



**SFMTA**  
Municipal  
Transportation  
Agency

# Van Ness Transit Corridor Improvement Project

Engineering, Maintenance and Safety Committee

March 25, 2015

# Project Need

- 16,000 daily passenger boardings within the project corridor
- Average bus speed 8 mph (including stops and boarding)
- 12 SFMTA Buses on Van Ness at peak
- Heavy traffic congestion from Mission to Lombard streets
- Pedestrian high injury corridor
- Replace aging Infrastructure



# Project Purpose

Van Ness BRT will:

- Improve transit reliability, efficiency, connectivity and accessibility
  - 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



# Benefits of Van Ness BRT

## Improvements:

- 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



# Street Reconfiguration

- Center-running, dedicated transit-only lanes
  - Improve transit travel times, separate transit from traffic congestion
- Reallocation of right of way to accommodate transit stations
- Pedestrian improvements
  - Bulbouts to shorten crossing distances
  - “Daylighted” intersections and bulbouts improve visibility for pedestrians and traffic
  - Pedestrian crossing signals



# Project Funding

## Budget:

- Core project valued at \$162 million
- Total Van Ness Corridor Improvement valued at \$261 million

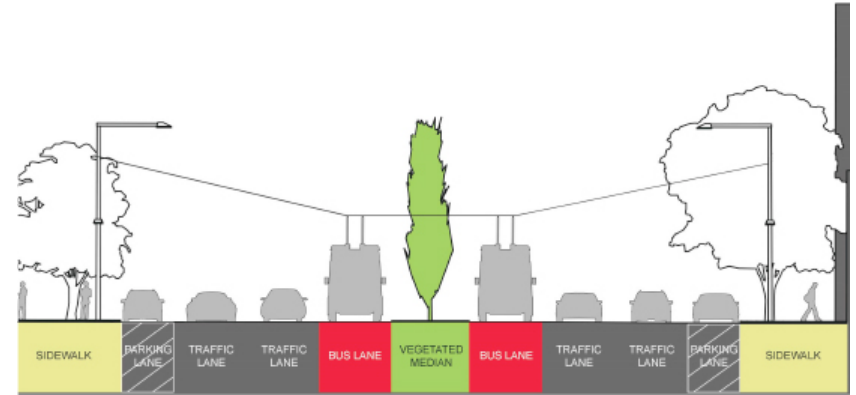
## Funding:

- Project fully funded through variety of sources:
  - FTA Small Starts
  - San Francisco Prop K funds
  - Developer contributions
  - Associated projects of Van Ness BRT funded by FTA Formula Funds, San Francisco Prop K funds, and regional and statewide sources

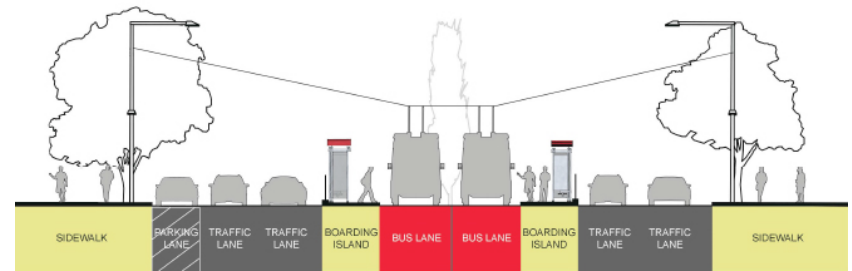
# Project Rendering



# Conceptual Plan View

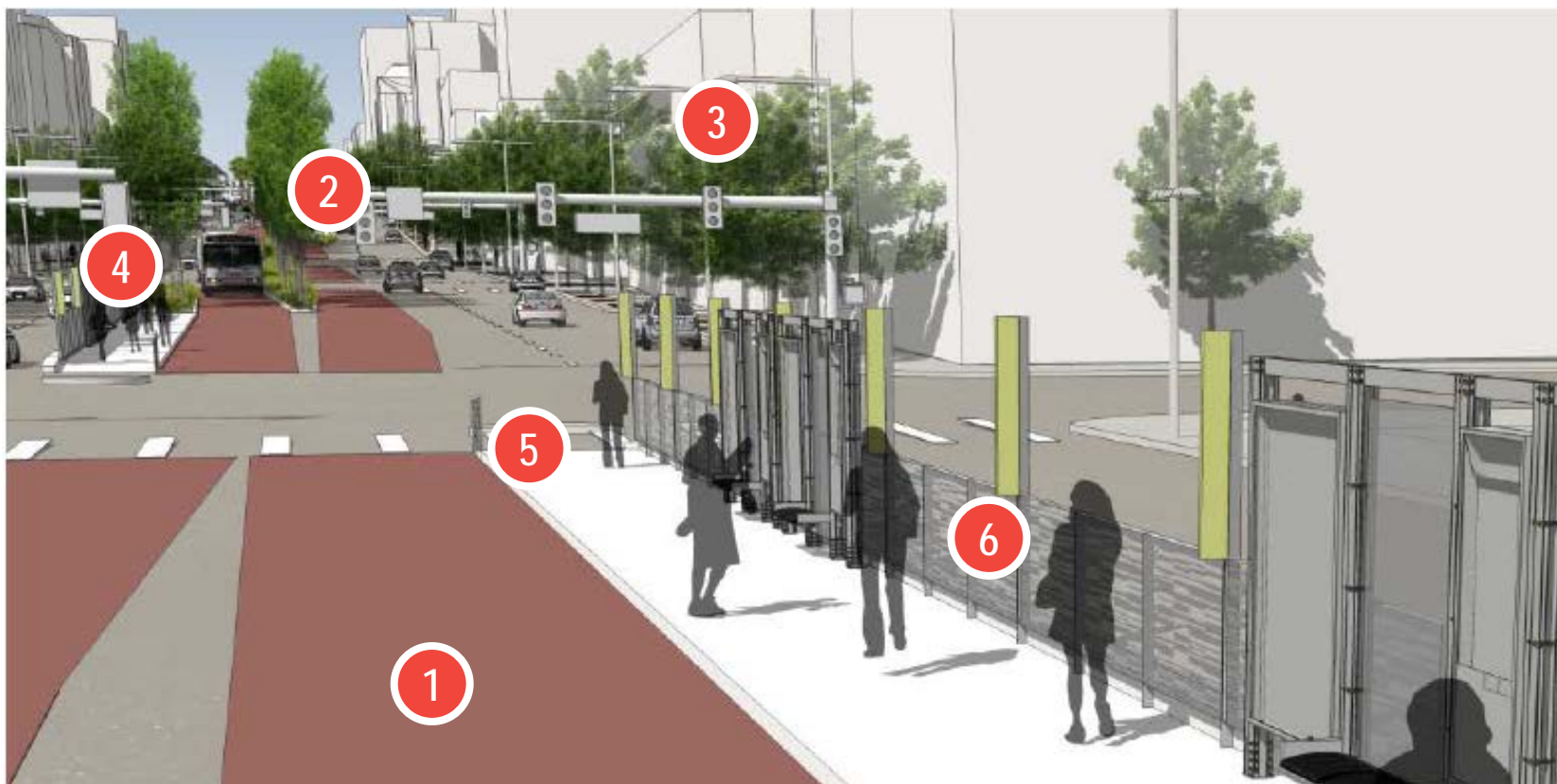


For planning purposes only



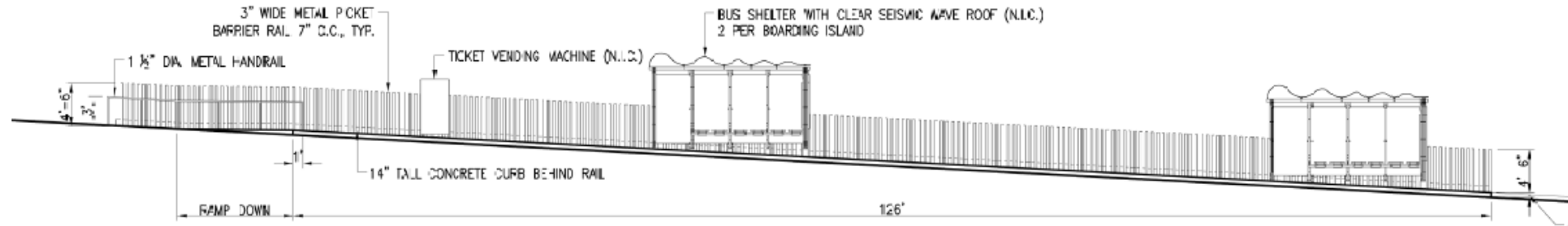


# Features of BRT

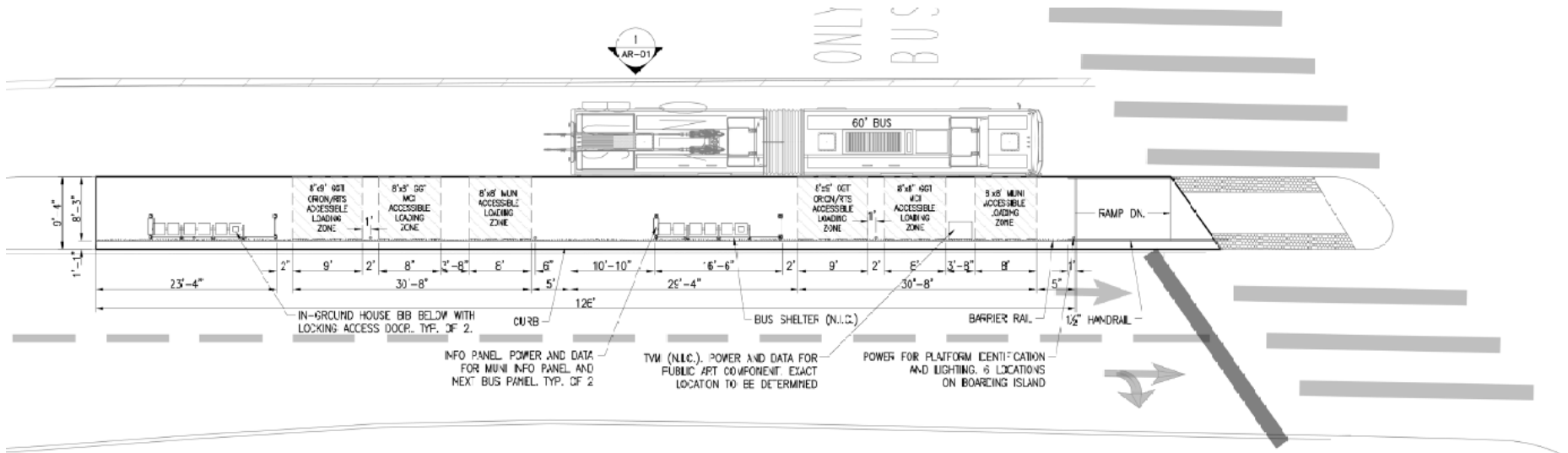


- 1 Dedicated transit lane
- 2 Transit signal priority
- 3 Traffic signal optimization
- 4 All-door boarding and low-floor vehicles
- 5 Pedestrian safety enhancements
- 6 High-quality Stations

# 65% Design View

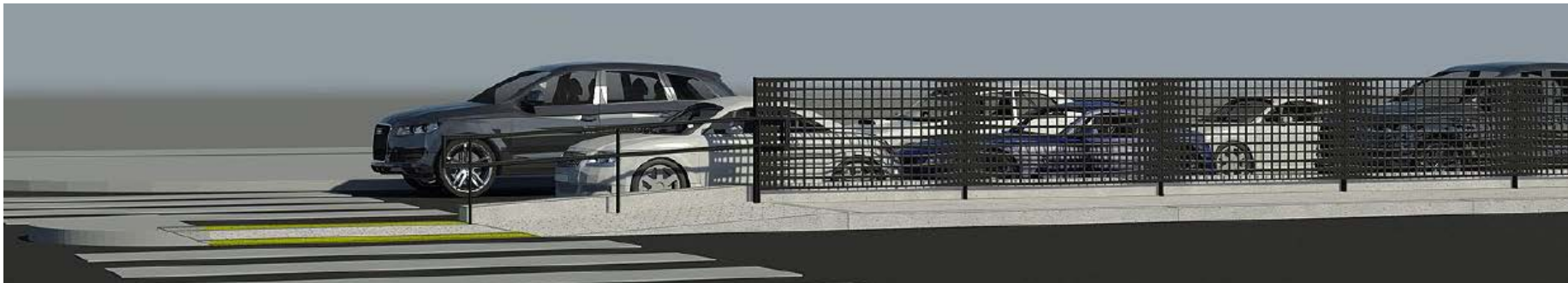
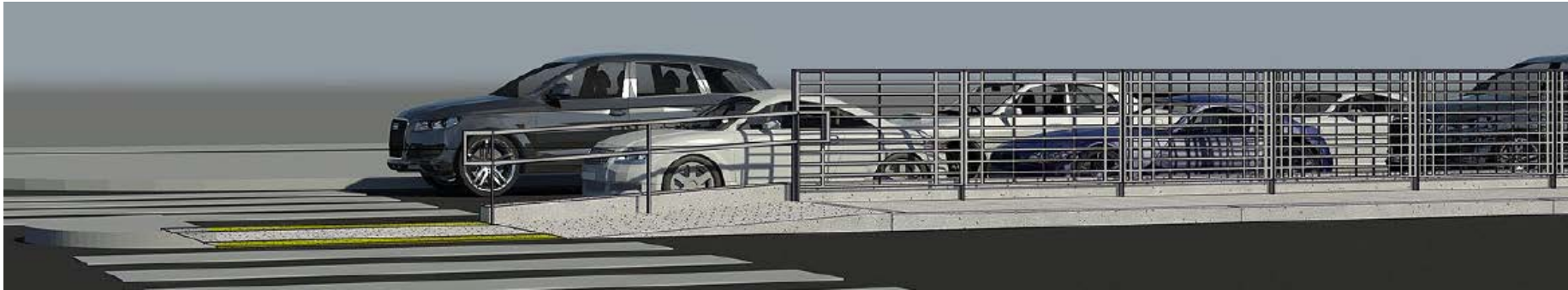
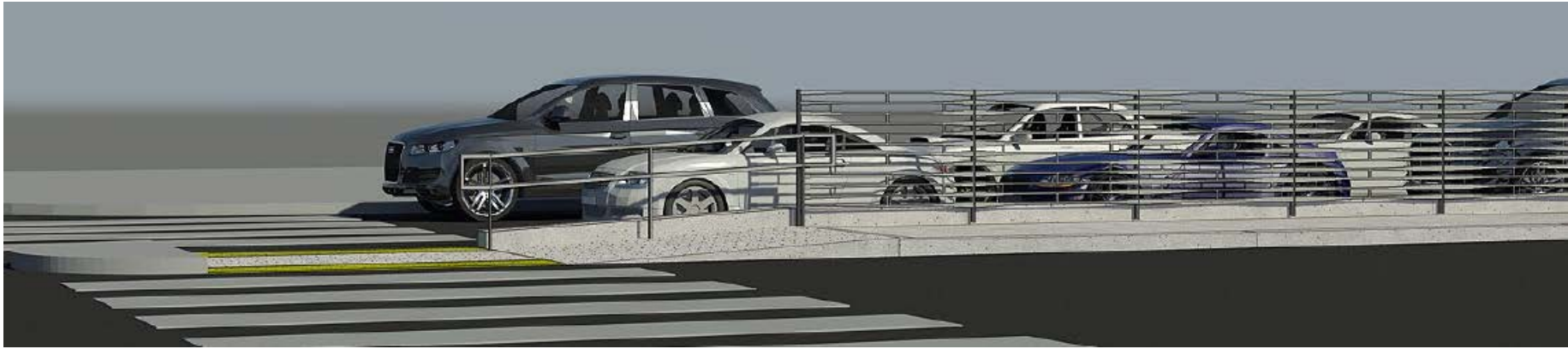


West Elevation Market Street North Bound

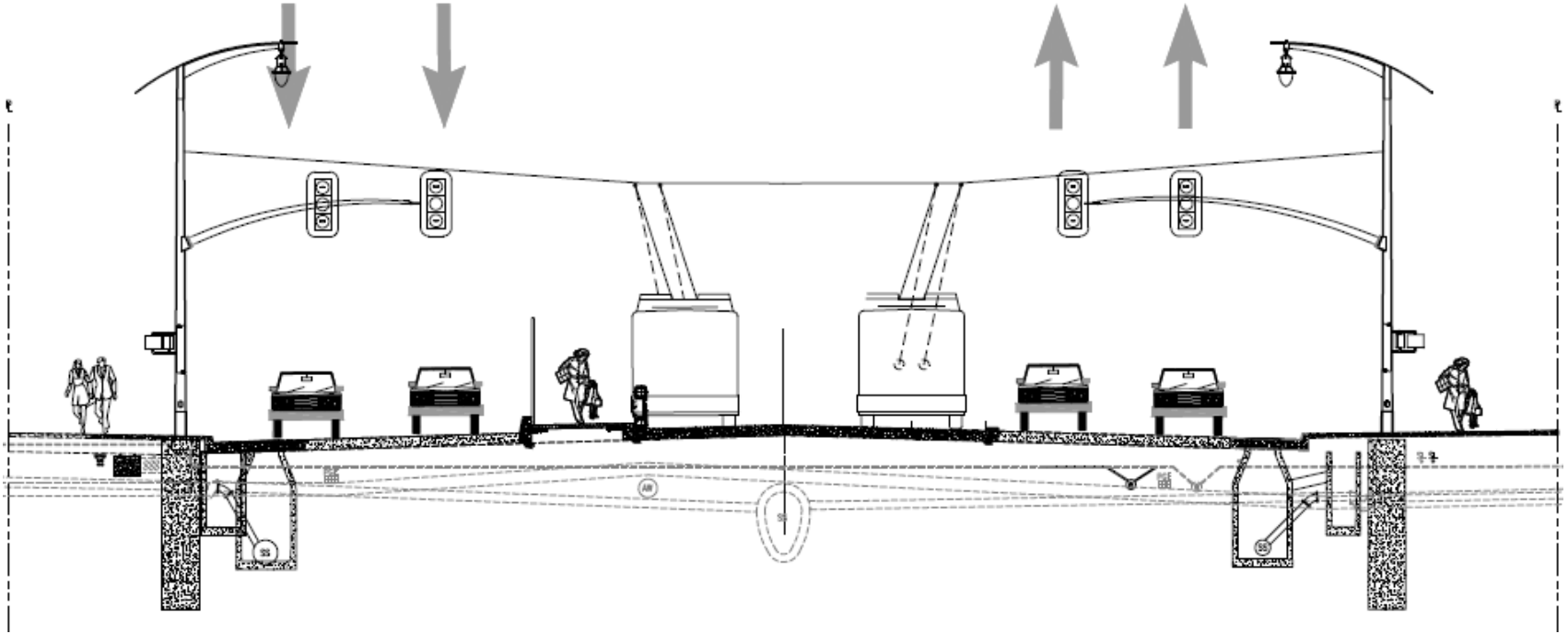


Market Street North Bound

# Conceptual Railing Design Options



# Parallel Projects



- Overhead Contact System / Poles / Lighting
- SFGo Traffic Signal System Upgrade / Replacement
- Sewer Work
- Water and Auxiliary Water Supply System
- Ongoing coordination with AT&T and PG&E
- Other utilities



# Traffic and Parking Changes

- Left turn restrictions (except NB Lombard and SB Broadway)
  - Improve transit performance
  - Enhance pedestrian safety
  - Manage traffic flow and ease congestion
- Parking changes on Van Ness
  - Station platforms
  - Traffic lane shifts
  - Corner sidewalk widening (“Bulbouts”)
  - Converting current Muni stops to peak-hour corporate shuttle bus stops and non-peak parking



# Van Ness Transit Service

## Existing Service:

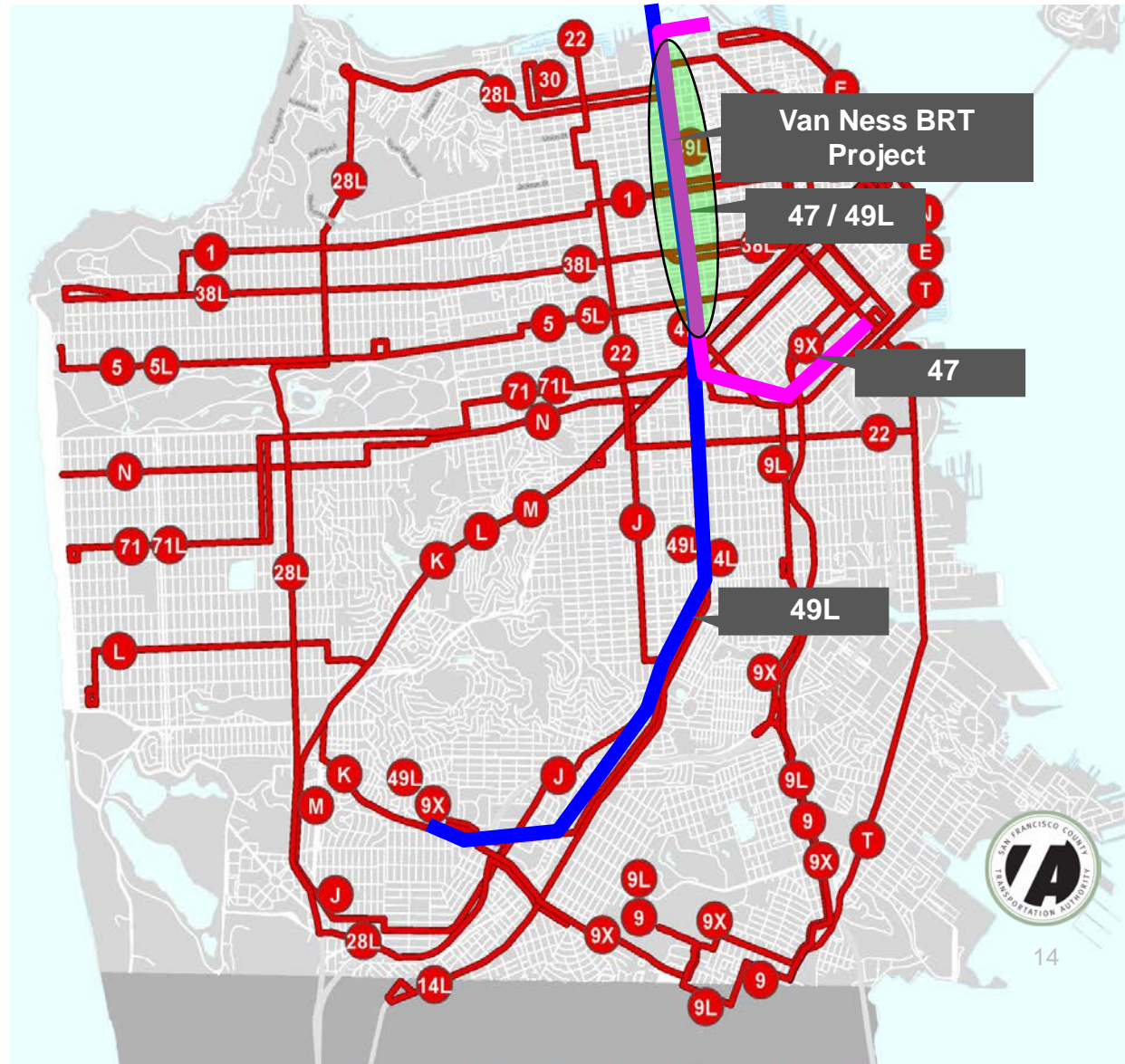
- Route 47:  
Caltrain - North Beach
- Route 49:  
City College - Fort Mason

## Proposed BRT:

- Routes 47 and 49 serve existing routes
- Will operate as BRT in the Van Ness project area.
- Route 47 will use new 60-foot articulated hybrid buses.
- Route 49 will use new 60-foot trolley coaches.

## Not Shown:

- Golden Gate Transit routes



# Functional and Operational Requirements

- Vehicles for BRT service shall be a low-floor 60-foot vehicles
- Headway and service hours

Bus Line	Frequency (Peak Only)	Service Hours
47	7.5 Minute	6:00 a.m.-12:30 a.m.
49	7.5 Minute	5:30 a.m.-1:00 a.m.
30X	6-8 Minutes	AM and PM Peak Only
90	30 Minutes	OWL Service 1:00 a.m.-5:30 a.m.
Golden Gate Transit	8.5 Minutes	5:30 a.m.-1:00 a.m.

- Exclusive BRT lanes with red-colored pavement
- Bus stops and station platforms
- Fare prepayment and all-door boarding
- Streetscape improvements and amenities

## Overhead Contact System (OCS)

- Used by multiple trolley bus lines



# Station Locations



- Routes 47 and 49 will provide BRT service upon entering the corridor
- Golden Gate Transit will provide service to 7 BRT stops
- Key changes:
  - Transit stop consolidation
  - Transfers and route connectivity



# Project Schedule

	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2016		
												Jan	Feb	Mar
<b>Environmental Documentation</b>	<< 19-Feb													
<b>Funding</b>	<<						3-Aug							
<b>Interagency Agreements</b>	<<					31-Jul								
<b>Design</b>	<<													>>
Environmental Compliance / Permitting	<<										23-Dec			
Caltrans Coordination / Documentation	<<						12-Aug							
Public Outreach	<<						12-Aug							
Design Meetings	<<						12-Aug							
Permitting / Requirements	<<											23-Feb		
Utility Coordination	<<													>>
95% Design	<<			15-May										
100% Design (Final Design Approval)	23-Feb											14-Jan		
<b>Advertise and Award</b>	<<												23-Feb	
<b>Construction</b>	<<													>>
Permitting / Requirements			9-Apr								23-Nov			
Construction													24-Feb	>>
Construction Management													24-Feb	>>
<b>Program Vehicle Replacement Procurement</b>	<<													>>
<b>Project Management</b>	<<													>>
<b>Start-up and Commssioning</b>														
<b>Contract Warranty and Closeout</b>														
<b>Risks</b>							13-Aug							>>

# Recent Project Milestones

- Currently working towards 95% Design
  - Project presentations to community groups, merchant and neighborhood associations
  - Tree selection and landscaping design
  - Feature design approval (shelter, railings, etc.)
  - Wayfinding for blind and low-vision customers
  - Public noticing for equipment cabinets
  - Potholing outreach
  - Construction impact interviews

# Thank You

## Contact information:

Peter Gabancho, Project Manager

415-701-4306

[peter.gabancho@sfmta.com](mailto:peter.gabancho@sfmta.com)

Project website:

[www.sfmta.com/vannessbrt](http://www.sfmta.com/vannessbrt)

Project Telephone: 415-749-2446

