

# Van Ness Avenue Bus Rapid Transit (BRT) Project Overview

SPUR

11.7.11



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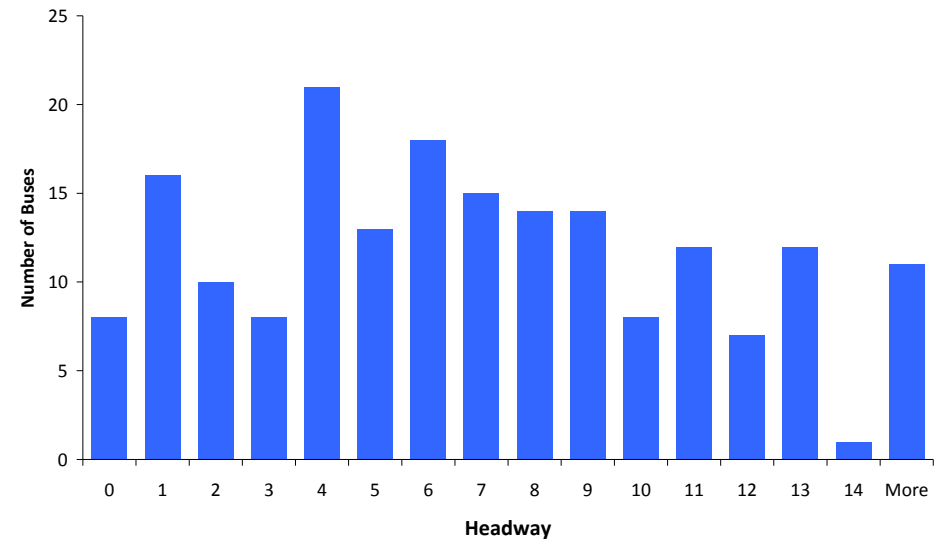
# Van Ness Avenue BRT Project Background

- Key north-south link in San Francisco's Rapid Transit network
- Recommended for BRT service in the 2004 Countywide Transportation Plan; Prop K Expenditure Plan; SFMTA Transit Effectiveness Project
- Partnership with SFMTA
- Other collaborations:  
SFDPW, Planning, PUC,  
Golden Gate Transit,  
Caltrans
- Top rated FTA Small Starts  
Project for cost  
effectiveness; Regional MTC  
Small Starts Priority



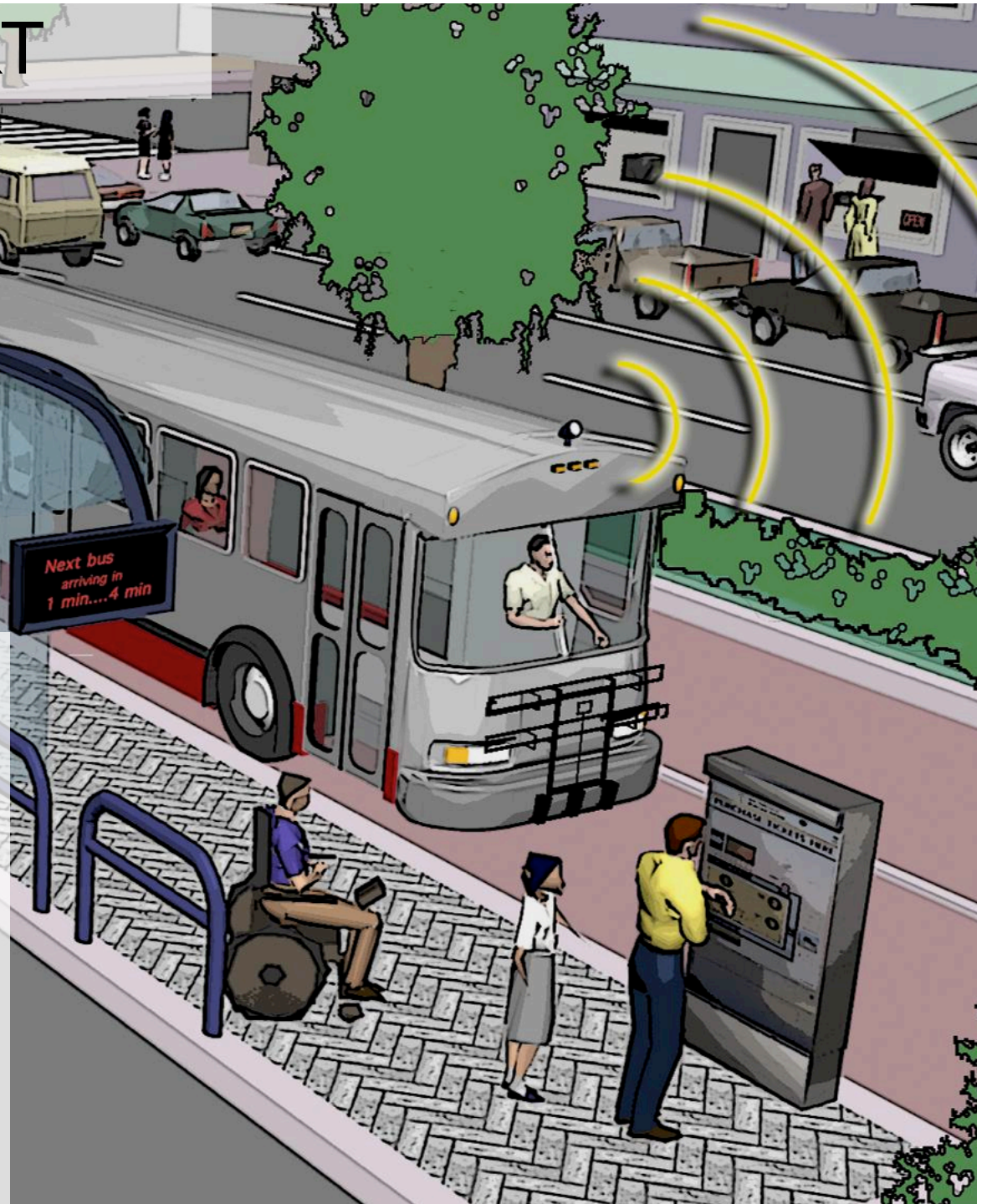
# Project Purpose and Need

- **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**



# FULL-FEATURED BRT

- Dedicated transit lane
- Transit signal priority
- Low-floor, all-door boarding
- High-quality stops
- Real-time information
- Pedestrian amenities



# 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
- Urban Forestry Council
- WalkSF

### Regional Organizations:

- San Francisco Planning and Urban Research (SPUR)
- Sierra Club
- TransForm

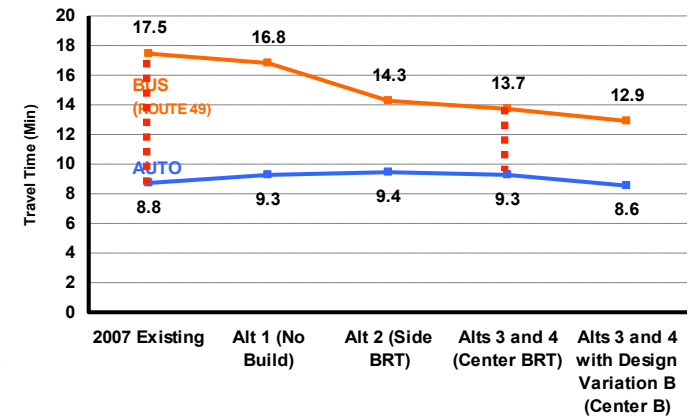
### Local Groups and Organizations:

- California Pacific Medical Center
- Cathedral Hill Neighbors Association
- Civic Center Stakeholders Group (Opera House, Veteran's Memorial Building, San Francisco Symphony, San Francisco Ballet, and San Francisco Conservatory of Music)
- Cow Hollow Association
- Geary BRT Citizens Advisory Committee
- Hayes Valley Neighborhood Association
- Lighthouse for the Blind and Visually Impaired
- Livable City
- Lower Polk Neighbors
- Middle Polk Neighborhood Association
- Pacific Heights Chapter of the American Association of Retired Persons
- Rescue Muni
- Russian Hill Neighbors
- San Francisco Bicycle Coalition
- SF Towers
- Tenant Associations Coalition of San Francisco
- Tenderloin Futures Collaborative



# Findings: Van Ness Avenue BRT Benefits

- Improve transit travel times by up to 32%
- Improve transit reliability by up to 50%
- Raise transit ridership 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



\*Travel time is between Mission/Duboce and Clay. Route 47 is not included because it travels a shorter route.



# Cost and Funding

- **Cost: \$90M-\$130M**
- **\$100M already identified in planned funding**
  - **\$20M in Prop K; \$75M in FTA Small Starts funds**
- **1 of only 2 FTA Small Starts Projects in the Nation to receive a “high” cost effectiveness rating**
  - **FTA recommended \$15M for project in president’ s FY 2011 budget**
  - **\$30M in FY 2012**



## Annual Report on Funding Recommendations

Fiscal Year 2012  
Capital Investment and Paul S. Sarbanes Transit in Parks  
Programs

Report of the Secretary of Transportation  
to the United States Congress  
Pursuant to 49 USC 5309(k)(1)

2011

Prepared by:  
Federal Transit Administration

Available from:  
Federal Transit Administration  
Office of Planning and Environment  
1200 New Jersey Avenue, SE  
Washington, DC 20590

<http://www.fta.dot.gov>



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# Findings: Areas with Less Than Significant or No Environmental Impacts

- **Agricultural Resources**
- **Greenhouse Gas Emissions**
- **Mineral Resources**
- **Wind and Shadow**
- **Hydrology and Water Quality**
- **Land Use**
- **Noise and Vibration**
- **Non-Motorized Transportation**
- **Environmental Justice**



# Findings: Areas with Less than Significant Environmental Impacts with Mitigation/Minimization Measures

- Aesthetics/Visual Resources
- Air Quality
- Biological Resources
- Community Impacts
- Cultural Resources
- Geology and Soils
- Hazardous Waste and Materials
- Public Services
- Transit Crowding
- Utilities and Service Systems



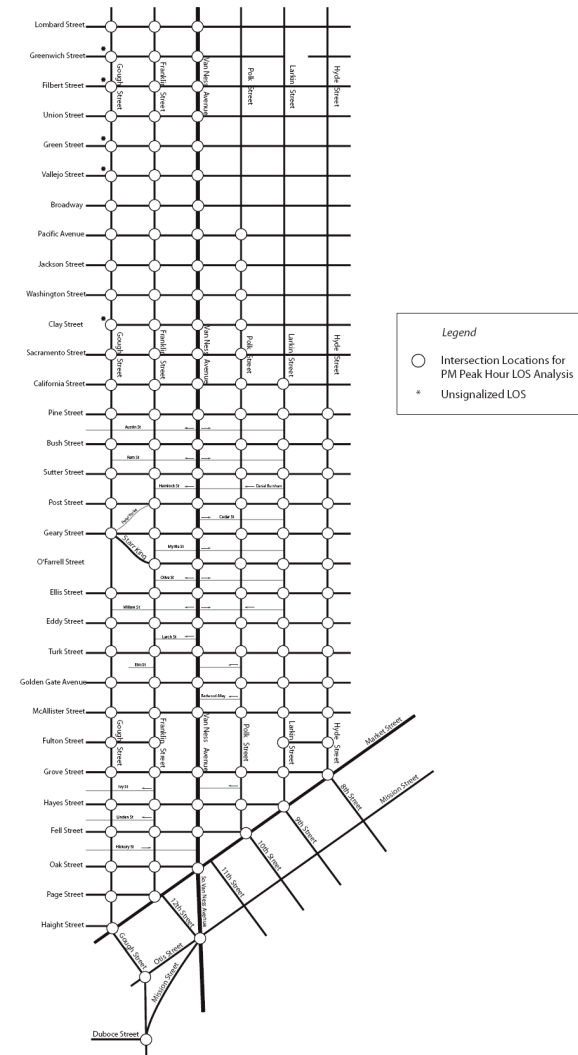
# Findings: One Area with Significant and Unavoidable Impacts – Traffic Circulation

## ● Existing Conditions/2015

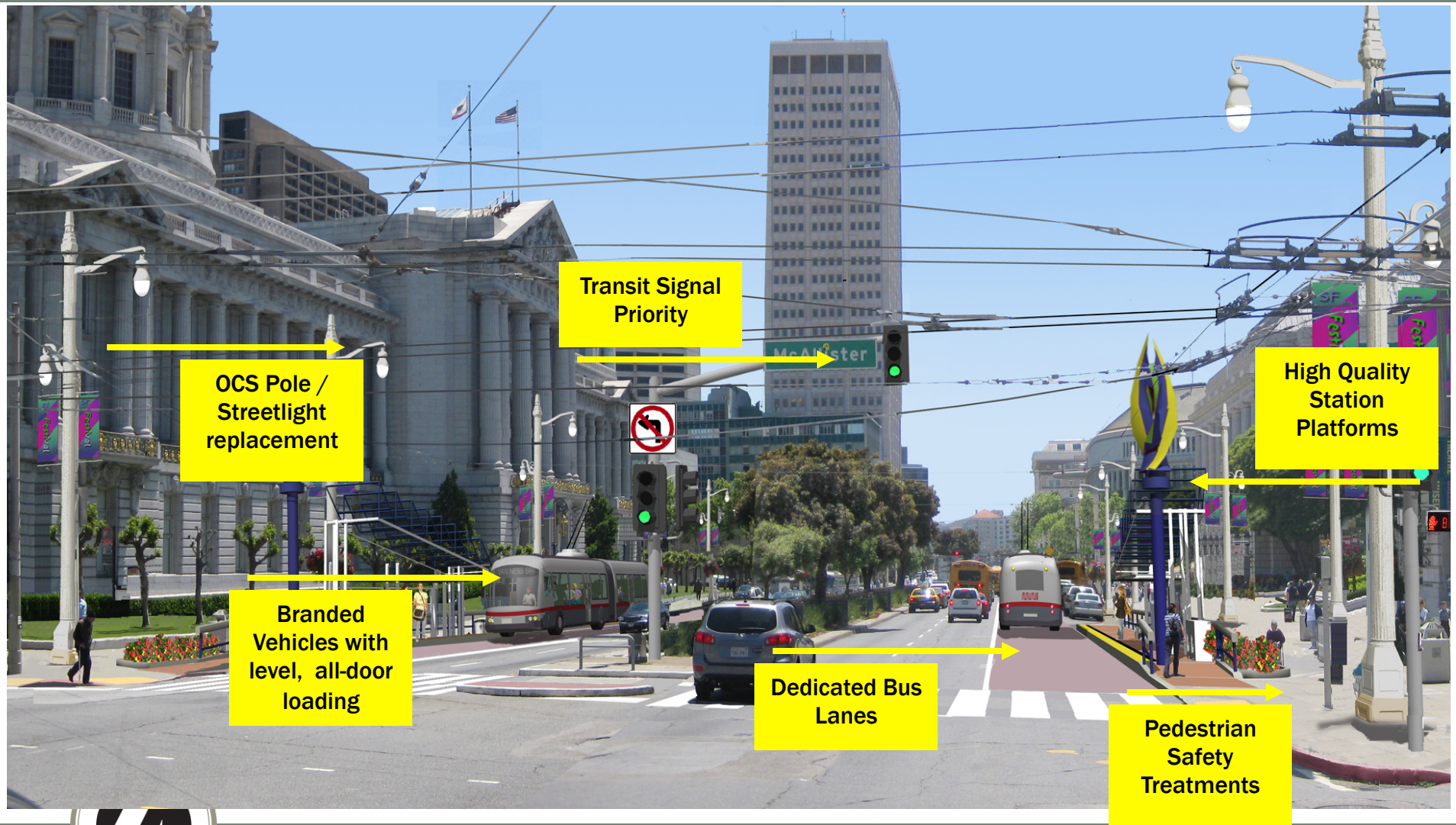
- 3 intersections go from LOS D to LOS E
- No worse than 2015 No Build Alternative

## ● Long term – 2035

- 6-11 intersections go from LOS D LOS E or F
- Assumes significant background growth



## Alternative 2 – Side BRT Lanes



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## Alternative 3 – Center BRT Lanes with Right Side Loading / Dual Medians



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## Alternative 4 – Center BRT Lanes with Left Side Loading / Center Median



# Alternative Performance Outlined in Chapter 10 of EIS/EIR

- Performance 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
  - Operations and Maintenance
  - Construction and Capital Costs



# Outreach Approach to Public Circulation

- [www.vannessbrt.org](http://www.vannessbrt.org)
- Authority and SFMTA Board presentations
- Van Ness BRT VN CAC meeting on November 15
- Radius mailing
- Posters in Muni shelters, on Muni/Golden Gate Transit vehicles, and throughout corridor\*
- Presentations at neighborhood group meetings
- Fact sheets\*
- Advertisements in local media\*



\*Translated into Chinese and Spanish

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**Extra! Extra!**  
**Read all about it!**

49 Van Ness Mission City College

**Van Ness Ave. BUS RAPID TRANSIT**

Draft Environmental Impact Statement/ Report now available for public comment!

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**Van Ness Avenue Bus Rapid Transit (BRT)**

- ▶ Includes dedicated bus lanes, helping reduce transit travel time by up to 32%.
- ▶ Has transit signal priority, giving buses more green lights and helping increase reliability by up to 50%.
- ▶ Provides faster, level boarding through all doors to reduce transit delays by more than 40%.

For more information about BRT and the project, please visit:  
**[www.vannessbrt.org](http://www.vannessbrt.org)**  
or call 415.593.1655

A QR code located at the bottom right of the poster, with the text 'Scan the project web page' below it.

This date date Dec. 18, 2011

# Obtaining Public Input

- To obtain copies of document:
  - Hard copies at Authority, SFMTA office, Planning Information Center, Main Library, Marina Branch Library, and Golden Gate Valley Library
  - Electronic copies on website
- To comment on document:
  - In writing to Authority staff via mail or email
  - Verbal comments at public hearing
  - Electronically during webinar



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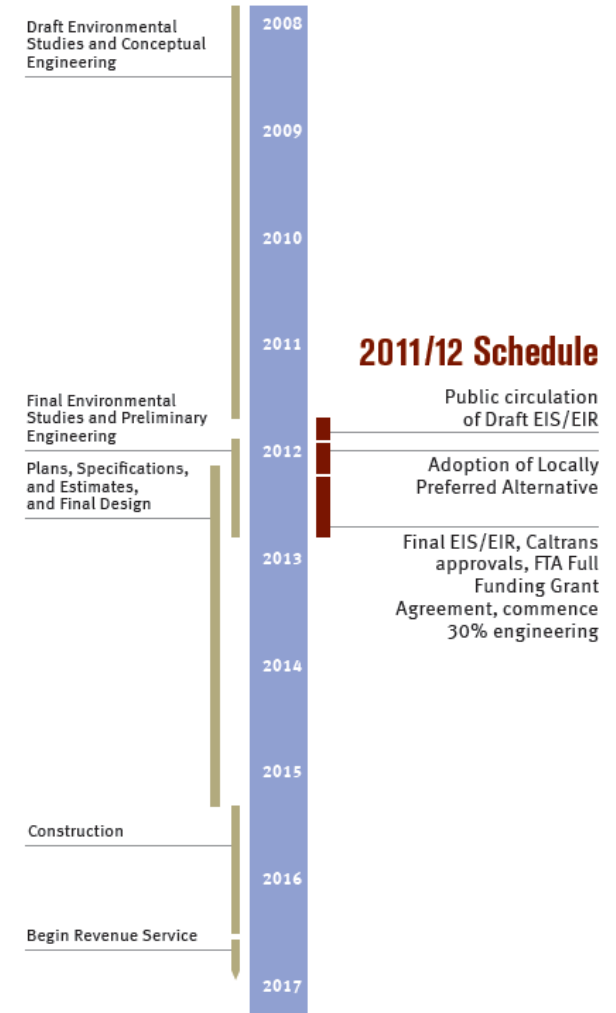
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# EIS/EIR Status

- Public Draft EIS/EIR
  - Public circulation Nov 4 –Dec 19, 2011
  - Public hearing on November 30 at Holiday Inn Golden Gateway (1500 Van Ness Avenue)
  - Webinar on December 5
- Locally Preferred Alternative (LPA) recommendation to follow public circulation, Spring 2012
- Final EIS/EIR circulation, Summer 2012
- Certify Final EIS/EIR in Fall 2012

## Project Schedule



# Thank You!

[www.vannessbrt.org](http://www.vannessbrt.org)  
[vannessbrt@sfcta.org](mailto:vannessbrt@sfcta.org)

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# Study Outreach - Overall

## **Interagency Consultation:**

- **Technical Advisory Committee (with participation from):**
  - San Francisco Department of Public Works (SFDPW)
  - San Francisco Planning Department
  - Golden Gate Bridge, Highway, and Transportation District (GGBHTD)
  - San Francisco Public Utilities Commission (SFPUC)
  - San Francisco Municipal Transportation Agency (SFMTA)
  - San Francisco Mayor's Office on Disability
- **Caltrans: Project Development Team**
- **FTA Quarterly Progress Review Meetings**

## **Community Involvement:**

- **Public Information Meetings**
- **Citizen Advisory Committee**

