lane” on Santa Ynez Avenue would be closed to facilitate a large rain garden and expanded bus zone as part of the Cayuga Avenue Slow Street project.²
- *Roadway changes.* Traffic lanes would be removed to improve the efficiency and safety of bus operations in two segments of a few blocks each. On San Bruno Avenue, the second northbound lane would be removed between Mansell Street and Paul Avenue, allowing for the remaining lanes to be widened, reducing bus-involved “sideswipe” collisions. On Gilman Avenue, the second westbound lane would be removed between Arelious Walker Drive and Hawes Street, providing more passing space for eastbound transit vehicles that are currently delayed by double-parked vehicles in the eastbound lane.
- *Transit signal priority and signal timing modifications.* A number of traffic signals would also be upgraded with transit signal priority and timing modifications to reduce delays for buses.

² SFMTA, Cayuga Slow Street, <https://www.sfmta.com/projects/cayuga-avenue-slow-street> (last accessed May 5, 2026).

- *Pedestrian safety measures.* Different types of pedestrian safety improvements would be made at multiple locations, including a raised crosswalk, marked crosswalks, a mountable median island, and conversion of speed cushions to speed tables. Additionally, a new traffic calming design would be piloted at Garfield and Head streets in Ingleside consisting of three raised islands serving to narrow traffic lanes. Transit bulbs would also benefit pedestrian safety.
- *Transit shelters.* Depending on availability of power and other factors, transit shelters could be added at up to four locations.
- *Stop lighting.* As part of the Muni Stop Lighting Project, solar-powered, pedestrian-scaled lighting could be added at up to four locations.

In addition, minor changes such as adjustments to roadway striping to reduce collisions are proposed. Major changes are shown in Figure 3.

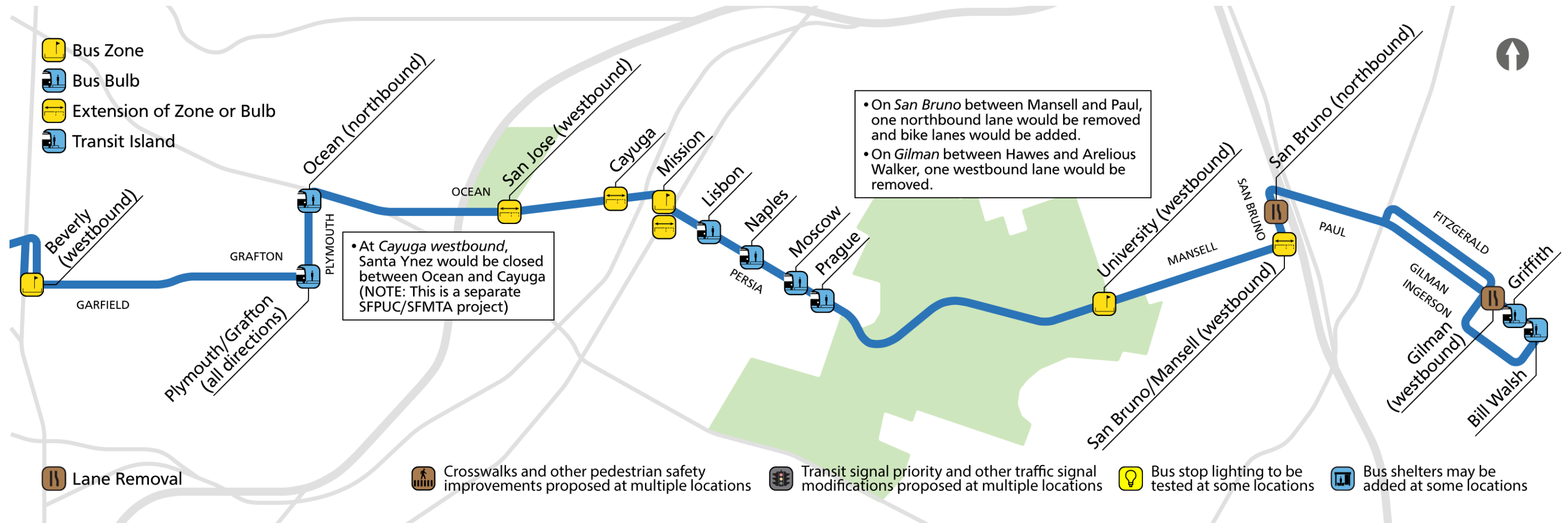


Figure 3: Map of proposed changes to the 29 Sunset in the Phase Two segment (not including changes to stop locations)

Changes to Stop Locations

Staff recommends removal or relocation of numerous closely spaced transit stops, as shown in Figure 4 on the following page. The stops proposed for removal are not adjacent to major destinations such as schools or commercial corridors and are not transfer points to other transit routes. For these reasons, they are relatively lightly used. However, when these stops are used, even if by only one or two passengers, buses must not only stop to load and unload, but must decelerate to a stop, wait to merge back into traffic, and accelerate upon departure, resulting in delays.

A net total of 21 stops are proposed for removal: 11 in one direction, and 10 in the other. A total of 23 existing stops would be removed, but two new stops would be added. As there are currently 87 stops in the segment, this represents slightly less than one quarter of the total. The proposed removals would increase the average distance between stops from approximately 695 feet to about 925 feet, which is within the agency's recommended range of 800 to 1,360 feet.

There are currently four stops in the segment that are more than the recommended maximum of 1,360 feet from the previous stop, all in or adjacent to McLaren Park. The proposed changes would result in one additional stop more than 1,360 feet from the previous stop, northbound on Plymouth Avenue at Ocean Avenue (the previous stop would be approximately 1,405 feet away).

The two new stops would be on Persia Avenue at Lisbon Street, replacing stops one block east at Madrid Street and one block west at Paris Street.

In addition to removal of stops, some stops would be relocated to the other sides of the same intersections to reduce delay and/or improve conditions for waiting passengers. Along with stops proposed for removal or addition, these are shown in Figure 4.

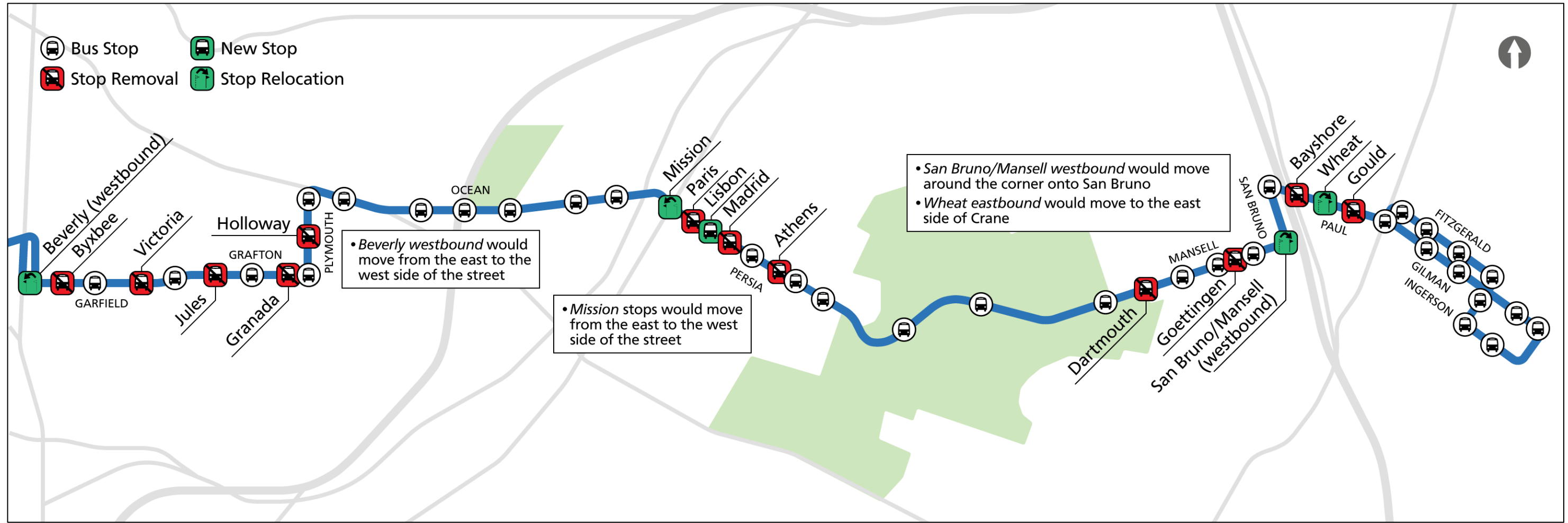


Figure 4: Map of proposed changes to 29 Sunset stop locations in the Phase Two segment

The proposed changes would require removal of approximately 36 curbside parking and loading spaces, net, over a round-trip distance of approximately 11.4 miles. The location most impacted would be the intersection of Grafton Avenue and Plymouth Avenue, where approximately four spaces would be removed. Among the spaces removed would be a commercial loading (yellow) zone on Persia Avenue at Mission Street, although this would be replaced by two yellow zones across the street. It would also include a one vehicle-length passenger loading (white) zone on San Bruno Avenue at Paul Avenue, as well as a segment of the white zone at Bret Harte Elementary School equivalent to roughly two car lengths. Note that steps were taken to reduce parking impacts, such as use of front-door only transit bulbs rather than full-length bulbs on Persia Avenue.

Proposed Parking and Traffic Modifications

The SFMTA recommends the SFMTA Board approve the following parking modifications along to implement the 29 Sunset Improvement Project – Phase Two.

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

STAKEHOLDER ENGAGEMENT

Community outreach for Phase Two of the 29 Sunset Improvement Project consisted of three rounds of public engagement. An initial “listening tour” to help the project team better understand community priorities; opportunities for public review of, and comment on, preliminary proposals; and meetings and other methods to ensure awareness of the refined recommendations to be presented to the SFMTA Board of Directors. Through this process, the project team was able to develop and refine proposed changes in collaboration with both 29 Sunset riders and neighboring residents and business owners.

Methods included:

- 35 meetings to get feedback from organizations representing youth, seniors and people with disabilities;
- 20 project events, including a community bus tour, self-guided open houses and pop-up tabling at schools, senior centers and transit stops;
- multilingual mailers sent to over 13,000 residents and businesses within a few blocks of the project to promote awareness and seek feedback on proposals;
- a survey that collected over 800 responses in English, Chinese, Spanish and Filipino;
- in-person canvassing to merchants to understand their priorities near bus stops;
- multilingual corridor signage;
- regular project webpage updates and email and text blasts sent to a list of over 800 subscribers; and
- meetings with numerous internal stakeholders, including the SFMTA’s Citizens’ Advisory Council (CAC), Multimodal Accessibility Advisory Committee (MAAC) and Youth Transportation Advisory Board (YTAB), among others.

Community Engagement by Phase

Listening Tour

In 2024, SFMTA staff initiated a “listening tour” phase of outreach to better understand community priorities for the route and the streets where the 29 Sunset operates.

Staff met with members of community-based organizations serving youth (e.g., the 3rd Street Youth Center and Clinic and San Francisco Unified School District), residents (e.g. PODER) and seniors (e.g., the IT Bookman Community Center and Community Youth Center). These included information-sharing in English, Spanish and Cantonese. Staff also engaged with

hundreds of bus riders and community members at pop-up tabling events at bus stops and locations serving seniors (e.g., the OMI Senior Center), students and families (e.g. the SFUSD Enrollment Fair and Phillip and Sala Burton Academic High School).



Figure 5: Meeting presented in Cantonese and English with seniors at Community Youth Center Bayview location

The project team also organized a stakeholder bus tour during which community and SFMTA staff members rode the Phase Two segment of the 29 Sunset route together, stopping along the way to discuss conditions at specific locations such as Mansell Street and Visitation Avenue, where installation of a shelter is now proposed. The event included Spanish translation as well as a survey, and community members from the Ingleside, Excelsior, Portola and Bayview participated, including students, seniors and people with disabilities.

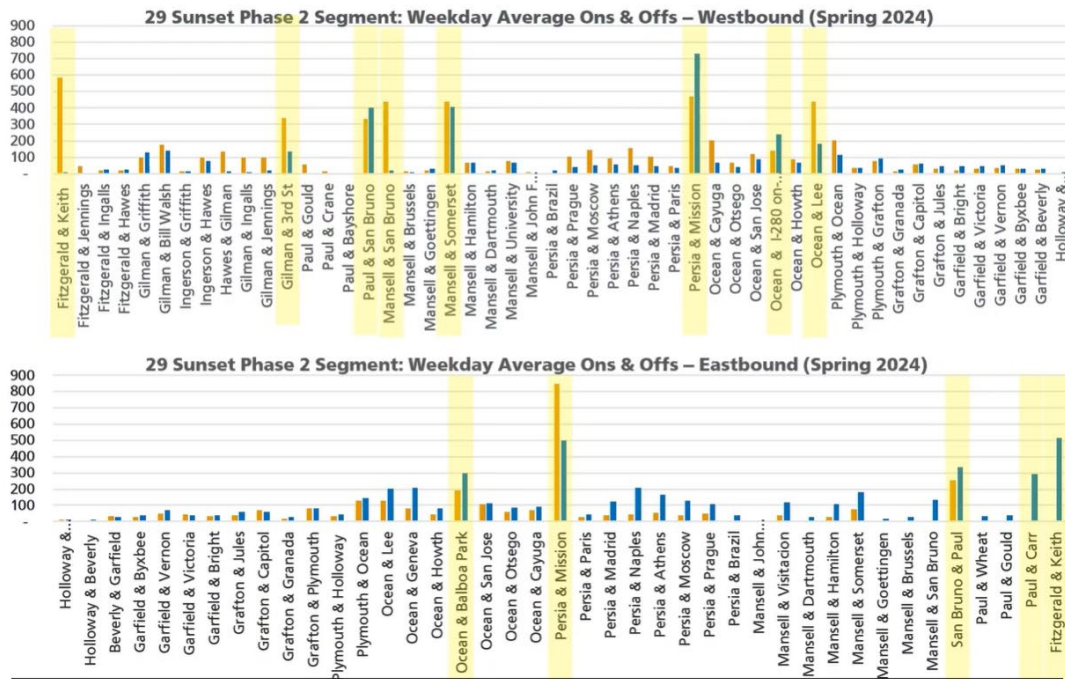


Figure 6: Community stakeholder bus tour

Preliminary Proposals

In Summer 2025, SFMTA staff shared preliminary proposals with the community. This included multilingual materials and meeting with interpretation in Spanish, Chinese and Filipino.

The project team published detailed proposals on the project webpage and summarized them in an [eight-minute video presentation](#), with translated subtitles, which received over 450 views.



SFI 包括位於居民區的站點，客流量都比較小。在製定我將要 12

29 Sunset Improvement Project Phase Two - Project Proposals - Summer 2025

San Francisco Municipal Transportation Agency 3.34K subscribers Analytics Edit video 9 9 Share Ask Save ...

Figure 7: Screenshot of the recorded presentation with Chinese subtitles

SFMTA staff hosted self-guided open houses over the course of three weeks at the Excelsior Branch Library and Ingleside Branch Library. During this time, community members were invited to review the proposal materials. The SFMTA received comments in English, Chinese and Spanish.

Additionally, the project team held 15 meetings with community organizations, where staff presented the proposals, answered questions and took feedback. These organizations serve youth (e.g., MAGIC SF and City College), residents (e.g., the Alice Griffith Community Providers, Excelsior District Improvement Association and OMI Neighbors in Action) and seniors (e.g., Senior & Disability Action).

Staff also conducted pop-up tabling at community events (e.g., Excelsior Sunday Streets), busy bus stops and schools (e.g., Balboa High School, Lick-Wilmerding High School, and San Francisco State University), and canvassed merchants where changes were proposed within commercial corridors (e.g. Third Street, Mission Street and San Bruno Avenue).

The SFMTA also raised community awareness of the proposals using a mailer to all addresses within several blocks of the Phase Two segment, more than 100 posters posted along the corridor and emails and text alerts to those who had signed up for mailing lists.

staff encouraged responses to our community survey, which was made available on paper at tabling events and online. The SFMTA received a total of 810 responses, in English, Spanish, Chinese and Filipino. Of those who shared information, respondents' demographics generally matched that of the corridor and of ridership: 48 percent identified as Asian and/or Pacific Islander, 31 percent White, 21 percent Latino and/or Hispanic and 8 percent Black or African American. Twenty-nine percent had at least one disability affecting their daily lives, 22 percent were 65 years or older, and slightly over 50 percent said they speak a language other than English at home.

Mga Panukala ng Proyekto – Summer 2025

Mga Panukala ng Proyekto – Summer 2025

Nakatuon ang Phase Two ng 29 Sunset Improvement Project sa pagpapahusay sa katimugang bahagi ng ruta mula Junipero Serra Blvd at Holloway Ave hanggang Bayview. Layunin nitong mapabuti ang [Pangkalahok basahin ang project proposal](#), pakisagutan ang survey bago. Lahat ng sagot ay anonymous.

1. Ano ang relasyon mo sa 29 Sunset? Piliin ang lahat ng naaangkop:

- Sumakay ako rito
- Nakatira ako malapit
- Nag-aaral ako malapit
- May negosyo ako malapit
- Naglitrabaho ako malapit
- Hindi ko alam / Hindi sigurado
- Iba pa (pakispecificy)

2. Aling mga layunin ng proyekto ang pinakamahalaga sa iyo?

- Bawasan ang paghihintay sa bus
- Paiklin ang oras ng biyahe
- Bawasan ang siklikan
- Pahasuyin ang kaligtasan ng mga naglalakad
- Gaging mas accessible sa mga may kapansanan
- Pagandahin ang mga bus stop gaya ng shelter at impormasyon
- Hindi ko alam / Hindi sigurado

Paglipat ng hintuan ng bus

Legend:
 Bus Stop (Bus icon)
 Stop Inalis (Bus with red X icon)
 Ihinto ang Relokasyon (Green bus icon)

Callout Box 1 (Beverly):
 • Ang Beverly westbound ay ililipat mula sa silangang bahagi ng kalye papunta sa kanlurang bahagi.

Callout Box 2 (Geneva):
 • Ang Geneva eastbound ay ililipat mula sa kanlurang bahagi ng kalye papunta sa silangang bahagi.

Callout Box 3 (Mission):
 • Ang Mission westbound ay ililipat mula sa silangang bahagi ng kalye papunta sa kanlurang bahagi.
 • Ang Mission eastbound ay maaaring ilipat mula sa kanlurang bahagi ng kalye papunta sa silangang bahagi, depende sa karagdagang pagsusuri.

Figure 8: Screenshot of the survey in Filipino

Most proposals were “strongly” or “somewhat” supported by a large majority of respondents:

- 87.6 percent strongly supported adding bus shelters
- 78.3 percent strongly or somewhat supported adding transit bulbs
- 76.1 percent strongly or somewhat supported removing and relocating closely spaced bus stops
- 71.2 percent supported converting flag stops to bus zones
- 57.8 percent strongly or somewhat supported removing one lane of northbound of traffic on San Bruno Avenue between Mansell Street and Paul Avenue (note that the Gilman Avenue lane-reduction proposal was not introduced early enough to include in the survey)

Finally, meetings were held with internal stakeholders during this round of outreach.

Updated Proposals

In advance of the March 20, 2026 Public Hearing, staff shared updated proposals with and encouraged feedback from community members.

The project team publicized our proposals through:

- multilingual postcard mailer to all addresses within a few blocks of the project corridor;
- more than 100 multilingual posters as well as Public Hearing notices posted along the project corridor;
- presenting at meetings held by community-based organizations;
- door-to-door canvassing and filtering to homes and businesses near several proposals;
- updated information posted on our project webpage and email and text message updates to all project subscribers; and
- additional meetings with internal stakeholders.

This outreach led to more than 1,000 visits to the project webpage by speakers of various languages. The SFMTA received 27 comments as part of the Public Hearing process, by phone, email and during the hearing. Of these, 12 were in opposition to lane removal on San Bruno Avenue. Commenters were opposed to the removal of a passenger loading zone on San Bruno Avenue, and expressed concerns about traffic safety related to removal of the traffic lane and addition of bike lanes. Four commenters opposed some or all of the bus stop removals on Garfield Street and Grafton Avenue, and two opposed removal of the bus stops at Mansell and Goettingen streets. Others expressed support for improving reliability and decreasing pass-

ups, for removing parking at bus stops, and for adding bike lanes on San Bruno Avenue.

Responses to Community Engagement

Themes

Across all three phases of outreach, and across all formats, a few key themes emerged. Each of which is reflected in the proposed project.

- **Reliability.** Staff heard repeatedly from riders about the challenges of depending on the 29 Sunset to arrive on time.
- **Crowding.** The second highest priority in the community survey was reducing crowding (64 percent of respondents).
- **Travel times.** Many Muni riders commented on the slow speed of the 29 Sunset, and it was the second highest priority for improvement identified by respondents to the community survey.
- **Concerns about bus stop spacing and proposed bus stop locations.** Staff heard some concerns about bus stop consolidation, especially in areas with slopes such as Persia Avenue. For this reason, we revised our proposal to shorten the proposed distances between bus stops on Persia Avenue.
- **Basic bus stop amenities.** Improving bus stop amenities such as signage, seating, shelters and lighting was the fourth-highest priority for improvement in our community survey.
- **Bayview terminal location.** Staff heard from Bayview riders about the inconvenience of the terminal location at Third Street and Fitzgerald Avenue. Riders with destinations east of Third Street must walk or change buses at the terminal before continuing their trip.
- **29R Sunset Rapid service.** Staff heard consistent support for Rapid service (which would require additional funding, and is not part of this proposal).

Updated Proposals

A number of revisions were made to the preliminary proposals in response to community comments and concerns. These included:

- *Stop locations on Persia Avenue.* There are currently seven stops per direction on Persia Avenue between Mission and Prague streets. The average distance between these stops is less than 500 feet, well below the recommended minimum for bus stops in relatively flat areas of 800 feet. The initial proposal was to remove three stops per direction on Persia Avenue, resulting in an average stop spacing of just under 1,000 feet, still well below the recommended maximum of 1,360 feet. However, Excelsior residents expressed concerns about this proposal, noting that Persia Avenue is on a slope. To address this concern, the revised proposal would have a net reduction of just two stops per direction on Persia Avenue, including adding a new stop at Lisbon Street, resulting in an average distance between stops of approximately 770 feet.
- *Westbound stop at Burton High School.* The preliminary proposals included a boarding island at this location. This would have provided additional space for waiting passengers (primarily students after afternoon bell time) and allowed buses to stop in the traffic lane, rather than having to merge back into traffic after stopping. However, Burton staff expressed concerns about bus-auto conflicts during pick-up and drop-off times. Additionally, the proposal would have required removal of part of the existing white pick-up/drop-off zone in front of the school, as well as removal of parking to provide an alternate space for Muni school "tripper" buses that currently stage in the existing bus zone just before school bell time. At the invitation of school staff, project team members observed both AM drop-off and PM pick-up and found that overcrowding at the existing waiting area on the sidewalk was mitigated by students who walk downhill so they can board at "upstream" stops and reduce the possibility of being passed up. The revised proposal would make no changes to the existing bus zone, white zone or adjacent parking.
- *Bicycle lanes on San Bruno Avenue.* As previously noted, the proposal includes removal of one of the two northbound lanes of traffic on San Bruno Avenue between Mansell Street and Paul Avenue. This would allow the remaining lanes to be widened, reducing the risk of "sideswipe" collisions. The initial proposal also added Class II bicycle lanes in part of this segment. However, community members expressed concerns about the safety of cycling in this segment related to the U.S. Highway 101 southbound off-ramp at Mansell Street. The revised proposal removes the second northbound traffic lane, which should improve safety both by reducing the risk of sideswipes as well as by reducing opportunities for vehicles to pass northbound. This would serve to "calm" traffic. However, bicycle lanes have been deferred pending additional outreach.
- *Westbound stop at Third Street and Gilman Avenue.* As part of the preliminary proposals, this stop would have been moved from the east side to the west side of Third Street, onto Paul Avenue, where parking would have been removed to provide a bus zone. The current stop is next to a relatively short right-turn pocket; as a result, bus

operators often “flag stop” in the lane for through traffic, requiring riders to load and unload in the street. However, leadership of the Cornerstone Missionary Baptist Church objected to the loss of parking, noting that during funerals, their parking lot is not large enough to accommodate all attendees. The revised proposal would retain the stop at its current location and lengthen the right-turn lane adjacent to the stop to make it easier for operators to stop at the curb.

ALTERNATIVES CONSIDERED

A number of alternatives to the proposed project were considered:

- **No Build.** The 29 Sunset was identified by the SFMTA as a high priority for improvements (to be developed and implemented as part of the Muni Forward program) for reasons including its high ridership and large numbers of riders who are students and/or residents of SFMTA Equity Neighborhoods. For these reasons, a No Build alternative was not advanced.
- **Variations.** The Phase Two proposal consists of a package of site-specific recommendations to achieve project goals. No fundamentally different, overarching alternatives were considered, although options were considered throughout the project area, such as stop locations and addition or expansion of transit bulbs and boarding islands. Major variants are described in the previous section (Stakeholder Engagement).

FUNDING IMPACT

The total estimated cost for phase two of the project is approximately \$10 million. The project would be funded using sources including Population Baseline General Fund Transfer funding and grants from the Affordable Housing and Sustainable Communities (AHSC) program and MTC’s Transit Performance Initiative (TPI) program.

Below is the current CIP funding plan by phase (or “stage” – the earlier part of the project on the west side, and the current portion on the south side) and source. Note that the estimated Phase Twocost above is less than shown below, as CIP funding is for both Phase One and Phase Two. Population Baseline General Fund funding can be used between both project phases and reallocated.

	General Fund	AHSC	TPI	Total
Planning & Preliminary Engineering	\$600,000	–	–	\$600,000
Design	\$1,230,801	–	–	\$1,230,801
Construction	\$3,743,207	\$4,000,00	\$2,959,00	\$10,702,20

		0	0	7
Total	\$5,574,008	\$4,000,000	\$2,959,000	\$12,533,008

Table 1: Funding Plan

ENVIRONMENTAL REVIEW

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.

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.

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 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.

IMPLEMENTATION TIMELINE

If these proposals are approved, “quick build” changes that do not require major construction could be implemented later this year and early next year. Under the current schedule, more extensive construction would be completed by the end of 2029.

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

The City Attorney’s Office has reviewed this calendar item.

RECOMMENDATION

PAGE 24

Staff recommends that the SFMTA Board of Directors approve 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.

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

RESOLUTION No. _____

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