

**THIS PRINT COVERS CALENDAR ITEM NO.: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Transit

**BRIEF DESCRIPTION:**

Approving parking and traffic modifications, including bus stop upgrades, relocation and consolidation of bus stops, and transit signal priority upgrades, along the western segment of Muni Route 29 Sunset, a major crosstown route, serving numerous schools and more than 14,000 riders per weekday, to reduce transit delay and otherwise improve the passenger experience.



**SUMMARY:**

- Muni Route 29 Sunset is a major crosstown route serving numerous schools and more than 14,000 riders per weekday (more than 20,000 prior to the COVID-19 pandemic).
- The route has historically suffered from schedule reliability problems, and many stops provide limited amenities and accessibility.
- The proposed improvements, including upgrades to stops, relocation and consolidation of stops, and transit signal priority upgrades, would reduce transit delay and otherwise improve the passenger experience.
- Due to the length of the route, the project has been divided into two phases, with the current proposals limited to the segment of the route between Junipero Serra Boulevard and Baker Beach.
- 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:**

	<b>DATE</b>
DIRECTOR 	<u>June 1, 2023</u>
SECRETARY 	<u>June 1, 2023</u>

**ASSIGNED SFMTAB CALENDAR DATE:** June 6, 2023

**PAGE 2.**

**PURPOSE**

Approving parking and traffic modifications, including bus stop upgrades, relocation and consolidation of bus stops, and transit signal priority upgrades, along the western segment of Muni Route 29 Sunset, a major crosstown route, serving numerous schools and more than 14,000 riders per weekday, to reduce transit delay and otherwise improve the passenger experience.

**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 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 campus 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 (note that the Bayview, as generally defined, includes the easternmost segment of the 29 Sunset).

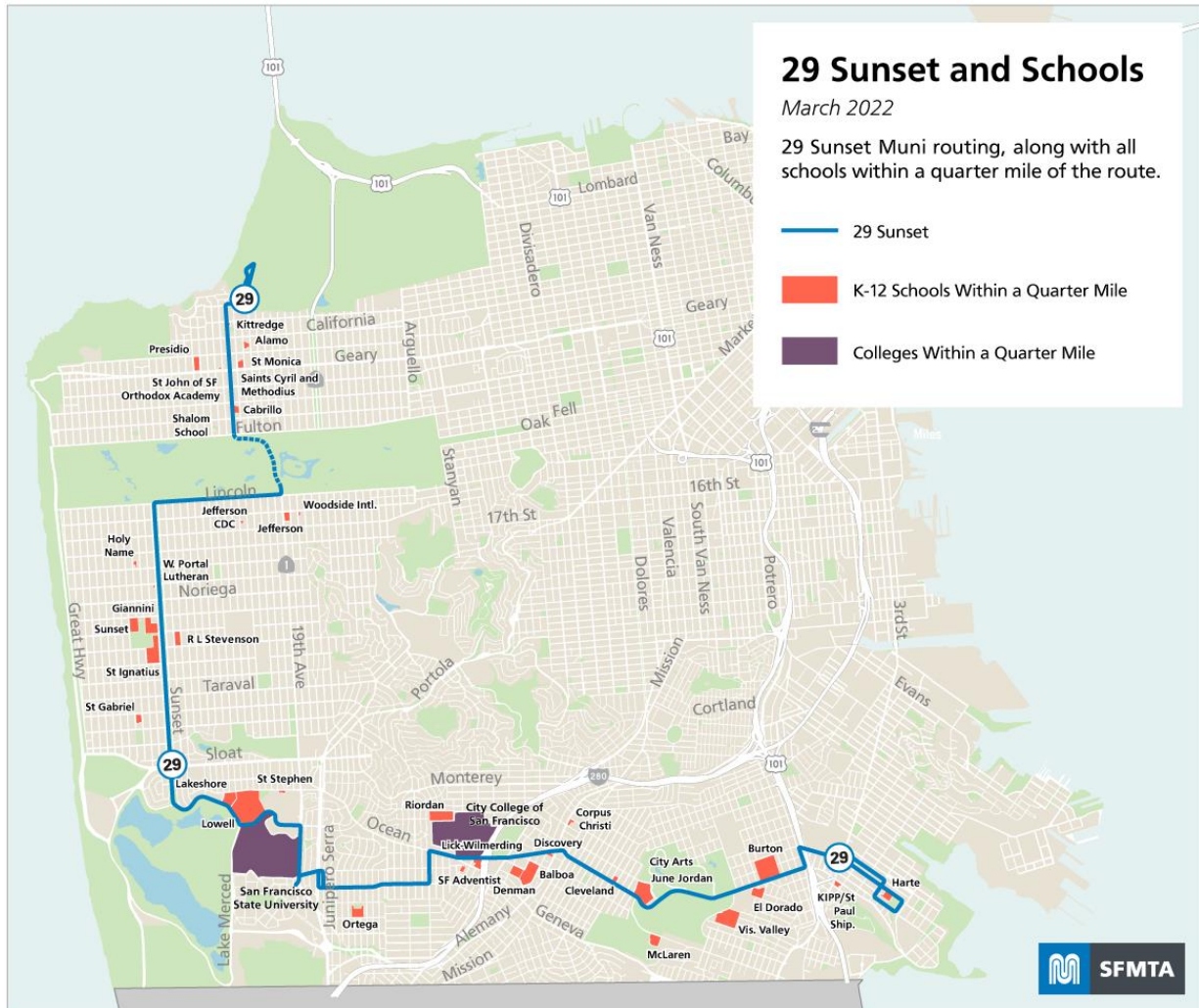


Figure 1: Map of 29 Sunset route showing adjacent schools



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

## PAGE 5.

For these reasons and others, the 29 Sunset has historically been among the busiest Muni routes that do not serve the downtown employment core. Prior to the COVID-19 pandemic, it averaged more than 20,000 boardings per weekday. Recently, it has averaged more than 14,000 weekday boardings, or approximately 70 percent of its pre-pandemic average. This rate of post-pandemic ridership recovery is well above the systemwide figure, 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 but throughout the day, in both directions.

For a variety of reasons, the 29 Sunset has also historically suffered from poor on-time performance. This is due in part to its length: Transit vehicles tend to become more delayed the longer a trip lasts. However, poor on-time performance is also due to an operating environment that generally does not prioritize the efficient movement of transit vehicles. Many stops are located on the "near" or upstream sides of signal-controlled intersections, which increases red-light delay. Signal priority for transit is available only at some intersections. There are 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 Muni-only left-turn lane on eastbound Lincoln Way at 19th Avenue, there are no transit-only lanes along the route. Among these and other challenges to schedule reliability, the 29 Sunset makes very frequent stops in some segments, and the short distances between some stops do not comply with recommended SFMTA minimums.

These challenges are reflected in on-time performance data. Between October 2022 and April 2023, weekly headway adherence for the entire route fluctuated between 69 and 78 percent. This means that between 22 and 31 percent of arrivals were either "bunched" (arriving less than two minutes after a preceding vehicle) or "gapped" (arriving five or more minutes later than the scheduled headway). Systemwide, between 19 and 24 percent of arrivals were bunched or gapped during this period.

Long segments of the 29 Sunset are on Sunset Boulevard and Lincoln Way. Both streets have parks or park-like areas beside them: There are landscaped strips rather than buildings on both sides of Sunset, and Lincoln borders Golden Gate Park. Bus stops in these landscaped areas suffer from challenges. Paved areas are limited in both width and length (there is no continuous sidewalk on the park side of Lincoln, and paths along Sunset consist of asphalt or are unpaved), and on Sunset, paving at stops generally consists of asphalt rather than concrete. Many stops provide no seating, and where there is seating, it often consists of benches rather than shelters. On Sunset, where there is no curbside parking and travel lanes are adjacent to the curbs, there is no buffer from traffic. On Lincoln, meanwhile, some stops are not located at entrances to Golden Gate Park or intersections with traffic signals enabling safer crossings of the roadway. An example of a stop on Sunset, northbound at Ortega Street, is shown in Figure 3.

### *Other Improvements to the 29 Sunset*

The SFMTA has made a number of improvements to the 29 Sunset in recent years. These have included a capital project at a high-priority location, the Muni-only left-turn lane on eastbound

## **PAGE 6.**

Lincoln Way at 19th Avenue, and realignments to make the route more direct. Improvements have also included service increases, including additional "school tripper" services to schools around afternoon bell times as well as improving overall service frequency from every 10 to 12 minutes to every 9 minutes on weekdays.

Additionally, improvements are planned to stops on Sunset Boulevard as part of a repaving project already planned by San Francisco Public Works and scheduled to begin later this year or early next year. The 29 Sunset Stop Relocation and Stop Improvements Project will relocate a number of stops from the near to the far sides of signalized intersections (as these are flag stops, approval was not required from the SFMTA Board of Directors and the project was approved administratively). Stops will also be improved, with larger concrete sidewalks with more space for waiting passengers and amenities. Coordinating these improvements with the repaving project will reduce construction impacts.

### *Project Phases*

Due to the route's length and limited staff availability for planning, engineering, and outreach, the 29 Sunset Improvement Project has been divided into two phases. Phase one of the 29 Sunset Improvement Project will include the western segment of the route, starting at Holloway Avenue and Beverly Street, just east of Junipero Serra Boulevard. Planning, preliminary engineering, and outreach for phase two will begin following adoption of legislation for phase one. Note that measures to reduce delay in the phase one segment will improve reliability downstream of their locations, including in the phase two segment.

SFMTA staff have also initiated planning for Route 29R Sunset Rapid service making limited stops. While operation 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 generally fall into two categories: proposals to reduce travel time and improve schedule reliability; and improvements to passenger amenities at stops.

Most notably, staff recommends removal or relocation of numerous stops, as shown in Figure 3 on the following page. The stops proposed for removal do not serve major destinations such as schools or commercial corridors, or transfer points to other transit routes. For these reasons they are, in general, relatively lightly used. However, when these stops are used, buses must not only stop to load and unload passengers, but must decelerate to a stop, wait to merge back into traffic (where necessary), and accelerate upon departure, resulting in delays.

Most of the 26 stops proposed for removal are on Sunset Boulevard. On Sunset, there are currently stops at every cross street. This results in an average distance between stops of approximately 680 feet, well below the recommended minimum of 800 feet under SFMTA

**PAGE 7.**

guidelines for bus stops in relatively flat areas. In most cases, the proposal would result in stops every two blocks, or approximately 1,360 feet apart, which is the recommended maximum distance between stops under SFMTA guidelines. However, because stop lengths vary, some stops would be slightly farther than 1,360 feet apart as measured from front of stop to front of stop (stops proposed for removal at Sunset and Lake Merced Boulevard, meanwhile, are already close to a half-mile from the closest stops to the east, and their removal would result in gaps of 3,270 and 3,185 feet between stops in each direction). In some cases, stops would continue to be on every block on Sunset in order to serve major destinations and transfer points. The resulting stop pattern, shown in Figure 5 in the following pages, would be nearly identical to that on 19<sup>th</sup> Avenue, the major street paralleling Sunset.

Several stops are also proposed for removal on Lincoln Way. Notably, westbound stops at 29<sup>th</sup> and 31<sup>st</sup> avenues would be consolidated at 30<sup>th</sup> Avenue, and westbound stops at 33<sup>rd</sup> and 35<sup>th</sup> avenues would be consolidated at 34<sup>th</sup> Avenue. Unlike the existing stops, the new stops would be located at intersections with traffic signals, making it safer for pedestrians to cross the street. The new stops would also be located at pedestrian entrances to Golden Gate Park. The east and westbound stops at Lincoln Way and 23<sup>rd</sup> Avenue are also proposed for removal (stops would remain at 21<sup>st</sup> and at 25<sup>th</sup> Avenues).

Among the other stops proposed for removal are a stop on the southeast corner of 19<sup>th</sup> Avenue and Holloway Avenue, which effectively duplicates a stop on the opposite corner, by SFSU, serving buses in the same direction; a stop on Holloway eastbound at Junipero Serra, which is only around 360 feet from a stop on the other side of Junipero Serra; and stops at 25<sup>th</sup> Avenue and Lake Street in Sea Cliff, less than 700 feet from busier stops at California Street (removing the stops at and along Holloway would result in a distance between adjacent stops along the route of 1,920 feet, although the walking distance between the remaining stop at 19<sup>th</sup> and Holloway and the closest stop to the east would be approximately 1,360 feet).

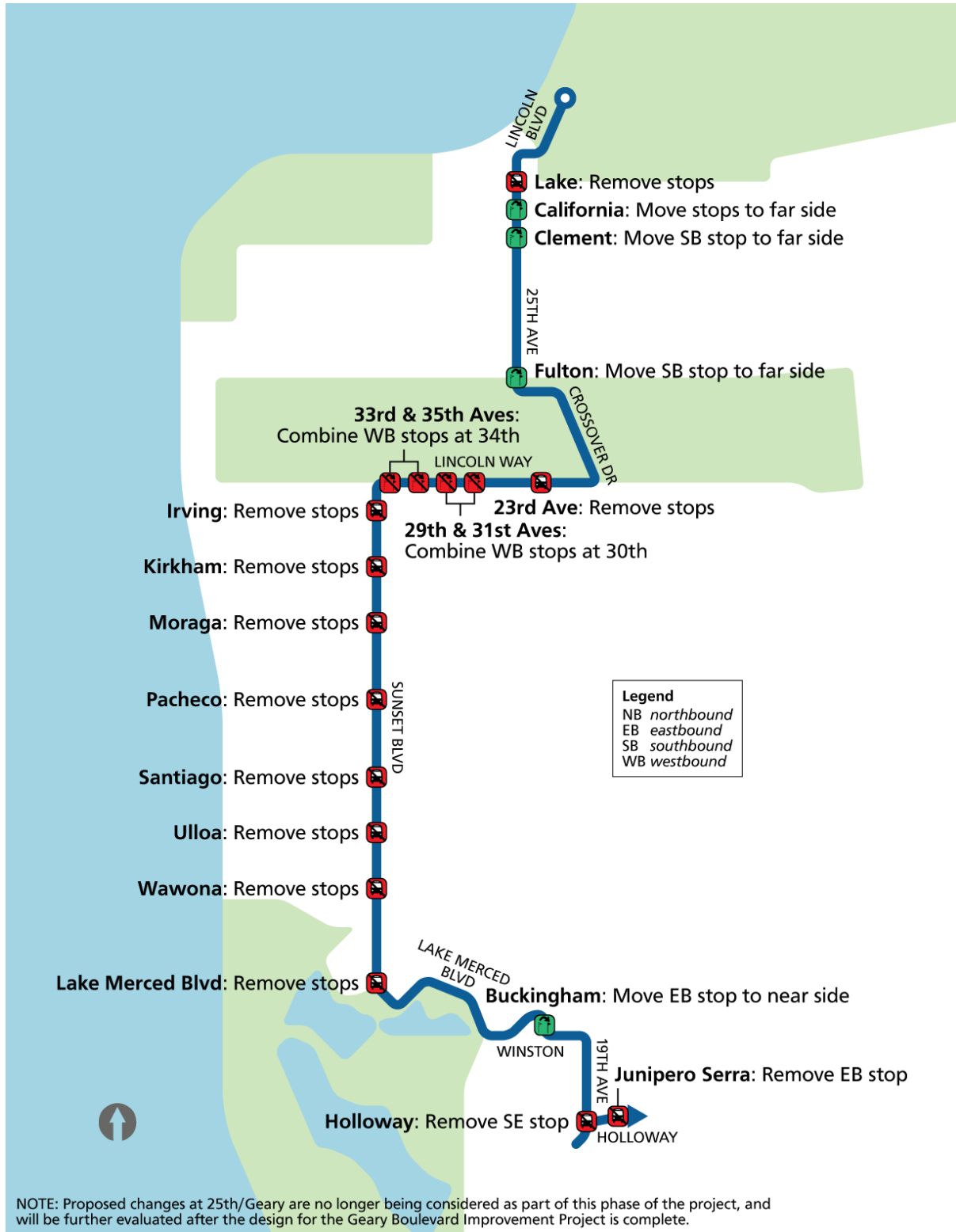


Figure 3: Map of proposed changes to 29 Sunset stops in the phase one segment



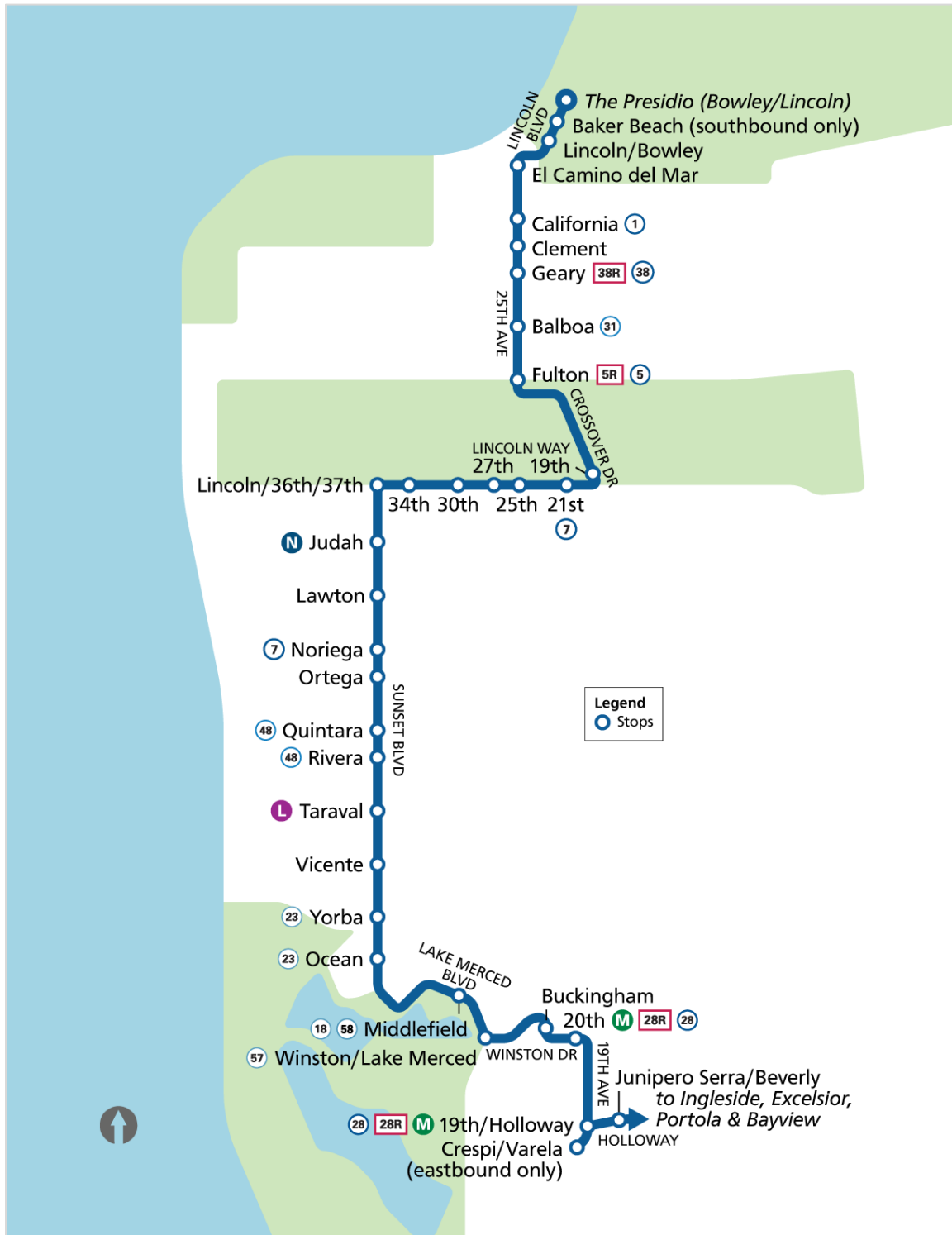


Figure 4: Map of proposed 29 Sunset stop locations in the phase one segment after implementation of proposed changes

**PAGE 10.**

In addition to removal of stops, stops would be relocated to the other sides of the same intersections. Most of these stops are on the near sides of intersections with traffic signals. Relocating them would have little impact on access, but would reduce delays, especially where accompanied by transit signal priority.

Stops would also be improved: On the north side of Lincoln Way, existing boarding areas would be widened and lengthened.

"Bulb" or sidewalk extension stops are proposed at four locations. Bulb stops provide additional space for waiting passengers, allow operators to avoid having to merge back into traffic, and make it easier for operators to stop parallel and close to the curb, improving accessibility. Bulb stops are proposed on Lincoln Way in both directions at 25th Avenue (a potential future Rapid stop) and eastbound at 21st Avenue, as well as on Holloway Avenue at Beverly Street. The bulb at 21st and Lincoln would make it easier for operators to merge across traffic toward the Muni-only left-turn lane at 19th Avenue, further reducing delays.

Bus zones would be lengthened to further improve accessibility and efficiency of operations by allowing buses to more easily stop parallel to the curb.

Finally, transit signal priority would be expanded to most intersections within the phase one segment. Relocating stops at signalized intersections from the near to the far sides of those intersections would allow buses to take advantage of signal priority.

In sum, these proposals would reduce end-to-end travel times in the phase one segment by an estimated 15 to 20 percent. This would serve to improve both travel times and reliability, as reduced delays allow operators to maintain more consistent headways, or intervals between buses. The proposals would also improve the passenger experience, including accessibility at numerous stops.

The proposed improvements and traffic modifications would entail some trade-offs. Where stops would be removed, access would be reduced, though as stated above, travel times would be improved. A net total of 13 curbside parking spaces would be removed, including five on 25th Avenue (four at California Street, and one at Clement Street), one on Lincoln Way (parking would be removed in some locations on Lincoln Way, but added in others), five at Winston Drive and Buckingham Way, and two at Holloway Avenue and Beverly Drive, just east of Junipero Serra Boulevard. Additionally, some mature trees and other landscaping might have to be removed along the edge of Golden Gate Park, and part of a non-concrete pathway might have to be replaced with regular sidewalk at a new stop on the southeast corner of 25th Avenue and Fulton Street, in the park. However, the project team has been working with Recreation and Parks staff to minimize any impacts.

While not part of the project, the legislation below does retain the stop on the near side of 25th Avenue and California Street southbound on a part-time basis, for use as an evening terminal.

**PAGE 11.**

This is a service planning proposal developed in response to operator concerns about laying over in a secluded area of the Presidio after dark. The stop would be used for parking at other times. The proposed phase one improvements, including everything described above, would be implemented in two parts: in a quick build phase that could begin before the end of 2023; and in a final construction phase between 2025 and 2026.

**Traffic Modifications Being Sought**

**A. ESTABLISH – BUS ZONE**

- a. 25th Avenue, west side, from California Street to 112 feet southerly
- b. 25th Avenue, east side, from California Street to 100 feet northerly
- c. 25th Avenue, west side, from Clement Street to 75 feet southerly (removes meters 401, 403, 405)
- d. Lincoln Way, north side, from 75 feet to 140 feet west of 19th Avenue
- e. Lincoln Way, north side, from 73 feet to 145 feet west of 21st Avenue
- f. Lincoln Way, north side, from 70 feet to 108 feet west of 25th Avenue
- g. Lincoln Way, south side, from 74 feet to 86 feet east of 25th Avenue
- h. Lincoln Way, north side, from 60 feet to 70 feet west of 27th Avenue
- i. Lincoln Way, south side, from 73 feet to 80 feet east of 27th Avenue
- j. Lincoln Way, north side, from 30th Avenue to 100 feet easterly
- k. Lincoln Way, south side, from 72 feet to 80 feet east of 30th Avenue
- l. Lincoln Way, north side, from 34th Avenue to 100 feet easterly
- m. Winston Drive, west side, from Buckingham Way to 100 feet northerly

**B. ESTABLISH – PART- TIME BUS ZONE, 8 PM to 12 AM, DAILY**

- a. 25<sup>th</sup> Avenue, west side, from 20 feet to 78 feet north of California Street (29 Sunset night-time terminal)

**C. RESCIND – BUS ZONE**

- a. 25th Avenue, west side, from California Street to 78 feet northerly
- b. 25th Avenue, east side, from California Street to 80 feet southerly
- c. 25th Avenue, west side, from Clement Street to 85 feet northerly
- d. Lincoln Way, north side, from 23rd Avenue to 70 feet westerly
- e. Lincoln Way, south side, from 23rd Avenue to 75 feet westerly
- f. Lincoln Way, north side, from 29th Avenue to 75 feet westerly
- g. Lincoln Way, south side, from 31st Avenue to 60 feet westerly
- h. Lincoln Way, north side, from 33rd Avenue to 75 feet westerly
- i. Lincoln Way, south side, from 35th Avenue to 60 feet westerly
- j. Winston Drive, west side, from Buckingham Way to 85 feet southerly
- k. Holloway Avenue, south side, from Junipero Serra Boulevard Service Road to 80 feet westerly

**D. ESTABLISH – MUNI FLAG STOP**

- a. Crossover Drive, west side, south of Fulton Street

E. RESCIND – MUNI FLAG STOP

- a. 25th Avenue, west side, south of Lake Street
- b. 25th Avenue, east side, south of Lake Street
- c. 25th Avenue, west side, north of Fulton Street
- d. Sunset Boulevard, west side, south of Irving Street
- e. Sunset Boulevard, east side, south of Irving Street
- f. Sunset Boulevard, west side, north of Kirkham Street
- g. Sunset Boulevard, east side, south of Kirkham Street
- h. Sunset Boulevard, west side, north of Moraga Street
- i. Sunset Boulevard, east side, south of Moraga Street
- j. Sunset Boulevard, west side, north of Pacheco Street
- k. Sunset Boulevard, east side, south of Pacheco Street
- l. Sunset Boulevard, west side, north of Santiago Street
- m. Sunset Boulevard, east side, south of Santiago Street
- n.
- o. Sunset Boulevard, west side, north of Ulloa Street
- p. Sunset Boulevard, east side, south of Ulloa Street
- q. Sunset Boulevard, west side, north of Wawona Street
- r. Sunset Boulevard, east side, south of Wawona Street
- s.
- t. Sunset Boulevard, west side, 265 feet north of Lake Merced Boulevard
- u. Sunset Boulevard, east side, 240 feet north of Lake Merced Boulevard
- v. 19th Avenue, east side, south of Holloway Avenue

F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME ESTABLISH – SIDEWALK WIDENING

- a. Lincoln Way, south side, from 21st Avenue to 142 feet westerly
- b. Lincoln Way, south side, from 25th Avenue to 86 feet easterly
- c. Lincoln Way, north side, from 25th Avenue to 108 feet westerly
- d. Holloway Avenue, south side, from Junipero Serra Boulevard Service Road to Beverly Street

G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME

- a. Winston Drive, west side, from Buckingham Way to 85 feet southerly
- b. Holloway Avenue, south side, from Junipero Serra Boulevard Service Road to 80 feet westerly

H. ESTABLISH – RED ZONE

- a. 25th Avenue, west side, from California Street to 20 feet northerly
- b. 25th Avenue, east side, from California Street to 20 feet southerly
- c. 25th Avenue, west side, from Clement Street to 20 feet northerly
- d. 36th Avenue, east side, from Lincoln Way to 30 feet southerly
- e. Lincoln Way, south side, from 23rd Avenue to 34 feet westerly

**PAGE 13.**

- f. Beverly Street, east side, from Holloway Avenue to 30 feet southerly
- I. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI
  - a. 25th Avenue, southbound, at Fulton Street

**STAKEHOLDER ENGAGEMENT**

The community engagement process for this project started in 2019. Students at Lowell High School had been advocating for improvements to the 29 Sunset, and, in late 2019, SFMTA staff met with these students and began to meet with other groups including the SFMTA’s Youth Transportation Advisory Board and San Francisco Human Rights Commission.

Soon thereafter, the COVID-19 pandemic began, and outreach on the project was temporarily suspended. In mid-2021, we resumed our efforts, and since then, the project team has led multiple rounds of outreach and engaged community members using both online and offline methods, including community partner briefings, a community survey, posters along the bus route, and in-person outreach including two self-guided open houses.

**Stakeholder Briefings**

Over the course of the project, we have held over two dozen meetings, briefings, and presentations with key stakeholders along the corridor. This included conversations with the District 1, District 4, and District 7 offices of the Board of Supervisors as well as a “listening tour” of west side stakeholders in spring 2022. In early 2023, we reconnected with these groups and others to discuss our initial proposals, and to gather feedback.

We met with groups representing older adults and people with disabilities (e.g., Self-Help for the Elderly, Senior and Disability Action) as well as neighborhoods groups (e.g., People of Parkside Sunset, board members of the Planning Association for the Richmond). Senior and Disability Action were provided with a comprehensive overview of proposed changes to stop locations. Given their unique importance for this project, we also met with school and youth-focused groups including San Francisco Unified School District staff, the San Francisco Youth Commission, and student groups at Lowell High School (the latter on multiple occasions over the course of the project).

In these conversations, we heard a few key themes. We heard repeated concerns about transit frequency, speed, and reliability. We heard concerns about potential removal of stops and resulting stop spacing. We also repeatedly heard desire for a new 29R Sunset Rapid service.



**Figures 5 & 6: Lowell High School Instagram Campaign and San Francisco Youth Commission Meeting Presentation**

### **Community Survey**

In late summer 2021, we launched a community survey to better understand the priorities of Muni riders and community members along the corridor. The survey was available online and by text message and was available in four languages. We promoted the survey through posters at bus stops along the route, email blasts to project subscribers, and by postcards mailed to residents within a few blocks of the route.



## **PAGE 16.**

Over the two-month survey period, 444 people participated, with 50 percent of responses coming from students. While the majority of respondents completed the survey online, 17 percent opted to complete it via text message. The survey reached many Muni riders: 69 percent of respondents rode the 29 Sunset daily or more than once per week.

Survey results echoed what we heard in stakeholder briefings: The highest priority for improvement was “reduced wait times,” the second priority was “reduced travel time,” and the third priority was “reduced crowding-related pass-ups.” Fewer respondents prioritized “improve access for people with disabilities” and “improve stop amenities like shelters and seats.” When asked if they would be willing to walk an extra 3 to 5 minutes to a bus stop with more reliable service on the 29 Sunset, 45 percent responded “yes,” 33 percent responded “no,” and 22 percent responded “don’t know/not sure.”

### **Online Engagement**

Throughout the process, the project team used online tools to keep community members informed about the project and solicit their input as we developed proposals.

We maintained a project website with updated information and materials in English, Chinese, and Russian through each project phase. Through the site, we also built a subscriber list of interested community members, and we used this list – in addition to those already subscribed to 29 Sunset updates – to share project updates and opportunities for engagement via email and text. This method allowed us to share information directly with more than 25,000 subscribers.

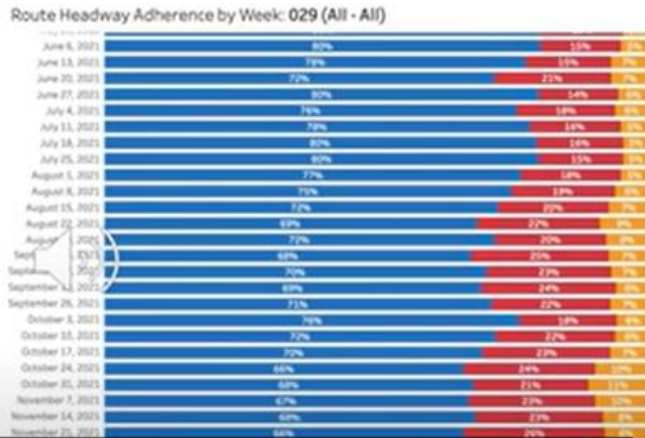
In early 2023, we updated the project website to include details of our initial proposals. We made materials available in multiple formats:

- A narrated video presentation with project manager Steve Boland describing the proposals in 12 minutes, which included translated Chinese and Russian subtitles.
- An ArcGIS "StoryMap" sharing this same information in written form in English, Chinese, and Russian.
- Standalone maps and diagrams detailing specific proposed changes at intersections throughout the corridor in English, Russian, and Chinese.



## Schedule Reliability

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



這張圖表顯示了 29 輛 Sunset 公交車在 2021 年下半年或多或少準點的頻率。在 2021

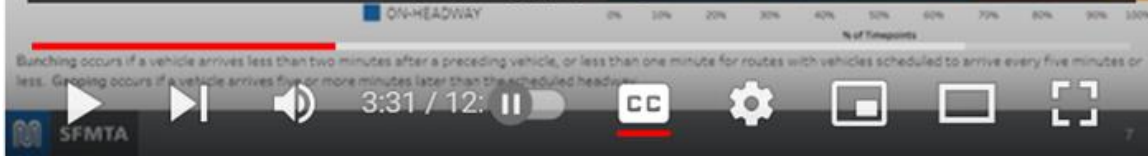


Figure 8: Still from Winter 2023 recorded presentation on project proposals, including Chinese subtitles

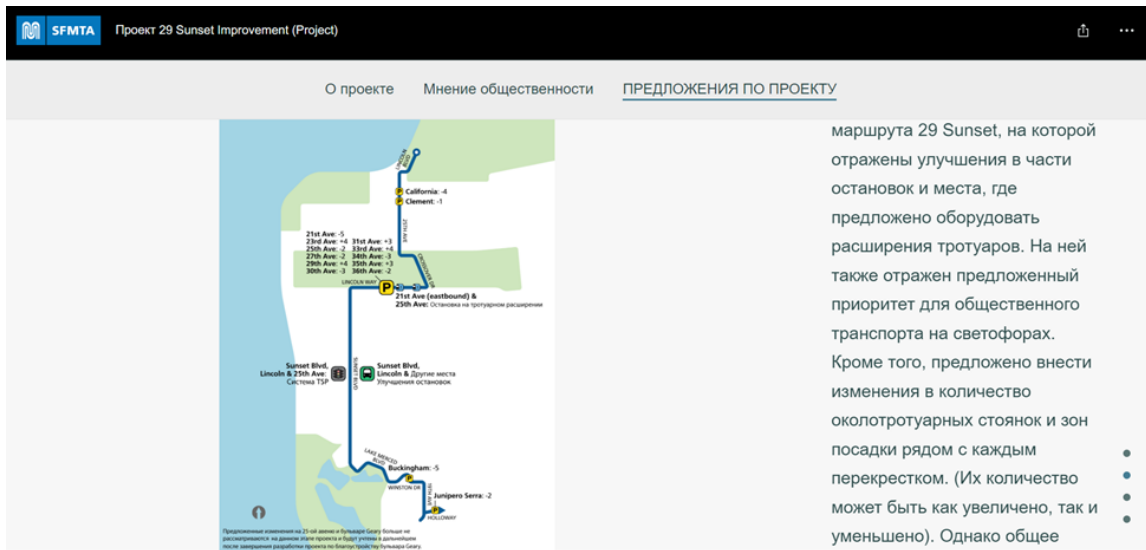


Figure 9: A section of the StoryMap detailing proposals in Russian

## **PAGE 18.**

By sharing these materials online, community members were provided with opportunities for a broad overview of the project or detailed information on changes proposed to their nearest stop or intersection. Interested community members shared their feedback on the project proposal via phone and email with the project team.

### **In-Person Outreach**

While the changing conditions of the COVID-19 pandemic made in-person outreach challenging, particularly during the project's middle period in 2021 and 2022, we were able to directly reach community members using a variety of methods.

We attended outdoor events including the Stonestown Farmers Market, Outer Sunset Farmers Market, and a Phoenix Day neighborhood celebration, where we shared information about the project and heard feedback from community members.

Additionally, we performed targeted merchant outreach in-person, including in the busy commercial district near 25<sup>th</sup> Avenue and Clement Street. By sharing the proposed changes in-person with merchants, we were able to better understand their curb use needs as well as show them what would be different under the proposal.

Finally, in early 2023, we hosted two "self-guided" open houses. Between January 17 and 27, we invited community members to visit the Richmond Recreation Center and the Ortega Branch of the San Francisco Public Library any time during opening hours to view a display of project designs and share feedback. Materials were printed in English, Chinese, and Russian, and we promoted both open houses via posters along the corridor and a postcard mailer to nearby households.

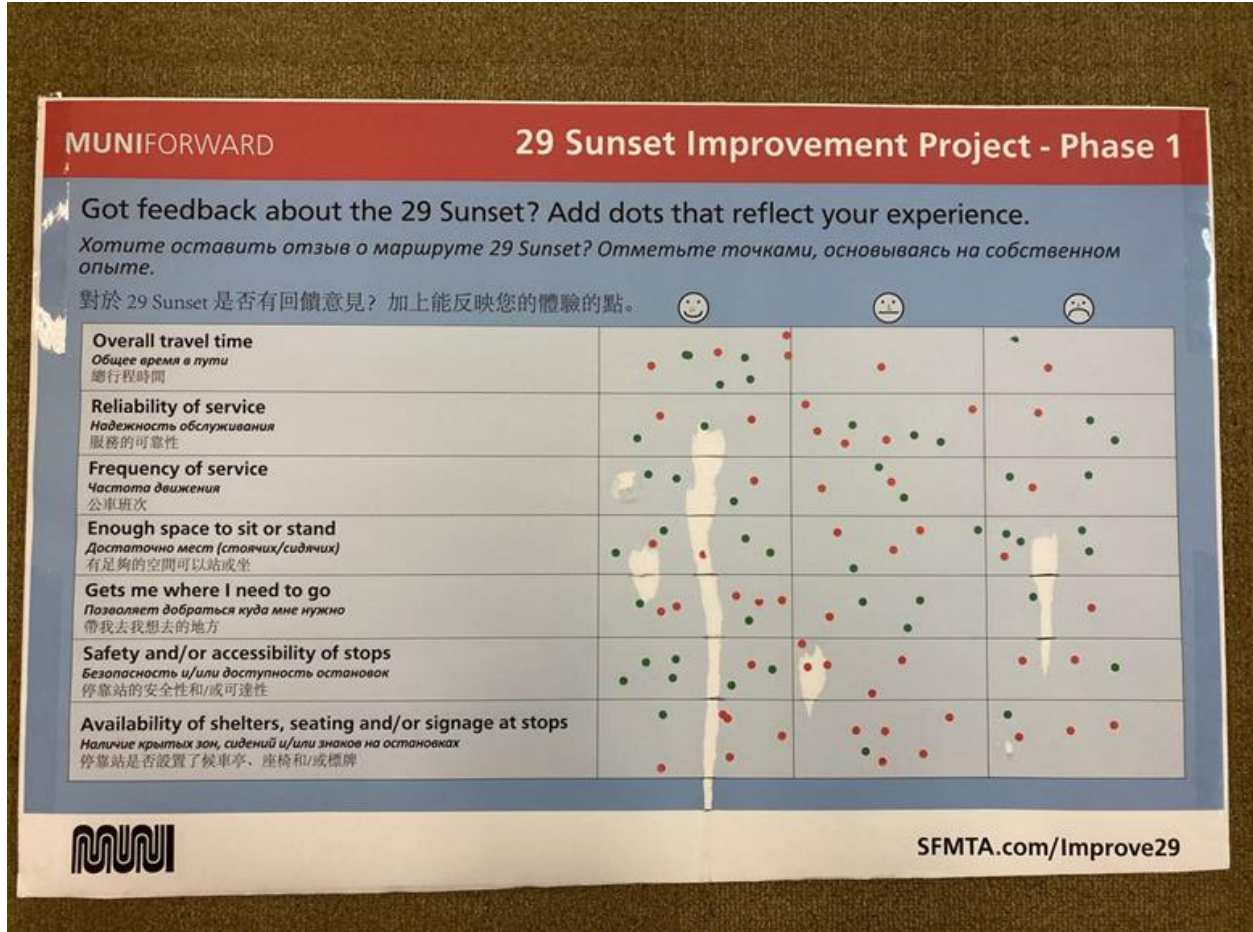


Figure 10: A poster board from a self-guided open house invited participants to rate the 29 Sunset across factors like travel time, reliability, and accessibility

### Community Feedback Themes and Project Response

Across project phases and outreach formats, a few key themes emerged, and these are reflected in the proposed project.

**Reliability** – We heard again and again from members of the community that the reliability (or lack thereof) of the 29 Sunset makes it difficult to depend on. We learned from the community survey that "reduced wait times," including "gaps" between buses caused by delays, is a top priority of riders. We also learned that 54 percent of riders use the 29 Sunset to transfer to another Muni route, and a late bus can mean a missed transfer. For students, unreliable service can mean missing school times.

- *Proposed solutions: Stop consolidation, moving stops from near-side to far-side, bus bulbs and transit signal priority will all improve reliability.*

**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. Many riders are frustrated by having to wait for a delayed bus, then having an even slower ride because the bus must pick up more and more waiting passengers downstream, which causes further delay.

- *Proposed solutions: Stop consolidation, moving stops from near-side to far-side, bus bulbs and transit signal priority will all improve travel times.*

**Crowding** – Reducing crowding on the 29 Sunset was the third highest priority in the community survey and was a concern expressed by riders through other means, as well – especially by students, who noted that this was most acute during school commute times. We received numerous comments about “pass ups,” when buses must skip stops because they are already at capacity.

- *Proposed solutions: The project elements listed above will also ease crowding by reducing long wait times, and numbers of passengers waiting to board at each stop.*

**Concern with stop spacing** – We heard some concern about stop consolidation, especially along Sunset Boulevard, where the majority of stops proposed for removal are located. These concerns were generally not related to specific stops; rather, they were general concerns about the ease of access to stops, particularly for seniors and persons with disabilities, as well as concerns related to lighting and pathways to stops along Sunset Boulevard.

- *Proposed solutions: Stop consolidation requires trade-offs. While it is one of the most cost-effective tools for reducing transit delays and can have limited impacts if implemented in a thoughtful way, impacts on persons with limited mobility are unavoidable. For this reason, the SFMTA has developed detailed policies on stop location as well as processes for both analyzing the impacts of potential stop removals and gathering feedback from affected individuals. A few of the proposed removals would result in distances between stops above the SFMTA's recommended maximum, in most cases only slightly. However, as the stops proposed for removal do not serve important destinations such as schools, groceries and senior centers, and as they are not transfer points to other routes, the number of riders affected would be limited. Additionally, it is important to understand that all riders, including riders with limited mobility, benefit from improvements to reduce transit delays, improve on-board travel times and reliability, and reduce overcrowding.*

**29R Rapid Service** – We heard consistent support for Rapid service in the 29 Sunset corridor, unsurprisingly given the long distances that it covers. While we made clear that Rapid service would require additional revenues for operation, we noted that the proposal was designed to

## **PAGE 21.**

accommodate and optimize future Rapid service.

- *Proposed solutions: As a capital project, the proposal would not create new Rapid service, but it includes measures to accommodate future Rapid service such as optimized stop locations, bulbs at the potential Rapid stops at Lincoln Way and 25th Avenue, expanded bus zones, and improved transit signal priority.*

## **Inreach**

Finally, in addition to the community outreach process, the project team vetted the proposal with numerous internal stakeholders, including the Administration, Operations & Customer Service Committee (AOCSC) of the SFMTA Community Advisory Committee (CAC), the SFMTA Multimodal Accessibility Advisory Committee (MAAC), project managers for various related SFMTA projects, and various others.

## **ALTERNATIVES CONSIDERED**

The initial proposal shared with the community and City and County stakeholders included near-to far-side stop moves in both directions at 25th Avenue and Geary Boulevard and northbound at 25th Avenue and Clement Street, as well as six bulb stops on 25th Avenue, two in each direction at Geary, Clement, and California Street (pending further engineering review). The proposed changes at Geary were removed from the proposal pending completion of the design for the Geary Boulevard Improvement Project, the stop move at Clement was removed due to community concerns about parking and loading impacts, and the bulbs were removed from the current proposal while conversations continue with the San Francisco Fire Department regarding concerns about bulbs on streets with just one lane of through traffic in each direction.

Additionally, staff considered high-occupancy vehicle (HOV) or transit-only lanes on Sunset Boulevard. There are three lanes of traffic in each direction on Sunset, and future conversion of the curb lanes to HOV or transit-only remains an option. However, due to the uncertainty surrounding future traffic patterns on the west side of the city – in particular, the uncertainty surrounding future traffic restrictions on the Great Highway north of Sloat Boulevard, as well as changes to traffic patterns once the Great Highway south of Sloat is closed – this option is not being carried forward at this time.

## **FUNDING IMPACT**

The total estimated cost for phase one of the project is approximately \$9.5 million. Much of this consists of civil elements at upgraded stops.

The project would be funded using sources including Proposition B funding and grants from the local Proposition AA, regional One Bay Area Grant (OBAG), and State Low Carbon Transit Operations Programs (LCTOP) programs.

**PAGE 22.**

Below is the current project funding plan by phase and source. Note that the estimated phase one cost above is less than shown below, as phase one is currently overprogrammed. Proposition B funding can be reallocated.

	<b>Proposition B</b>	<b>Proposition AA</b>	<b>OBAG</b>	<b>LCTOP</b>	<b>Total</b>
Planning & Preliminary Engineering	\$600,000				<b>\$600,000</b>
Design	\$1,293,427	\$1,000,000			<b>\$2,293,427</b>
Construction	\$1,936,867		\$5,975,687	\$2,855,411	<b>\$10,767,965</b>
Total	\$3,830,294	\$1,000,000	\$5,975,687	\$2,855,411	<b>\$13,661,392</b>

**Table 1: Funding Plan**

**ENVIRONMENTAL REVIEW**

CEQA provides a statutory exemption from environmental review for transit prioritization projects, and pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, pursuant to Public Resources Code Section 21080.25.

The Planning Department determined on May 11, 2023, that the proposed 29 Sunset Improvement Project Phase One (Case Number 2022-005407ENV) 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.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

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

**RECOMMENDATION**

Approve parking and traffic modifications, including bus stop upgrades, relocation and consolidation of bus stops, and transit signal priority upgrades, along the western segment of Muni Route 29 Sunset, a major crosstown route, serving numerous schools and more than 14,000 riders per weekday, to reduce transit delay and otherwise improve the passenger experience.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, Muni Route 29 Sunset is a major crosstown route serving numerous schools and more than 14,000 riders per weekday (more than 20,000 prior to the COVID-19 pandemic); and

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

WHEREAS, The proposed improvements, including upgrades to stops, relocation and consolidation of stops, and transit signal priority upgrades, 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 received a request, or identified a need for parking and traffic modifications as follows:

A. ESTABLISH – BUS ZONE

- a. 25th Avenue, west side, from California Street to 112 feet southerly
- b. 25th Avenue, east side, from California Street to 100 feet northerly
- c. 25th Avenue, west side, from Clement Street to 75 feet southerly (removes meters 401, 403, 405)
- d. Lincoln Way, north side, from 75 feet to 140 feet west of 19th Avenue (extends existing zone 65 feet)
- e. Lincoln Way, north side, from 73 feet to 145 feet west of 21st Avenue (extends existing zone 72 feet)
- f. Lincoln Way, north side, from 70 feet to 108 feet west of 25th Avenue (extends existing zone 38 feet)
- g. Lincoln Way, south side, from 74 feet to 86 feet east of 25th Avenue (extends existing zone 12 feet)
- h. Lincoln Way, north side, from 60 feet to 70 feet west of 27th Avenue (extends existing zone 10 feet)
- i. Lincoln Way, south side, from 73 feet to 80 feet east of 27th Avenue (extends existing zone 7 feet)
- j. Lincoln Way, north side, from 30th Avenue to 100 feet easterly
- k. Lincoln Way, south side, from 72 feet to 80 feet east of 30th Avenue (extends existing zone 8 feet)
- l. Lincoln Way, north side, from 34th Avenue to 100 feet easterly
- m. Winston Drive, west side, from Buckingham Way to 100 feet northerly

B. ESTABLISH – PART- TIME BUS ZONE, 8 PM to 12 AM, DAILY

- a. 25<sup>th</sup> Avenue, west side, from 20 feet to 78 feet north of California Street (29 Sunset night-time terminal)

C. RESCIND – BUS ZONE

- a. 25th Avenue, west side, from California Street to 78 feet northerly (stop relocation, space to convert to part- time bus zone)
- b. 25th Avenue, east side, from California Street to 80 feet southerly
- c. 25th Avenue, west side, from Clement Street to 85 feet northerly
- d. Lincoln Way, north side, from 23rd Avenue to 70 feet westerly
- e. Lincoln Way, south side, from 23rd Avenue to 75 feet westerly
- f. Lincoln Way, north side, from 29th Avenue to 75 feet westerly
- g. Lincoln Way, south side, from 31st Avenue to 60 feet westerly
- h. Lincoln Way, north side, from 33rd Avenue to 75 feet westerly
- i. Lincoln Way, south side, from 35th Avenue to 60 feet westerly
- j. Winston Drive, west side, from Buckingham Way to 85 feet southerly
- k. Holloway Avenue, south side, from Junipero Serra Boulevard Service Road to 80 feet westerly

D. ESTABLISH – MUNI FLAG STOP

- a. Crossover Drive, west side, south of Fulton Street

E. RESCIND – MUNI FLAG STOP

- a. 25th Avenue, west side, south of Lake Street
- b. 25th Avenue, east side, south of Lake Street
- c. 25th Avenue, west side, north of Fulton Street
- d. Sunset Boulevard, west side, south of Irving Street
- e. Sunset Boulevard, east side, south of Irving Street
- f. Sunset Boulevard, west side, north of Kirkham Street
- g. Sunset Boulevard, east side, south of Kirkham Street
- h. Sunset Boulevard, west side, north of Moraga Street
- i. Sunset Boulevard, east side, south of Moraga Street
- j. Sunset Boulevard, west side, north of Pacheco Street
- k. Sunset Boulevard, east side, south of Pacheco Street
- l. Sunset Boulevard, west side, north of Santiago Street
- m. Sunset Boulevard, east side, south of Santiago Street
- n. Sunset Boulevard, west side, north of Ulloa Street
- o. Sunset Boulevard, east side, south of Ulloa Street
- p. Sunset Boulevard, west side, north of Wawona Street
- q. Sunset Boulevard, east side, south of Wawona Street
- r. Sunset Boulevard, west side, 265 feet north of Lake Merced Boulevard
- s. Sunset Boulevard, east side, 240 feet north of Lake Merced Boulevard
- t. 19th Avenue, east side, south of Holloway Avenue



F. ESTABLISH – TOW AWAY NO STOPPING ANYTIME ESTABLISH – SIDEWALK WIDENING

- a. Lincoln Way, south side, from 21st Avenue to 142 feet westerly
- b. Lincoln Way, south side, from 25th Avenue to 86 feet easterly
- c. Lincoln Way, north side, from 25th Avenue to 108 feet westerly
- d. Holloway Avenue, south side, from Junipero Serra Boulevard Service Road to Beverly Street

G. ESTABLISH – TOW AWAY NO STOPPING ANYTIME

- a. Winston Drive, west side, from Buckingham Way to 85 feet southerly
- b. Holloway Avenue, south side, from Junipero Serra Boulevard Service Road to 80 feet westerly

H. ESTABLISH – RED ZONE

- a. 25th Avenue, west side, from California Street to 20 feet northerly
- b. 25th Avenue, east side, from California Street to 20 feet southerly
- c. 25th Avenue, west side, from Clement Street to 20 feet northerly
- d. 36th Avenue, east side, from Lincoln Way to 30 feet southerly
- e. Lincoln Way, south side, from 23rd Avenue to 34 feet westerly
- f. Beverly Street, east side, from Holloway Avenue to 30 feet southerly

I. ESTABLISH – RIGHT LANE MUST TURN RIGHT EXCEPT MUNI  
25th Avenue, southbound, at Fulton Street; and

WHEREAS, CEQA provides a statutory exemption from environmental review for transit prioritization projects, and pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, pursuant to Public Resources Code Section 21080.25; and

WHEREAS, The Planning Department determined on May 11, 2023, that the proposed 29 Sunset Improvement Project Phase One (Case Number 2022-005407ENV) 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, as set forth in items A through I above, along the western segment of Muni Route 29 Sunset to reduce transit delay and otherwise improve the passenger experience.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of June 6, 2023.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency