SFMTA
Municipal
Transportation
Agency

Van Ness Bus Rapid Transit
SFMTA
Citizens Advisory Committee

August 7, 2014
One South Van Ness

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

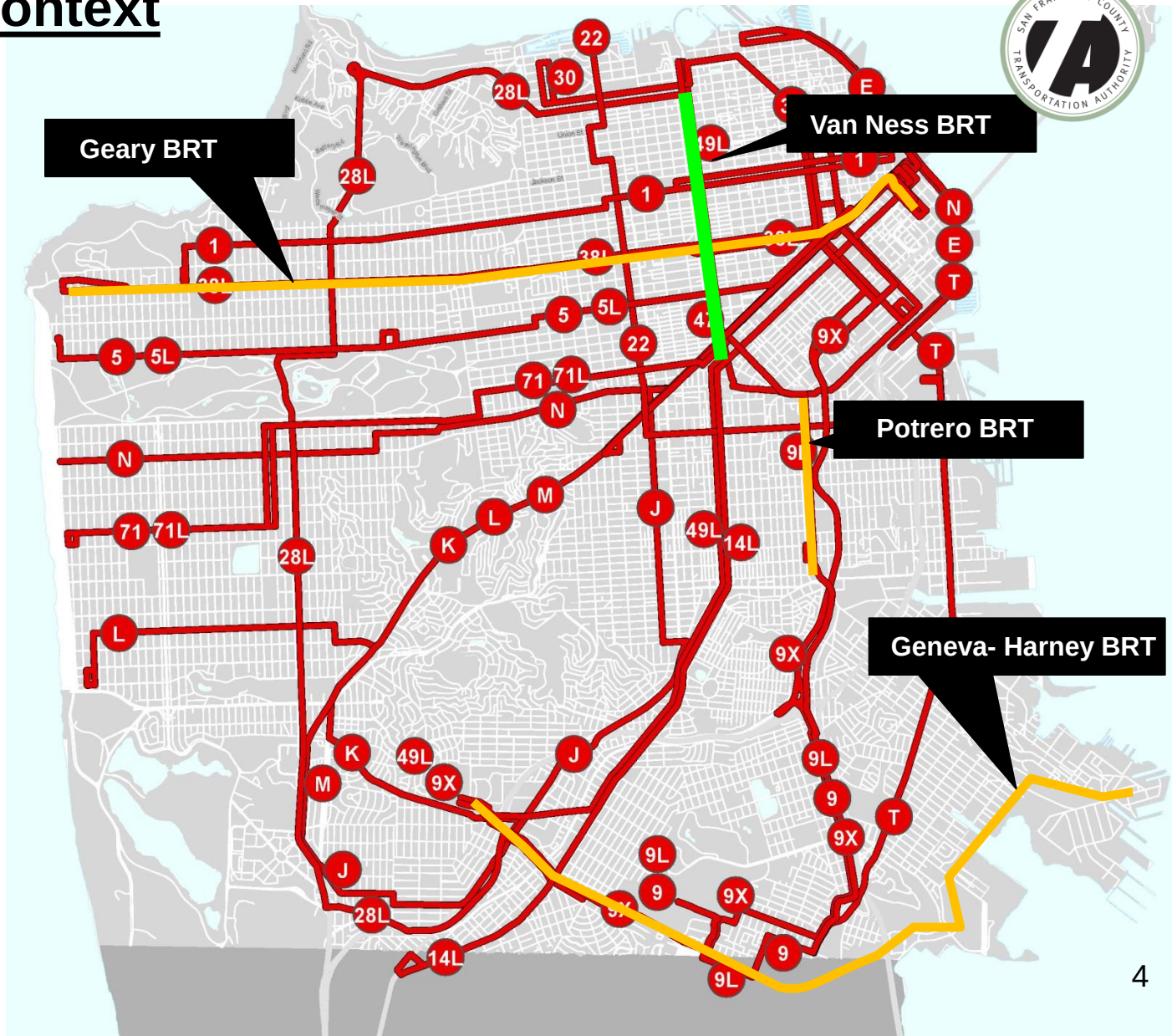
Improvements:

- 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-throughput 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

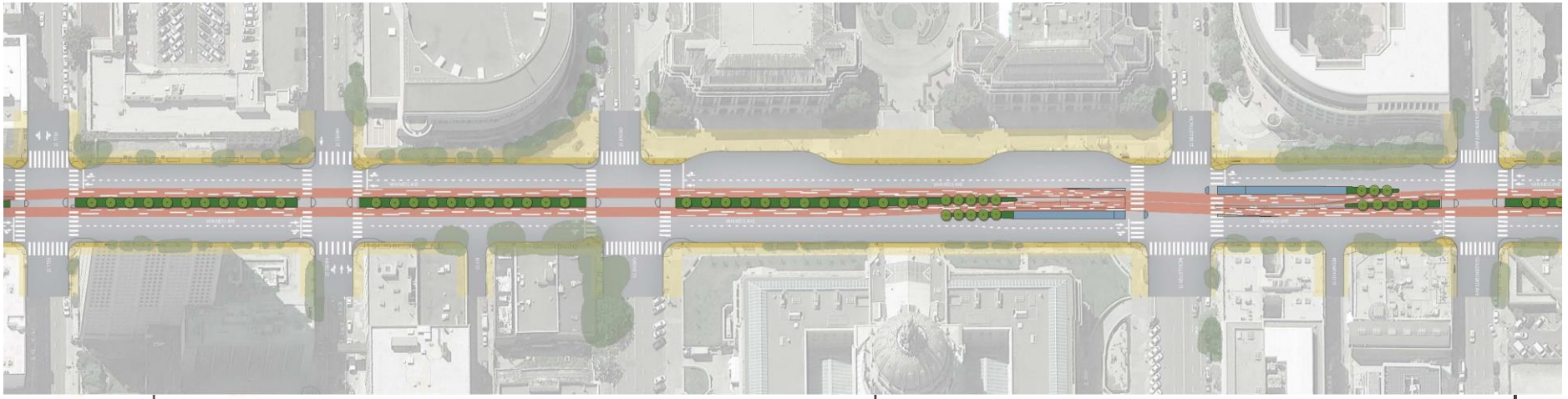


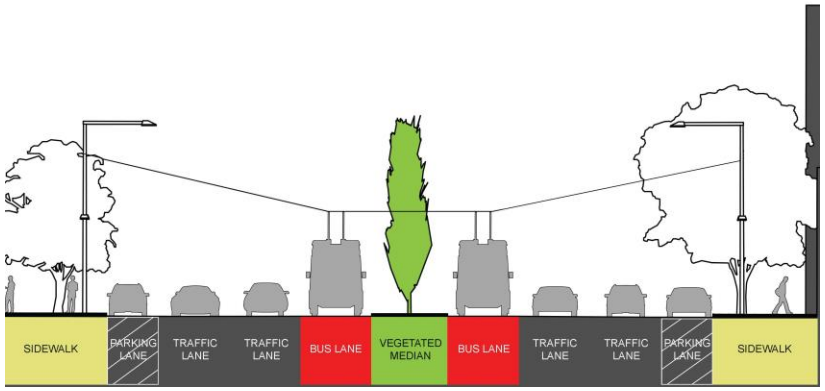
Features of BRT

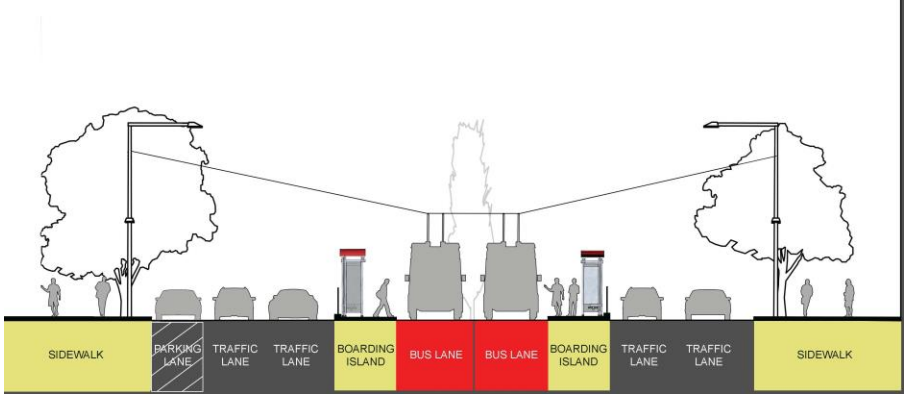
1. Dedicated transit lane
2. Transit signal priority
3. Traffic signal optimization
4. All-door boarding and low-floor vehicles
5. Pedestrian safety enhancements
6. High-quality Stations

Conceptual Plan View

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

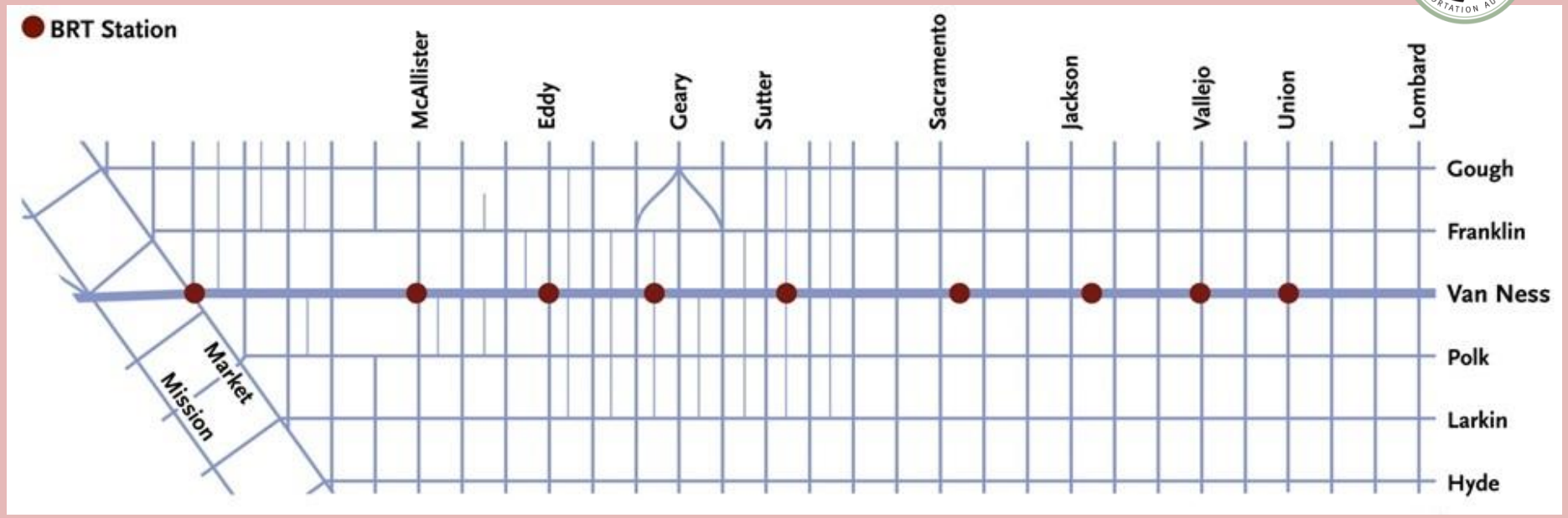






For planning purposes only

Station Locations

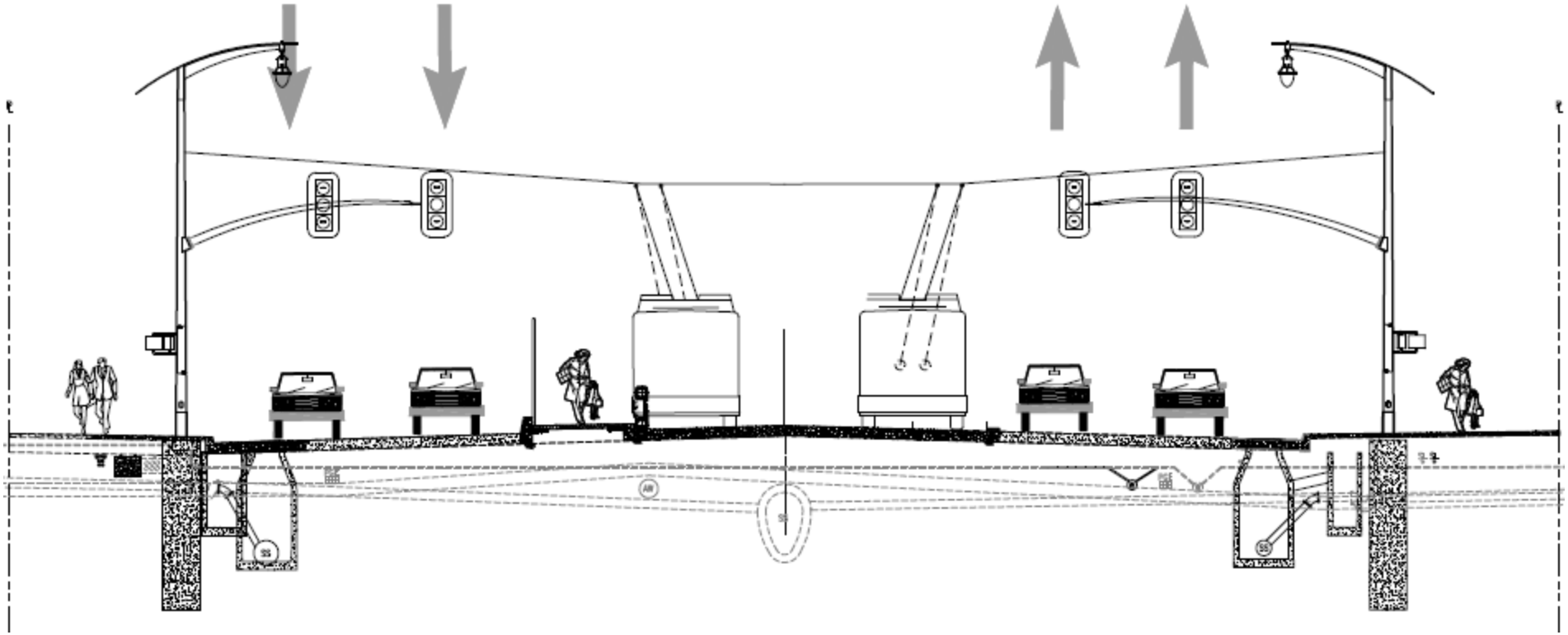


- Routes 47 and 49 will provide BRT service upon entering the corridor
- Concern Regarding:
  - Traffic diversions
  - Left turn removals
  - Visual effects, including trees and landscaping
  - Transit stop consolidation
  - Transfers and Route Connectivity

Separate but Related Projects

- Overhead Contact System / Poles / Lighting
  - Design work is proceeding in conjunction with BRT facilities.
- SFGo Traffic Signal System Upgrade / Replacement
  - Design work is proceeding in conjunction with BRT facilities.
- Vehicle Procurement
  - Work proceeding in parallel; to be completed 2016.
- Radio Replacement
  - Work proceeding in parallel; to be completed late 2015.
- Sewer Work
  - Design work is proceeding in conjunction with BRT facilities.
- Water and Auxiliary Water Supply System
  - Design work is proceeding in conjunction with BRT facilities.
- Other Utilities
  - Coordination with AT&T and PG&E is ongoing.

Project Infrastructure Improvements (Parallel Projects)



Functional and Operational Requirements

- Vehicles for BRT service shall be low-floor 60 foot vehicles
- Headway and Service Hours

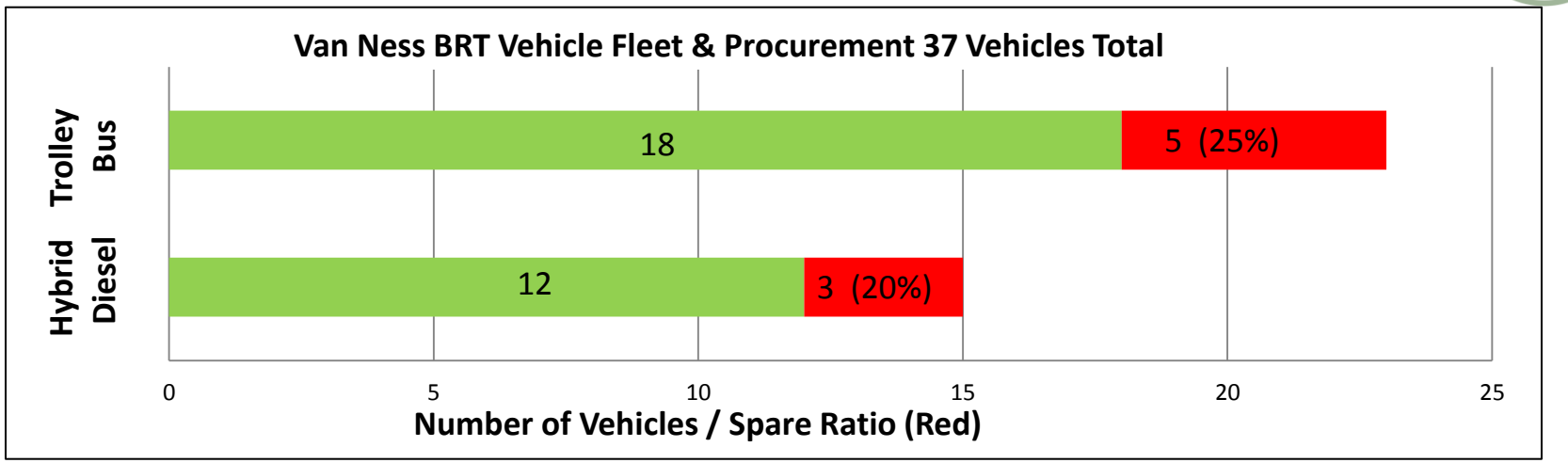
Bus Line	Frequency (Peak Only)	Service Hours
47	7.5 Minute	6:00AM-12:30AM
49	7.5 Minute	5:30AM-1:00AM
30X	6.0 - 8.0 Minutes	AM and PM Peak Only
90	30.0 Minutes	OWL Service 1:00AM-5:30AM
Golden Gate Transit	8.5 Minutes	5:30AM-1:00AM

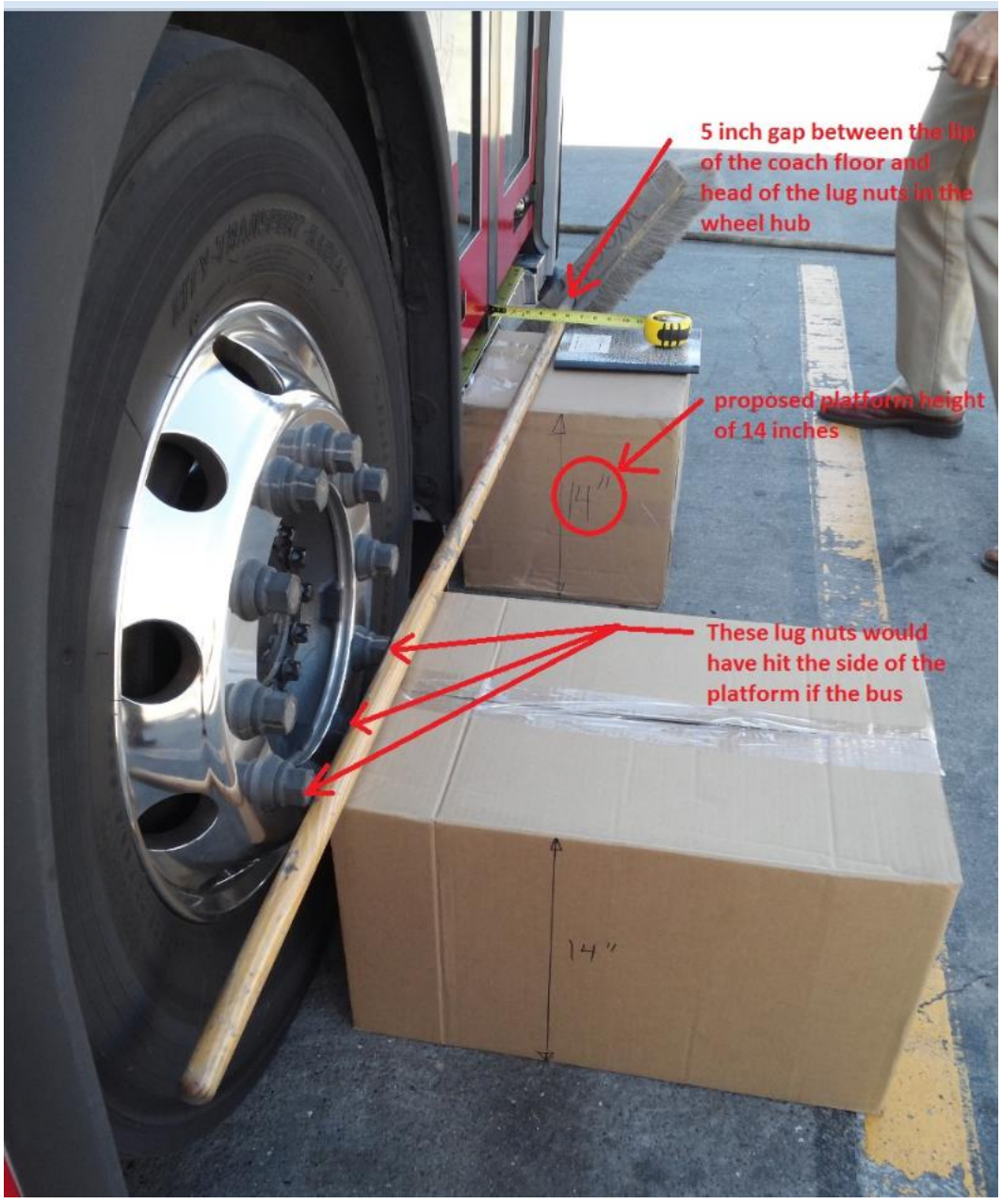
- Exclusive BRT lanes with red-colored pavement
- Bus Stops and Station Platforms
- Fare Prepayment and All-Door Boarding
- Streetscape Improvements and Amenities

Overhead Contact System (OCS)

- Used by multiple trolley bus lines

BRT Fleet Procurement





Design Features

Vehicle Docking Test

- A vehicle docking test was conducted using 14 inch boxes to stand in for the proposed 14 inch boarding platform.
- Minimum distance that could be achieved was 5 inches.
- Maximum allowable by ADA 3 inches.
- 14 inch platforms also prevent the deployment of our wheelchair ramps.

Design Features (continued)

Note front door cannot be used

Design Features (*continued*)

- 14 inch platforms prevent the deployment of wheelchair ramp
- Bridge plates increase the capital and operational costs

Design Features (*continued*)

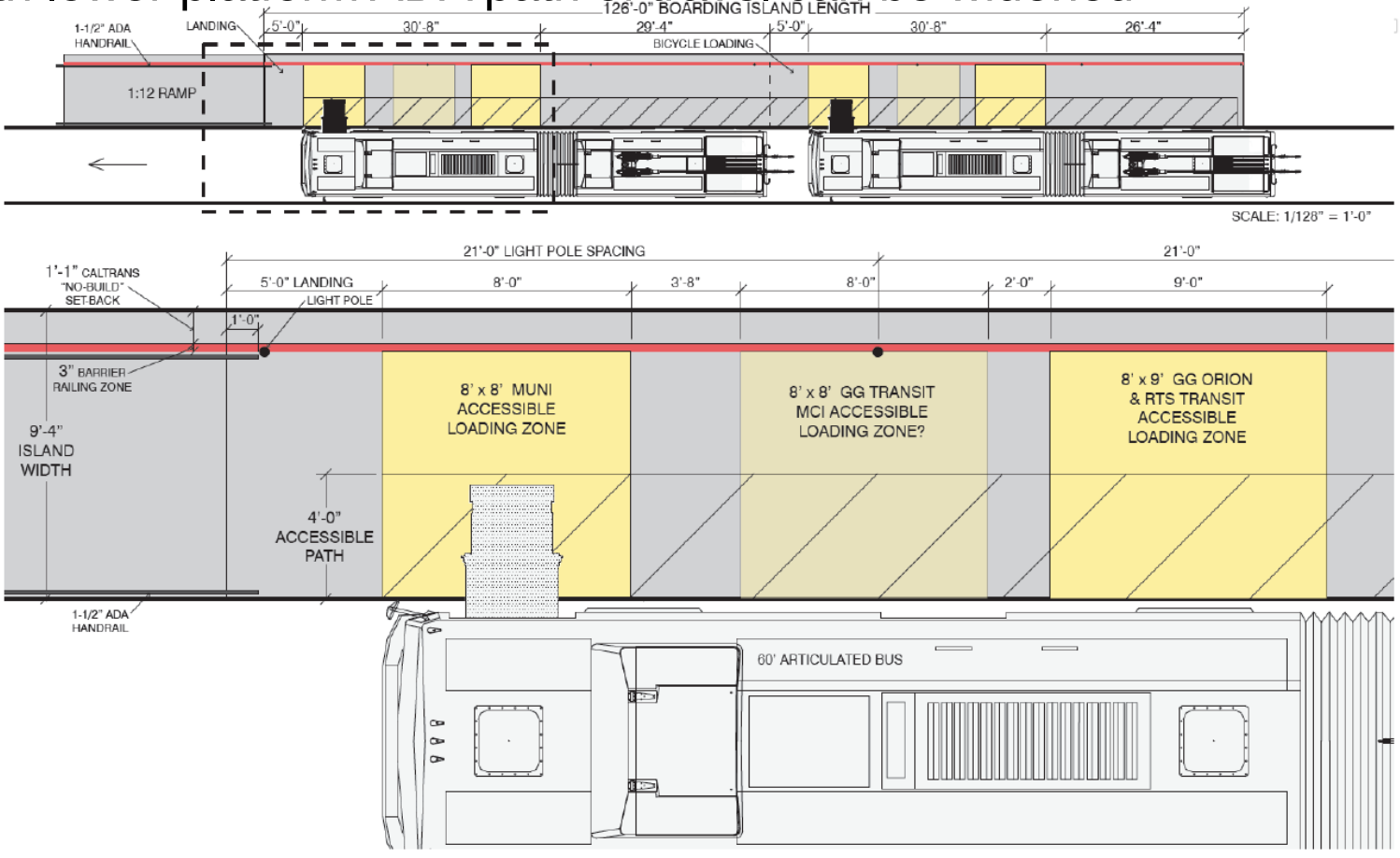
- Would require boarding and alighting of passengers in wheelchairs from the middle door from 14 inch platforms
- Would require boarding and alighting of passengers in wheelchairs from the front door from GGT shared platforms and all other stops
- Wheelchairs would have to be maneuvered between the front and middle doors even in crush loads
- Would increase overall dwell times

Paul Chinn / The Chronicle

Design Features (continued)

Accessibility Requirements

- 4 foot path of travel
- 5 foot by 8 foot wheel chair loading area
- With lower platform ADA path of travel can be widened



Design Features (continued)

Advantages of Low Platforms

- Minimizes Cost
  - Capital Cost
  - Maintenance Cost
- Allows all Door Boarding at Platforms
- Maximizes System Reliability Through Vehicle Flexibility
- Allows roll on / roll off capability from front door

Design Features (continued)

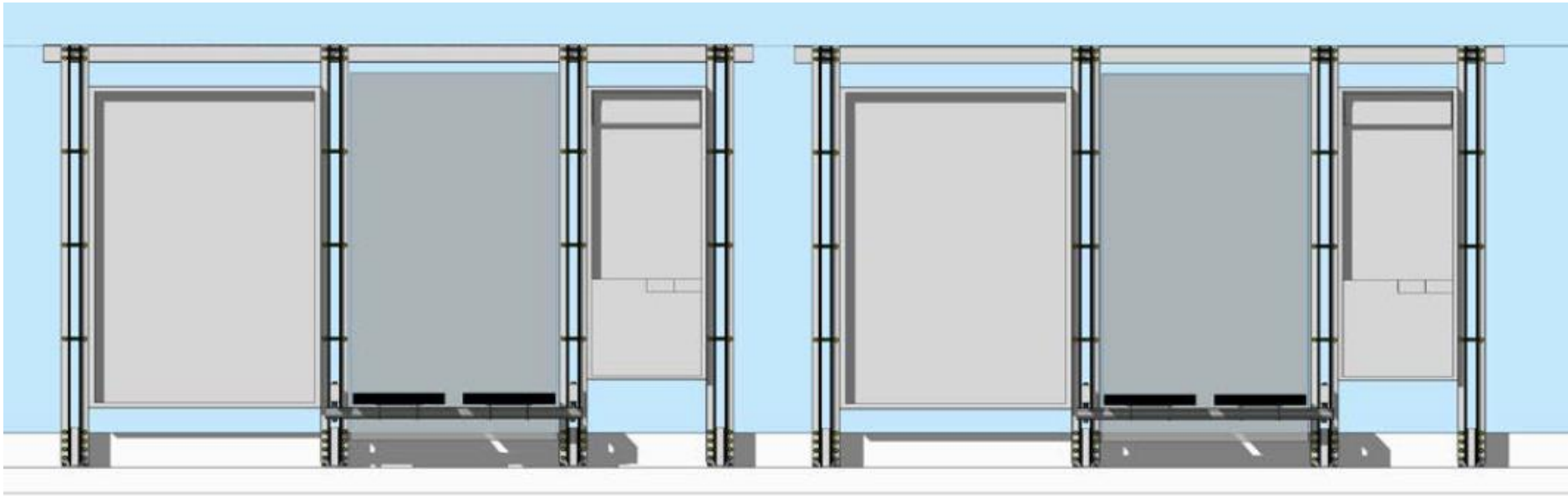
SFMTA Standard Shelter

- Brand as part of the Rapid Network
- Minimize maintenance
- Minimize construction costs
  - utilize current approved design
- Maintain existing advertising Contract

Design Features (continued)

Proposed platform configuration

- Conceptual design based on extensive discussions with the Arts Commission



Design Features (continued)

Street Reconfiguration

- Center Boarding Islands
- New dedicated transit lanes
- Pedestrian improvements
- 26% Parking Spaces along Van Ness to be removed
- Timeline to legislate parking changes and left turn restrictions:
  - Outreach: July-August
    - BOS
    - Community/Merchant groups
  - Hearing Aug. 22
  - SFMTA Board Oct. 7

Challenges and Opportunities

- Parking Legislation
- Shortening Project Schedule
- Coordinate Parallel Projects
- Caltrans Coordination
- Traffic Management

Project Schedule

Milestones

– Local CEQA Approval	Sept. 2013
– Final EIR/EIS – Record of Decision (ROD)	Dec. 2013
– Draft 30% Design	Dec. 2013
– 30% Design complete	April 2014
– Parking Legislation	Oct. 2014
– Submit Draft SSGA to FTA	Oct. 2014
– 65% Design complete	Nov. 2014
– SSGA Execution	April 2015
– 100% Design complete	July 2015
– Arrival of new transit vehicles	2015 - 2016
– Construction period	Late 2015–Mid 2018
– Revenue Service	Fall 2018

Note: Schedule assumes Design – Bid – Build process for delivery

Recent Accomplishments

- Signed off Conceptual Engineering Report — June 6, 2014
- Held First SFMTA Van Ness CAC Meeting — June 26, 2014
- Review Package to Caltrans — July 3, 2014
- SFMTA/DPW Construction Charrette — July 16, 2014
- Phase 1 Civic Design Approval — July 21, 2014

Thank You
Discussion & questions

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