

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 12-070

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) are partnering in the development of Bus Rapid Transit (BRT) for Van Ness Avenue; and,

WHEREAS, The goals of BRT are robust and stable ridership, efficient, effective and equitable transit service, neighborhood livability and community vitality, and links to a citywide rapid transit network; and,

WHEREAS, The SFMTA and SFCTA have completed a combined Draft Environmental Impact Statement (DEIS)/Draft Environmental Impact Report (DEIR) which analyzes the environmental impacts of four alternatives for construction of the proposed project:

- Alternative 1: “No Build”
- Alternative 2: Side-running BRT with Right Side Boarding from sidewalk bulbouts
- Alternative 3: Center Median running BRT with Right Side Boarding from platform islands located adjacent to the exclusive bus lanes
- Alternative 4: Center Median running BRT with Right and Left Side Boarding from platform islands located adjacent to the exclusive bus lanes; and,

WHEREAS, The DEIS/DEIR also provided comparative information on the need, feasibility, funding and cost for each alternative; and,

WHEREAS, The SFMTA and SFCTA released the DEIS/DEIR for public review and comment from November 4 – December 23, 2011, which included a public meeting where comments could be submitted, and information about the project provided at a webinar and neighborhood briefings; and,

WHEREAS, After a long period of analysis by staff at SFMTA and SFCTA, and after considering the information in the DEIS/DEIR and incorporating public comments received during the review period of the DEIS/DEIR, the staff recommendation for the locally preferred alternative (LPA) for the project is “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns,” which combines key elements contained in Alternatives 3 and 4; and,

WHEREAS, In this alternative, 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 platforms; this alternative would also eliminate all left turns from Van Ness Avenue between Mission and Lombard streets, with the exception of a two-lane left turn onto Broadway from southbound Van Ness, in order to gain the most transit travel time benefits; and,

WHEREAS, Upon adoption of the LPA for the Van Ness BRT project, the Director of Transportation will direct SFMTA staff to work with the SFCTA in finalizing the FEIS/FEIR for the project so that the proposed project can be presented to the SFMTA for its consideration; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors adopts “The Center-running BRT with Right Side Boarding Platforms Single Median and Limited Left Turns” as the Locally Preferred Alternative for the Van Ness Bus Rapid Transit project; and, be it further

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of May 15, 2012.



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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency