

Van Ness Avenue Bus Rapid Transit (BRT)

Market and Octavia CAC
03.19.12



SFMTA | Municipal Transportation Agency

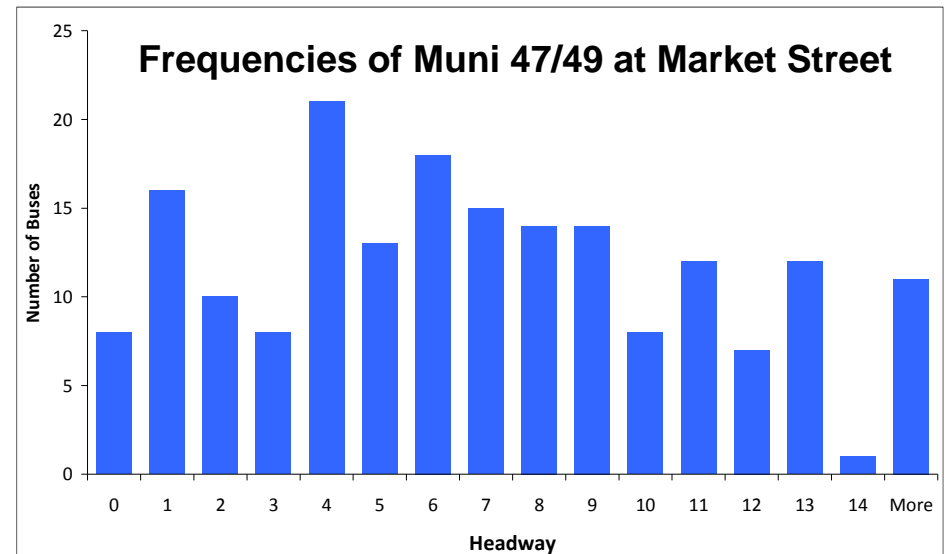
Van Ness Avenue BRT Project Background

- Key north-south link in San Francisco's Rapid Transit network
- Recommended for BRT service in the 2004 Countywide Transportation Plan; Prop K Expenditure Plan; SFMTA Transit Effectiveness Project
- Partnership with SFMTA
- Other collaborations: SFDPW, Planning, PUC, Golden Gate Transit, Caltrans
- Top rated FTA Small Starts Project for cost effectiveness; Regional MTC Small Starts Priority

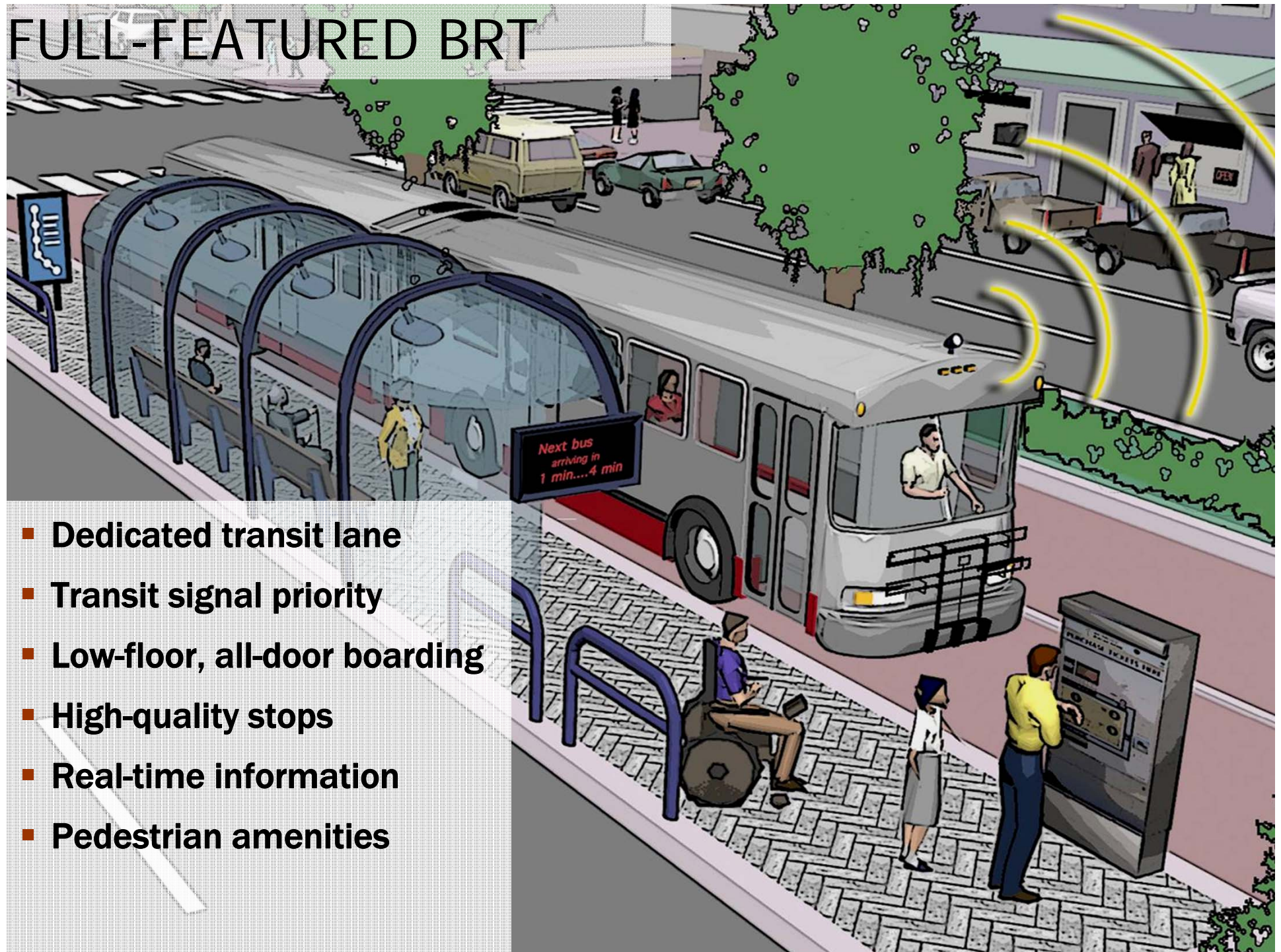


Project Purpose and Need

- Improve transit reliability, speed, connectivity and comfort
 - Separate autos from transit
 - Reduce delays associated with loading and unloading, and traffic signals
- Improve pedestrian comfort, amenities, and safety
- Enhance urban design and identity of Van Ness Avenue
- Accommodate safe multimodal circulation and access within the corridor



FULL-FEATURED BRT



- Dedicated transit lane
- Transit signal priority
- Low-floor, all-door boarding
- High-quality stops
- Real-time information
- Pedestrian amenities

EIS/EIR Planning Activities to Date

- **Formation of EIS/EIR CAC in 2007**
- **Alternatives screening report**
 - **Approved in April, 2008**
 - **3 build alternatives to be analyzed**
- **Conducted technical studies in areas with potential environmental impacts**
- **Significant outreach and coordination**
 - **Community and stakeholder meetings**
 - **Technical Advisory Committee**
 - **Authority and SFMTA CACs, Committees, and Boards**



Community and Stakeholder Meetings:

Van Ness BRT Citizens Advisory Committee

Government Related Organizations

- Mayors Disability Council Physical Access Committee
- City Hall Preservation Advisory Committee
- Muni Accessibility Advisory Committee
- Urban Forestry Council

Regional Organizations:

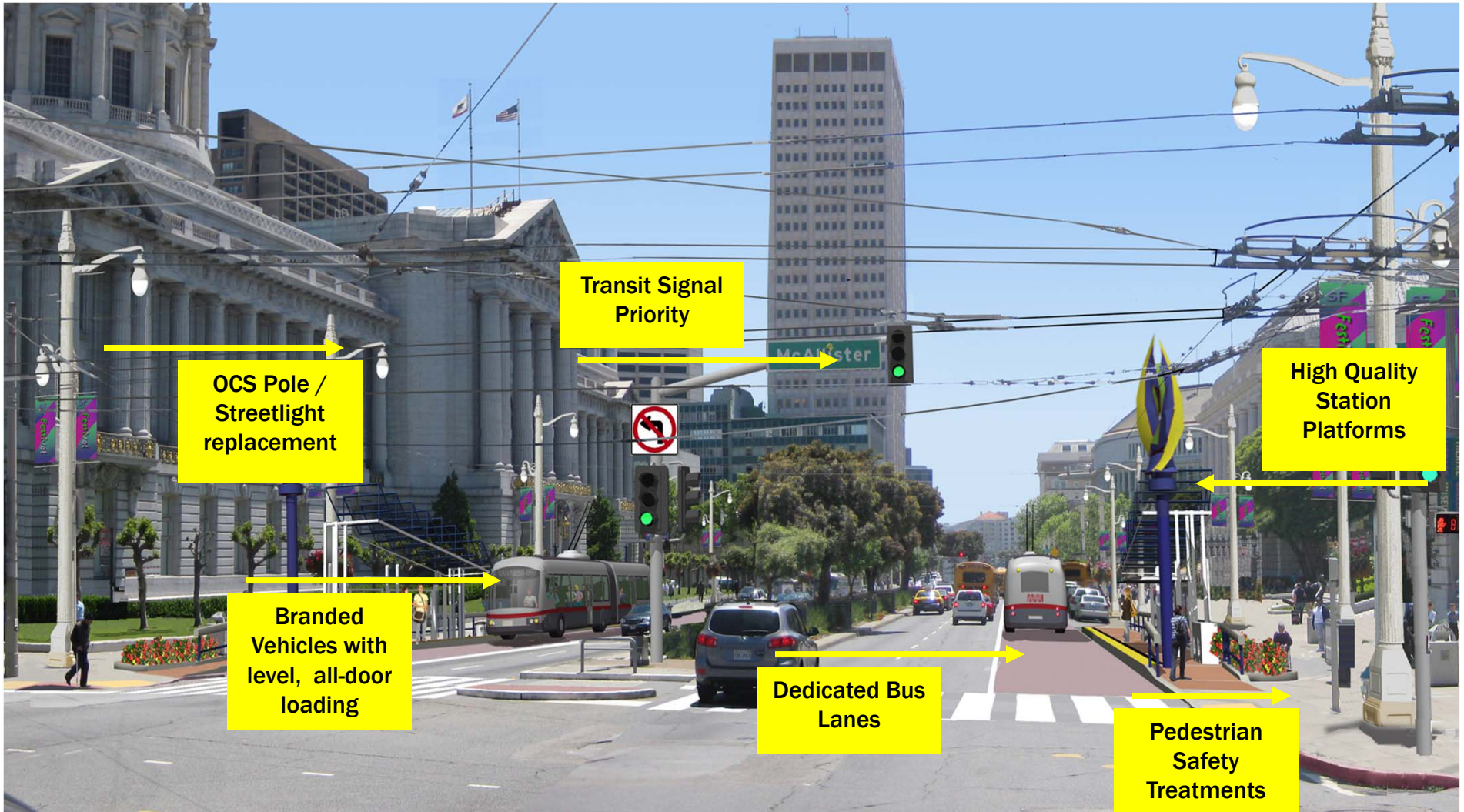
- San Francisco Planning and Urban Research (SPUR)
- Sierra Club
- TransForm

Local Groups and Organizations:

- California Pacific Medical Center
- Cathedral Hill Neighbors Association
- Chinatown Community Development Center
- Civic Center Stakeholders Group (Opera House, Veteran's Memorial Building, San Francisco Symphony, San Francisco Ballet, and San Francisco Conservatory of Music)
- Cow Hollow Association
- Geary BRT Citizens Advisory Committee
- Hayes Valley Neighborhood Association
- Japantown Better Neighborhood Plan Organizing Committee
- Lighthouse for the Blind and Visually Impaired
- Livable City
- Lower Polk Neighbors
- Middle Polk Neighborhood Association
- Mission Neighborhood Centers
- Pacific Heights Chapter of the American Association of Retired Persons
- Rescue Muni
- Russian Hill Neighbors
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- SF Towers
- Tenant Associations Coalition of San Francisco
- Tenderloin Futures Collaborative
- WalkSF



Alternative 2 – Side BRT Lanes



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Alternative 3 – Center BRT Lanes with Right Side Loading / Dual Medians



Alternative 4 – Center BRT Lanes with Left Side Loading / Center Median



Cost and Funding

- **Cost: \$90M-\$130M**
- **\$100M already identified in planned funding**
 - **\$20M in Prop K; \$75M in FTA Small Starts funds**
- **Only Small Starts project in the nation to receive a “high” cost effectiveness (Project Justification) rating**
 - **FTA programmed \$45M for project in FY 11/12 and 12/13**
 - **\$10M recommended for 13/14**



Annual Report on Funding Recommendations

Fiscal Year 2012
Capital Investment and Paul S. Sarbanes Transit in Parks
Programs

Report of the Secretary of Transportation
to the United States Congress
Pursuant to 49 USC 5309(k)(1)

2011

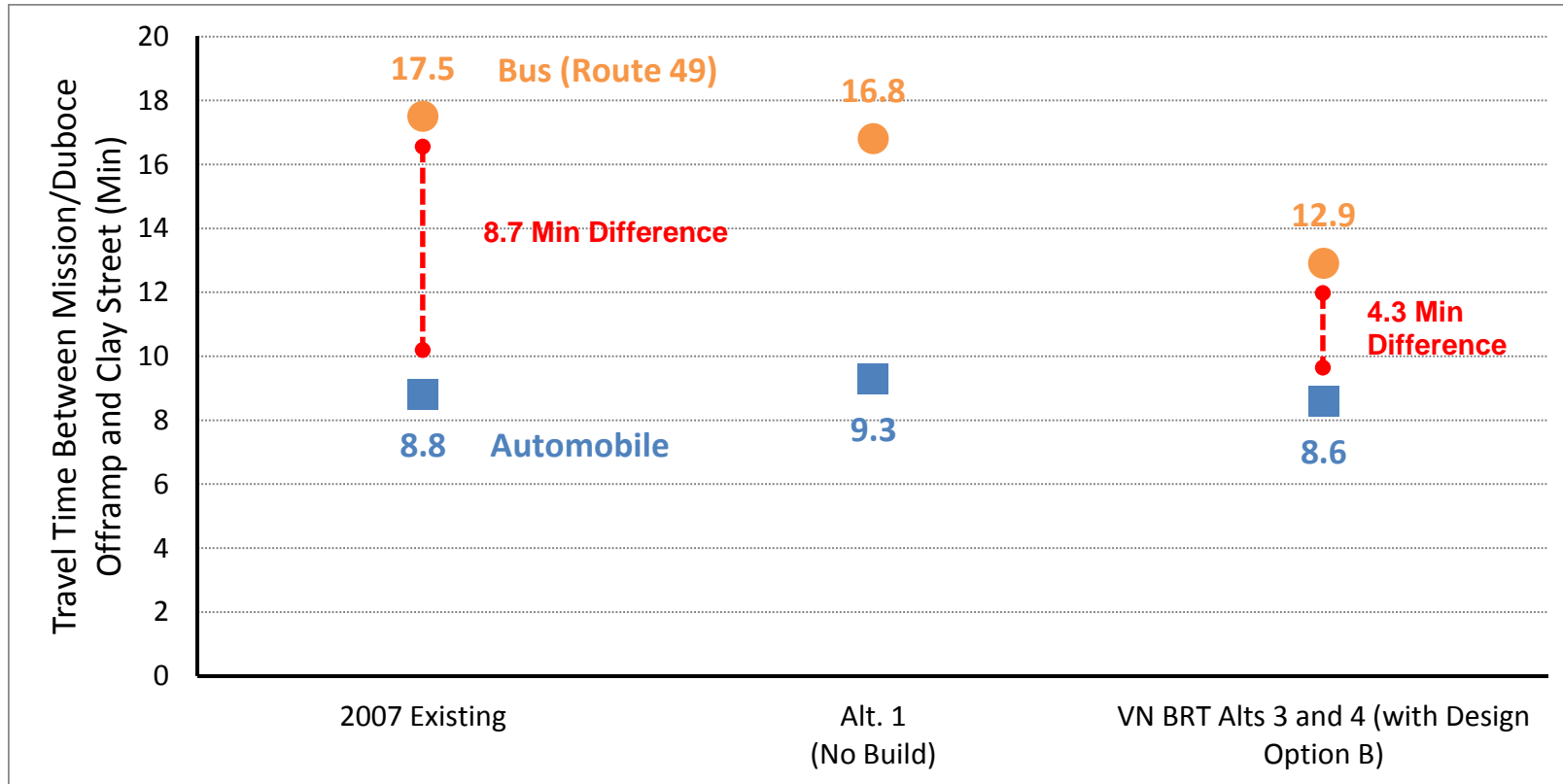
Prepared by:
Federal Transit Administration

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Federal Transit Administration
Office of Planning and Environment
1200 New Jersey Avenue, SE
Washington, DC 20590

<http://www.fta.dot.gov>

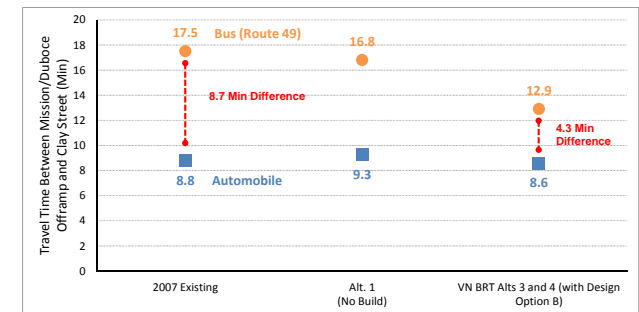


Findings: Van Ness Avenue BRT Benefits



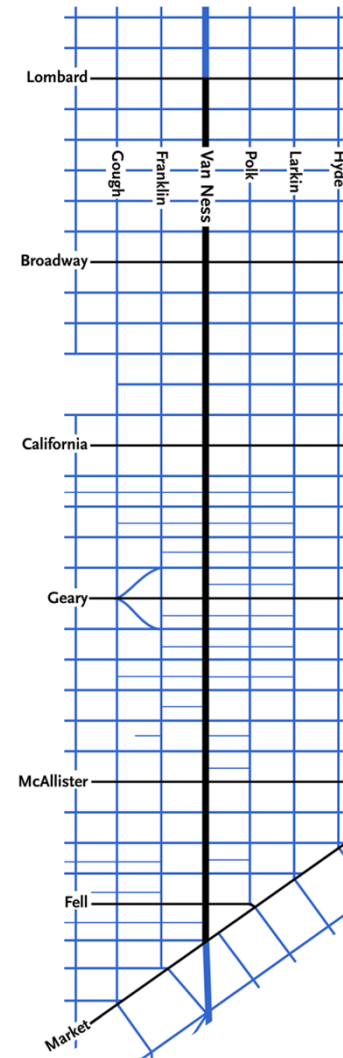
Findings: Van Ness Avenue BRT Benefits

- Improve transit travel times by up to 32%
- Improve transit reliability by up to 50%
- Increase transit boardings by up to 35%
- Maintain corridor person-throughput while increasing transit mode share
- Save up to 30% of daily route operating costs
- Improve multimodal safety, including for pedestrians



Findings: One Area with Significant and Unavoidable Impacts – Traffic Circulation

- Existing Conditions/2015
 - 3 intersections have auto delay impacts
 - No worse than 2015 No Build Alternative
- Long term - 2035
 - 6-8 intersections have auto delay impacts
 - Assumes significant background growth



Other key issues/areas of interest

- Left turn removal
- Transit stop consolidation
- Parking loss
- Visual effects, including trees and landscaping

Left Turn Opportunities

	NORTHBOUND		
	EXISTING CONDITIONS (No Build)	ALTERNATIVES 2, 3, 4 (Side and Center BRT)	DESIGN OPTION B (Center BRT with limited left turns)
Hayes	✓	✓	
Grove	✓	✓	
Turk	✓	✓	
Ellis	✓		
Geary	✓		
Pine	✓	✓	
Sacramento	✓		
Jackson	✓		
Pacific	✓		
Green	✓		
Union	✓	✓	
Lombard	✓	✓	✓

	SOUTHBOUND		
	EXISTING CONDITIONS (No Build)	ALTERNATIVES 2, 3, 4 (Side and Center BRT)	DESIGN OPTION B (Center BRT with limited left turns)
Filbert	✓		
Broadway	✓	✓	✓
Washington	✓		
Clay	✓		
Bush	✓	✓	
O'Farrell	✓		
Eddy	✓		
Golden Gate	✓	✓	
McAllister	✓		
Grove	✓		
Fell	✓	✓	



Next step is selection of an LPA

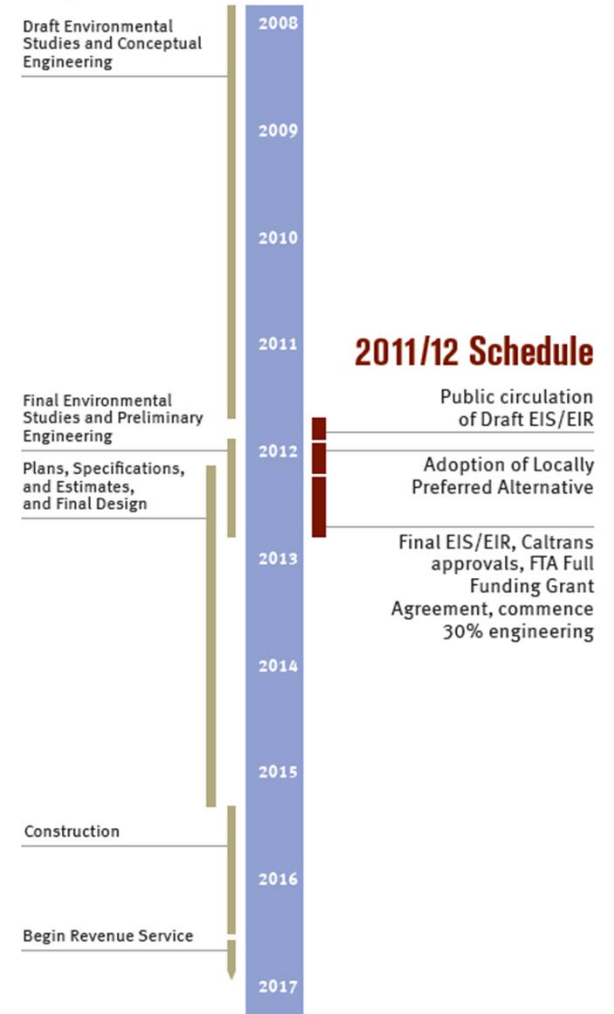
- Alternatives performance outlined in Chapter 10 of EIS/EIR
- Performance indicators grouped into categories based on Project Purpose and Need as well as issues of importance to stakeholders and decision-makers
 - Transit Performance
 - Passenger Experience
 - Access and Pedestrian Safety
 - Urban Design/Landscape
 - System Performance
 - Environmental and Social Effects
 - Operations and Maintenance
 - Construction and Capital Costs



EIS/EIR Status

- Public Draft EIS/EIR
 - Public circulation Nov 4 – Dec 23, 2011
- Locally Preferred Alternative (LPA) recommendation, Spring 2012
 - Adopted by SFCTA and SFMTA boards
- Final EIS/EIR made available, Summer 2012
- Certify Final EIS/EIR in Fall 2012

Project Schedule



Thank You!

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