

THIS PRINT COVERS CALENDAR ITEM NO. : 16

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Transit

BRIEF DESCRIPTION:

Approve parking and traffic modifications along the 27 Bryant route from Cyril Magnin (5th Street) at Market to Jackson Street at Van Ness as part of the 27 Bryant Transit Reliability Project.



SUMMARY:

- The 27 Bryant Transit Reliability Project will implement transit performance and safety improvements on the route north of Market Street in the Tenderloin and Nob Hill neighborhoods.
- Currently, the 27 Bryant has an on-time performance of 47 percent every weekday compared to a system average of 55 percent.
- Between 2013 – 2017, there were 241 injury collisions reported along the three miles of streets covered within the project limits, of which 103 collisions involved a pedestrian.
- The proposed changes will advance the City’s Transit-First Policy by improving transit travel time and reliability and support the Vision Zero goal of eliminating traffic-related deaths by 2024.
- In support of the Muni Service Equity Strategy, the 27 Bryant Project applied a neighborhood-based approach to tailor strategies for effective outreach to stakeholders.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.
- Certain items listed below with a “#” are Final SFMTA Decisions as defined by Ordinance 127-18. Final SFMTA Decisions can be reviewed by the Board of Supervisors. Information about the review process can be found at https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf

ENCLOSURES:

1. SFMTAB Resolution
2. Intersection Plan Views - 27 Bryant Project Transit Reliability & Safety Improvement Proposals

APPROVALS:

DIRECTOR  _____
SECRETARY  _____

DATE

April 9, 2019

April 9, 2019

ASSIGNED SFMTAB CALENDAR DATE: April 16, 2019

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PURPOSE

Approve parking and traffic modifications along the 27 Bryant route from Cyril Magnin (5th Street) at Market to Jackson Street at Van Ness as part of the 27 Bryant Transit Reliability Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Objective 1.2: Improve the safety of the transportation system.

Goal 2: Make transit and other sustainable means of transportation the most attractive and preferred means of travel

Objective 2.1: Improve transit service.

Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.

This action supports the following Transit First Policy principles:

1. 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.
2. 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.
3. 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.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

DESCRIPTION

The 27 Bryant Transit Reliability Project aims to improve the reliability of the 27 Bryant Muni line and enhance safety for people walking along its route. The 27 Bryant travels from its southern terminal on Cesar Chavez at Mission through the Mission, South of Market (SoMa), and Tenderloin neighborhoods to its northern terminal on Jackson at Van Ness in Nob Hill. The 27 Bryant carries 6,700 riders per weekday on 40-foot motor coaches and is scheduled to arrive every 15 minutes during the day and every 20 minutes during the evening and on weekends. Several hospitals, community centers and schools along this route are accessible via the 27 Bryant. Many diverse populations live in the neighborhoods where the 27 Bryant travels

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including seniors, people with disabilities, lower income households and cultural and ethnic communities.

The scope of the project focuses on the route north of Market Street where the 27 Bryant experiences the most delays and slowest travel times. The project need was developed during the 2016 Muni Service Equity Strategy process and specific project components were designed through a neighborhood-based approach to improve transit routes most critical to households with low incomes and people of color.

Transit Reliability Improvements

To enhance the reliability of the 27 Bryant, the project proposes a combination of service and capital infrastructure improvements to reduce delay and increase accessibility. Currently, the 27 Bryant has an average on-time performance of 47 percent every weekday compared to a system average of 55 percent. The 27 also has a 10 to 20 percent likelihood of gaps in service (a gap occurs if a vehicle arrives five minutes later than the scheduled headway). The 27 Bryant is also one of the ten slowest routes in the Muni system, with an average speed of 4.5 miles per hour north of Market. Major sources of delay for the 27 Bryant include traffic congestion in the downtown area, stopping frequently (bus stops are located on almost every single block), and traffic signal delays. Compared to similar grid lines (lines with 12 to 30-minute frequency) such as the 19 Polk or 12 Folsom, the 27 Bryant has longer dwell times at bus stops to accommodate higher proportions of riders who are seniors and persons with disabilities. In addition, due to the operator shortage, this line experiences missed service for one or two runs each weekday, which further impacts service. While the SFMTA has developed a comprehensive strategy to fill the operator shortage, this project focuses on street design to optimize transit performance.

The project applies strategies from the Muni Forward program, which identifies a variety of Travel Time Reduction Proposals (TTRPs), or engineering strategies oriented to specifically address transit delay. The proposals for transit and safety enhancements are responsive to community considerations. For example, when evaluating stop change proposals for the 27 Bryant, the project team evaluated changes using criteria in the SFMTA bus stop spacing standards, which include average weekday boardings per stop, proximity to hospitals, senior centers, schools and public facilities, percent of grade between stops, and existing stop amenities like NextMuni and accessibility features.

The current morning schedule depicts a total round trip travel time between the stops on Cyril Magnin (5th Street) at Market and on Jackson at Van Ness of approximately 45 minutes. The combination of different strategies proposed for the 27 Bryant Project is estimated to save up to four minutes, about a 10% decrease in travel time within the project area. This also includes additional time savings from improvements proposed in other SFMTA capital improvement projects in Tenderloin and Nob Hill. For example, a transit bulb on Ellis at Jones was not included in the 27 Project scope because the bulb has already been included in the scope for the Safer Taylor Project.

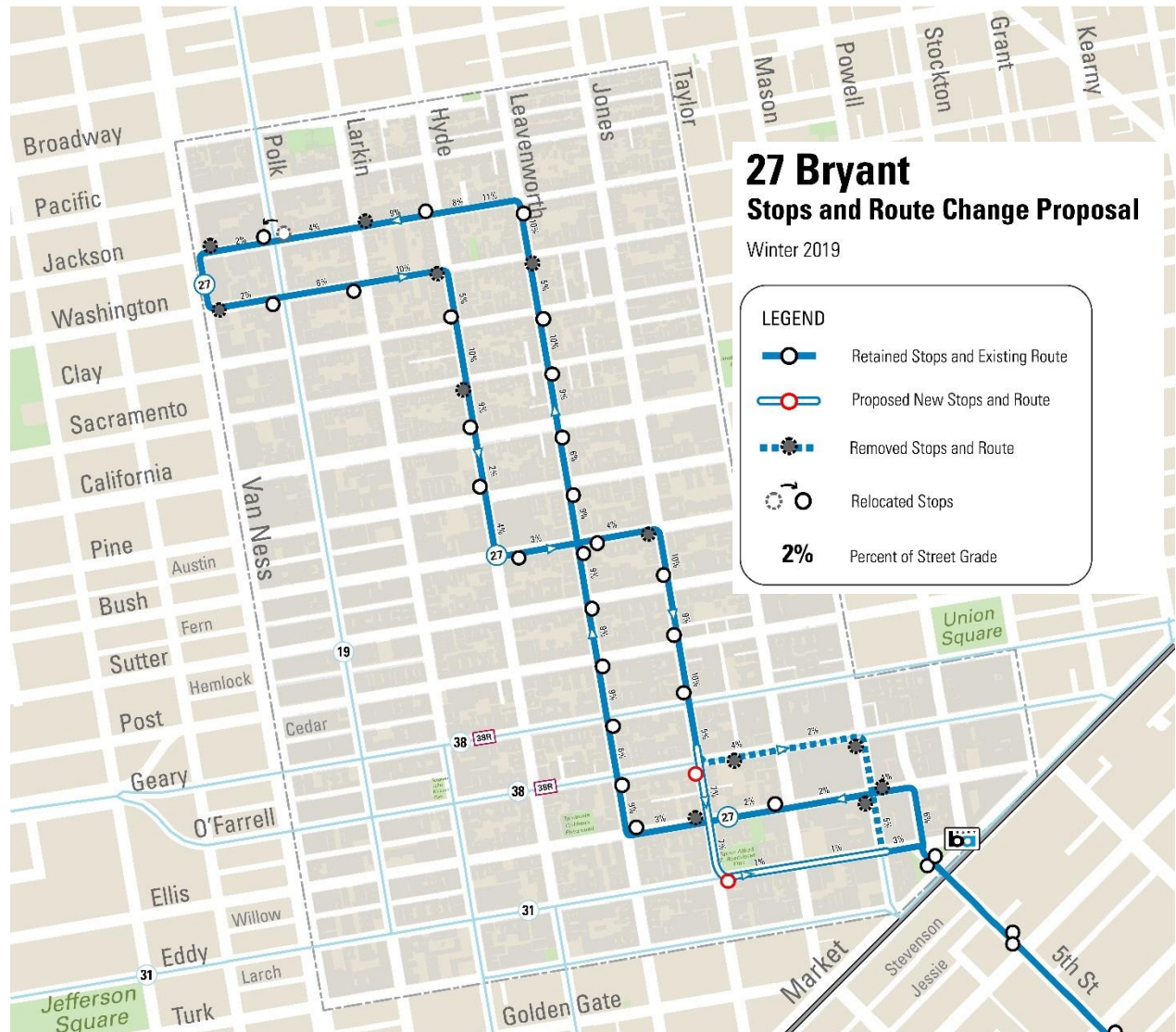


Figure 1: Map of 27 Bryant Stops and Route Change Proposal

To improve reliability, the SFMTA proposes the following improvements along the project area, just north of Market Street:

Simplifying the route: To reduce the number of turns (from four to two turns) that the 27 Bryant must make between Jones at O’Farrell streets to Cyril Magnin (5th Street) at Market, the project includes a minor route adjustment to simplify the route and enhance safe transit operations. The associated parking removal is three spaces on Jones at O’Farrell streets for a new bus zone. The proposed change is not considered a major service change under the agency’s definition and therefore a Title VI Analysis is not required.

Increasing bus stop spacing from an average of one block to two blocks in areas without steep grades: To reduce the delay associated with the bus stopping at almost every single block, nine

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stop removals are proposed, four in the inbound direction and five in the outbound direction. The project is retaining 29 of 38 stops, approximately 75 percent of stops. By stopping fewer times, the bus would take less time to move through the corridor while still maintaining coverage and access in the neighborhood.

Extending bus zones at eight existing bus stops and converting to bus zones at two existing flag stops: To make more room for the buses to pull-in completely, some adjacent parking spaces may be removed; six spaces for bus zone extensions and six spaces for conversion of flag stops to new bus zones.

Adding transit bulbs at eight intersections: Transit bulbs are sidewalk extensions alongside bus stops that allow buses to pick-up and drop-off customers without having to pull out of the travel lane into a bus stop and then wait for a gap to merge back into traffic and under the jurisdiction of Public Works. These bulbs also improve the accessibility of the 27 Bryant since it will be easier for the bus to deploy a wheelchair ramp. The proposed transit bulb on Ellis at Leavenworth will require the removal of one parking space. San Francisco Public Works approves the transit bulbs.

Pedestrian Safety Improvements

Safety is a high priority goal of the 27 Bryant Project, which will support the Vision Zero goal of eliminating traffic-related deaths by 2024. The 27 Bryant travels along streets that have a history of collisions involving pedestrians. Over 75 percent of streets on the 27 Bryant route north of Market Street are on the Vision Zero High-Injury Network. The 2017 Vision Zero High Injury Network represents the 13 percent of San Francisco streets where more than 75 percent of severe and fatal traffic injuries occur.

An analysis of records from the San Francisco Police Department and Department of Public Health over the most recent five-year period of availability (2013-2017) shows that there were 241 injury collisions reported along the three miles of streets covered within the project limits, including three fatalities. Forty-two percent of these collisions (103 of 231 collisions) involved a pedestrian. To improve traffic safety for people walking along the route, the SFMTA proposes the following improvements along the 27 Bryant Muni transit corridor:

Adding pedestrian bulbs: Pedestrian bulbs are sidewalk extensions at intersection corners that improve pedestrian safety by reducing the roadway crossing distance, making pedestrians waiting to cross the street more visible to approaching motorists, and reducing the speed of motorists turning from cross streets. Based on the intersection collision analysis, up to six pedestrian bulbs were considered as a strategy to improve pedestrian safety. Several locations were removed from the 27 Bryant project scope because the locations were either already a part of an existing project or had design challenges, such as sub-sidewalk basements or utility conflicts, that would potentially be cost prohibitive. Thus, pedestrian bulbs are proposed at one intersection, at the northwest and southwest corners of Leavenworth and Pine streets. San Francisco Public Works approves the pedestrian bulbs, but the SFMTA Board will need to approve the associated parking removal of three parking spaces.

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Upgrading signals to favor pedestrians: To provide more time for pedestrians to cross the street, leading pedestrian intervals are proposed at one intersection, Jackson at Hyde.

Upgrading crosswalks at five intersections and adding corner red zones at three intersections: The SFMTA aims to upgrade crosswalks to highly visible continental (zebra-stripe) crosswalks wherever possible. Installing red zones at intersection corners improves the visibility of pedestrians about to cross the street. Painting a red curb at the approach to an intersection, or daylighting, makes pedestrians more visible to drivers.

SFMTA Transit Planning approves Muni route and bus stop changes, and the SFMTA Board approves associated parking removal, where needed, for transit bulbs and pedestrian bulbs. SF Public Works approves sidewalk extensions. See Enclosure 2 for the detailed Intersection Plan Views of the project area including proposed improvements.

Parking and Curb Management Modifications

The proposed safety and reliability improvements of the 27 Bryant project will require the removal of up to 24 parking spaces. The parking removal is necessary for bus zone extensions and conversions, and the addition of red zones and pedestrian bulbs (sidewalk extensions) at intersection corners to improve visibility of pedestrians. Bus stop removals at bus zones will add three to four parking spaces each, for a total of nine spaces added. Overall, the project anticipates a net loss of 15 parking spaces along the three miles covered within the project limits. The project also proposes converting nine spaces from general or metered parking to yellow commercial loading zones. No additional white passenger loading zones are proposed.

Upon SFMTA Board approval, the early implementation phase of this project is scheduled to begin in fall 2019, which involves bus stop, routing, and parking changes. The full construction phase for transit bulbs, pedestrian bulbs, and signal upgrades is scheduled to begin approximately 18 months after the early implementation phase, detailed design, and securing a contractor.

Specifically, the SFMTA proposes the following parking and traffic modifications:

- A. ESTABLISH – BUS ZONE – Jackson Street, north side, from Hyde Street to 80 feet westerly; Washington Street, south side, from Larkin Street to 112 feet westerly; Jones Street, west side, from O’Farrell Street to 90 feet; Leavenworth Street, east side, from 75 feet to 100 feet south of California; Leavenworth Street, east side, from 74 feet to 100 feet south of Sacramento Street; Hyde Street, west side, from 77 feet to 100 feet north of Clay Street; Hyde Street, west side, from 78 feet to 93 feet north of California Street; Jones Street, west side, from 76 feet to 98 feet north of Sutter Street; Jones Street, west side, from 74 feet to 96 feet north of Post Street; Jones Street, west side, from 68 feet to 102 feet north of Geary Street; Eddy Street, south side, from 80 feet to 110 feet east of Jones Street

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- B. RESCIND – BUS ZONE – Ellis Street, north side, from Mason Street to 89 feet easterly; Ellis Street, north side, from Jones Street to 77 feet westerly; Mason Street, west side, from Ellis Street to 70 feet southerly
- C. RESCIND – MUNI FLAG STOP – Jackson Street, north side, east of Larkin Street; Washington Street, south side, east of Van Ness Avenue; Washington Street, south side, west of Hyde Street; Hyde Street, west side, south of Sacramento Street; Bush Street, south side, west of Jones Street; Mason Street, west side, south of O’Farrell Street
- D. ESTABLISH –TOW-AWAY NO STOPPING ANYTIME – Ellis Street, north side, from Leavenworth Street to 54 feet; Leavenworth Street, east side, from O’Farrell Street to 78 feet southerly; Leavenworth Street, east side, from Geary Street to 79 feet southerly; Leavenworth Street, east side, from Post Street to 68 feet southerly; Leavenworth Street, east side, from Sutter Street to 68 feet southerly; Leavenworth Street, east side, from Bush Street to 68 feet southerly; Leavenworth Street, east side, from Pine Street to 68 feet southerly; Bush Street, south side, from Leavenworth Street to 63 feet easterly
- E. ESTABLISH –NO STOPPING ANYTIME – Leavenworth Street, west side, from Pine Street to 35 feet southerly; Leavenworth Street, west side, from Pine Street to 25 feet northerly; Pine Street, north side, from Leavenworth Street to 25 feet westerly
- F. ESTABLISH – YELLOW METERED LOADING ZONE (SIX-WHEEL), 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 60 feet to 89 feet east of Mason Street #
- G. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 10 feet to 33 feet west of Jones Street; Ellis Street, north side, from 54 feet to 96 feet east of Leavenworth Street; Sutter Street, north side from 75 feet to 115 feet west of Jones Street; Mason Street, west side, from 10 feet to 30 feet south of Ellis Street #
- H. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH SATURDAY – Eddy Street, south side, from 168 feet to 190 feet east of Jones Street #
- I. ESTABLISH – YELLOW METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 7 feet to 28 feet south of Bush Street; Hyde Street, east side, from 3 feet to 59 feet south of California Street #
- J. ESTABLISH – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 30 feet to 52 feet north of Ellis Street #
- K. ESTABLISH – YELLOW METERED LOADING ZONE, 30 MINUTE TIME LIMIT, 8AM to 6PM, MONDAY THROUGH SATURDAY – Leavenworth Street, east side, from 55 feet to 80 feet south of Washington Street #
- L. ESTABLISH – GENERAL METERED PARKING – Sutter Street, north side, from 115 feet to 135 feet west of Jones Street #
- M. ESTABLISH – METERED MOTORCYCLE PARKING – Sutter Street, north side, from 135 to 154 feet west of Jones Street #
- N. ESTABLISH – RED ZONE – Ellis Street, north side, from Mason Street to 22 feet easterly; Leavenworth Street, west side, from Clay Street to 20 feet northerly; Clay Street, north side, from Leavenworth Street to 20 feet; Hyde Street, east side, from

Jackson Street to 20 feet southerly; Larkin Street, east side, from Washington Street to 20 feet southerly

STAKEHOLDER ENGAGEMENT

Since the 27 Bryant connects the Nob Hill, Tenderloin, South of Market (SoMa) and Mission neighborhoods, it is a key north-south connection for Muni riders. Public outreach focused on the project area, the segment of the route north of Market Street, which encompasses the Nob Hill and Tenderloin neighborhoods.

As an extension of the Muni Service Equity Strategy, the 27 Bryant Project aimed to develop a proposal that addressed transit delay while also being responsive to the needs of communities that rely on the route to reach local services and amenities, such as hospitals, schools and senior centers. The project engaged with diverse populations, including seniors, people with disabilities, families, lower income households and cultural and ethnic communities. To support the multi-lingual needs of these communities, outreach materials were translated into Spanish, Chinese, and Vietnamese.

From October 2017 to February 2019, the project team engaged with the community to gather feedback on transit and safety needs that directly shaped the proposal.

Summary of 27 Bryant Project Outreach (October 2017 to February 2019)

Category	Outreach Activity	Quantity	Details
Surveys	Customer Surveys	511 surveys	Collected over 500 surveys on-board or online with feedback from customers of the 27 Bryant
	Walk and Ride Audit	1 event	Led by SF Transit Riders and Walk SF. Seven stakeholders of different ages and backgrounds participated in providing feedback to three SFMTA staff.
	Merchant Surveys	156 merchants	Staff spoke to merchants along the route to inform them of the project and to gather feedback on loading needs.
Meetings and Events	Community Stakeholder Meetings	25 meetings	SF Transit Riders, Walk San Francisco, Senior and Disability Action, Chinatown Community Development Center, St. Francis Hospital Market Community Action Network (SOMCAN), Tenderloin Family Housing (201 Turk), Golden Gate Block Safety Group, South of La Voz Latina, Glide Memorial Church, , SF Senior Center, District 6 Community Planners Group,

			Tenderloin Safe Passage (part of Tenderloin Community Benefits District), Central City SRO Collaborative, Tenderloin Community School and Spring Valley Science School Back to School Nights, SFMTA Community Advisory Group, SFMTA Multimodal Accessibility Advisory Committee, Tenderloin Police Station, Tenderloin Family Housing
	Community Events	4 events	Tenderloin Sunday Streets (2), SoMa Sunday Streets (1), Autumn Moon Festival in Chinatown (1)
	Elected Official Briefings	5 meetings	Briefings with District 3 and District 6 Supervisors' Offices.
	Open Houses	2 events	August 2018: St. Paulus Lutheran Church (District 3) November 2018: Boeddeker Park (District 6)
	Pop-Up Open House	2 events	Spoke to customers at 5 th and Market streets (District 6) Spoke to community members at Trader Joe's on Hyde about pedestrian safety (District 3)
Project Communications	Neighborhood Mailers	77,000+ mailers	Sent mailers to residents and merchants within two blocks of the 27 Bryant route to advertise two open houses. Also sent public hearing notices to addresses fronting the route.
	Neighborhood Posters	600 posters	Posted posters at intersections along the route to advertise two open houses and public hearing.
	E-mail Update	4 e-mails	Project e-mails sent to 27 Bryant listserv
	Project Website	1 website	Project website provided opportunity for online feedback and well as proposal updates.
Operator Feedback	Operator Outreach	3 events	Visited the Woods Division to ask operators and division managers about 27 Bryant operations. Spoke to operators at terminals and coordinated bus test for reroute proposal to get operator feedback.

Surveys

A survey of Muni customers was conducted in multiple languages, including English, Spanish and Chinese. Surveys were administered in-person aboard Muni buses and online. The project received over 500 survey responses. Survey results pointed to the need to improve transit reliability and reduce delays: Forty-four percent of respondents identified “the bus doesn’t come often enough” and 25 percent identified “the bus gets delayed” as the challenges they most often experience on the 27 Bryant.

Additionally, the project partnered with San Francisco Transit Riders and Walk San Francisco. The two advocacy organizations led an audit of the 27 Bryant route north of Market Street. Seven neighborhood stakeholders and six staff walked along the route and rode the 27 Bryant while providing input via surveys and small group discussions. Feedback from the Transit Riders report included direction to focus on reliability rather than speed, increased signage and visibility of bus stops, consistent bus shelters and prioritizing pedestrian safety.

Finally, the project team canvassed merchants along the route, informing them of the project and administering a survey regarding their loading needs. Direct feedback from 80 merchants shaped the project’s loading zone proposals.

Community Meetings and Events

Twenty-five stakeholder meetings, in-person and by phone, were held with community organizations, transit advocates, senior and disability advocates and key neighborhood destinations including schools, churches, hospitals and senior centers. The project team solicited feedback from a wide demographic range – from families with young children to seniors. We received feedback from families at Back to School nights at both Tenderloin Community School and Spring Valley Science School. The team also walked the neighborhood with Tenderloin Safe Passage block captains, receiving feedback on pedestrian safety needs impacting local youth.

We heard from seniors about their transit and walking needs during presentations at the San Francisco Senior Center on O’Farrell and from other senior housing facilities and single room occupancy (SRO) buildings in the Tenderloin and South of Market neighborhoods. In general, seniors expressed concerns with stop removal since it would require a longer walking distance to adjacent stops. The project held two open houses in August and November 2018 that were attended by over 100 community members. The August open house solicited feedback on transit and safety needs and displayed possible improvements to the route. The November open house debuted the draft proposal and solicited feedback on project elements including stop changes and the reroute proposal.

Two other pop up open houses at a popular bus stop, Cyril Magnin (5th Street) at Market and a grocery store in District 3 garnered more feedback from the neighborhood. They weighed in on the pedestrian safety proposals more than specific transit reliability improvements. Updates to the proposal were made following feedback from the open houses and from stakeholders along the route.



Figure 2: Over 70 people attended the August 7 open house to introduce stakeholders to the 27 Bryant Project.

Additionally, the project gathered feedback at community events such as Sunday Streets where residents shared their experiences on the 27 Bryant. Staff compiled their feedback into a short video (<https://youtu.be/S39qcpfnDpI>) highlighting how the route serves the community. The video was featured in a November 2018 blog written by SFMTA Communications. Common themes from outreach to the community included a desire to improve the reliability of the 27 bus, to maintain existing stops on Leavenworth where there are steep grades and to improve safety for people walking in the neighborhood where cars travel at high speed.

Project Communications

The project team reached out to stakeholders on the 27 Bryant through various strategies. More than 77,000 multilingual informational project mailers were sent to residents and merchants. Mailers advertising open houses were sent to all addresses within two blocks of the 27 Bryant route north of Market street. Public hearing notices detailing street changes were sent to addresses fronting the route. Open houses and the public hearing were advertised through more than 600 posters posted at intersections and stops along the route. Targeted door-to-door canvassing was also used to spread the word. A project website (SFMTA.com/27Project) and email updates to approximately 4,000 recipients provided online project information.



Figure 3: Header of 27 Bryant Project e-mails and posters

Operator / Internal Agency Feedback

The project team consulted with operators assigned to the 27 Bryant, field managers, and division management about 27 Bryant operations. In October 2018, a bus test was conducted to evaluate the proposed reroute and to receive operator feedback. Operators found the proposed reroute potentially safer for transit operations as it reduces the number of turns the bus must make going towards Market Street and the need for the bus to merge across multiple lanes.

Additionally, internal vetting was conducted with SFMTA staff, including other SFMTA projects on intersecting streets and other Sustainable Streets Division staff including Parking and Curb Management staff, and Taxi and Accessible Services staff. Feedback from City and County departments including San Francisco Public Works, the Planning Department, and the Police Department was incorporated into the project proposal.

ALTERNATIVES CONSIDERED

The project team conducted extensive outreach to solicit feedback from stakeholders for the past year. After listening and evaluating the feedback received, the team modified the 27 Bryant project proposal for the following locations:

Terminal Changes on Jackson Street

The initial proposal from November 2018 included the retention of the inbound Jackson at Van Ness terminal and nearside Jackson at Polk flag stop. With the start of construction for the Van Ness Bus Rapid Transit project in 2017, the 12 Folsom/Pacific terminal on Van Ness was relocated to a midblock terminal on the southside of Jackson between Van Ness and Polk as a temporary solution until another location can be determined for the 12 Folsom. After consulting with internal staff, a separate project on Jackson Street between Van Ness and Polk will address the ongoing challenges with the 12 terminal. When a 12 bus is at the terminal, the bus door is on

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the right side facing into the travel lane because Jackson is a one-way westbound street, preventing boarding or alighting at that stop. This is a safety issue for riders and operators.

The current proposal is that the existing 27 Bryant terminal on Jackson at Van Ness, northside, will be the new 12 Folsom/Pacific terminal. The 27 Bryant will be relocated to a new bus zone on Jackson at Polk on the northwest corner. The 27 Bryant will then have additional room to navigate into the far left lane before it turns left onto Van Ness Ave, which will improve transit operations. This proposal will go through a separate outreach and approval process.

Stop Spacing and Stop Removal on Washington Street

The project team reached out to administrators at Spring Valley Elementary School for their feedback on how often and where students access the school from the 27 Bryant. The initial proposal called for the removal of bus stops at outbound Washington at Van Ness, outbound Washington at Larkin, and outbound Washington at Hyde. Spring Valley administrators stated that students are more likely to walk downhill to the bus stop on Washington at Larkin to catch the 27 Bryant back towards downtown. In response to this feedback, the project proposals were modified to keep the outbound Washington at Larkin flag stop and convert it to a bus zone. Adding this zone would improve the visibility of pedestrians because parked cars would no longer obscure the view of pedestrians crossing at this intersection. The current proposal also includes keeping the outbound Washington at Polk stop as a flag stop to maintain access to Polk Street and minimize impacts to parking in the area.

Stop Spacing and Stop Removal on Hyde Street and Bush Street

In November 2018, the initial proposal included the removal of stops at Hyde at Pine and Bush at Leavenworth to increase the average stop spacing of the 27 Bryant from one to two blocks while still maintaining access to nearby St. Francis Memorial Hospital. During our meetings with hospital staff and senior and accessibility advocacy groups, stakeholders requested to keep the stop at Hyde at Pine because of its close proximity to the hospital's front entrance, even though the adjacent stop on Bush at Hyde is about 350 feet away from the entrance.

The initial proposal also included conversion of a flag bus stop on Bush at Jones to a transit bulb, a stop that is one block east of the stop on Bush at Leavenworth. At the Engineering Public Hearing, February 15, 2019, and via e-mail correspondence, community members expressed their preference to keep the stop on Bush at Leavenworth because of accessibility concerns for Muni customers who use wheelchairs. In response to this feedback and given that the ridership at the Bush at Leavenworth stop is twice as much as Bush at Jones, the current proposal will retain the stops on Hyde at Pine and on Bush at Leavenworth and remove the Bush at Jones flag stop.

Stop Spacing and Removal on Ellis Street

The initial proposal called for the removal of the inbound Ellis at Leavenworth flag stop and the retention of the inbound Ellis at Jones stop, which is an existing bus zone. At the 27 Bryant project open house in November 2018, stakeholders expressed their preference for keeping the inbound Ellis at Leavenworth stop. They shared that neighborhood families preferred to wait for the 27 Bryant at Leavenworth with their children instead of the bus zone on Ellis at Jones. In

response to this feedback, the current proposal is now the removal of Ellis at Jones, which will add up to four parking spaces. The Ellis at Leavenworth stop will be upgraded to a transit bulb.

Proposed Reroute from Jones at O’Farrell to Cyril Magnin (5th Street) at Market

Staff analyzed four different reroute options to determine if there is a feasible reroute with fewer turns to improve transit reliability. Three of the four options would have simplified the current routing, but it would take the 27 line away from key land uses such as hospitals and community services in the Tenderloin and Nob Hill neighborhoods. One option, which was shorter than the others, seemed feasible. This project proposes a minor realignment to simplify the 27 Bryant route, which would make it safer for transit operations by reducing four required turns to two. The 27 would stop at the existing 31 Balboa bus stop on Eddy at Jones Street and then continue three more blocks to serve the outbound Cyril Magnin (5th Street) at Market stop. This minor route realignment would also bring Muni customers directly to neighborhoods amenities in the Tenderloin such as Boeddeker Park and the adjacent community center.

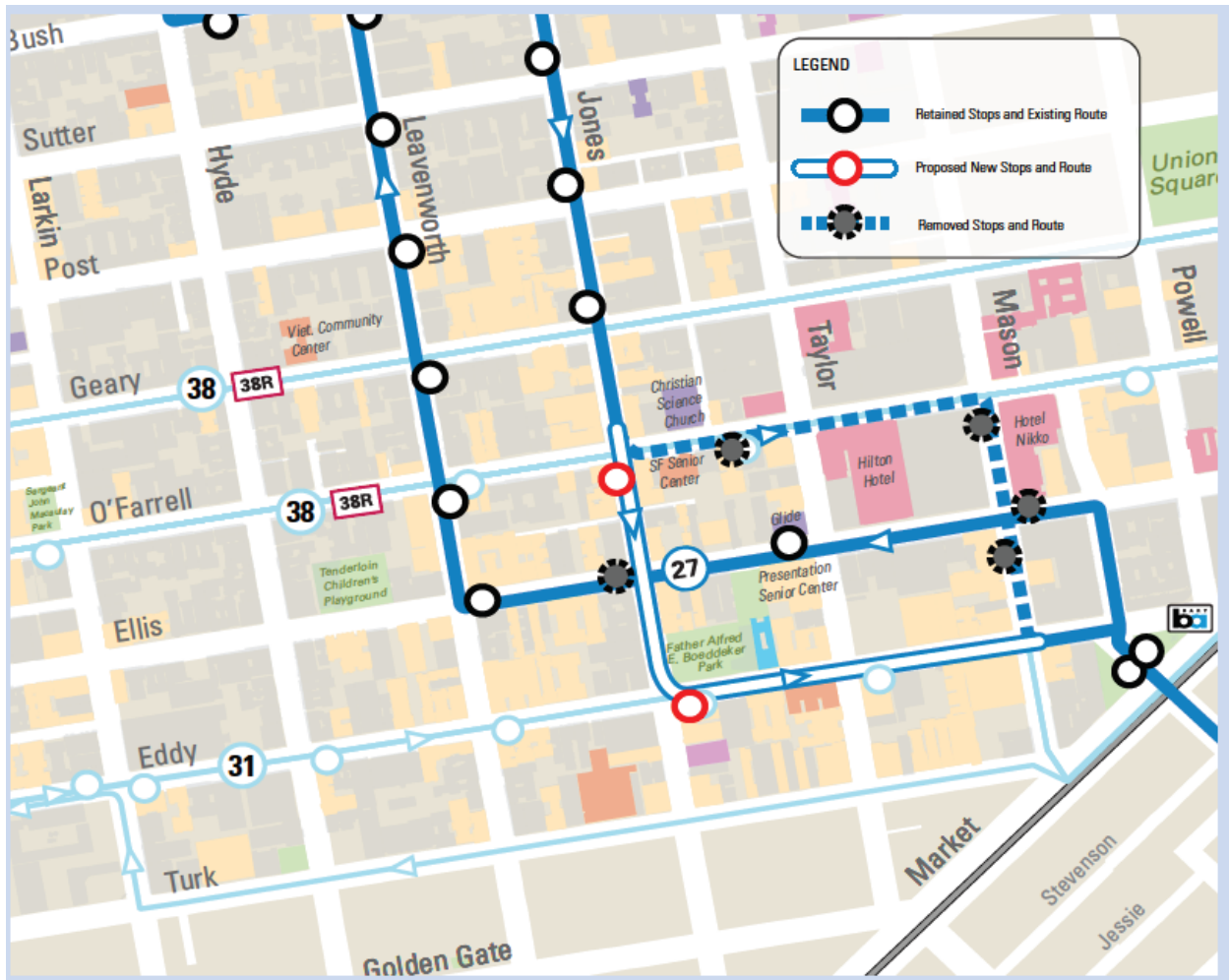


Figure 4: Map of Proposed Reroute of the 27 Bryant

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The alternative considered was to keep the existing 27 Bryant route and remove one of two existing stops on Mason. This alternative would not have the same transit safety improvements as simplifying the route with fewer turns. The project team coordinated a bus test in October 2018 to simulate the reroute proposal with the Woods Division union chair, a Muni inspector, and SFMTA Transit Engineering and Transit Planning staff. Transit Operations staff expressed support for the reroute because of the associated safety benefits. Instead of crossing multiple lanes of traffic on Jones and Mason to make left turns, the 27 Bryant could continue south on Jones then make a left turn on Eddy. The Muni operator also indicated that the reroute would avoid the congestion on O'Farrell and Mason related to hotel activity with guest transportation.

To make the reroute possible, the bus stop on O'Farrell at Jones would be removed from 27 Bryant route, but would remain for the 38 Geary and 38 Geary Rapid lines. Throughout the outreach process, stakeholders flagged concerns about removing the existing O'Farrell at Jones stop midblock in front of the San Francisco Senior Center. This is the most significant concern of the project. The project team visited the senior center in person and spoke with Senior Center representatives to inform them of this proposal. The feedback was that although the preference is to have the stop in front of the Senior Center, the representatives understood that the new stop to be established on Jones at O'Farrell is a short walking distance away, about 300 feet. In contrast, many seniors at the San Francisco Senior Center have expressed preference for the 27 Bryant stop to stay at its current location in front of the Center for personal safety. Riders would have to cross Jones Street to access the new bus zone on Jones at O'Farrell.

Business owners on Jones also expressed concern about the new stop proposal on Jones at O'Farrell, specifically the removal of three parking spaces for a new bus zone and perception of public safety issues at this intersection. Project staff met with and spoke to business owners to discuss these concerns and determined that the main source of contention was a possible transit shelter. Transit shelter installation proposals will go through a separate public hearing process. The project team also met with Tenderloin Police Station to share an update about the 27 project and the reroute alignment, and representatives of Tenderloin Police Station have expressed support. The community group District 6 Community Planners welcomed the 27 Bryant traveling directly to Eddy at Jones, which is closer to Alexander Residence, but was not in favor of the removal of the inbound Ellis at Mason stop, which is next to Maria Manor, another senior residential building.

Although the outreach revealed different preferences from stakeholder groups, the project team proposes the reroute because of the transit safety benefits associated with fewer turns for the 27 Bryant. For Muni riders, simplifying the route helps improve customer information and brings Muni customers closer to amenities in the Tenderloin.

FUNDING IMPACT

The total construction cost of the components of the project is estimated to be \$5,000,000 in addition to \$1,350,000 estimated for the proposal development, early implementation, and detailed design phases. Planned funding sources include Proposition B Population Baseline funds

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of up to \$8,239,800 as indicated in the 2019-23 Capital Improvement Plan.

ENVIRONMENTAL REVIEW

The proposed 27 Bryant Transit Reliability Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On March 8, 2019, the Planning Department determined (Case Number 2019-001882ENV) that the proposed project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301.

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 at 1650 Mission Street in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Certain 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.

RECOMMENDATION

Staff recommends approval of parking and traffic modifications, as set forth in Items A through N above, along the 27 Bryant route from Cyril Magnin (5th Street) at Market to Jackson Street at Van Ness as part of the 27 Bryant Transit Reliability Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The 27 Bryant experiences the most delay and slowest travel times on the route north of Market Street; and,

WHEREAS, The 27 Bryant travels along streets that have a history of collisions involving people walking with over 75 percent of streets on the 27 Bryant route north of Market Street on the Vision Zero High-Injury Network; and,

WHEREAS, Improvements on the 27 Bryant route would advance the City's Transit-First Policy by improving transit travel time and reliability and support the Vision Zero goal of eliminating traffic-related deaths by 2024; and,

WHEREAS, In support of the Muni Service Equity Strategy, the 27 Bryant project applied a neighborhood-based approach to tailor strategies for effective outreach to stakeholders; and,

WHEREAS, Transit reliability can be improved by simplifying the current route, adding transit bulbs at bus stops, increasing stop spacing, extending bus zones; and,

WHEREAS, Pedestrian safety can be improved by adding sidewalk extensions and red zones at intersection corners as well as upgrading signals to give pedestrians a head start; and,

WHEREAS, To address these safety and travel time issues, the San Francisco Municipal Transportation Agency proposes various parking and traffic modifications as follows:

- A. ESTABLISH – BUS ZONE – Jackson Street, north side, from Hyde Street to 80 feet westerly; Washington Street, south side, from Larkin Street to 112 feet westerly; Jones Street, west side, from O'Farrell Street to 90 feet; Leavenworth Street, east side, from 75 feet to 100 feet south of California; Leavenworth Street, east side, from 74 feet to 100 feet south of Sacramento Street; Hyde Street, west side, from 77 feet to 100 feet north of Clay Street; Hyde Street, west side, from 78 feet to 93 feet north of California Street; Jones Street, west side, from 76 feet to 98 feet north of Sutter Street; Jones Street, west side, from 74 feet to 96 feet north of Post Street; Jones Street, west side, from 68 feet to 102 feet north of Geary Street; Eddy Street, south side, from 80 feet to 110 feet east of Jones Street
- B. RESCIND – BUS ZONE – Ellis Street, north side, from Mason Street to 89 feet easterly; Ellis Street, north side, from Jones Street to 77 feet westerly; Mason Street, west side, from Ellis Street to 70 feet southerly
- C. RESCIND – MUNI FLAG STOP – Jackson Street, north side, east of Larkin Street;

- Washington Street, south side, east of Van Ness Avenue; Washington Street, south side, west of Hyde Street; Hyde Street, west side, south of Sacramento Street; Bush Street, south side, west of Jones Street; Mason Street, west side, south of O'Farrell Street
- D. ESTABLISH –TOW-AWAY NO STOPPING ANYTIME – Ellis Street, north side, from Leavenworth Street to 54 feet; Leavenworth Street, east side, from O'Farrell Street to 78 feet southerly; Leavenworth Street, east side, from Geary Street to 79 feet southerly; Leavenworth Street, east side, from Post Street to 68 feet southerly; Leavenworth Street, east side, from Sutter Street to 68 feet southerly; Leavenworth Street, east side, from Bush Street to 68 feet southerly; Leavenworth Street, east side, from Pine Street to 68 feet southerly; Bush Street, south side, from Leavenworth Street to 63 feet easterly
 - E. ESTABLISH –NO STOPPING ANYTIME – Leavenworth Street, west side, from Pine Street to 35 feet southerly; Leavenworth Street, west side, from Pine Street to 25 feet northerly; Pine Street, north side, from Leavenworth Street to 25 feet westerly
 - F. ESTABLISH – YELLOW METERED LOADING ZONE (SIX-WHEEL), 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 60 feet to 89 feet east of Mason Street
 - G. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH FRIDAY – Ellis Street, north side, from 10 feet to 33 feet west of Jones Street; Ellis Street, north side, from 54 feet to 96 feet east of Leavenworth Street; Sutter Street, north side from 75 feet to 115 feet west of Jones Street; Mason Street, west side, from 10 feet to 30 feet south of Ellis Street
 - H. ESTABLISH – YELLOW METERED LOADING ZONE, 7AM TO 6PM, MONDAY THROUGH SATURDAY – Eddy Street, south side, from 168 feet to 190 feet east of Jones Street
 - I. ESTABLISH – YELLOW METERED LOADING ZONE, 8AM TO 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 7 feet to 28 feet south of Bush Street; Hyde Street, east side, from 3 feet to 59 feet south of California Street
 - J. ESTABLISH – GREEN METERED PARKING, 30 MINUTE TIME LIMIT, 9AM to 6PM, MONDAY THROUGH SATURDAY – Jones Street, west side, from 30 feet to 52 feet north of Ellis Street
 - K. ESTABLISH – YELLOW LOADING ZONE, 30 MINUTE TIME LIMIT, 8AM to 6PM, MONDAY THROUGH SATURDAY – Leavenworth Street, east side, from 55 feet to 80 feet south of Washington Street
 - L. ESTABLISH – GENERAL METERED PARKING – Sutter Street, north side, from 115 feet to 135 feet west of Jones Street
 - M. ESTABLISH – METERED MOTORCYCLE PARKING – Sutter Street, north side, from 135 to 154 feet west of Jones Street
 - N. ESTABLISH – RED ZONE – Ellis Street, north side, from Mason Street to 22 feet easterly; Leavenworth Street, west side, from Clay Street to 20 feet northerly; Clay Street, north side, from Leavenworth Street to 20 feet; Hyde Street, east side, from Jackson Street to 20 feet southerly; Larkin Street, east side, from Washington Street to 20 feet southerly; and,

WHEREAS, The proposed 27 Bryant Transit Reliability Project is subject to the

PAGE 19.

California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for existing facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On March 8, 2019, the Planning Department determined (Case Number 2019-001882ENV) that the proposed project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301; 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 at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; now, therefore, be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves various parking and traffic modifications, as set forth in Items A through N above, along the 27 Bryant route from Cyril Magnin (5th Street) at Market to Jackson Street at Van Ness as part of the 27 Bryant Transit Reliability Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 16, 2019.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Project Overview

The 27 Bryant serves 6,700 riders each weekday and connects the Tenderloin, Nob Hill, SoMa and the Mission neighborhoods. This serves diverse populations, including seniors, people with disabilities, and multicultural communities that depend on it to commute to work and connect to other transit lines. It is also a neighborhood lifeline that many use to reach grocery stores, hospitals, schools, senior centers and more.

PROJECT GOALS

The 27 Bryant Transit Reliability Project aims to improve the reliability of the 27 Bryant and to enhance traffic safety for people walking along its route.

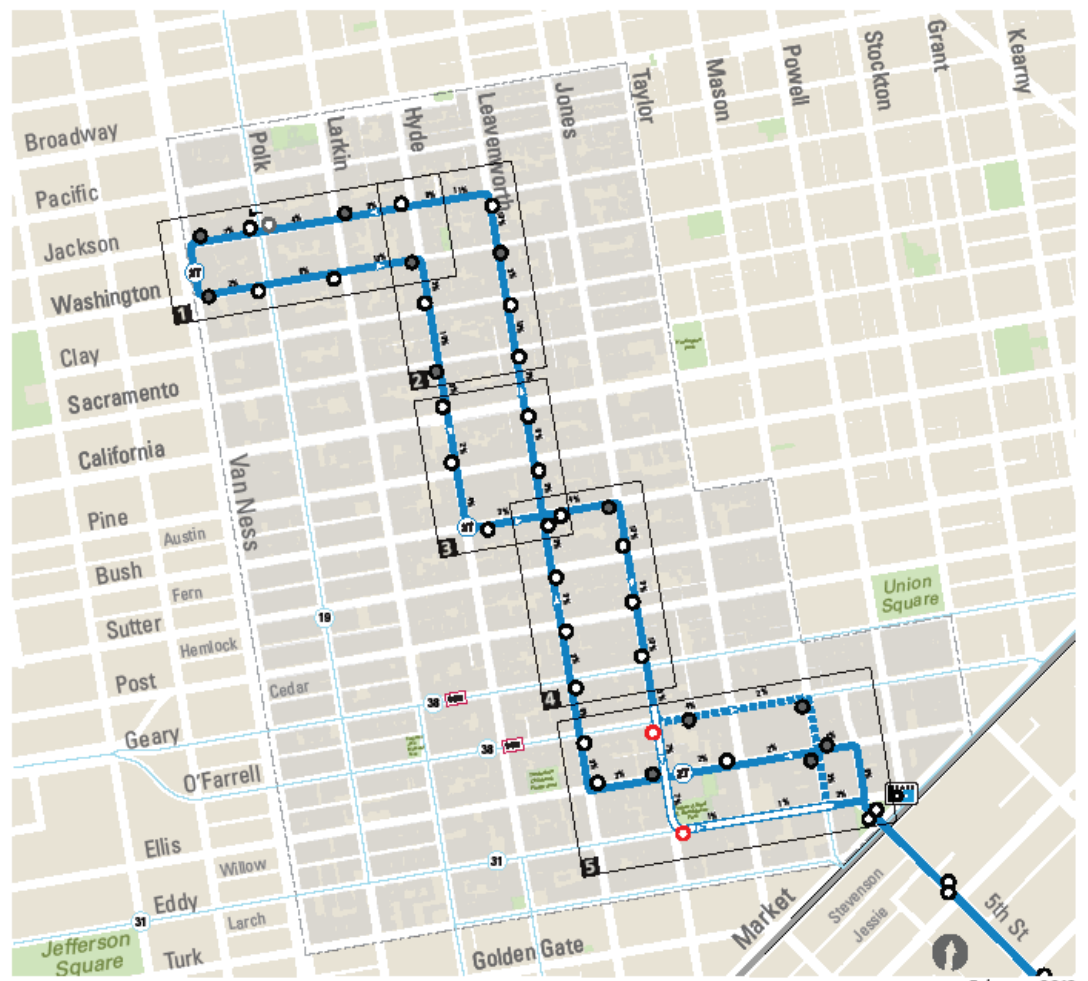
SCOPE

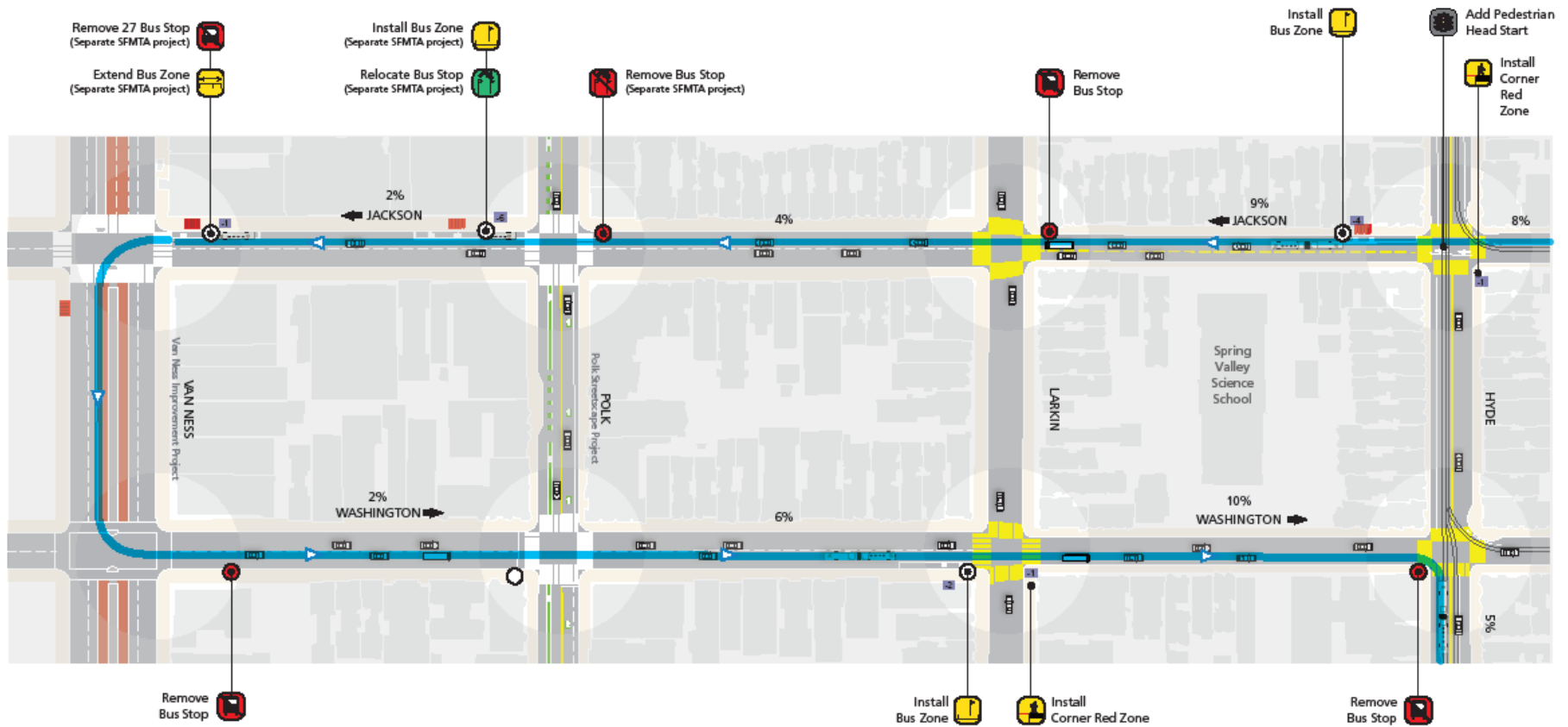
The 27 Bryant Project focuses on improving the line north of Market Street where most of the delays occur. 75% of the route north of Market is on the High Injury Network.

1. Van Ness to Hyde
2. Jackson to Sacramento
3. California to Bush
4. Bush to Geary
5. O'Farrell to Market

LEGEND

- Retained Stops and Existing Route
- Proposed New Stops and Route
- Removed Stops and Route
- Relocated Stops
- 2 Added or Removed Parking Spaces
- 4% Percent of Street Grade

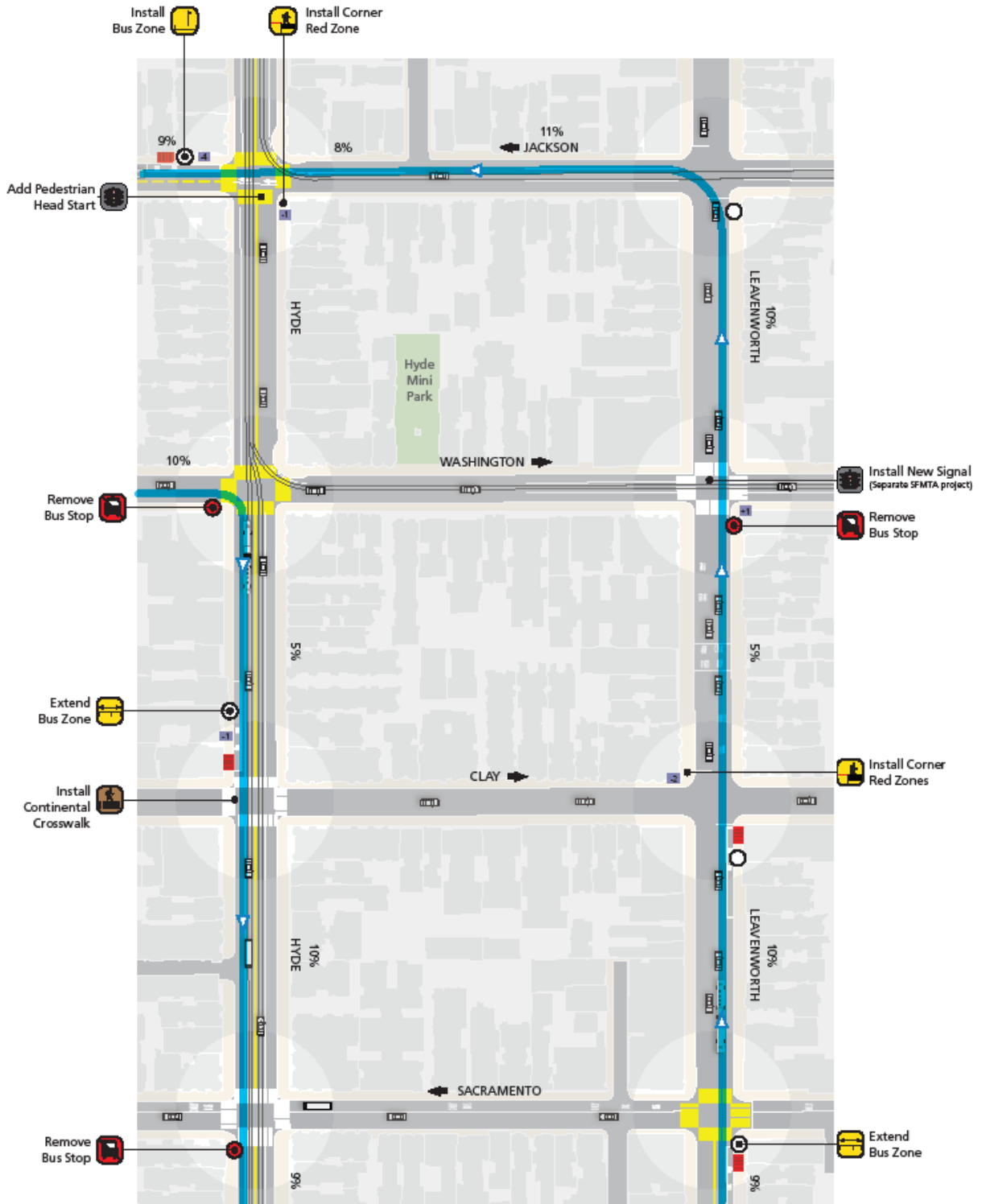




MUNIFORWARD

Jackson to Sacramento (2)

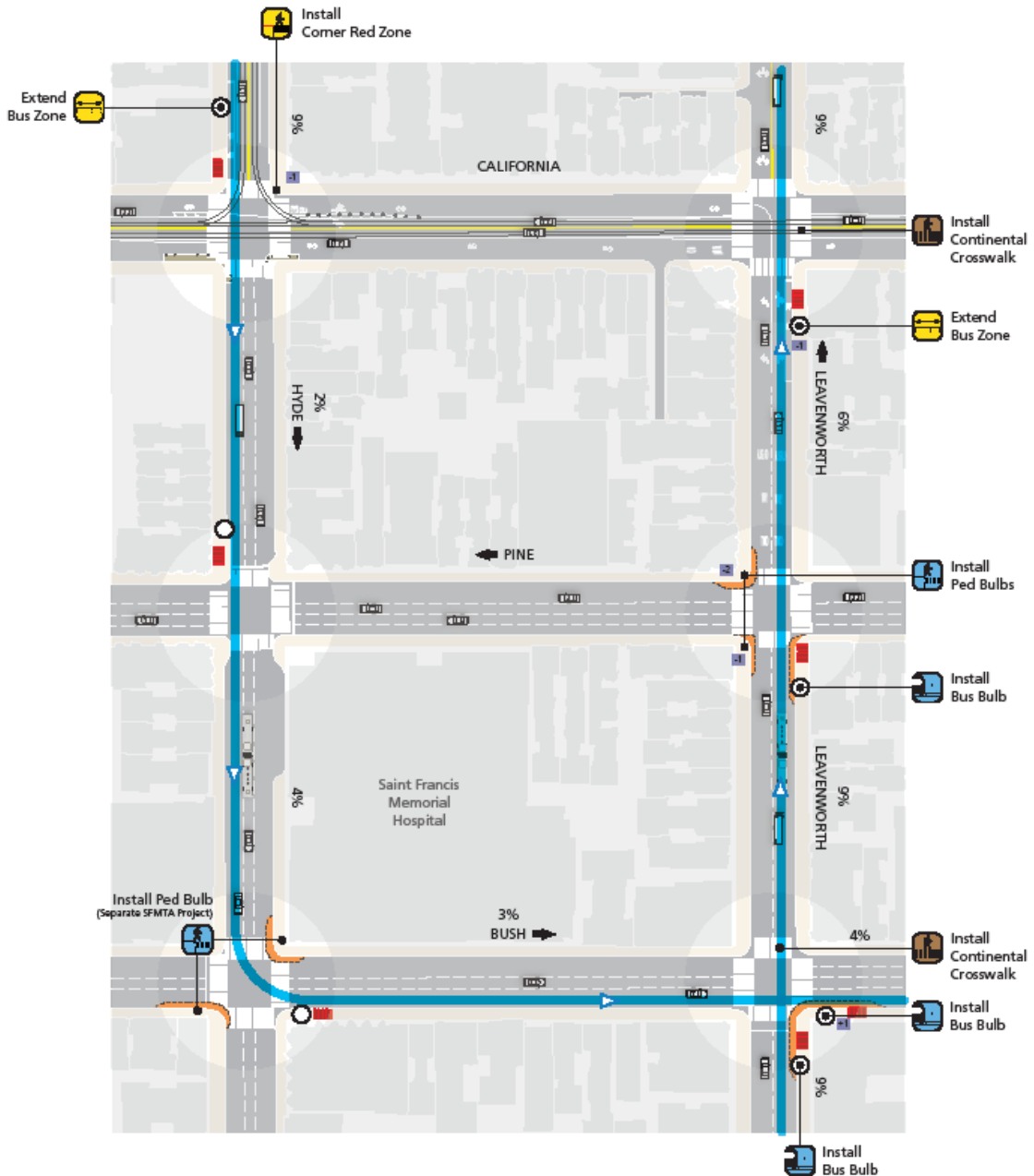
27 Bryant Transit Reliability & Safety Improvement Proposals



MUNIFORWARD

California to Bush (3)

27 Bryant Transit Reliability & Safety Improvement Proposals



MUNIFORWARD

Bush to Geary (4)

27 Bryant Transit Reliability & Safety Improvement Proposals

