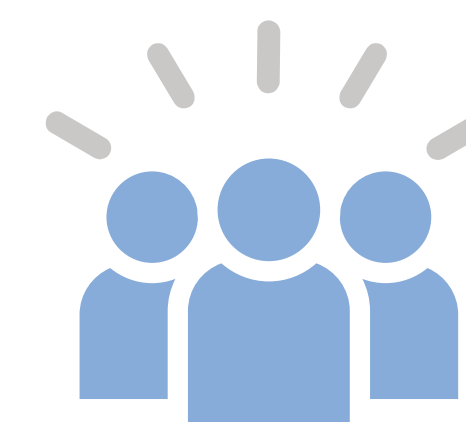


Welcome!

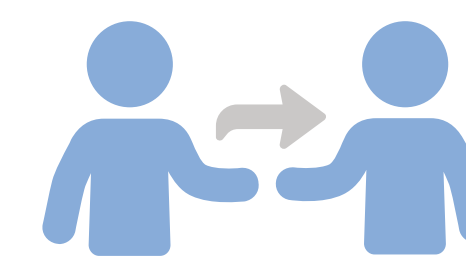
Thank you for participating in this 27 Bryant Transit Reliability Project open house. Please share your thoughts on the project proposal that was developed over the past year with input from over 500 diverse stakeholders in the Tenderloin, Nob Hill, SoMa and the Mission neighborhoods.

We look forward to collecting feedback from the community on the specific proposals to improve Muni reliability and safety for people walking.

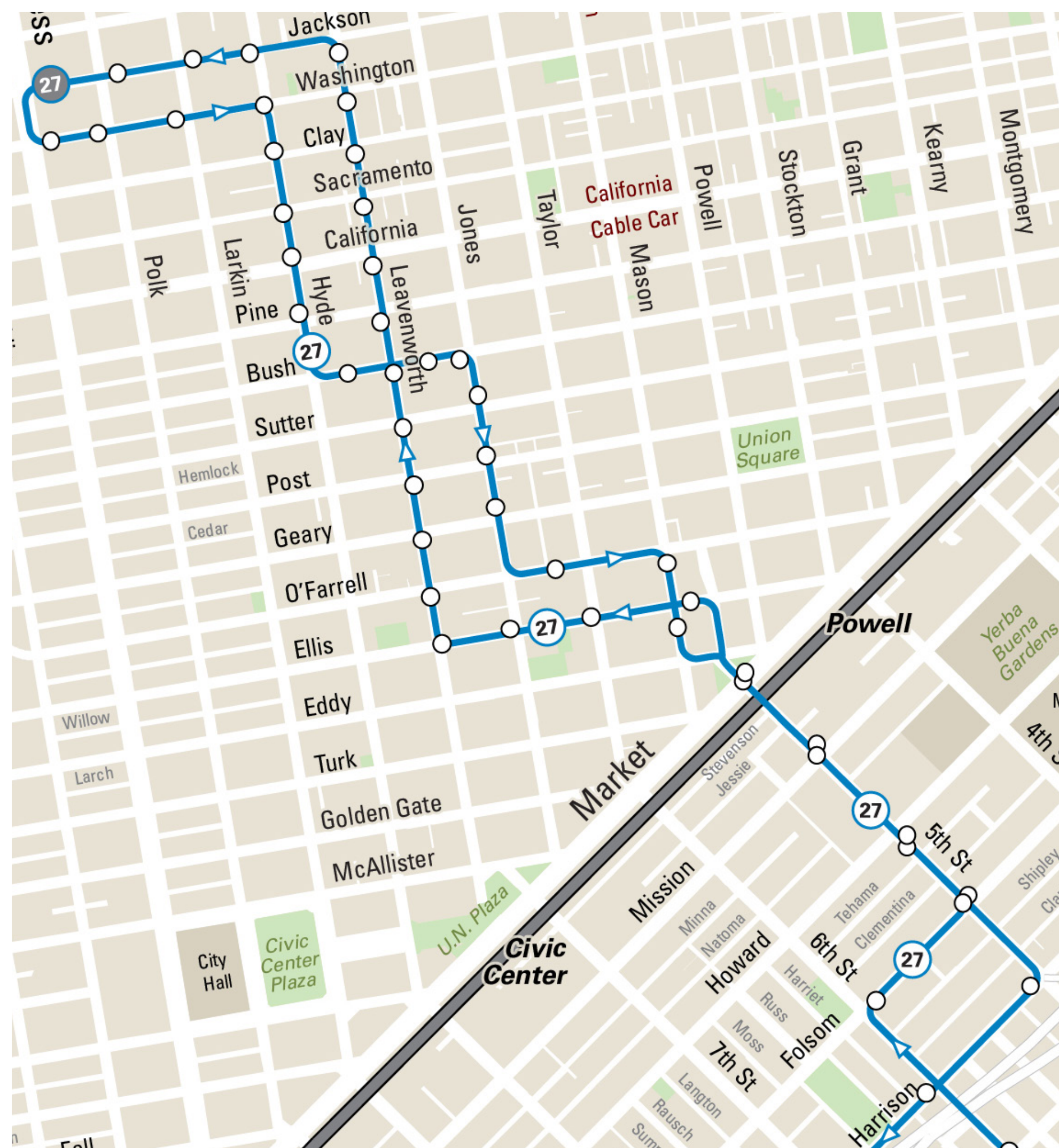


Get the most out of this event:

1. Visit project information stations hosted by project staff who will answer your questions.
2. View block-by-block diagrams of proposed improvements.
3. Provide feedback on project proposals by sharing directly with staff and leaving a note on the boards.



Prioritizing the 27 Bryant



PROJECT GOALS

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

COMMUNITY

The 27 Bryant serves the community, bringing riders directly to the services and amenities they need, such as hospitals, community centers and schools. Many diverse populations live in the neighborhoods where the 27 Bryant travels including seniors, people with disabilities, lower income households and cultural and ethnic communities.

SCOPE

The scope of 27 Bryant Transit Reliability Project focuses on the route north of Market where the 27 Bryant experiences the most delay and slowest travel times.

SUPPORT FOR WALKING AND BIKING

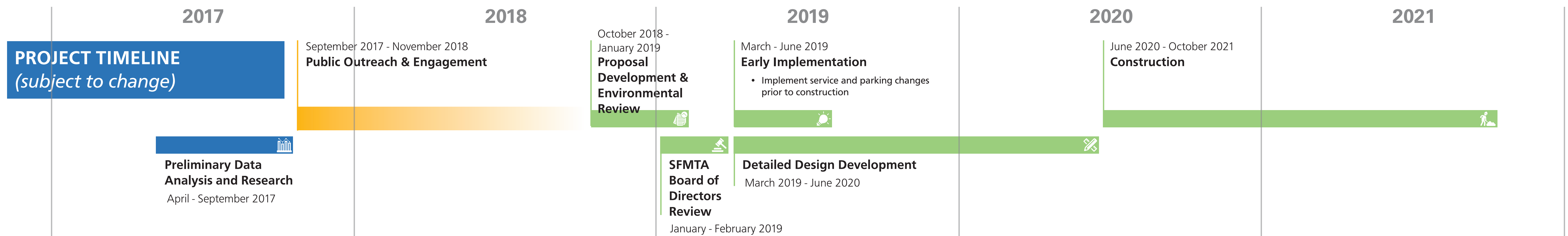
The 27 Bryant goes through the Tenderloin and South of Market (SoMa) areas along streets that have a history of collisions involving pedestrians. The project team is also coordinating with the 5th Street Improvement Project, designing bike facilities on 5th Street to accommodate the 27 Bryant transit stops between Market and Harrison.

EQUITY

The 27 Bryant project is a part of the Muni Service Equity Strategy, a neighborhood-based approach to improving the transit routes most critical to households with low incomes, people of color, seniors and people with disabilities.

KEY FACTS

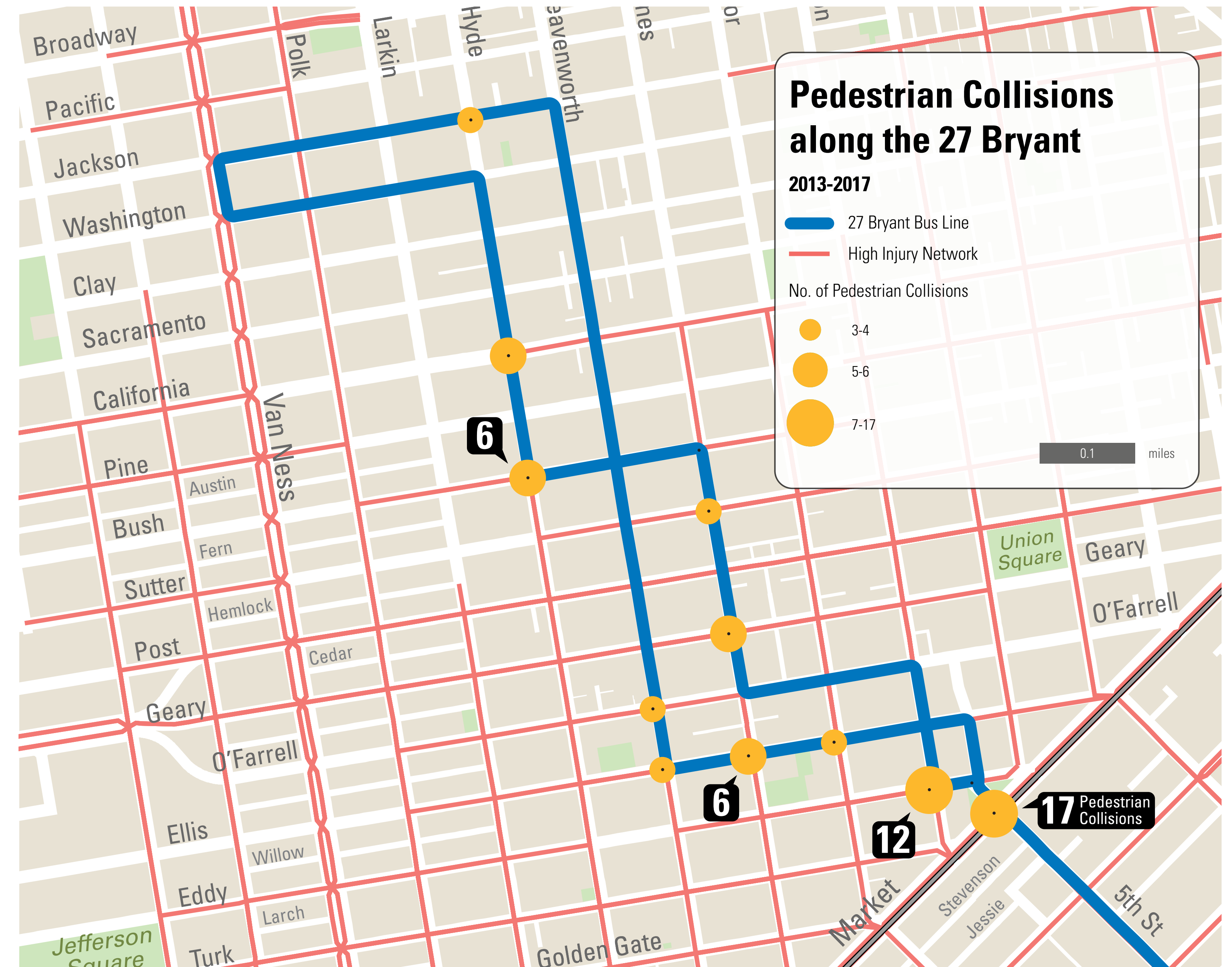
- 6,700 daily riders take the 27 Bryant
- Average travel speed of the 27 Bryant is 4 to 5.5 miles per hour in the morning going from Van Ness to Market.
- Three-quarters of the 27 Bryant route north of Market is a high-injury corridor for people walking.
- In the Tenderloin, 42% of residents are foreign born and 58% are in low income households.



Traveling on high-injury streets



A majority of the 27 Bryant route is on streets where most of the city's serious traffic-related injuries and fatalities occur. The 27 Bryant Project prioritizes traffic safety for people walking.



The top four intersections with the most pedestrian collisions:

1. Cyril Magnin (5th Street) at Market
2. Mason at Eddy
3. Ellis at Jones
4. Hyde at Bush



In the past five years, 103 of 241 total collisions in the 27 project area involved a pedestrian.

You Speak, We Listen

We received feedback from more than 500 Muni customers and 80 merchants along the route.

	What We Heard	What We're Planning
Bus frequency, delays and reliability	<p>"The 27 is totally unreliable. Often the buses get so backed up that several come right after one another."</p> <p>"My biggest issue with the 27, a lot more than the delays, is the unexplained missing bus runs."</p>	<ul style="list-style-type: none"> • Improve reliability and reduce delays by updating the route to make it more direct • Help reduce gaps in service by addressing shortage of operators with actions such as converting part-time operators to full-time and training larger classes of operators
Crowding	<p>"Because it's irregular, the bus is often super crowded and cramped. Some days I wait 40 minutes for my bus to show up."</p>	<ul style="list-style-type: none"> • Reduce crowding by eliminating gapping and bunching of buses caused by delays • Widen sidewalks at stops to eliminate delays caused by exiting and entering travel lane • Relocate stops for stop signs and traffic signals so bus doesn't stop twice
Bus stops	<p>"You could cut down on the number of stops. It seems like it stops on every corner, which really slows things down."</p> <p>"Avoid bus stop removal. You are hurting seniors and people with disabilities."</p>	<ul style="list-style-type: none"> • Consolidate some stops to provide faster, more predictable bus travel times • Maintain 75% of stops (10 bus stop removals) to reduce delays and still keep neighborhood-serving service, particularly on hills
Pedestrian Safety	<p>"Cars take these turns quickly. They don't see people crossing."</p>	<ul style="list-style-type: none"> • Add high visibility crosswalks to increase visibility of people walking • Add corner sidewalk extensions to reduce time spent crossing the street and slow down turning vehicles • Upgrade signals to give pedestrians a head start and time to cross



Thank you to the following organizations and individuals who provided their feedback:

SF Transit Riders, Walk San Francisco, Senior and Disability Action, Chinatown Community Development Center, Golden Gate Block Safety Group, South of Market Community Action Network, La Voz Latina, Glide Memorial Church, District 6 Community Planners Group, Tenderloin Safe Passage (part of Tenderloin Community Benefit District), Tenderloin Neighborhood Development Corporation, Central City SRO Collaborative, Tenderloin Community School, Spring Valley Science School, Tenderloin Sunday Streets, SoMa Sunday Streets, Autumn Moon Festival in Chinatown, and the District 3 and District 6 Supervisor Offices

Proposed Improvements

EXISTING CONDITIONS

Closely spaced stops



Delays at bus stops



Lower visibility of people walking



Collisions involving people walking



PROPOSED IMPROVEMENTS

Bus stop changes



Benefits

- Consolidating stops provides faster, more predictable bus travel time
- Creates curb space for other street uses like parking spots or loading zones

Tradeoffs

- Longer walking distances for some customers

Transit bulbs (sidewalk extension)



Benefits

- Eliminates need for buses to exit and re-enter the travel lane, saving travel time
- Easier and safer boarding for seniors and persons with disabilities
- More space for transit shelter, landscaping and other amenities

Tradeoffs

- Bus blocks travel lane during boarding (occurs with bus zones and on narrow streets)

Pedestrian bulbs (corner sidewalk extension)



Benefits

- Increases the visibility of pedestrians waiting to cross the street and shortens crossing distances
- Slows down turning vehicles
- Adds accessible curb ramps

Tradeoffs

- May remove parking spaces

Pedestrian signal and crosswalk upgrades



Benefits

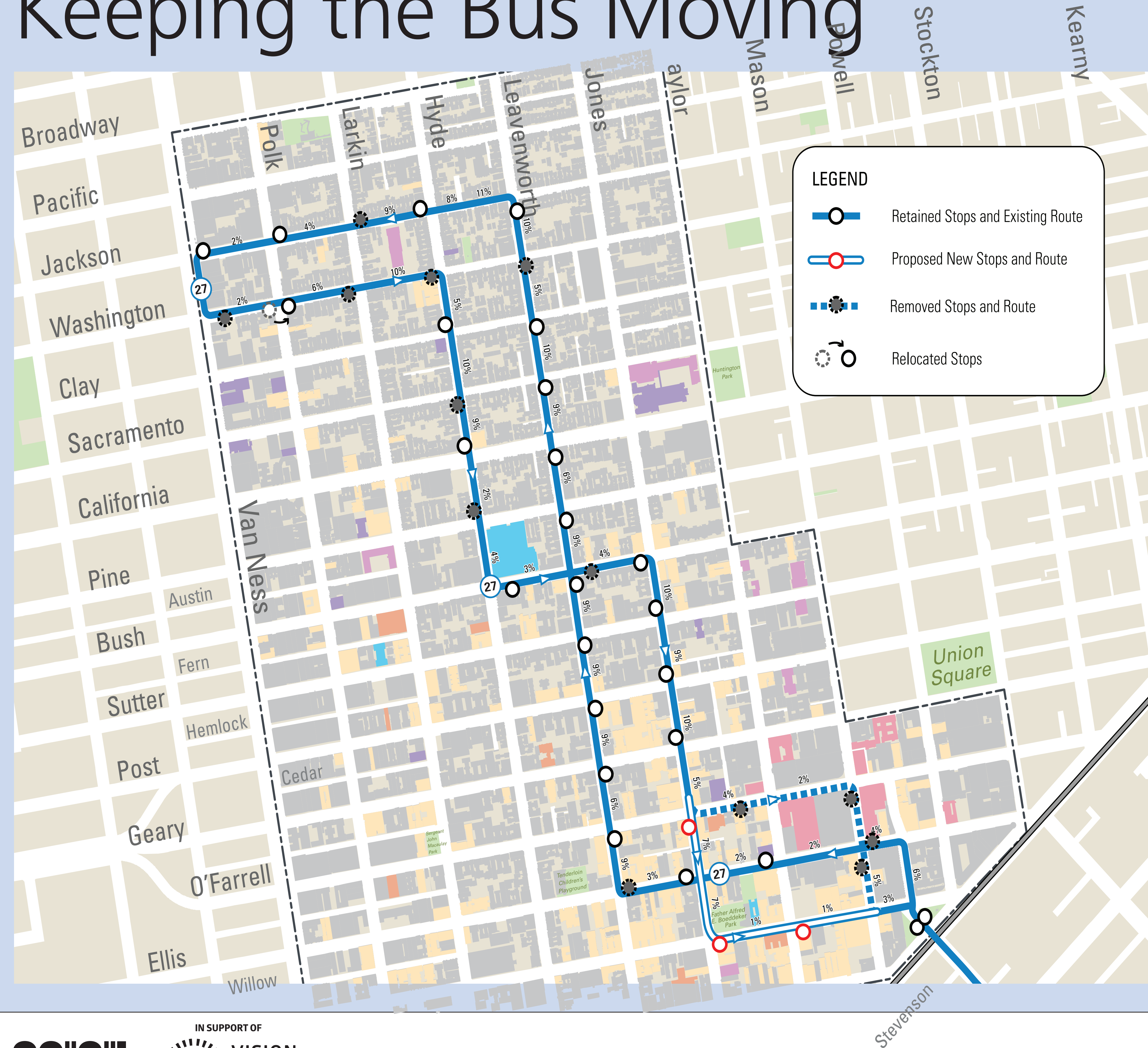
- Provides pedestrians with 3 - 7 second head start in advance of cars turning
- Increases visibility of pedestrians in crosswalk

Tradeoffs

- Shorter green light time for drivers and buses



Keeping the Bus Moving



Stop Change Considerations

- How far apart are stops?
 - For flat areas: Stops can be spaced 800 to 1380 feet apart for street grades less than 10%
 - For hilly areas: Stops can be spaced as close as 500 feet apart for street grades more than 10%
- Is there a hill?
- How many customers use the stop? (compared to rest of the line)
- Can customers transfer to other transit lines?
- Does it serve major destinations? (senior centers, schools, hospitals, religious institutions)
- Does it serve more wheelchair users, people with disabilities or seniors?

We evaluate stop changes with SFMTA Accessible Services team, SFMTA Multimodal Accessibility Advisory Committee, Senior and Disability Action and community stakeholders.

The proposal maintains 75% of stops (10 bus stop removals).

Overall how satisfied are you with the proposed bus stop changes?



Simplifying the Route

The proposed route adjustment to the 27 Bryant would make the bus more reliable.

Potential Benefits of a Route Adjustment

- Reduces the number of turns the bus has to make going towards Market, improving safety
- Reduces need for bus to merge across lanes
- Brings people closer to Boeddeker Park, Tenderloin Police Station and affordable housing
- An October 2018 bus test found that the reroute is potentially safer for transit operations. Bus operators described their experience driving the route and favored the route adjustment.

Potential Tradeoffs

- Removes stop on O'Farrell and stops on Mason
- Eliminates direct access to some employment centers on O'Farrell
- Some riders expressed personal safety concerns in Tenderloin
- Removes stop at San Francisco Senior Center. A new bus stop is proposed on Jones at O'Farrell



Overall how satisfied are you with the proposed bus stop changes?



Comments

Overall, how satisfied are you with the proposed improvements?

Do you have specific comments about the proposed changes? Post your comments here.

