



SFMTA
Municipal
Transportation
Agency

Van Ness Bus Rapid Transit

November 18, 2014 – SFMTA Board



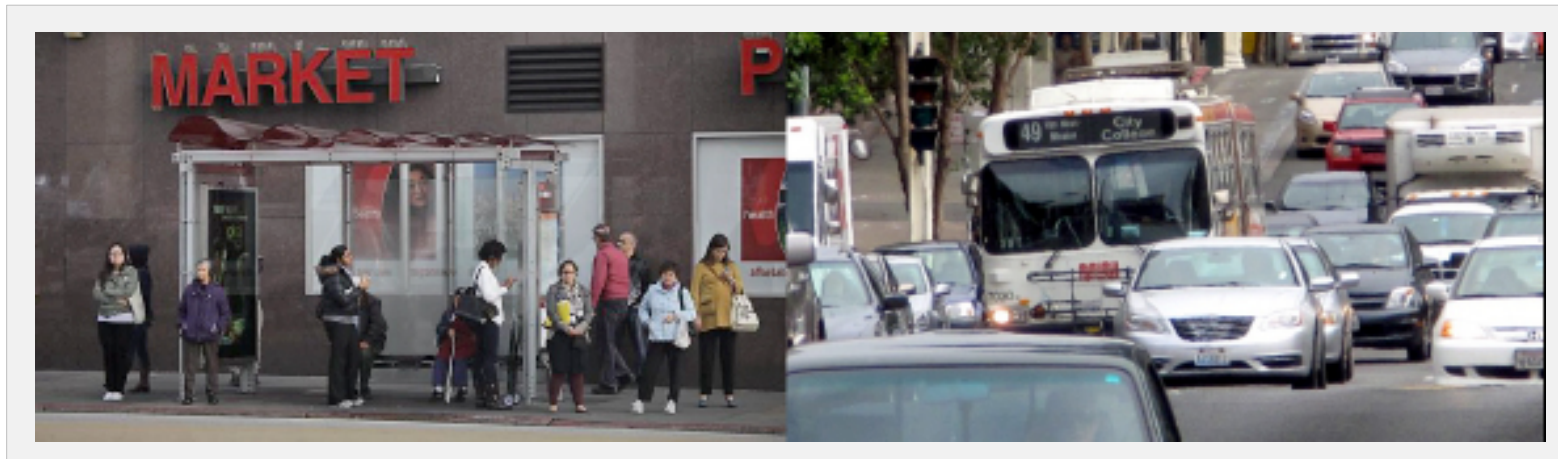
Van Ness Avenue Corridor

- Important street in San Francisco
- 1906: served as a firebreak
- Post-quake: one of west coast's largest auto rows
- 1970's: increased mixed use planning
- 1990's: established better transit service
- Current: vital connector of neighborhoods and link between Marin and San Francisco counties
- Primary artery connecting Highways 280 and 80 with GG Bridge



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



Benefits of Van Ness BRT

Here's what we know:

- 16,000 daily passenger boardings within the project limits
- Bus speed – average bus speed 8 mph
- Congestion/conflicts – 12 SFMTA Buses on Van Ness at Peak

Improvements:

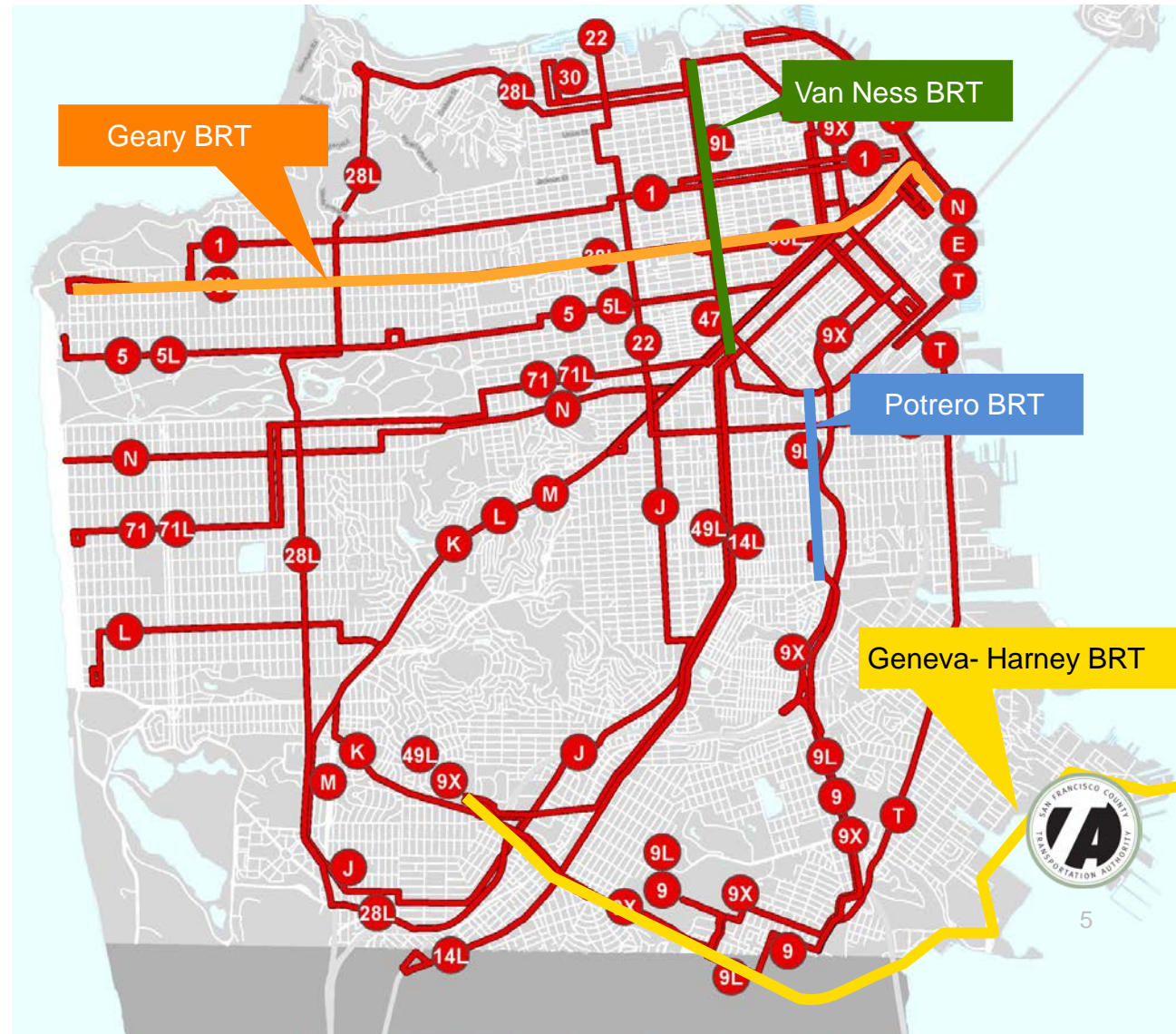
- Improve transit travel times by up to **32%**
- Improve transit reliability by up to **50%**
- Increase transit boardings by up to **35%**
- Maintain corridor person-throughout while increasing transit mode share
- Save up to **30%** of daily route operating costs
- Improve multimodal safety, including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



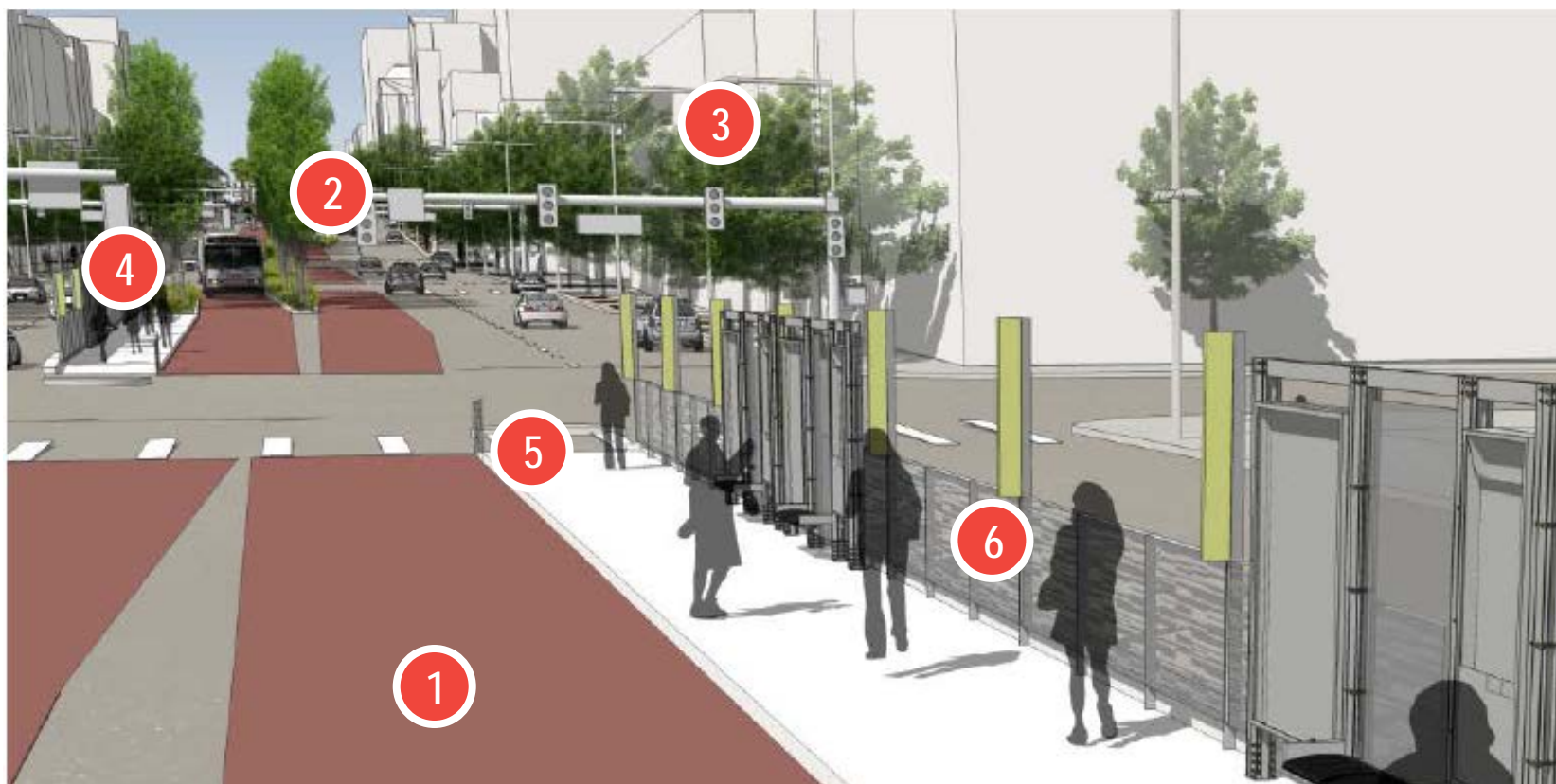
BRT Network Context

- 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 BRT
- Geary BRT
- Potrero BRT
- Geneva-Harney BRT

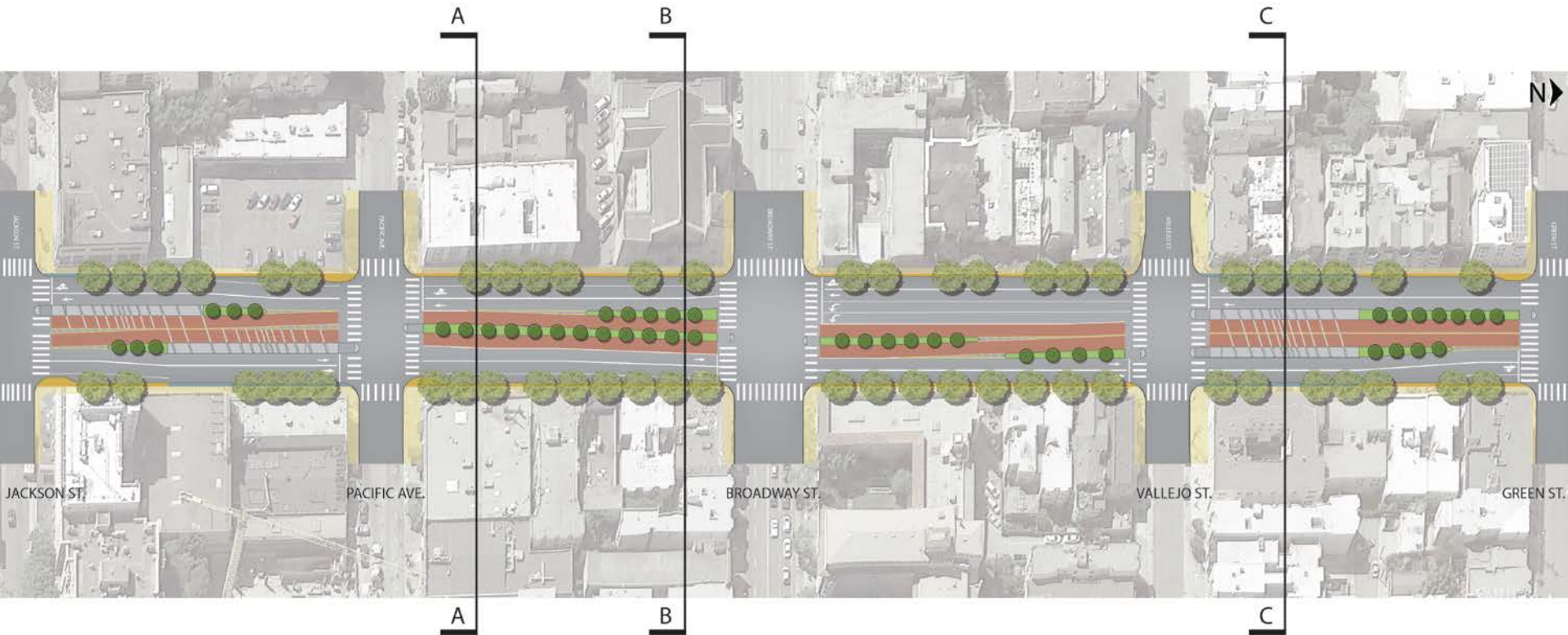


Features of BRT



- 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

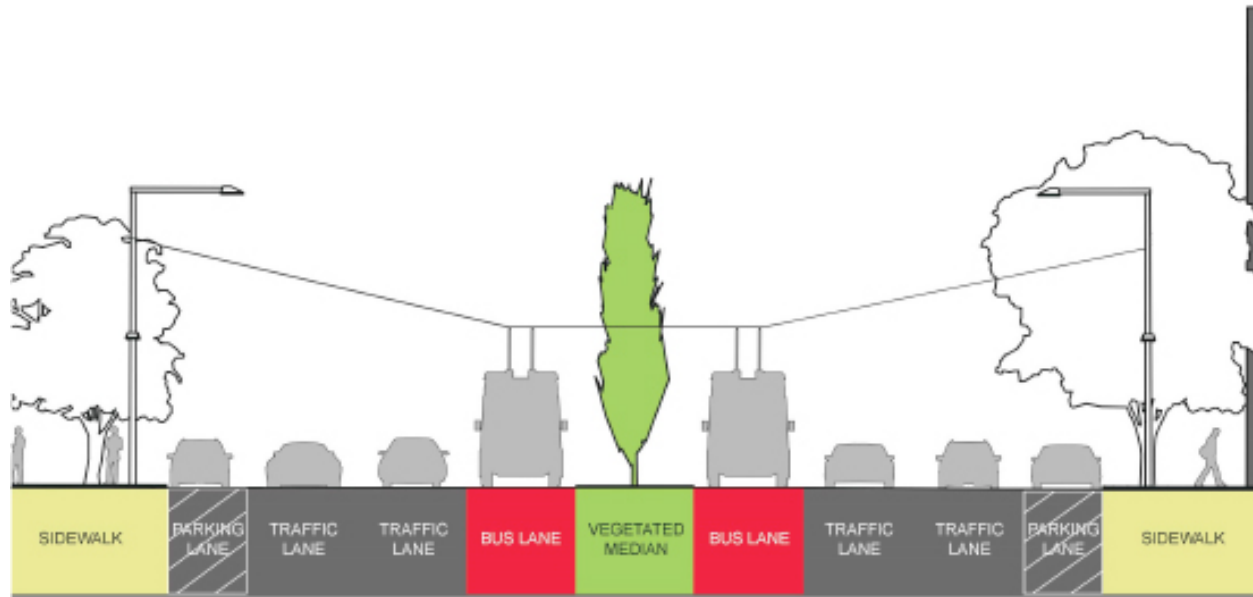
Conceptual Plan View



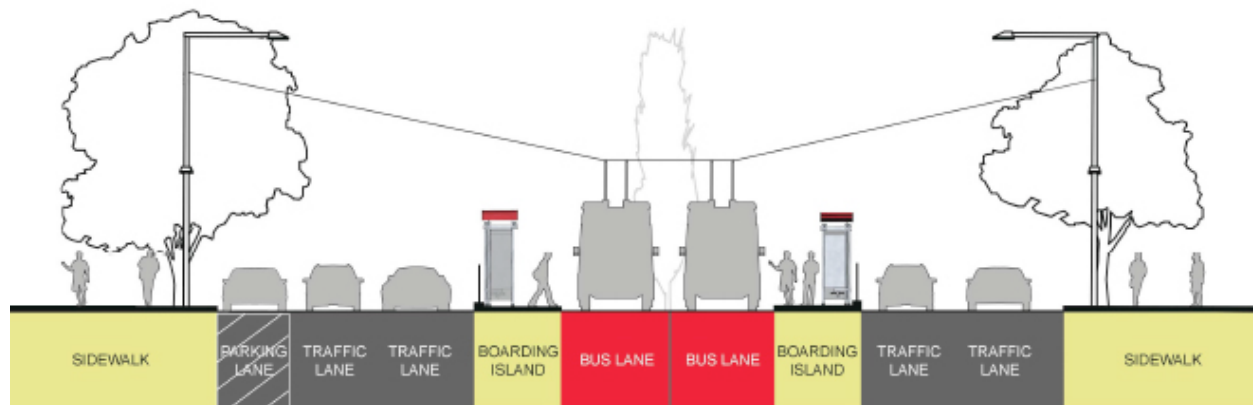
- Center-Running BRT with Right Side Loading
- Center Median
- Limited Left Turns



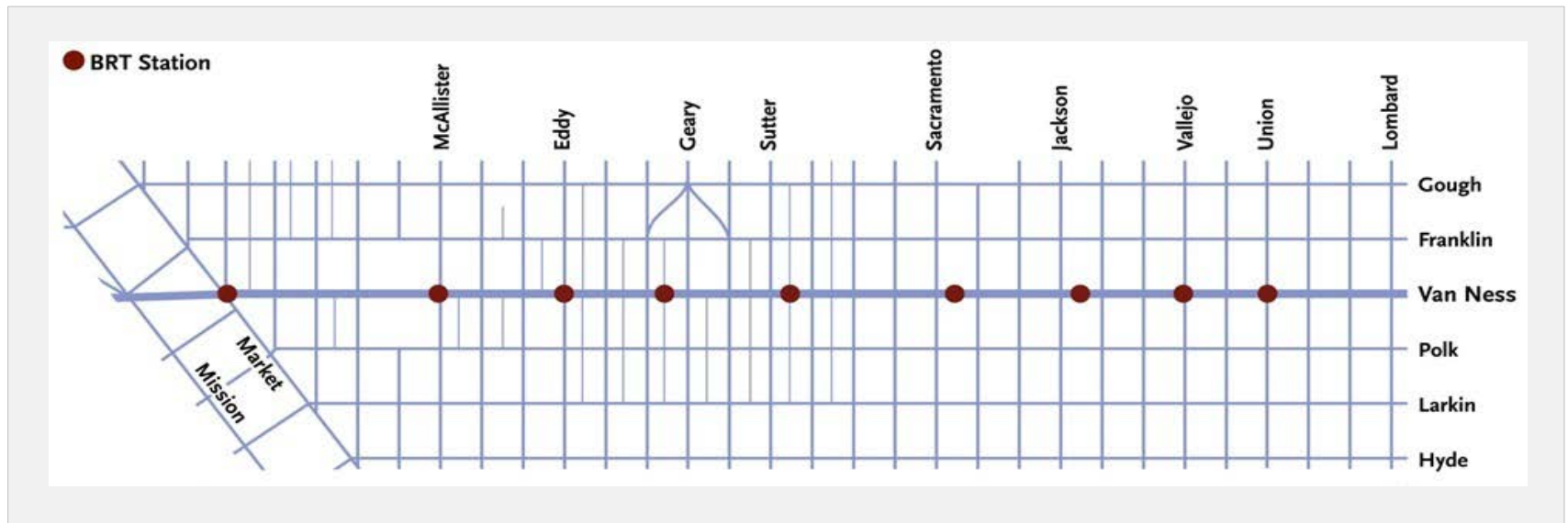
Conceptual Plan View



For planning purposes only



Station Locations



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



Street Reconfiguration

- Center-running, dedicated transit-only lanes
 - Improve transit travel times, separate transit from traffic congestions
- Reallocation of right of way to accommodate transit stations
- Pedestrian improvements
 - Bulbouts to shorten crossing distances
 - Pedestrians more visible



Van Ness Transit Service

Existing Service:

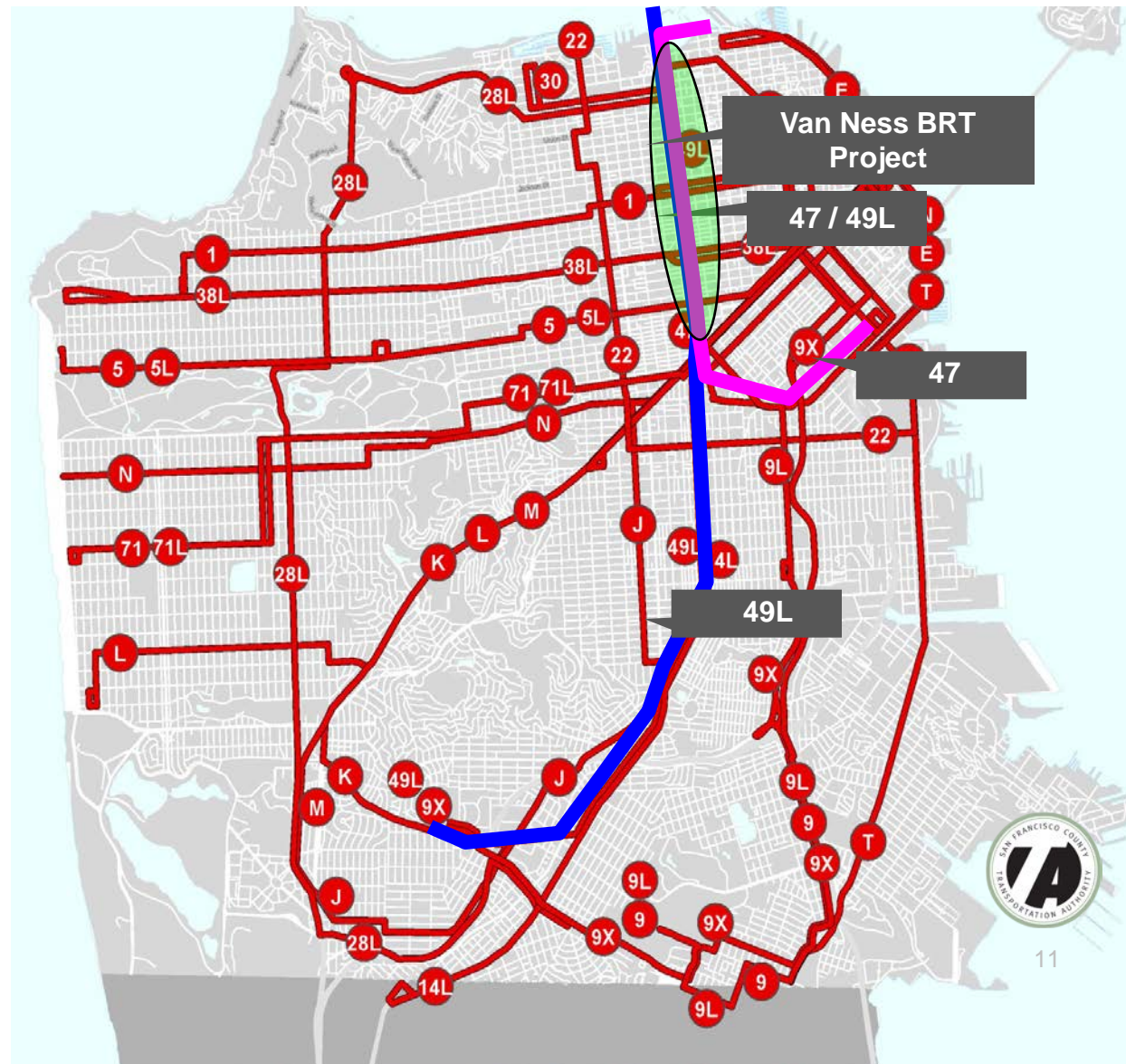
- Route 47:
Caltrain - North Beach
- Route 49:
City College - Fort Mason

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	6:00AM-12:30AM
49	7.5 Minute	5:30AM-1:00AM
30X	6.0 - 8.0 Minutes	AM and PM Peak Only
90	30.0 Minutes	OWL Service 1:00AM-5:30AM
Golden Gate Transit	8.5 Minutes	5:30AM-1:00AM

- 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



Traffic and Parking Changes



- Left Turn Restrictions
 - Improve transit performance
 - Enhance pedestrian safety
 - Manage traffic flow and ease congestion
- Parking Removal on Van Ness
 - Station Platforms
 - Traffic Lane Shifts
 - Corner Sidewalk Widening (“Bulb-outs”)

Project Outreach

In addition to the standard postings on street poles and SFMTA website, the project performed additional outreach for this phase:

- Mailed Project brochure/public hearing notice to: 22,000 addresses covering project area, including those on Gough & Franklin and Polk & Larkin
- Staff reached out to merchants with colored curbs to discuss proposed changes and alternatives and those fronting a BRT station
- Briefed district Board of Supervisors or their staff
- Briefed Director John Updike, City Real Estate Department
- Ongoing communications with neighbors and residents, advocacy groups, senior housing centers
- Van Ness BRT CAC members are also sharing information with their friends and neighbors
- Field outreach to employers along corridor, Muni customers on southern end of 47 and 49 routes, including Caltrain riders



Thank You

Discussion & Questions

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