VAN NESS AVENUE BUS RAPID TRANSIT

BRT van ness
Bus Rapid Transit Project

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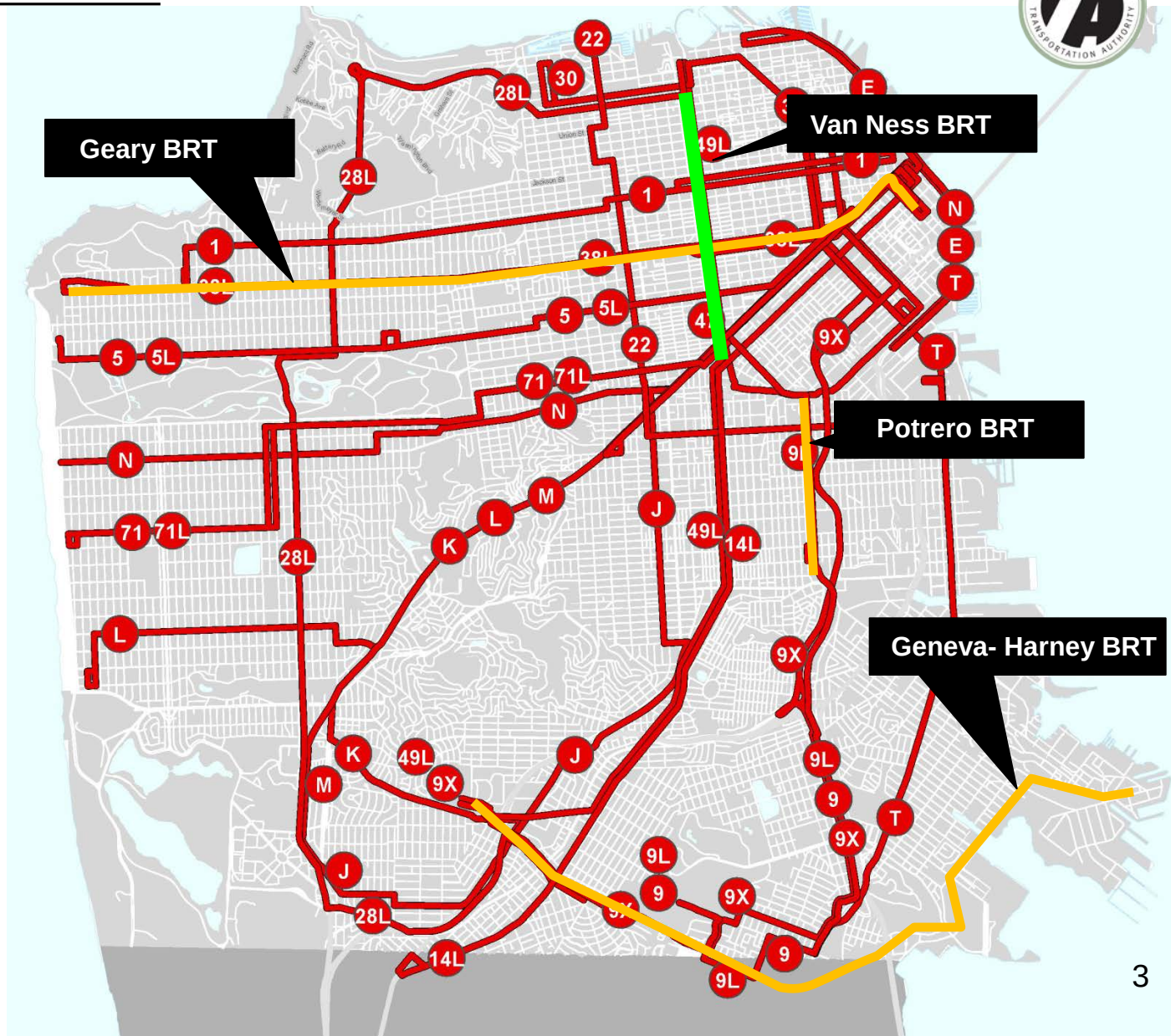
Project Purpose and Need

- 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 service



Van Ness Service

Existing Service: Route 47 / 49

- **Route 47:**
  Caltrain – North Beach

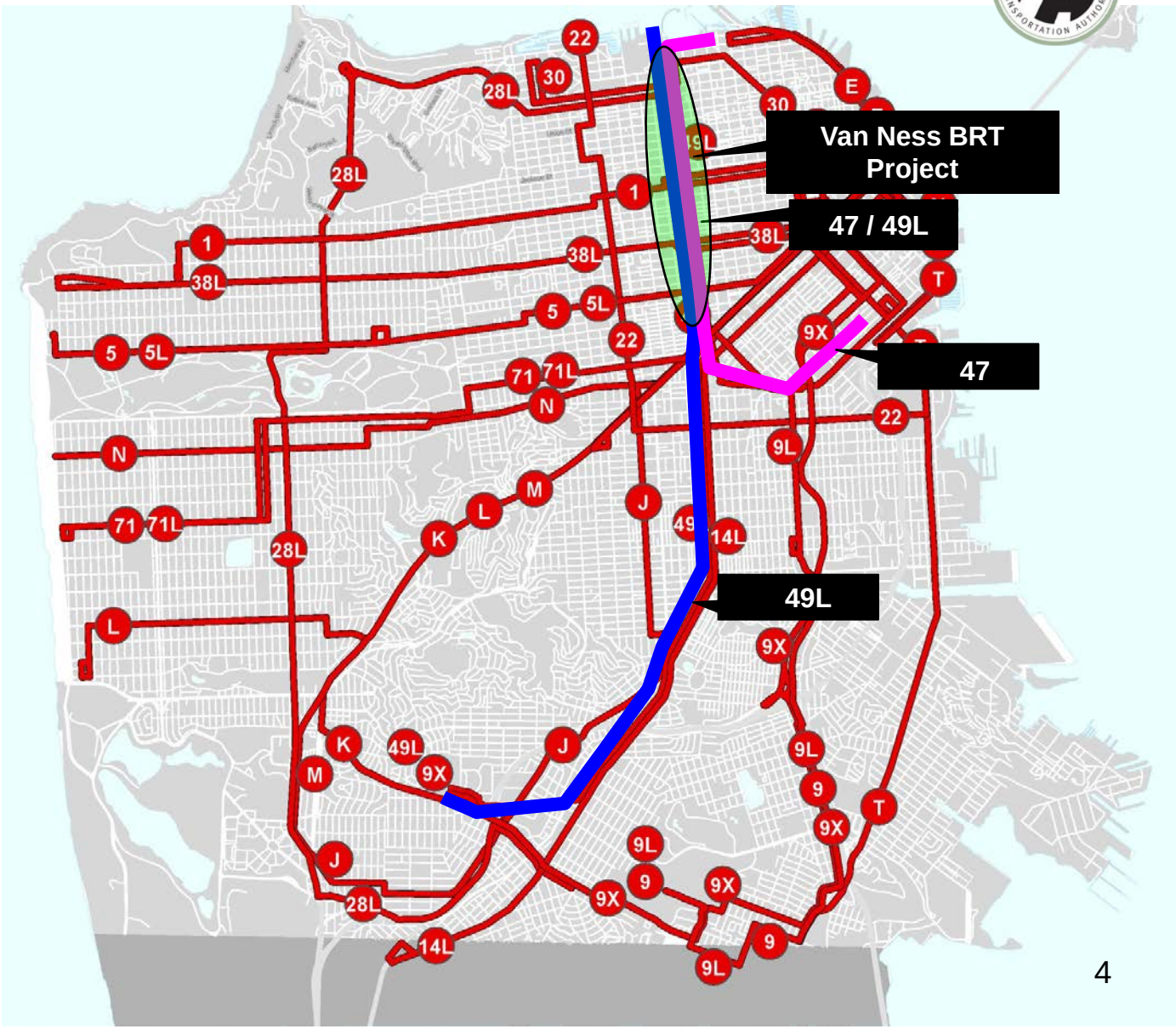
- **Route 49:**
  City College - Fort Mason

Proposed BRT:

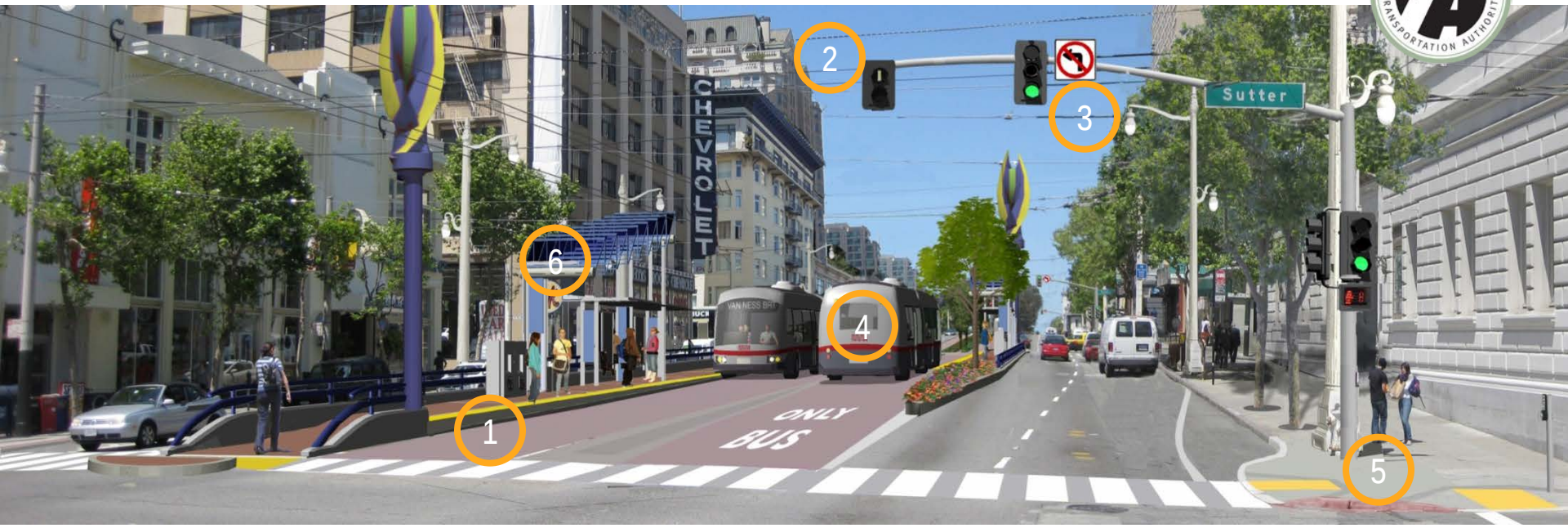
- **Routes 47 and 49 serve existing routes, and will operate as BRT in the Van Ness project area.**

- **Route 47 will use new 60 foot articulated hybrid buses.**

- **Rt. 49 will use new 60 foot trolley coaches.**



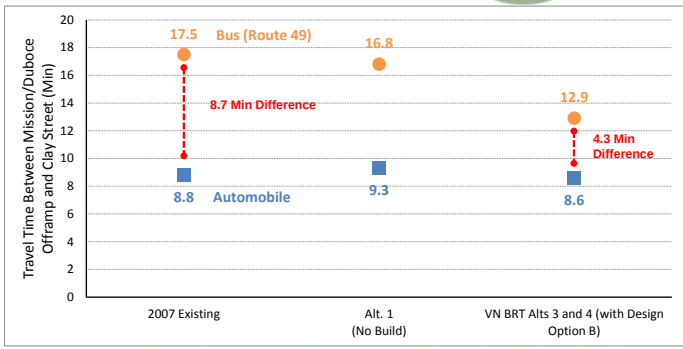
Features of BRT



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

Benefits of Van Ness BRT

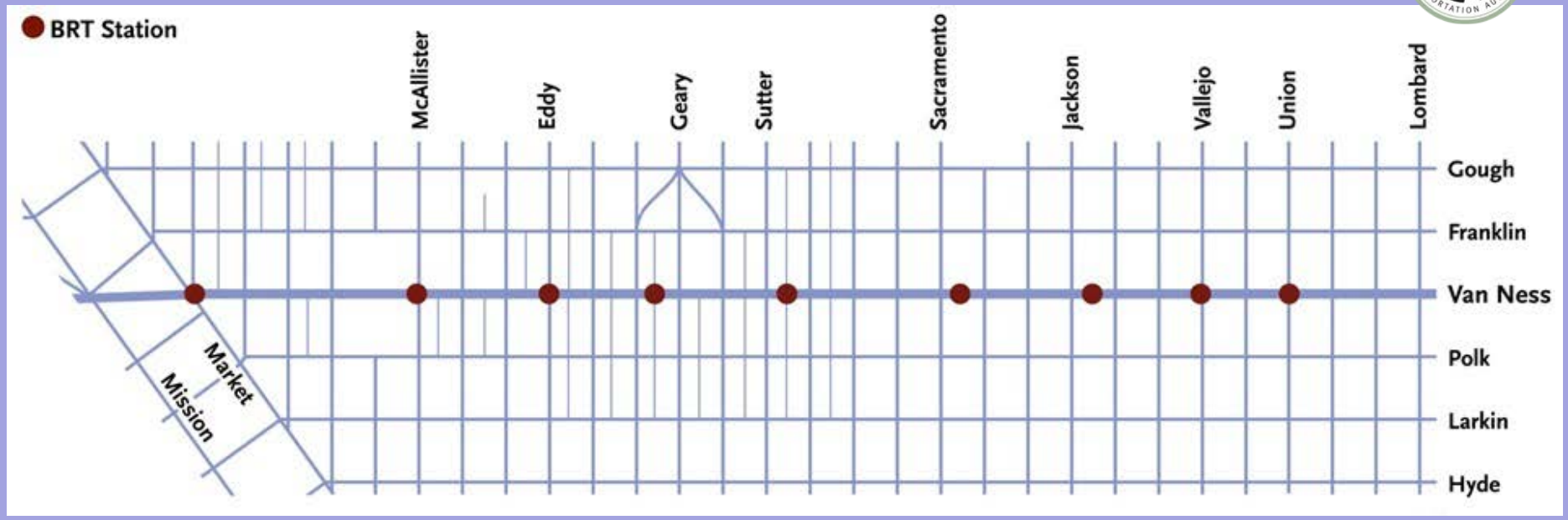
- Improve transit travel times by up to 32%
- Improve transit reliability by up to 50%
- Increase transit boardings by up to 35%
- Maintain corridor person-throughput while increasing transit mode share
- Save up to 30% of daily route operating costs
- Improve multimodal safety, including for pedestrians



What is Important in Developing a BRT?

- Alternatives analysis is outlined in Chapter 10 of Environmental Impact Study / Environmental Impact Report
- 36 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 (includes tree preservation)
    - Operations and Maintenance
    - Construction and Capital Costs

Station Locations



- Routes 47 and 49 will provide BRT service upon entering the corridor
- Concern Regarding:
  - Traffic diversions
  - Left turn removals
  - Visual effects, including trees and landscaping
  - Transit stop consolidation
  - Transfers and Route Connectivity

Conceptual Visual Simulation
Center-Running BRT with Right Side Loading / Center Median and Limited Left Turns

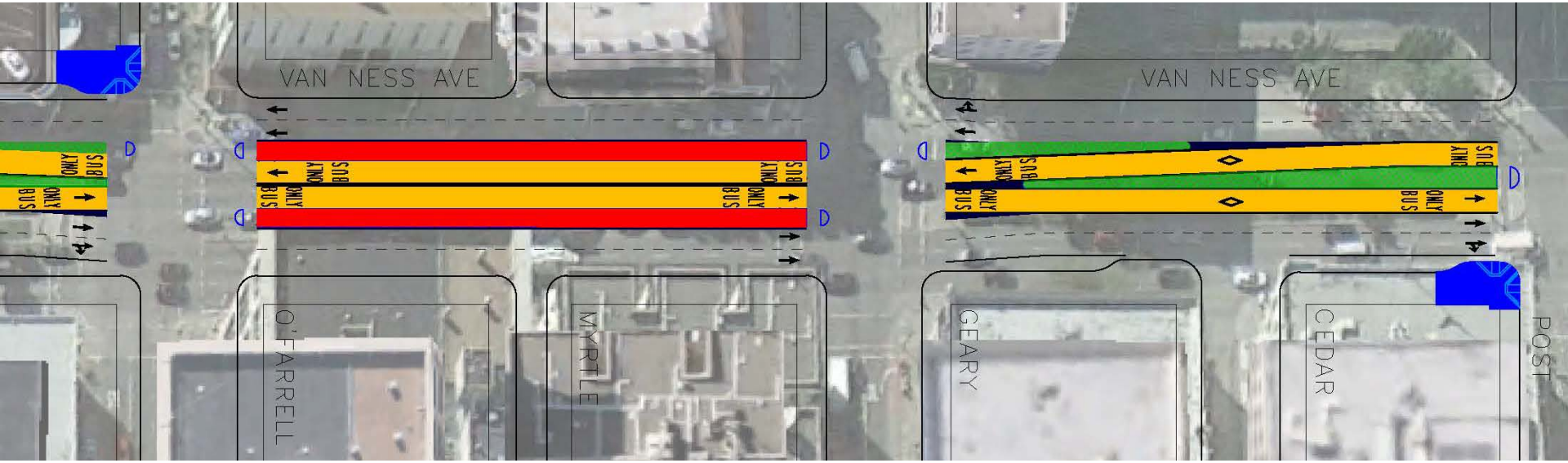
Sutter Street Station

LPA: Center-Running BRT with Right Side Loading/Center Median and Limited Left Turns

Locally Preferred Alternative (LPA) recommendation selected by the SFMTA board in May 2012 and by the SFCTA board in June 2012

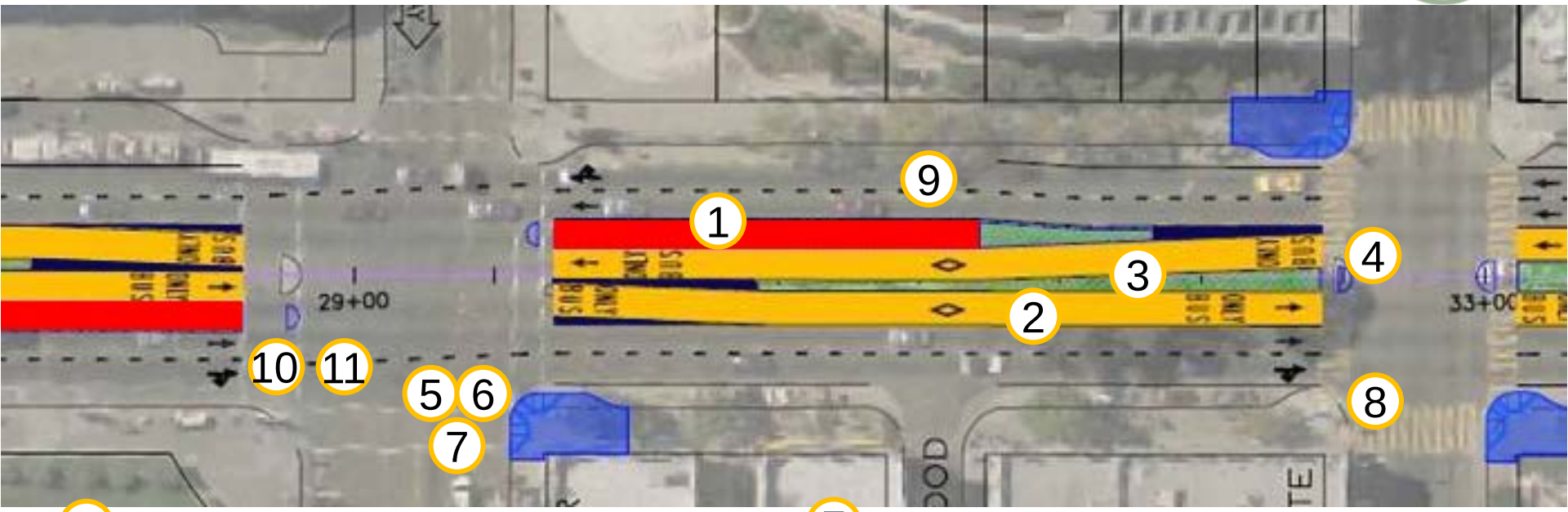
Grove Street to Turk Street (Conceptual: Not to Scale)

LPA: Center-Running BRT with Right Side Loading/Center Median and Limited Left Turns



O'Farrell Street to Post Street (Conceptual: Not to Scale)

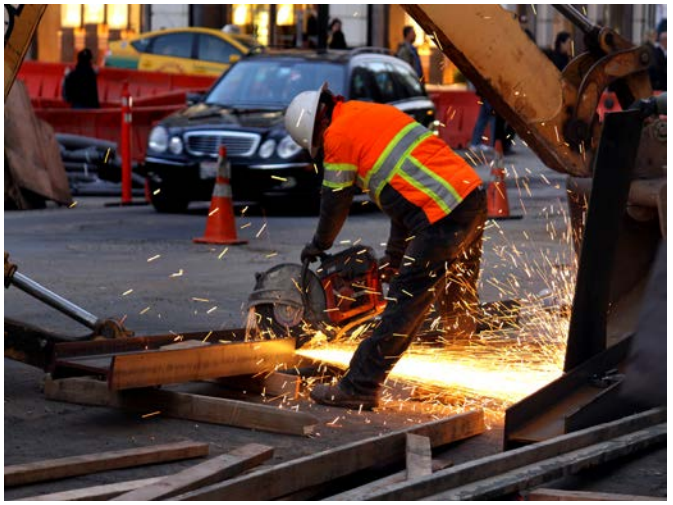
Major Elements

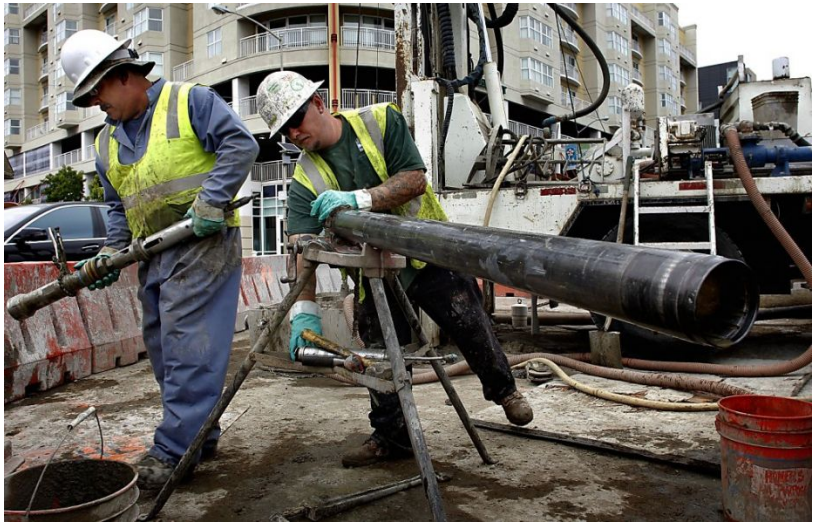


1. Boarding Island
2. Dedicated Bus way
3. Median Landscaping
4. Refuge
5. Curb Bulb
6. Catch Basin
7. Fire Hydrant
8. Curb Ramp
9. Pavement Rehab
10. Sewer Line Relocation
11. Water Main Reconstruction
12. Other Utilities

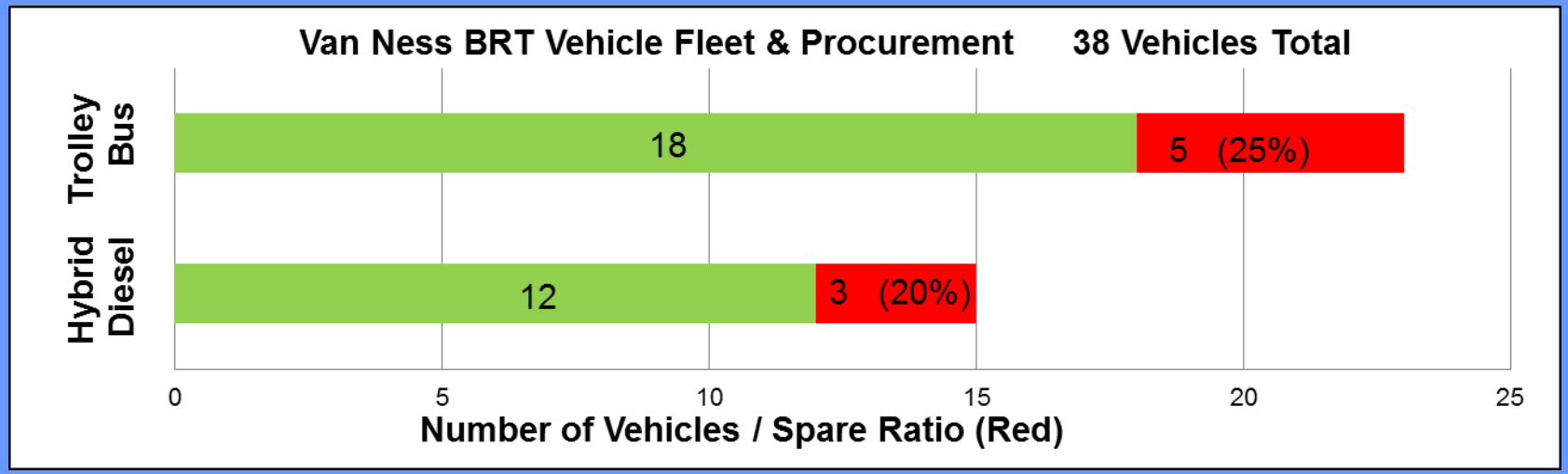
Separate but Related Projects

- Overhead Contact System / Poles / Lighting
- SFGo Traffic Signal System Upgrade / Replacement
- Vehicle Procurement
- Radio Replacement
- Sewer Work
- Water and Auxiliary Water Supply System
- Other Utilities

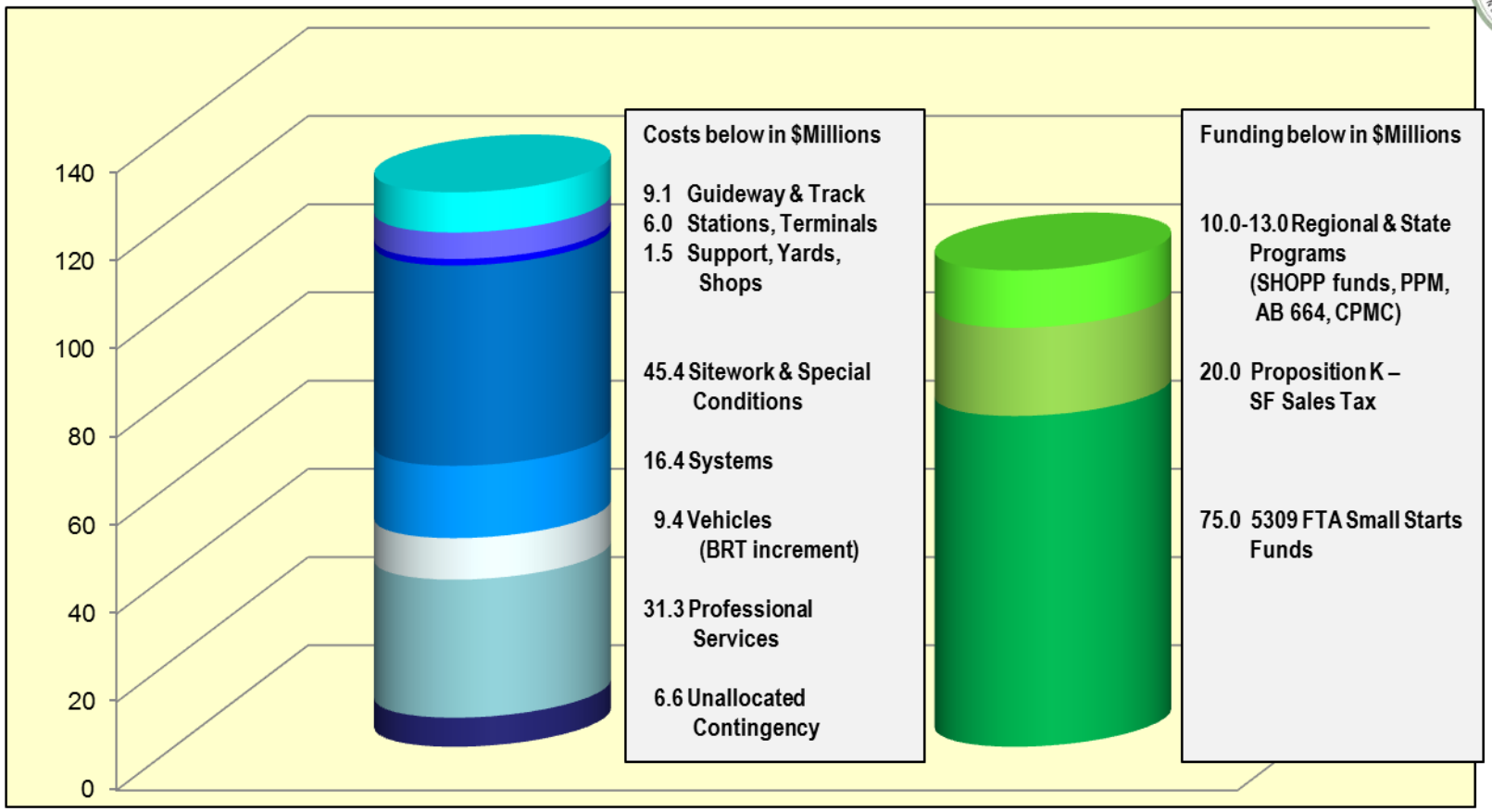




BRT Fleet Procurement



BRT Project Cost Summary



Estimated Cost $125M

Committed Funding $105-108M

- The estimate does not include the majority of the cost of replacement vehicles (local or federal), electrical overhead lines replacement, new streetlights / poles, and signal priority which are funded separately.

Project Schedule

Milestones

• Feasibility Study Completed	Dec. 2006
• DEIS/DEIR initiated	Sept. 2007
• FTA Small Starts Approval	Dec. 2007
• DEIS/DEIR Scoping Completed	April 2008
• DEIS/DEIR public review	Nov.-Dec. 2011
• Adoption of Locally Preferred Alternative (LPA)	June 2012
• Caltrans Project Report / Start 30% Design	Spring 2013
• Final EIR/EIS – Record of Decision (ROD)	Fall 2013
• 30% Design complete	Spring 2014
• 100% Design complete	Summer 2015
• Arrival of new transit vehicles	2015 - 2016
• Construction period	Fall 2015–Winter 2017
• Revenue Service	Spring 2018