SFMTA | SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

VAN NESS BUS RAPID TRANSIT PROJECT UPDATE PRESENTATION TO SFMTA BOARD OF DIRECTORS RELEASE OF DRAFT ENVIRONMENTAL IMPACT STATEMENT / REPORT

10 | 18 | 2011 SAN FRANCISCO, CALIFORNIA

Overview

- Background of Bus Rapid Transit in San Francisco
- Federal and Regional Funding Priorities
- Current BRT Projects:
  - Van Ness
  - Geary
- Future BRT Projects

Background of Bus Rapid Transit Projects

- **Regional Transportation Plans & Priorities**
  - 1989 Four Corridors Study
  - 1995 Geary Systems Planning Study
  - 2002 Vision for Rapid Transit
  - 2008 TEP Muni Rapid/BRT Corridors
    - Van Ness/Mission
    - Geary
    - Geneva / Harney Way
    - Potrero

- **Federal & Regional Funding Priorities**
  - 1989 Prop. B identified Four Corridors – 3rd Street first priority
  - 2003 Prop K identified Van Ness, Geary & Potrero BRT corridors
  - 2006 Regional Transportation Expansion Policy- Van Ness
  - 2008 Federal Transit Administration Van Ness Small Starts Recipient

Van Ness BRT Project

Proposed Rapid / BRT Network

Image 1: Map of San Francisco showing the following items:

- TEP approved routes (narrow red lines)
- Muni Metro (wide red lines)
- Van Ness BRT, Geary BRT, Mission Rapid, Geneva BRT (wide gold lines)

Call out buttons to designate
- Van Ness BRT corridor (Mission to Lombard)
- Mission Rapid
- Geary BRT
- Geneva BRT

Image 2: Map of San Francisco showing the following items:

Van Ness BRT Project
Transit Service routes
- TEP approved routes (narrow red lines)
- Muni Metro LRT (wide red lines)
- Rt. 49 (large orange line)
- Rt. 47 (large green line)
- Van Ness BRT project area (dashed black oval between Mission and Lombard encompassing Van Ness and stretching east to Leavenworth, and west to Laguna.

Call out buttons to designate
- Van Ness BRT corridor (Mission to Lombard)
- Rt. 49 (large orange line)
- Rt. 47 (large green line)

Scope

– Develop Bus Rapid Transit System for 2.2 miles on Van Ness Ave
  - Improve Transit Travel Time and Reliability
  - Improve Pedestrian Safety and Streetscape
  - Improve multi-modal transportation system

– Memorandum of Agreement
  - SFCTA and SFMTA to jointly plan and design project
  - SFMTA to construct and operate

Schedule

– Milestone Dates
- Feasibility Study (complete) Nov. 2006
- FTA "Small Starts" acceptance (complete) Dec. 2007
- DRAFT DEIS/DEIR Oct. 19 – Dec. 5, 2012
- Locally Preferred Alternative Selection Mar. 2012
- Project Final EIS/EIR Sept. 2012
- Project Construction 2014-2016
- Project Opening Late 2016

	Cost Estimate
BRT Project	$96 million - $139 million
BRT vehicles ("BRT increment")	$29 million
Repave Van Ness Avenue	$14 million
Sub-Total	**$139 million - $183 million**
Parallel Projects	
Poles / Streetlights	$36 million
Signal System (SFgo) (Van Ness)	$20 million
Sub-Total	**$56 million**
Funding Estimate	
Federal (5309 Small Starts)	$75 million
State (repave road) (SHOPP funds)	$14 million
Local (Prop. K sales tax)	$20 million
FTA Fixed Guideway Funds	$30 million
SFgo (MTC Climate Action Funds)	$20 million
Sub-Total	**$159 million**

Alternative 1 – (No Project Baseline)

Image 1: Metro Rapid Red articulated bus from Los Angeles Metro
Image 2: Blue and white MTC stored value Clipper Card
Image 3: SFMTA new red and silver "wave" transit shelter

Alternative 2 – Side Lanes BRT with Curb Boarding

Image 1: Artist graphic showing southbound view of Van Ness Avenue at the corner of McAllister Street. City Hall is in view on the left, Van Ness Avenue is in a wide angle view in the center, and the War Memorial Building and Opera House is on the right. In the distance the former AAA Tower is visible in the center of the image. The image shows a BRT implementation of Alternative 2 at this intersection and view. Northbound on the left a transit shelter with solar panels and a wind turbine is visible on the sidewalk, and a bus exclusive lane is located parallel to the curb. A new 60 foot articulated BRT vehicle is at the station. Continuing to move from left to right, the next two lanes are mixed traffic lanes, and then the fourteen foot wide landscaped median is present. A new mast arm traffic signal is located on the median

facing southbound traffic. The next two lanes are mixed traffic lanes, and the curb lane is the southbound exclusive bus lane. A shelter that is a duplicate of the earlier described northbound shelter is present on the sidewalk adjacent to the curb. New light poles that also support the overhead wires necessary to operate electric trolley bus service are present on the sidewalks along both sides of the street. These lights / poles will replace the 95-year old poles present on the street that were not found to be historic due to integrity issues, and which were found to be beyond physical rehabilitation. A single pole traffic signal is on the curb facing southbound Van Ness traffic. A ladder style marked sidewalk is present across the entire street from curb to curb. A thumbnail buffer is present at the median, and the sidewalk is bulbed out at the corners.

Alternative 3 – Center Lanes BRT with right side boarding

Image 1: Artist graphic showing southbound view of Van Ness Avenue at the corner of McAllister Street. City Hall is in view on the left, Van Ness Avenue is in a wide angle view in the center, and the War Memorial Building and Opera House is on the right. In the distance the former AAA Tower is visible in the center of the image. The image shows a BRT implementation of Alternative 3 at this intersection and view. Northbound on the left, the sidewalk adjacent to City Hall is present, and parking spaces are present adjacent to the curb in the street. Continuing to the right, two lanes of mixed traffic are present, followed by the nine foot wide northbound BRT station. The station contains solar panels and a wind turbine. To the right of the station are two exclusive BRT bus lanes (one northbound and one southbound), and then the nine foot wide southbound BRT station is present directly opposite the northbound station. A small traffic signal (non-mast arm) is present on the southbound BRT station median. Two new 60 foot articulated BRT vehicles are at the station (one northbound and one southbound). Continuing to move from left to right, the next two lanes are mixed traffic lanes, and then there is the existing pullout (drop off zone) adjacent to the War Memorial Building. In most parts of the corridor, this area would be parallel parking. New light poles that also support the overhead wires necessary to operate electric trolley bus service are present on the sidewalks along both sides of the street. These lights / poles will replace the 95-year old poles present on the street that were not found to be historic due to integrity issues, and which were found to be beyond physical rehabilitation. A mast arm traffic signal is on the curb facing southbound Van Ness traffic. A ladder style marked sidewalk is present across the entire street from curb to curb. A thumbnail buffer is present at both medians, and the sidewalk is bulbed out at the corners.

Alternative 4 – Center Lanes BRT with left side boarding

Image 1: Artist graphic showing southbound view of Van Ness Avenue at the corner of McAllister Street. City Hall is in view on the left, Van Ness Avenue is in a wide angle view in the center, and the War Memorial Building and Opera House is on the right. In the distance the former AAA Tower is visible in the center of the image. The image shows a BRT implementation of Alternative 4 at this intersection and view. Northbound on the left, the sidewalk adjacent to City Hall is present, and parking spaces are present adjacent to the curb in the street. Continuing to the right, two lanes of mixed traffic are present, followed by the

northbound exclusive bus lane. Next is the fourteen foot wide median with a combined northbound / southbound BRT station. The station contains solar panels and a wind turbine. Two new 60 foot articulated BRT vehicles are at the station (one northbound and one southbound). To the right of the station is the southbound exclusive bus lane, followed by two lanes of mixed traffic, and then the existing pullout (drop off zone) adjacent to the War Memorial Building. A small traffic signal (non-mast arm) is present on the BRT station median. New light poles that also support the overhead wires necessary to operate electric trolley bus service are present on the sidewalks along both sides of the street. These lights / poles will replace the 95-year old poles present on the street that were not found to be historic due to integrity issues, and which were found to be beyond physical rehabilitation. A mast arm traffic signal is on the curb facing southbound Van Ness traffic. A ladder style marked sidewalk is present across the entire street from curb to curb. A thumbnail buffer is present at the median, and the sidewalk is bulbed out at the corners.

Key Issues

– Operational Characteristics
– Vehicles
– Stations / Infrastructure
– Transportation Circulation
– Funding

Image 1: The cover of the Van Ness BRT DEIS/DEIR is shown as an image on this page. The text on the cover reads: DRAFT – Environmental Impact Statement – Environmental Impact Report (EIS/EIR) – Van Ness Avenue Bus Rapid Transit Project – San Francisco County Transportation Authority – in partnership with – SFMTA (SFMTA logo shown), Caltrans (Caltrans logo shown), and FTA (Federal Transit Administration (FTA logo shown) – October 2011. The cover contains seven photos: six that show various local scenes on Van Ness Avenue, and the seventh which shows a long aerial view of about twenty blocks of the corridor. At the bottom of the seventh photo is the San Francisco County Transportation Authority logo.

Van Ness DEIS / DEIR Next Steps

• Public outreach	Oct. 2011
• Public review / comment	Oct. 19 – Dec. 5, 2011
• Public hearing	Nov. 9, 2011
• Public webinar	Nov. 16, 2011
• Review comments	Dec. 2011 – Jan. 2012
• Local Preferred Alternative (LPA Selection)	March 2012
• Commence 30% Design	March 2012