



Project Overview

As an important north-south connection, the 27 Bryant line supports 6,700 Muni customers daily who use the line to commute to work, connect to other transit options, and reach grocery stores, hospitals, affordable housing and senior centers.

Bus Delays

The 27 Bryant is one of Muni's ten slowest routes. The bus gets delayed on the congested streets of the Tenderloin and Nob Hill. Many customers feel the bus is unreliable and doesn't come often enough. The 27 Bryant Project aims to improve the reliability of the route and provide more predictable travel times.

Traveling on High-Injury Streets

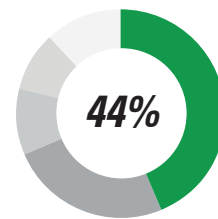
A majority of the 27 Bryant route is on streets with the highest rates of severe and fatal traffic injuries in San Francisco. From 2013-2017, there were a total of 241 reported injury collisions, with 103 of collisions involving people walking in the neighborhood. The 27 Bryant Project prioritizes traffic safety for people walking.

Equity

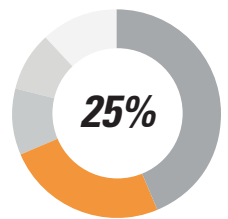
The 27 Bryant was identified as a priority route in the Muni Service Equity Strategy, a neighborhood-based approach to improving the transit routes most critical to households with low incomes, people of color, seniors and people with disabilities. Improving the reliability of the 27 Bryant and safety for people walking is critical to better serving the Tenderloin, SoMa and Mission communities.

Feedback We've Heard

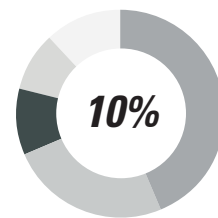
What challenge do you most often experience on the 27 Bryant?



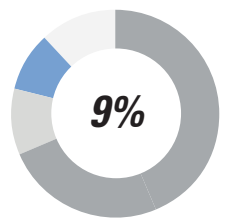
The bus doesn't come enough



The bus gets delayed



The bus gets too crowded



I don't feel safe riding 27 Bryant

Tell us how the 27 Bryant can better serve you.

Take our short survey at [SFMTA.com/27Project](https://sfmta.com/27Project)

Stay Connected

Sign up to get project updates at [SFMTA.com/27Project](https://sfmta.com/27Project)

Contact 27Bryant@sfmta.com or 415.646.2070



Project Scope

The 27 Bryant Project focuses on improving the route north of Market Street where the bus experiences the most delay and slowest travel times. By focusing on the slowest segment, we can improve reliability for the entire route, better serving customers in SoMa and the Mission neighborhoods as well. This part of the route runs on high-injury streets, and the 27 Bryant Project prioritizes traffic safety for people walking.

The project is also coordinating with the 5th Street Improvement Project, designing bike lanes on 5th Street that accommodate the 27 Bryant bus stops between Market and Harrison.

Proposed Route Adjustment

Changing the bus route to run on Eddy instead of O'Farrell Street can reduce travel time and improve traffic flow. The bus would make less turns and no longer need to merge across multiple traffic lanes. Let us know which route you prefer.



Possible Improvements



Bus stop changes

North of Market the 27 Bryant stops on almost every block, causing delays. Let us know if there are areas where stops can be spaced a little further apart to reduce delays.



Pedestrian bulbs

Corner sidewalk extensions increase safety for those walking by shortening crossing distances and increasing visibility.



Pedestrian signal and crosswalk upgrades

Upgrading pedestrian signals gives people walking a head start crossing the street. High-visibility crosswalks make pedestrians more visible to drivers.



Transit bulbs (sidewalk extension)

Widening sidewalks at bus stops provides more room for walking and waiting for the bus.

Wider sidewalks also allow the bus to pull closer to the curb, making boarding easier for those with disabilities and quicker for everyone.

Spring/Summer 2018

Public Outreach

Fall/Winter 2018

Develop Project Proposal
Continue Public Outreach

Spring 2019

SFMTA Board Review