

Van Ness Avenue Bus Rapid Transit (BRT)

Civic Design Review Informational Meeting
3.18.13



Project Purpose and Need

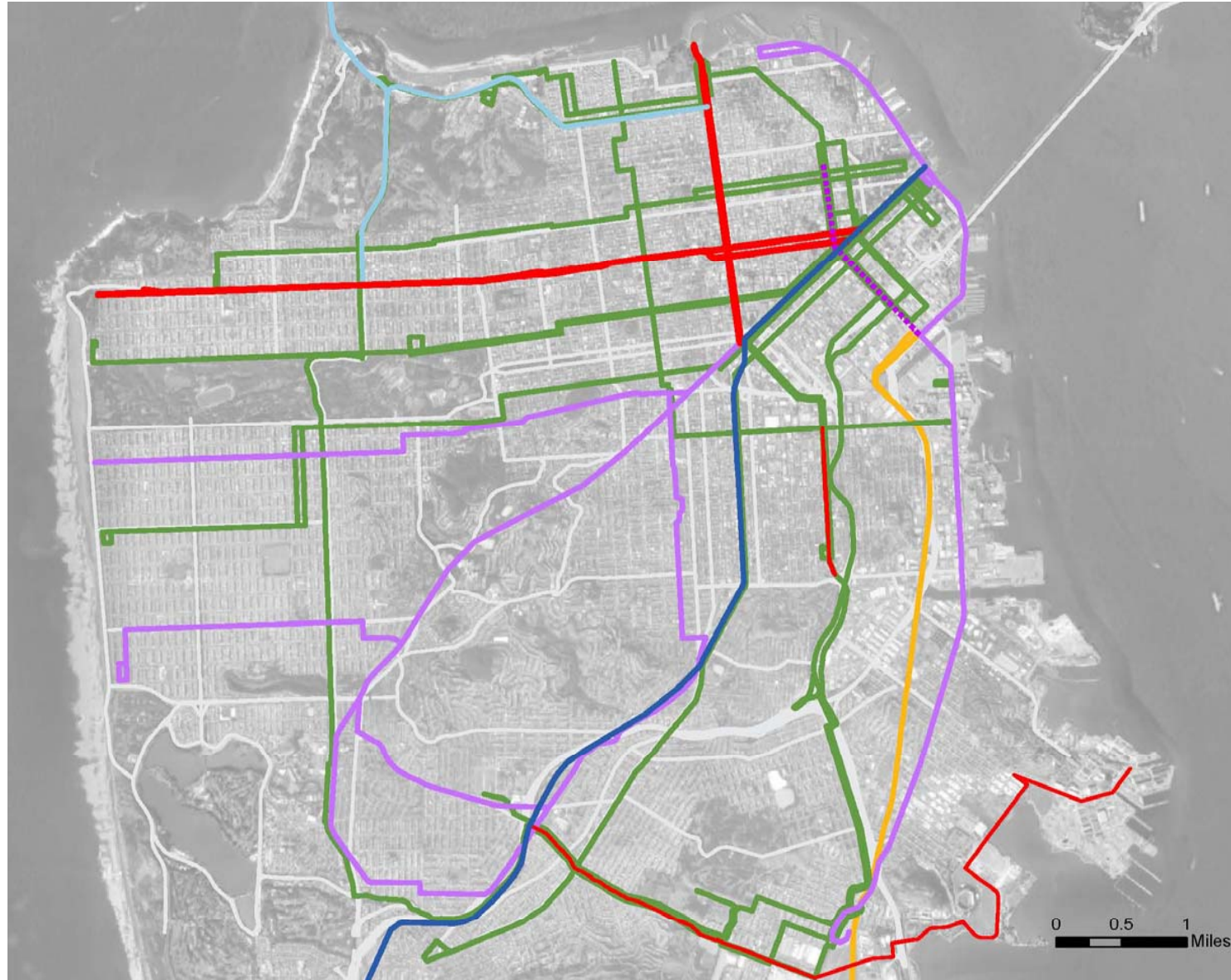
- Improve transit reliability, speed, connectivity and comfort
 - Separate autos from transit
 - Reduce delays associated with loading and unloading, and traffic signals
- Improve pedestrian comfort, amenities, and safety
- Enhance urban design and identity of Van Ness Avenue
- Accommodate safe multimodal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



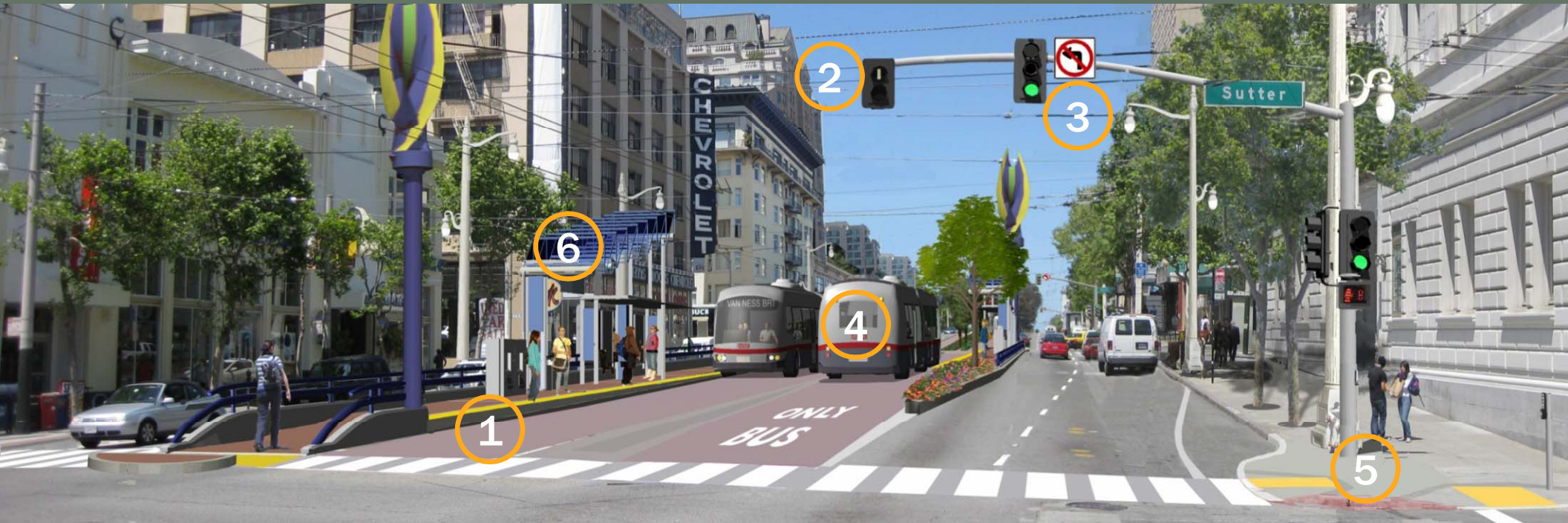
BRT Network Context

- Rail does not go to north side of city
- BRT network proposed to fill in rail gap and support local “rapid” + regional bus

- Golden Gate Transit
- Muni Rapid Bus Routes
- BRT (proposed)
- Muni Light Rail + Muni Metro
- BART
- Caltrain Commuter Rail



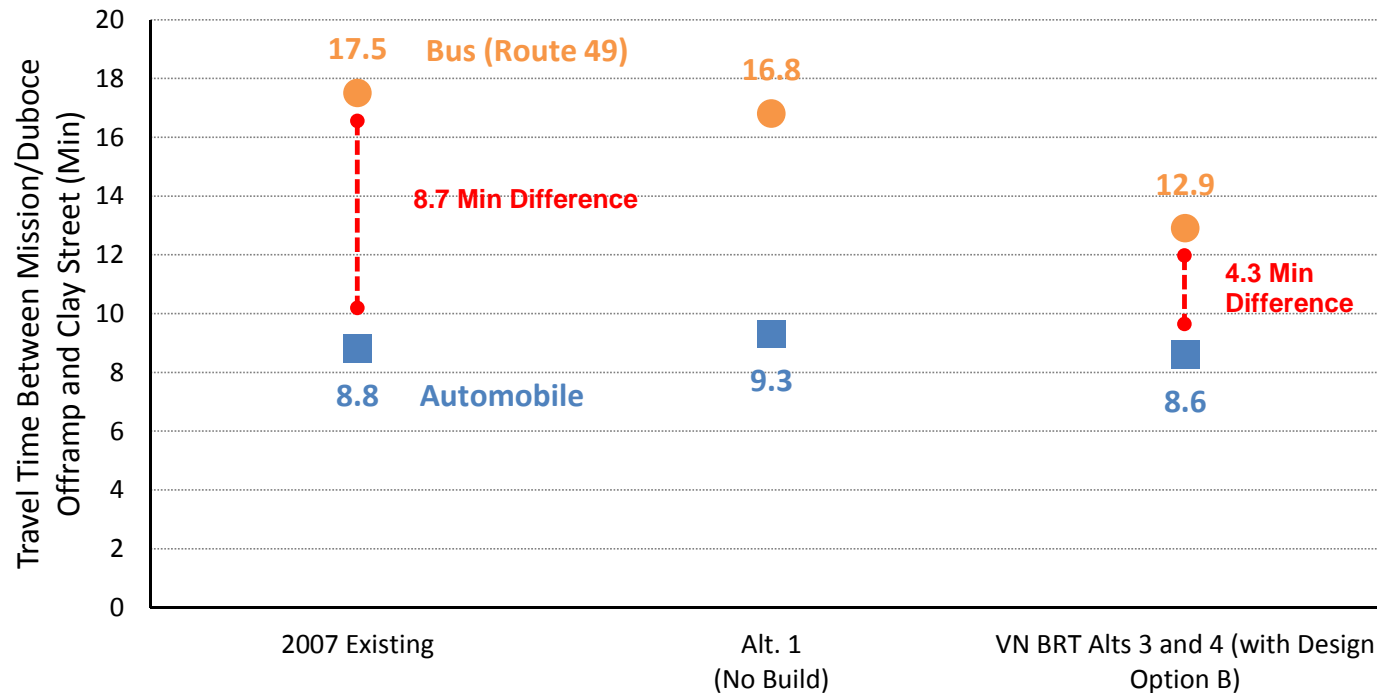
Features of BRT



- ① Dedicated transit lane
- ② Transit signal priority
- ③ Traffic signal optimization
- ④ All-door boarding and low-floor vehicles
- ⑤ Pedestrian safety enhancements
- ⑥ High-quality stations

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



Community Outreach

- Electronic newsletters (800+ contacts) in English, Spanish and Mandarin
- Physical postcard mailing
- Website update
- Media advisories and press releases (6 articles)
- Presentations at commissions, committees and councils
- Presentations at stakeholder groups



Michael Schwartz <michael.schwartz@sfcta.org>

Van Ness BRT Project Update

SFCTA <info@sfcta.org>
Reply-To: SFCTA <info@sfcta.org>
To: Michael Schwartz <michael.schwartz@sfcta.org>

Wed, May 2, 2012 at 12:30 PM



Spanish (Español) | Chinese (中文)

Recommendation for a Locally Preferred Alternative (LPA)

After incorporating significant analysis and public feedback on the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR), San Francisco County Transportation Authority (Authority) and San Francisco Municipal Transportation Agency (SFMTA) staff are jointly recommending Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns as the Locally Preferred Alternative (LPA) for the Van Ness Avenue Bus Rapid Transit (BRT) Project.



The LPA recommendation is scheduled to be considered by the Van Ness Avenue BRT Citizens Advisory Committee (CAC) on May 1, the Authority Plans and Programs Committee on May 15, and at the Authority Board on May 22 (please visit www.vanessbort.org for more details). It is also scheduled to be considered at the SFMTA Citizens' Advisory Council (CAC) on May 3 and at the SFMTA Board on May 15.

As a reminder, the Draft EIS/EIR reviewed three build alternatives for consideration, one side lane option (Alternative 2) and two center lane options (Alternatives 3 and 4), as well as a reduced left turn variant. The staff recommendation is a hybrid of Alternatives 3 and 4 (see graphic). Under this proposal, BRT lanes would flank the center median except at stations where the BRT vehicles would transition to the center of the roadway and be protected by right side boarding platform. This alternative would have the best attributes of Alternatives 3 and 4.

[https://mail.google.com/mail/?ui=2&ik=67a82636a4&view=pt&q=project update&qs=true&search=query...](https://mail.google.com/mail/?ui=2&ik=67a82636a4&view=pt&q=project%20update&qs=true&search=query...)

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
- SF Environment Commission Policy 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 CBD
- Cow Hollow Association

Local Groups and Organizations Continued

- Friends of the Urban Forest
- 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
- Van Ness Corridor Association
- WalkSF



Project Schedule and Costs

Near Term

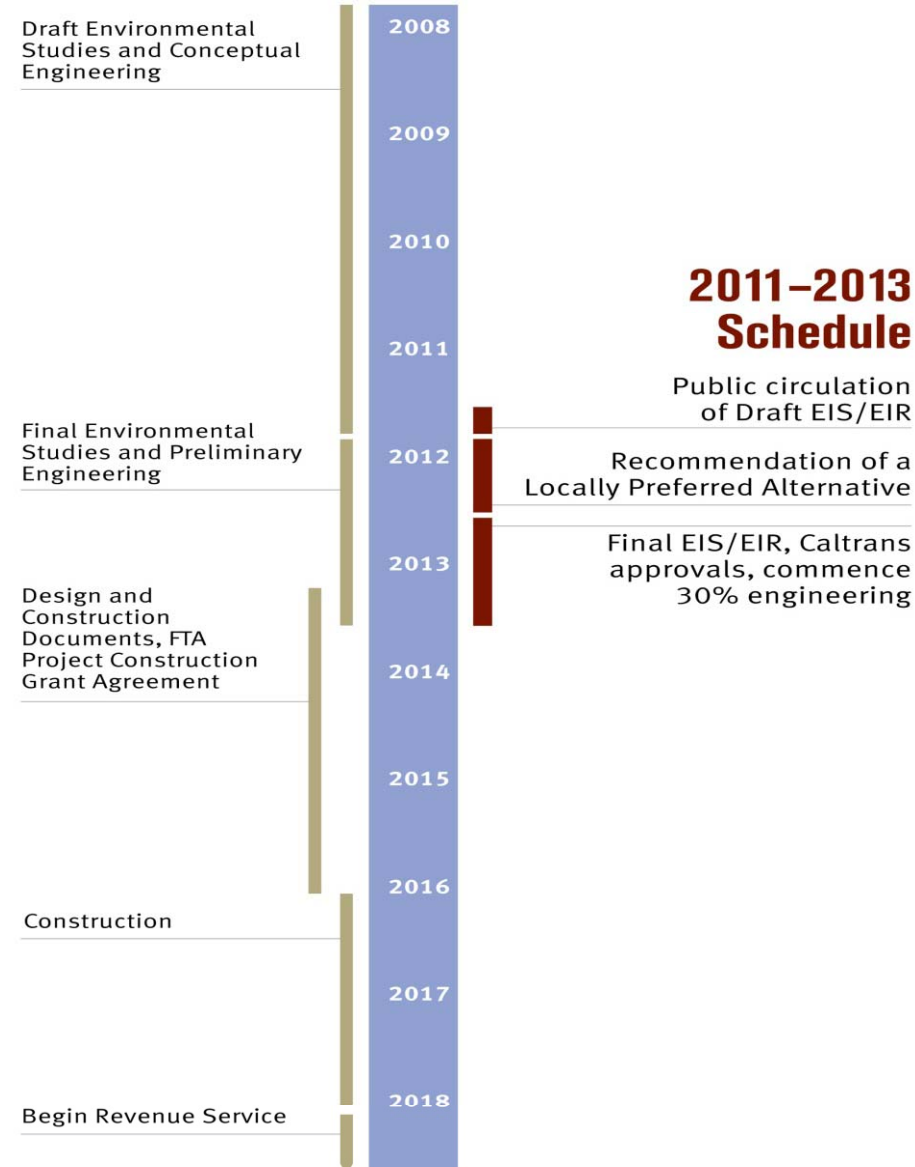
- Certify Final EIS/EIR (May 2013)
- Begin preliminary design (March 2013)
- FTA Record of Decision (July 2013)

Design and Implementation

- Complete preliminary design (Spring 2014)
- Final design (Spring 2014-Summer 2015)
- Construction (Fall 2015-Winter 2017)
- Operations (Spring 2018)

Estimated Costs

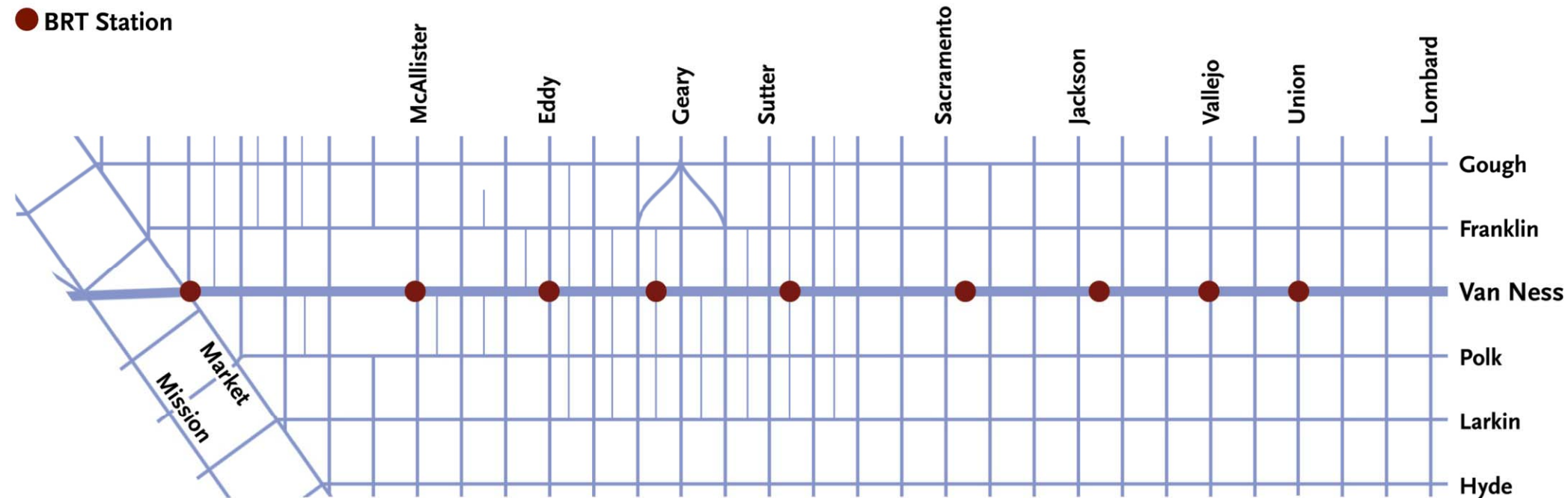
- Project budget: \$200 million
- New construction: \$125.6 million



What is Important in Developing a BRT Route?

- **36 indicators grouped into 8 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 (includes tree preservation)**
 - **Operations and Maintenance**
 - **Construction and Capital Costs**
- **Refer to Chapter 10 of Environmental Impact Study/ Environmental Impact Report for alternatives analysis**

Key Issues and Areas of Interest



NOTE: Routes 47 and 49 would continue north and south of the project study area.

- Criteria for locating new stops based on ridership at each location and connections to east/west bus lines
- Concerns regarding:
 - Traffic diversions
 - Left turn removals
 - Transit stop consolidation
 - Visual effects, including trees and landscaping

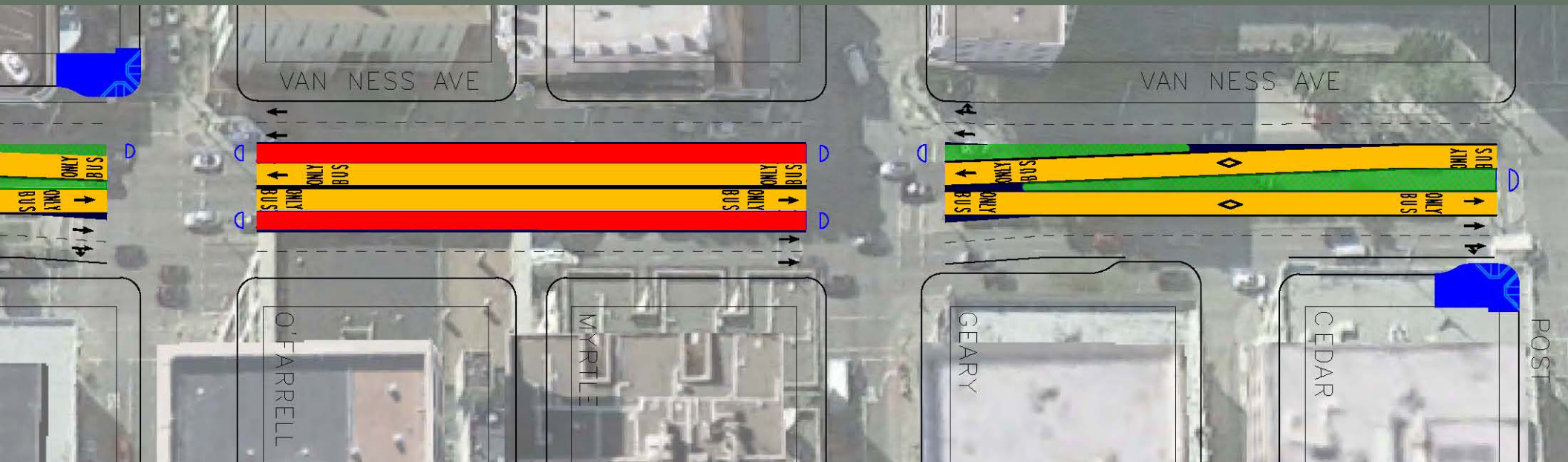
LPA Recommendation: Center-Running BRT with Right Side Loading/Center Median



Grove Street to Turk Street

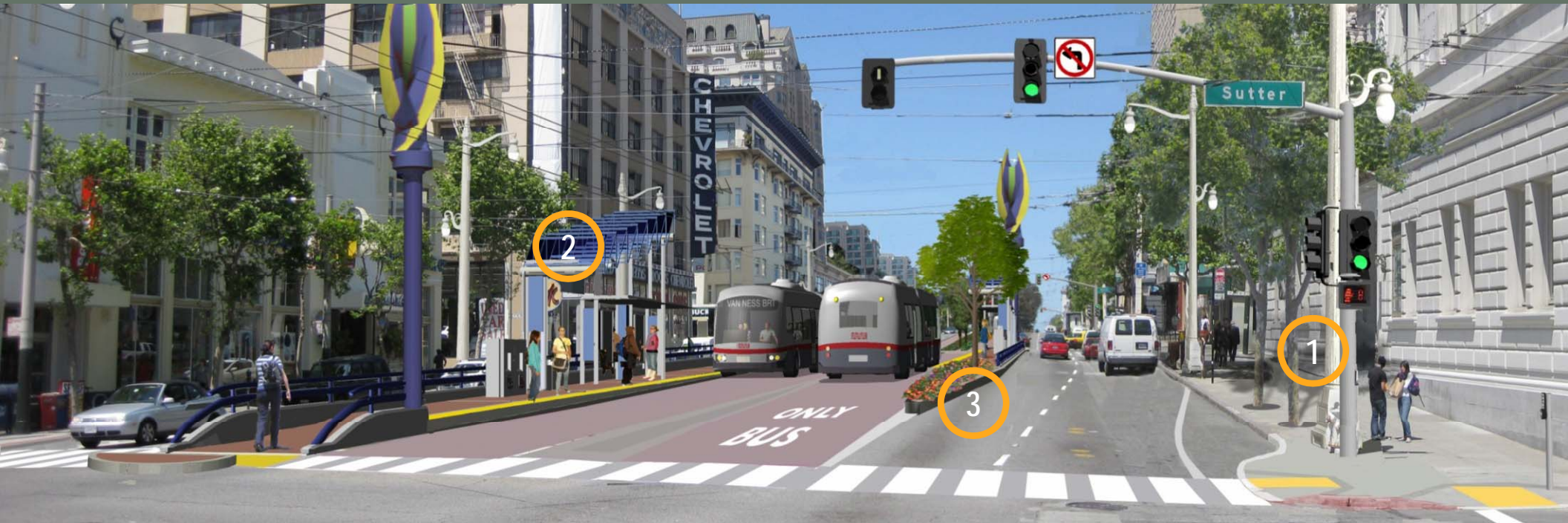
- LPA recommendation selected by the SFMTA board in May 2012 and by the SFCTA board in June 2012

LPA Recommendation: Center-Running BRT with Right Side Loading/Center Median



O'Farrell Street to Post Street

Van Ness BRT Design Features



1 Street Poles

3 Landscaping

2 Stations/Platform

4 Public Art (TBD)

Examples of Street Poles Along Van Ness Avenue



- Many poles currently in disrepair
- Poles have been replaced over the years
- Existing poles are not tall enough to support the new OCS for the BRT line

Street Pole Concept

- Poles will be of a unifying design expressing the Van Ness BRT identity—see 3rd Street Light Rail precedent
- Tapered steel poles with design enhancements will provide support for:
 - Overhead contact system (OCS)
 - Car traffic signals
 - Street and pedestrian lighting
 - Branding/design elements



Stations/Platform

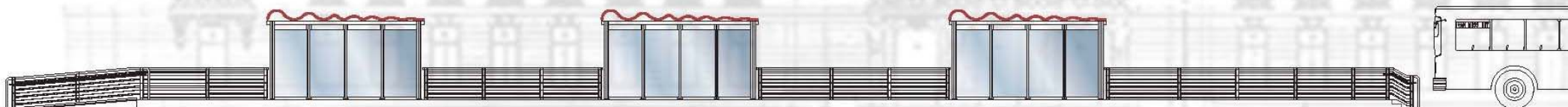
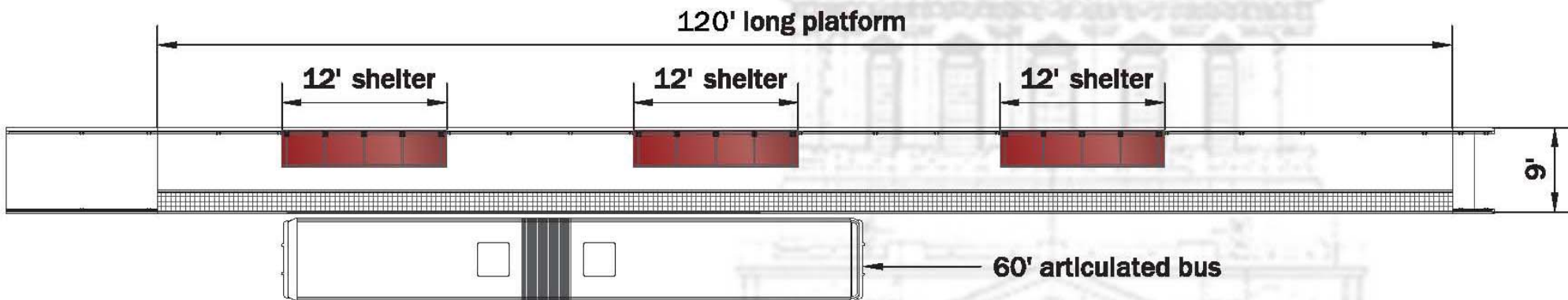
- Stations/Platforms will include:
 - Canopy
 - Windscreens
 - Railings/passenger safety
 - BRT/station identity
 - Passenger information
 - Advertising and maintenance contract



Stations/Platform



Clear Channel Base Concept



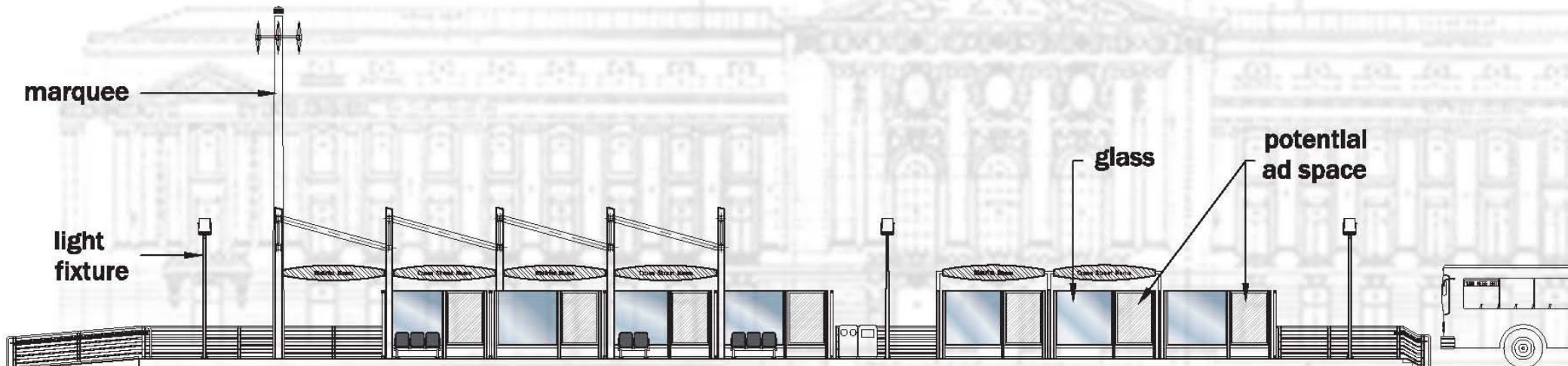
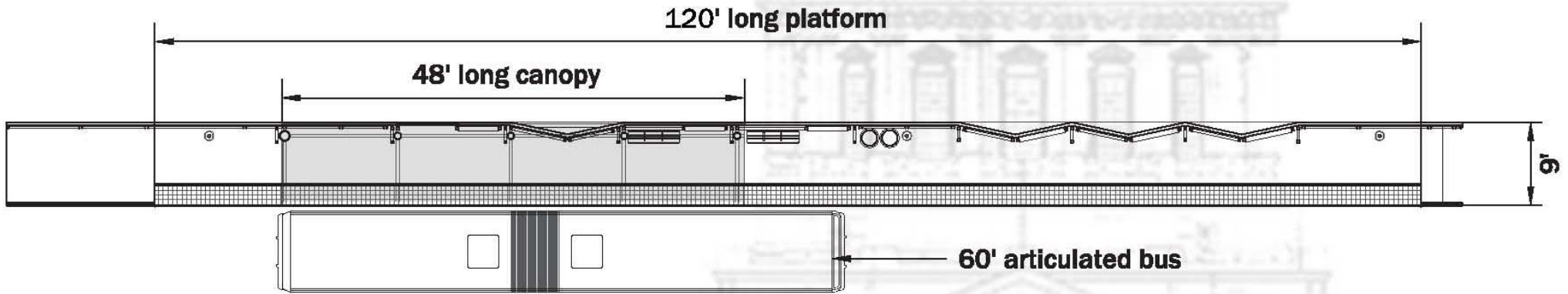
Clear Channel Base Concept



Clear Channel Base Concept



Alternative Concept – 3rd Street Light Rail Precedent

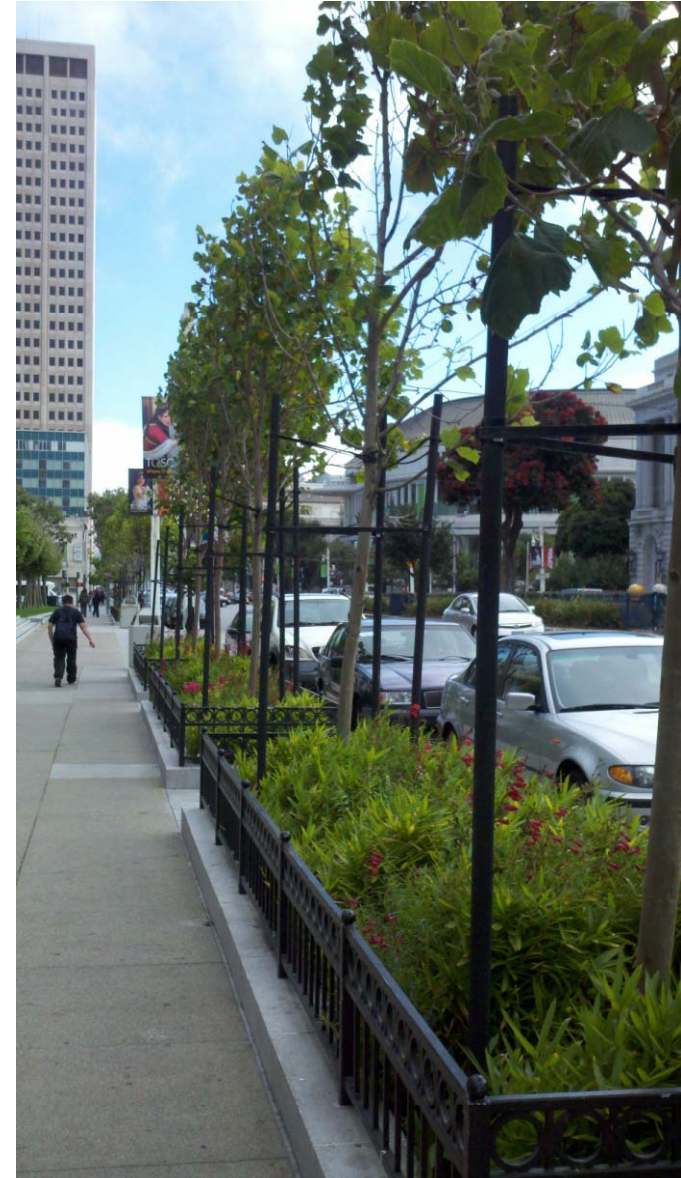


Alternative Concept – 3rd Street Light Rail Precedent



Landscaping

- Landscaping along the center median of Van Ness Avenue will be maintained and improved
- Landscaping will be incorporated into pedestrian safety features including:
 - Buffer zones
 - Sidewalk bulb outs



Van Ness BRT Landscaping Impacts

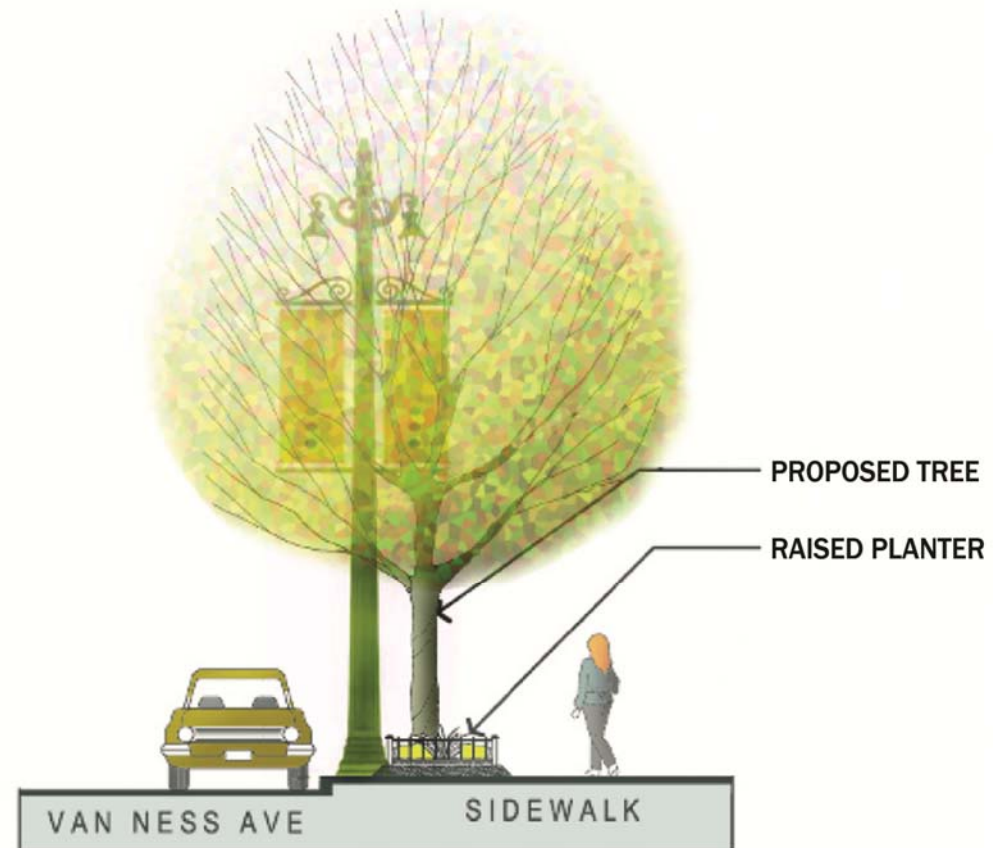
Median Trees Existing	102
Trees to remain in place	22 ¹
Unhealthy trees to be removed	20
Mature healthy trees to be removed	17
Young healthy trees to be relocated or replaced	43 ²
Median Trees After Project	107

New Trees to be Planted
Median 42 / Sidewalk 48

¹ Pending results of lane width discussion with Caltrans

² TBD if trees can be relocated or need to be replaced in-kind

- Van Ness BRT will add a minimum of 1500 feet of lineal landscape planters along the corridor



Questions and Comments?



www.vannessbrt.org

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