27 Bryant Transit Reliability Project

April 16, 2019

SFMTA Board of Directors Meeting
Prioritizing the 27 Bryant

27 Bryant
Stops and Route Change Proposal
Winter 2019

LEGEND
- Retained Stops and Existing Route
- Proposed New Stops and Route
- Removed Stops and Route
- Relocated Stops
- Percent of Street Grade
Transit Delays
Pedestrian Safety
Community Engagement

Open Houses

Sunday Streets

Ride & Walk Audit
## What We Heard

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

- **44%** The bus doesn’t come often enough
- **25%** The bus get delayed

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<thead>
<tr>
<th>Topic</th>
<th>Comments</th>
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<tbody>
<tr>
<td><strong>Bus frequency, delays and reliability</strong></td>
<td>“The 27 is totally unreliable. Often the buses get so backed up that several come right after one another.”</td>
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<td>“My biggest issue with the 27, a lot more than the delays, is the unexplained missing bus runs.”</td>
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<td><strong>Crowding</strong></td>
<td>“Because it’s irregular, the bus is often super crowded and cramped. Some days I wait 40 minutes for my bus to show up.”</td>
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<td><strong>Bus Stops</strong></td>
<td>“You could cut down on the number of stops. It seems like it stops on every corner, which really slows things down.”</td>
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<td>“Avoid bus stop removal. You are hurting seniors and people with disabilities.”</td>
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<td><strong>Pedestrian Safety</strong></td>
<td>“Cars take these turns quickly. They don’t see people crossing.”</td>
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Goals & Proposed Solutions

**Improve transit reliability** by ...  
- Simplifying the route to reduce the number of turns  
- Increasing stop spacing to reduce delay associated with stopping at every block  
- Installing transit bulbs (sidewalk extensions) to improve accessibility with easier ramp deployment  
- Extending bus zones to make it easier to pull completely into a zone

**Enhance pedestrian safety** by ...  
- Installing sidewalk extensions at corners to reduce crossing distances  
- Changing signals to add time for pedestrian crossings  
- Upgrading crosswalks and adding red zones at corners to make pedestrians more visible
Simplifying the Route
Today’s Legislation

Transit Reliability

• Remove three stops and establish two new stops for the 27 Bryant reroute
• Remove another eight stops, retaining a total of 29 of 38 existing stops in the project area
• Add transit bulbs at eight intersections
• Extend bus zones at eight bus stops
• Remove 24 parking spaces, add nine parking spaces, and add nine commercial loading spaces

Pedestrian Safety

• Add sidewalk extensions at corners
• Upgrade crosswalks and add red zones at corners
• Add more signal time for pedestrians to cross the street
Next Steps

• Fall 2019: Early implementation phase with bus stop and curb management changes
• 2020: Detailed design of capital elements
• 2021: Construction phase with installation of transit bulbs, corner sidewalk extensions, and signal changes