

Individual Comment
Letters and Responses
on the Draft EIS/EIR
for the
Van Ness Avenue
Bus Rapid Transit Project

Appendices I (contd')

APPENDIX I

Individual Comment Letters and Responses

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From: Daniel [mccoy.daniel@gene.com]
Sent: Fri 12/23/2011 10:51 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Employer Shuttles

This is an enquiry e-mail via <http://www.sfcta.org> from:
Daniel <mccoy.daniel@gene.com>

I'd like to suggest that employer shuttles such as those operated by Genentech, Apple and Google be considered for access to the BRT lanes and that the project should incorporate and consider employer shuttle operations given the number of San Francisco resident/riders these services carry each and every day.

I-1-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Daniel McCoy

Reviewer's
Comment
Number

Response

I-I-I	Please see Master Response #3 for a discussion of how private shuttles would operate on Van Ness Avenue with the BRT project.
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From: Gregory Arenius [gregory@arenius.com]
Sent: Fri 12/23/2011 11:49 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Support for BRT

This is an enquiry e-mail via <http://www.sfcta.org> from:
Gregory Arenius <gregory@arenius.com>

I would like to voice my support for the Van Ness bus rapid transit project. I think it is important that we do this and do it right. I think the best of the design alternatives is option three. It doesn't force a different bus fleet like option four or have the draw backs of buses being delayed by people parking and taking right turns as option two. Also, dedicated center lanes are likely to actually be bus only lanes. The bus lanes that the city has that aren't in the center are rarely respected as actual bus only lanes by drivers.

I-2-1

I-2-2

Thanks,
Greg

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Gregory Arenius

Reviewer's Comment Number	Response
I-2-I	Support for Build Alternative 3 is noted. Please see Chapter 10 of the EIS/EIR and the LPA Report (SFCTA, 2012) for the analysis supporting the LPA. Build Alternatives 3 and 4 (with and without Design Option B) would result in approximately the same travel time reduction (see Section 10.2.4.1). The travel time for Build Alternative 2 takes into account conflicts and delays with right-turning automobiles and parking cars, as noted in Section 10.2.4.1 Transit Performance. The LPA is a refinement of Build Alternatives 3 and 4 that utilizes center running transit-only lanes and does not require the need to procure dual-side door vehicles
I-2-I	Support for Build Alternative 3 is noted. Please see Chapter 10 of the EIS/EIR and the LPA Report (SFCTA, 2012) for the analysis supporting the LPA. Build Alternatives 3 and 4 (with and without Design Option B) would result in approximately the same travel time reduction (see Section 10.2.4.1). The travel time for Build Alternative 2 takes into account conflicts and delays with right-turning automobiles and parking cars, as noted in Section 10.2.4.1 Transit Performance. The LPA is a refinement of Build Alternatives 3 and 4 that utilizes center running transit-only lanes and does not require the need to procure dual-side door vehicles

From: Alfred Boehl [m-in-sfca@comcast.net]
Sent: Saturday, November 05, 2011 9:59 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Favoring Build # 3

After reading most of the executive summary update, I encourage Build # 3. My reason for doing so is it will likely result in faster transit flow which would encourage greater transit usage (as well as more condo/apt development). Build # 2 would likely result in illegal delivery trucks remaining in the curb lane. Also, auto's leaving and parking along the curb will delay buses. And what about overlook stalled cars due to wrecks or engine failures? The latter concerns were completely overlooked or certainly failed being mentioned when describing Build 2. Why not?

I-3-1

I do think the executive summary has overlooked several improvements. Will there be "more limited" runs from Market to Sacramento streets during the commuting hours (7-9 a.m. and 4-6 pm)? It seems to me offering these "limited runs" would move more people during the peak periods of usage more efficiently and encourage more housing and reduce reliance on autos. It also would be effective when the 47 bus is delayed in heavy traffic due to AT&T events.

I-3-2

Another concern is limiting right hand turns from the "middle" non-transit lane. (example: Broadway St has a protected light for right turns). Are such right turns being more limited to encourage faster and more efficient traffic flows? After all, drivers would be encouraged to use Gough for turning right when driving towards the Tenderloin and the Financial districts.

I-3-3

The executive summary fails to mention how dedicated bus lanes would enhance greater bus use during the 4th of July and Fleet Week events (as well as other Fort Mason area planned events). It never ceases to amaze me why the city has not suggested moving both events closer to the Ferry building or South Beach area. Doing so would encourage greater use of BART and MUNI. The Fisherman's Wharf/Crissy Field area is not served by mass transit. Having both events in the Fisherman's Wharf area most likely results in extra MUNI and the police overtime pay. The city desperately needs to address overtime pay far more effectively. Why is SFMTA not addressing this extra overtime expense more effectively? Are the Fisherman's Wharf event contributions sufficient to offset the police and MUNI overtime costs? The city really needs to do a more reasonable, thorough, objective and fair analysis of city costs, transit benefits and event contributions. In other words, be consistently transit friendly and MEANT IT!!

I-3-4

Are these concerns not being addressed because SFMTA department heads live outside the city and not fully aware or just unconcerned with city resident inconveniences and overtime costs? After all, they earn their salaries regardless of improvements. It is unfortunate salary increases are not directly related to cost controls and greater efficiency. It is please confirm how it is.

Also, there is greater likelihood of better weather along the eastern side of the San Francisco Bay. AT&T park is testament to such. The City needs to get real!! Please forward this aspect of my comments to the correct city events planning/approving department.

Regards,

Alfred Boehl

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Alfred Boehl

Reviewer's
 Comment
 Number

Response

I-3-1 See Response to Comment I-2-1. Sections 3.2.2.2 Reliability and I0.2.4.1 Transit Performance discuss the likelihood of unexpected stops during transit service. Conflicts from delivery vehicles and broken down cars fall into the category of unexpected stops.

I-3-2 All three build alternatives, including the LPA, would operate in a transitway that is dedicated to bus operation and would not be shared with cars (an exception is that under Build Alternative 2, cars would be permitted to traverse the transitway to make a right-turn where permitted, and to parallel park within the curbside parking area). Thus, the BRT service would operate on a schedule independent of traffic conditions. Heavy traffic due to AT&T events would not have a noticeable effect on the BRT service. Limited runs would not be needed because the BRT service is designed with flexibility to meet demand for special events and projected ridership needs during commute hours.

Boarding patterns in Chapter 3.2 of the Draft EIS/EIR show that ridership demand is strong throughout the corridor, indicating the need to keep regular stop spacing. The BRT project proposes to reduce 6 stops in each direction to help improve transit speed and reliability. Please see Master Response #5 for the criteria for how stop locations were determined. The three main criteria considered were even spacing, ridership, and the presence of key cross transit routes. The LPA allows passing outside of station locations and does not preclude the potential for express service should that operation be determined to be desirable in the future.

I-3-3 With the implementation of BRT, the only limitations on right turns would be for trucks at some locations (similar to existing conditions) onto Van Ness Avenue from cross streets. Each build alternative, including the LPA, incorporates features that help avoid or minimize traffic impacts, including right-turn pockets at high-demand locations (Section 3.3.4).

Due to changes to curbed medians and curb bulbs, the BRT alternatives, including the LPA, would result in some changes to circulation for trucks attempting to turn onto Van Ness Avenue from cross streets (see Section 3.1.2.5). In addition, advisory signs stating "Right Turn for Buses/Trucks Not Advised" are proposed at two-way street crossings at Pacific, Broadway, Vallejo, Green, Union, Filbert, Greenwich, and Lombard streets under all alternatives because of encroachment into opposing lanes. This is in addition to the existing advisory signs currently posted at Grove, McAllister, Eddy, California, and Clay streets.

Build Alternatives 3 and 4 have identical vehicular traffic operations, with the exception of right-turning movements at the intersection of Van Ness Avenue and Geary Street. Due to the transition from a center-running BRT with a single median north of Geary Street to a right-side loading BRT with two medians for this block, the southbound Van Ness Avenue exclusive right-turn lane to Geary Street would not be provided under Build Alternative 4; this intersection operates at LOS B under 2015 Build Alternative 3. Without the exclusive SB right-turn lane, LOS at this intersection would remain at LOS B under 2015 Build Alternative 4 without Design Option B and decrease to LOS C under 2035 Build Alternative 4, with or without Design Option B (see Sections 3.3.3.2 and 3.3.3.3). The LPA (with or without the Vallejo Northbound Station Variant) would have the same private vehicle traffic operations as presented for Build Alternative 4 with Design Option B in the Draft EIS/EIR, except that the LPA only has right-turn pockets at three intersections on Van Ness Avenue, all in the southbound direction, provided at: Mission/Otis/South Van Ness, Market Street, and Pine Street, which creates minimal changes in traffic operations, as noted in Section 3.3. The center running BRT alternatives (including the

LPA) would not be impacted by right turning vehicles since they would not cross the transit lane. Under Build Alternative 2, there would be conflicts between right turning vehicles and transit.

I-3-4

Section 10.2.4.1 of the EIS/EIR compares the alternatives' performance during special circumstances, such as 4th of July and Fleet Week events. All of the BRT alternatives, including the LPA, would increase the capacity of the Van Ness Avenue corridor to accommodate large flows of passengers due to special events or citywide emergencies. Both regularly scheduled Muni service and special event shuttles could operate within the dedicated transitway protected from event-related congestion in the mixed-flow lanes. The LPA utilizes right-side platforms, so supplementary buses added for special events would be able to stop at the BRT stations in the corridor.

Comments regarding scheduling of 4th of July and Fleet Week events and associated transportation services will be forwarded to Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). For special event street closures including street fairs, athletic events, and neighborhood block parties, the ISCOTT meeting is the public hearing. ISCOTT is composed of members from the following agencies: Municipal Transportation Agency, Public Works, Police, Fire, Public Health, and the Port of San Francisco.

From: jerome bernstein [jeromeb2339@gmail.com]
Sent: Mon 11/7/2011 12:14 PM
To: vannessbrt@sfcta.org
Subject:[vannessbrt] San Francisco County Transportation Authority: et tu, T Line

What can you tell the citizens re why this project will differ from the disaster that took place during the construction of the 3rd St T Line?

Aside from that project being behind schedule for an enormous amount of time, small businesses failed, cars were damaged, car tires were routinely destroyed, etc - it was a horror show of poor planning and not a lot of sympathetic interaction with the neighborhood or its people.

I-4-1

Why should or will this be any different?

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Jerome Bernstein

Reviewer's
Comment
Number

Response

I-4-I

Recent research comparing the construction of BRT to Light Rail transit and Metro systems indicates that BRT is substantially faster and less disruptive to construct than light rail, and it shares the existing roadway (Deng and Nelson, *Recent Developments in Bus Rapid Transit*, Transport Reviews, Vol. 31, No.1, January 2011). The LPA would have a construction period of 20 months while limiting all construction to existing right-of-way other than the replacement of the overhead contact system support poles/streetlights. In addition, the construction approach would only have segments of Van Ness Avenue under construction for three blocks at a time, limiting the disruption to particular businesses. The LPA would avoid the longer term construction duration and intensity experienced with the 3rd Street T line. Please see Master Response #6 construction impacts on businesses and residents.

The project team has done outreach with businesses along the corridor, including the Polk District Merchants Association and the Van Ness Corridor Association, to ensure consistent communication in advance and during any proposed construction should the project be approved.

From: Ben Casement Stoll <kasmander@gmail.com>
Sent: Wed, Nov 9, 2011 at 11:25 AM
To: Michael.Schwartz@sfcta.org
Subject: San Francisco County Transportation Authority: Van Ness Avenue BRT

Dear Mr. Schwartz,

I'm writing to express my strong support for instituting a Bus Rapid Transit system along Van Ness Avenue. As a resident in the Mission district, I've found that my options for traveling to neighborhoods north of Market street are slow and frequently unreliable. This cuts residents in my neighborhood off from large sections of the city. I'm hopeful that BRT on Van Ness Avenue would shorten travel time, increase ridership and ultimately ease congestion by reducing trips by car.

I-5-1

Yours,
Ben Casement Stoll

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ben Casement Stoll

Reviewer's
Comment
Number

Response

I-5-I

Commenter's support for BRT on Van Ness Avenue is noted.

From: William Raymond [william.a.raymond@gmail.com]
Sent: Tue 11/15/2011 11:42 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:
William Raymond <william.a.raymond@gmail.com>

This is a HORRIBLE idea!!! As someone who takes the 47 or 49 bus line every work day, the problem isn't that the buses don't move fast enough. It's that there aren't enough buses on the existing road. Every day I am packed into these human sardine tins. Instead of spending millions on this hair brained idea, get more buses running on the 47 and 49 lines. Buying and staffing a dozen more buses would save millions, reduce over crowding, and be just as fast. Do you people that come up with these ideas actually ride the bus??? I doubt it.

I-6-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: William Raymond

Reviewer's
Comment
Number

Response

I-6-I

Dislike of project noted. Please see Master Response #2, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report on the project website (www.vanessbrt.org) for further description of why Alternatives without full BRT features were considered and withdrawn. SFMTA policy sets the City's maximum acceptable average passenger load at 85 percent of vehicle capacity. Existing average passenger loads during the peak hour on the 47 and 49 do not exceed this threshold on either line, as detailed in Section 3.2.1.3. However, poor reliability results in uneven spacing between buses, causing some buses to have very crowded conditions. By providing dedicated transit lanes, the BRT project improves transit reliability, which improves this "spot" crowding by having buses arrive at more even intervals.

The BRT project is expected to result in operational cost savings, reducing strain on Muni's operating budget. By increasing transit speeds, fewer buses are needed on Van Ness Avenue to provide the same service frequency. As a result, the project is projected to reduce annual transit operating costs by 2.4 million for the LPA. These savings could be reinvested in additional service for the 47 or 49, as recommended by the commenter, or elsewhere in the Muni system. For more information on project operations and maintenance costs, see Section 9.2 of the EIS/EIR.

From: Elizabeth McRae Sanchez [emsanch@gmail.com]
Sent: Tue 11/15/2011 1:16 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Van Ness Avenue Bus Rapid Transit

This is an enquiry e-mail via <http://www.sfcta.org> from:
Elizabeth McRae Sanchez <emsanch@gmail.com>

This is a brilliant idea. North/south traffic more properly belongs on Franklin, Gough, and/or Larkin. Van Ness Avenue is ideal for bus rapid transit. Please don't be dissuaded by merchants. Their business will probably increase, rather than the reverse, when Van Ness becomes easier to navigate.

I-7-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Elizabeth McRae Sanchez

Reviewer's
Comment
Number

Response

I-7a-1	The EIS/EIR concludes, as the commenter noted, that the BRT service proposed under the build alternatives, including the LPA, would improve transit access to jobs and commercial uses in the Van Ness Avenue corridor, which is likely to benefit the local economy (see Section 4.2.4).
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25 Mosswood Rd.
Hillsborough, California
17 November 2011

Mr. Michael Schwartz
Municipal Transportation Authority
100 Van Ness Ave., 26th Fl.
San Francisco, California

Dear Mr. Schwartz:

The proposed Van Ness Avenue bus rapid transit (BRT) is another boondoggle that will cost large sums of money, have huge cost overruns, take years to complete, and the construction will add to the already congested traffic on Van Ness Avenue. Traffic along Van Ness Avenue, particularly during the morning and afternoon commute periods, is already congested and will become more so should this boondoggle be completed. Please file this project in the nearest shredder.

I-8-1

The Municipal Railway will have a projected deficit for the upcoming fiscal year. Spending money for the Van Ness construction project will only add to the Municipal Railway's financial difficulties by increasing the deficit. Then too, because the price tag for many government-sponsored construction projects are underestimated, the construction costs frequently increase over a period of time. This results in many cost overruns that are frequently voted in favor of.

I-8-2

Once this project is complete and in service, there will be fewer lanes of traffic for other vehicles. With current traffic patterns remaining unchanged, the traffic congestion will be considerably worse than at present. Traffic along adjacent streets is likely to increase, thereby delaying traffic on those streets.

I-8-3

The logical course of action is to file this project in the nearest shredder in order to avoid the problems of cost overruns and increased traffic congestion. Thank you for your time and attention to this matter.

Sincerely,


Robert B. Mack

Individuals' Comments on the Van Ness Avenue BRT Project DEIS/R

Reviewer: Robert Mack

Reviewer's
Comment
Number

Response

I-8-I

The commenter's dislike for the project is noted. The Federal Transit Administration (FTA) has rated the Van Ness Avenue BRT a "medium-high" project justification; it is the only Small Starts Project in the country to receive a "high" rating for cost effectiveness; and is one of only two projects in Bay Area identified for Small Starts funding through MTC's Resolution 3434, in part due to its cost effectiveness. Recent research comparing the construction of BRT to Light Rail transit and Metro systems indicates that BRT is substantially faster and less disruptive to construct than light rail, and it shares the existing roadway (Deng and Nelson, *Recent Developments in Bus Rapid Transit*, Transport Reviews, Vol. 31, No.1, January 2011). Please see Master Response #6 for more details on construction impacts on businesses and residents.

Section 3.3 of the EIS/EIR discusses the potential traffic delay impacts associated with existing conditions, the future No Build Alternatives, and the Build Alternatives (including the LPA) during the heaviest traffic period (weekday PM peak hour of 5-6pm). The results of those analyses indicate that BRT would not cause any significant traffic impacts on Van Ness Avenue in the near term (Year 2015).

While the proposed project would result in the elimination of one mixed flow traffic lane in each direction, mixed flow traffic would benefit from the elimination of the 47 and 49 buses pulling to and from the curb as in current conditions, which causes traffic delays during the morning commute and other hours. Enforcement of double-parking violations during commute hours will be implemented as part of standard SFMTA traffic control officer duties.

North-south traffic in the remaining two lanes would benefit from the implementation of Transit Signal Priority by taking advantage of the longer and coordinated green times afforded through the elimination of left turns, particularly for the LPA. Synchro traffic analysis indicates that BRT is not projected to have a significant effect on traffic speeds on Van Ness Avenue in 2015 compared to the No Build Alternative (See Section 3.3). With implementation of the proposed project, traffic analysis shows that drivers would change routes, or divert, from Van Ness Avenue to use parallel streets due to the reduction of traffic lanes on Van Ness Avenue. As explained in Section 3.1.2.3, traffic modeling shows that up to 6 vehicles per minute could divert away from Van Ness Avenue to make their trip on a different street. In part for the reasons stated above, congestion related to the project on Van Ness Avenue is not expected to increase significantly, even during commute hours.

The project has analyzed study area travel patterns, including travelers going to and from Marin County. As explained in Section I.1, the Van Ness Avenue corridor functions in the role of a regional and local arterial. Approximately 33 percent of private vehicle traffic on Van Ness Avenue in the study area is regional, while 67 percent is local traffic. As explained in Section 3.1.3, Franklin and Gough streets are the primary regional routes for private vehicles in the study area, carrying a higher number and proportion of regional private vehicular traffic than Van Ness Avenue. Section 3.1.2 explains how these traffic conditions are expected to change with implementation of the proposed project, including diversion of traffic from Van Ness Avenue to parallel streets, namely Franklin and Gough streets. Section 3.2.1.2 provides an overview of regional transit service, including Golden Gate Transit which provides commuter service between Marin and downtown San Francisco. Section 3.2.2 provides an overview of how regional transit would be affected with the proposed project, including an explanation of how Golden Gate

Transit would utilize the BRT transitway and selected stations, which would improve their travel time and reliability in the corridor. One of the goals of the project is to improve transit performance to and from Marin County by having Golden Gate Transit vehicles utilize the BRT facility. This would provide travelers between Marin County and San Francisco with an enhanced set of travel options.

I-8-2 The BRT project capital costs will not impact Muni's operating deficit. The project is expected to have a positive impact on SFMTA's annual operating budget. By increasing transit speeds, fewer buses are needed on Van Ness Avenue to provide the same service frequency. As a result, the project is projected to reduce annual transit operating costs by \$2.4 million for the LPA. These savings could be reinvested in additional service for the 47 or 49, as recommended by the commenter, or elsewhere in the Muni system. For more information on project operations and maintenance costs, see Section 9.2 of the Draft EIS/EIR.

Funding to construct the BRT project will not come from Muni operations funding. The identified funding sources for the project primarily include the Federal Transit Administration's Small Starts program and San Francisco's Prop K sales tax, both of which are legally restricted to providing capital funding to construct transit improvements but not transit operations. For more detail on project funding sources, please see Sections 9.1.3 and 9.1.4 of the EIS/EIR.

The project's capital construction cost estimates use standardized methodology and unit costs.

I-8-3 Section 3.3 of the EIS/EIR discusses the potential traffic delay impacts associated with existing conditions, the future No Build Alternatives, and the Build Alternatives (including the LPA). In 2015, there would be three intersections in the corridor (including Gough Street, Franklin Street, Van Ness Avenue, Polk Street, Larkin Street, and Hyde Street that would experience significant project specific traffic delay impacts with the implementation of the LPA (Gough/Hayes, Franklin/O'Farrell and Mission/South Van Ness/Otis intersections). This would constitute a similar number of congested intersections as the No Build Alternative in 2015. In 2035, there would be eight intersections in the traffic study area that would experience significant cumulative impacts with the implementation of the LPA. Under the No Build Alternative, 7 intersections in the traffic study area would operate with a significant level of congestion (Level of Service E or F) in 2035. Please see Master Response #8 for a discussion of how traffic diversion from Van Ness Avenue onto parallel streets was considered. Master Response #9 explains how the traffic diversion was analyzed for traffic impacts.

Please see response to comment I-8-I for details on how traffic is expected to operate on Van Ness Avenue with the implementation of BRT.

From: John Stevens [usmcable6@sbcglobal.net]
Sent: Thu 11/17/2011 10:08 AM
To: vannessbrt@sfcta.org
Subject: Comment on Van Ness BRT

I am a daily user of the Van Ness Muni.

Van Ness Ave is a very, very busy street now. Reducing the number of lanes will make it virtually impossible to use at peak traffic hours.

I-9-1

What will happen, is drivers will use the bus lanes, just like they do now on other streets where dedicated bus lanes exist.

I-9-2

John Stevens
2200 Sacramento ST # 803
San Francisco CA 94115
415.921.1933

Individuals' Comments on the Van Ness Avenue BRT Project DEIS/R

Reviewer: John Stevens

Reviewer's
Comment
Number

Response

I-9-1 Section 3.3 of the EIS/EIR discusses the potential traffic delay impacts associated with existing conditions, the future No Build Alternatives, and the Build Alternatives (including the LPA). In 2015, there would be three intersections in the corridor (Gough/Hayes, Franklin/O'Farrell and Mission/South Van Ness/Otis) that would experience significant project specific traffic delay impacts with the implementation of the LPA. None of these congested intersections in 2015 would be on Van Ness or South Van Ness avenues. The build alternatives would have a similar number of congested intersections as the No Build Alternative in 2015. In 2035, there would be eight intersections in the corridor that would experience significant cumulative impacts with the implementation of the LPA. The only intersection on Van Ness or South Van Ness avenues would be at South Van Ness/Mission/Otis. Under the No Build Alternative, 7 intersections in the traffic study area would operate with a significant level of congestion (Level of Service E or F) in 2035.

Please see response to comment I-8-1 for details on how traffic is expected to operate on Van Ness Avenue with the implementation of BRT.

I-9-2 The LPA, as well as Build Alternatives 3 and 4, would have the transit lanes in the center of the street, with painted lanes and potentially audible warnings such as rumble strips. These are all designed to reduce the number of transit lane violations by private vehicles. Build Alternative 2 would also incorporate some of these design features; however parking cars and right-turning vehicles would traverse the BRT lane creating an increased potential for conflicts and violations due to double-parked vehicles.

From: Ed [ed123@sonic.net]
Sent: Thu 11/17/2011 1:22 AM
To: vannessbrt@sfcta.org
Subject: San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:
Ed <ed123@sonic.net>

Hi, thanks for working on the Van Ness BRT. It's sorely needed.

Three concerns I have with putting the BRT in the middle of the street versus at curbside:

1. Pedestrians will jaywalk to try to catch a bus and risk getting hit by traffic while in the crosswalk or even in the middle of the street. **I-10-1**
2. Pedestrians will not be able to make it all the way to the islands before the traffic lights change, forcing traffic (in the direction of the BRT) to wait until the pedestrians have made it across. This would limit the smooth flow of traffic. **I-10-2**
3. Don't assume that all pedestrians are at the curb and start walking when the crosswalk countdown starts. Many might not be at the curb when the countdown starts and might start crossing when the countdown is about to end.

See Principle #5: Tolerance for Error, page 3-91.

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ed

Reviewer's
Comment
Number

Response

- | | |
|--------|---|
| I-10-1 | The LPA will include guardrails along the sidewalk side of the platform except at station entrances next to crosswalks, as described for Alternatives 3 in the Draft EIS/EIR. This design will reduce the amount of transit riders crossing outside of crosswalks to reach the station. The BRT project also includes significant pedestrian improvements to encourage transit riders to use the crosswalk. These are described in Master Response #13 and include the implementation of pedestrian countdown signals and audible (accessible) pedestrian signals at every signalized intersection in the corridor as well as pedestrian bulbs in as many locations as feasible to shorten crossing distances. In addition, the project will provide a landscaped buffer along the sidewalk for the blocks where there would be no parking and no striped buffer between vehicle traffic and the sidewalk (for the LPA, this would include the block between O'Farrell and Geary streets as well as the two blocks between Broadway and Green streets). |
| I-10-2 | Please see Master Response #13. At all station locations, there would be sufficient signal time for pedestrians to cross the entirety of Van Ness Avenue while meeting federal standards for walking speed. Thus, transit riders would have nearly twice the time needed to cross to the median. |

From: Patricia Sullivan [patriciasullivan5@gmail.com]
Sent: Thu 11/17/2011 8:54 AM
To: vannessbrt@sfcta.org
Subject: Van Ness Bus Lane

The Van Ness corridor is congested enough. Removing cars from one lane in each direction will only make it worse. Have the creators of this proposal ever observed that street on a Saturday or Sunday? The number of bus riders is minimal as compared to the number of passengers in cars. It will discourage people from driving to the area, resulting in a loss of business.

I-11-1

I-11-2

Never underestimate the intelligence of San Francisco government officials.

Patricia C. Sullivan, Ed.D.
601 Van Ness Avenue
San Francisco, CA 94102

Individuals' Comments on the Van Ness Avenue BRT Project DEIS/R

Reviewer: Patricia Sullivan

Reviewer's
Comment
Number

Response

I-11-1 Please see Chapter 3.3 of the EIS/EIR, Master Response #9, and response to comment I-8-3 for a discussion of vehicle operations in the traffic study area with the implementation of BRT. Please see responses to comments I-8-1 and I-8-3 for details on how traffic is expected to operate on Van Ness Avenue with the implementation of BRT.

I-11-2 Data submitted to the National Transit Database for Fiscal Years 2007-2010 (the years of study of the EIS/EIR) indicate that up to 23,000 transit trips are taken on the 49 route on Saturdays and more than 23,000 trips are taken on the 47 and 49 routes combined on Sunday. Since existing delays to transit happen on the weekends as well as during the week (Van Ness BRT Feasibility Study [SFCTA 2007]), weekend transit riders would benefit from the travel time reduction and improved reliability of BRT. In addition, the number of weekend transit riders would likely grow with the implementation of BRT, similar to the growth in weekday transit ridership analyzed in the EIS/EIR. Finally, private vehicle counts taken in 2007 to determine the peak travel period, show that while there are a significant number of vehicles on Van Ness Avenue on the weekends, both Van Ness and the parallel streets within the corridor (i.e., Gough, Franklin, Polk, Larkin, and Hyde) have lower vehicle counts on weekends than on weekdays. Thus, traffic impacts would be the same as or less than what is described in Chapter 3.3 of the EIS/EIR, which describes weekday PM peak traffic conditions.

See Section 4.2 on community impacts for discussion on how the BRT project would affect businesses along Van Ness Avenue.

From: Anna Sojourner [wd40@lmi.net]
Sent: Fri 11/18/2011 9:17 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: support Van Ness BRT

This is an enquiry e-mail via <http://www.sfcta.org> from:
Anna Sojourner <wd40@lmi.net>

Hello,

I fully support the development of Van Ness BRT. I would use it to travel from the Mission to Aquatic Park, so I would like to see the service implemented, but I would also support it being longer - perhaps all the way down to Mission Street, and past Lombard to the very end of Van Ness.

I-12-1

Anna Sojourner

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Anna Sojourner

Reviewer's
Comment
Number

Response

Reviewer's Comment Number	Response
I-12-I	Please see Master Response #I about how the project limits were defined. Lombard Street was selected as the northern terminus of the project due to the sharp decrease in traffic volumes and delays north of Lombard Street, making the need for BRT features less necessary along that part of Van Ness Avenue. The Transit Effectiveness Project (TEP) and the Mission Mobility Project both consider ways to enhance transit service along Mission Street, which would complement Van Ness Avenue BRT and also improve service for the I4 and I4L. The TEP is also looking at transit improvements north of Lombard Street on Van Ness Avenue, including the potential for dedicated lanes and signal priority, as part of its environmental review (see response to comment O-I-1).

From: Jean Balibrera [jean.balibrera@gmail.com]
Sent: Fri 11/18/2011 3:24 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] the Van Ness Avenue BRT

I rode the 47 and 49 buses for 19 years 2 times a day from Van Ness and Union to Van Ness and Grove. There were plenty of days that there was so much traffic on Van Ness that it took 35-40 minutes to get home.

I-13-1

Have you considered putting on an express or limited bus that could take 47 or 49 riders from Lombard to Mission?

I-13-2

The folks could get a #14 or simple 49 to go south or could pick a simple 47 to go south east.

I-13-3

My idea would save a lot of money or at least be a good experiment.

Jean Balibrera

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Jean Balibrera

Reviewer's
Comment
Number

Response

- | | |
|--------|---|
| I-13-1 | Improving slow transit speeds is a key goal of the project, as described in Chapter I, of the EIS/EIR, Purpose and Need. Section 3.2 of the EIS/EIR details the existing transit conditions in the Van Ness Avenue corridor and compares the impacts to transit performance of each alternative, including the LPA. |
| I-13-2 | Please see Master Responses #2 and #4, and the Alternatives Screening Report on the project website (www.vannessbrt.org), for further description of why alternatives without full BRT features were considered and withdrawn. |
| I-13-3 | Please see Master Response #4 that describes the project capital and maintenance costs, funding plan and operational cost savings for Muni. Adding express or limited-stop buses on Van Ness Avenue would save capital cost compared with the BRT project, but would increase Muni's annual operating costs. |

From: Lisa Van Cleef [lisavancleef@gmail.com]
Sent: Mon 11/21/2011 7:37 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Van Ness Ave trees

This is an enquiry e-mail via <http://www.sfcta.org> from:
Lisa Van Cleef <lisavancleef@gmail.com>

Please allow the trees to remain. The corridor will be so bleak with out them. Let's not add to our tree deficit. It's bad enough as is.

I-14-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Lisa Van Cleef

Reviewer's
Comment
Number

Response

I-I4-I

Please see Master Response #7 regarding tree removals and replanting opportunities. Please see Chapter 10 of the EIS/EIR and the LPA Report for the analysis supporting the LPA. Removal and replacement of trees is a factor considered in the selection of the LPA, as discussed in Section 10.2.4.6 Environmental and Social Effects. Information on trees to be removed under each build alternative, including the LPA, and opportunities for new tree plantings is presented in Section 4.4.3.4, Landscape and Trees. A summary of trees to be removed under each build alternative and opportunities for new tree plantings is provided in Table 4.4-4.

The LPA (with or without the Vallejo Northbound Station Variant) would not change sidewalk landscaping and trees, with the exception of new tree plantings at locations of removed sidewalk bus shelters as feasible. Build Alternative 2 is anticipated to increase the number of trees in the project corridor by 113 trees. Build Alternative 3 is anticipated to increase the number of trees in the project corridor by 109 trees. Similarly, Build Alternative 4 is anticipated to increase the number of trees in the project corridor by 97 trees. The LPA (with or without the Vallejo Northbound Station Variant) is anticipated to increase the number of trees in the project corridor by 53 trees. The EIS/EIR recognizes that even with planting of more new trees than the number of trees removed, removal of trees, particularly mature trees, would result in a noticeable visual change in the corridor for several years. The effects of tree removals on a block by block basis is discussed in detail for each alternative in Section 4.4.3.4. Mitigation measures to reduce the visual impact of removing some median landscape and trees are found in Section 4.4.4.

From: Jason Dewees [jjuania@yahoo.com]
Sent: Mon 11/21/2011 4:48 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Preservation of median trees

This is an enquiry e-mail via <http://www.sfcta.org> from:
Jason Dewees <jjuania@yahoo.com>

I fervently support the development of BRT on Van Ness (and elsewhere in SF). However, I oppose the alternatives that necessitate removal of the significant heritage trees in the avenue's median. Removal of heritage trees must be factored in more seriously to the decision among the alternatives. The trees planted in the median of Van Ness Avenue compose an arboretum of mature Eucalyptus, Corymbia, and other species that have proven themselves valuable contributors to the urban ecology. Removal of decades-old mature trees takes away established carbon sinks, major rainfall buffers that enhance water infiltration and reduce stormwater runoff. In addition, the demonstration and propagation value of these trees, many representing unusual species, may not be known to the general public and the planning community; these trees show success in SF's unusual climate and can be used as seed sources for future planting. They cannot be considered in the same light as mass-produced trees like *Platanus x hispanica* (London plane) or *Lophostemon confertus* (Brisbane box).

I support Van Ness BRT insofar as the plan preserves the vast majority of the arboretum planted in its median.

I-15-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Jason Dewees

Reviewer's
Comment
Number

Response

I-15-I

Please see Master Response #7.

Information on trees to be removed under each build alternative and opportunities for new tree plantings is presented in Section 4.4.3.4, Landscape and Trees. A summary of trees to be removed under each build alternative and opportunities for new tree plantings is provided in Table 4.4-2. The LPA (with or without the Vallejo Northbound Station Variant) would not require the removal of sidewalk trees, as explained in Section 4.4.3.4. Mature tree canopies provide water quality, aesthetic and carbon off-set benefits. There would be a period of reduced benefits until the new tree plantings grow to maturity, and these benefits would not be fully realized in the event different tree types are selected that provide less canopy than the existing trees that would be removed. However, under each build alternative, including the LPA, reduced benefits due to smaller tree canopy size would be offset by an overall increase in trees in the corridor.

Please see Chapter 10 of the EIS/EIR and the LPA Report for the analysis supporting the LPA. Removal and replacement of trees is a factor considered in the selection of the LPA, as discussed in Section 10.2.4.6 Environmental and Social Effects.

From: Christopher Altman [queriss@gmail.com]
Sent: Tue 11/22/2011 8:18 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Save the trees

This is an enquiry e-mail via <http://www.sfcta.org> from:
Christopher Altman <queriss@gmail.com>

I think cutting down trees for transit rail is a terrible idea. Leave the trees alone and use an alternative.

I-16-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Christopher Altman

Reviewer's
Comment
Number

Response

I-16-I Please see Chapter 10 of the EIS/EIR and the LPA report for the analysis supporting the LPA. Removal and replacement of trees is a factor considered in the selection of the LPA, as discussed in Section 10.2.4.6 Environmental and Social Effects. Information on trees to be removed under each build alternative and opportunities for new tree plantings is presented in Section 4.4.3.4, Landscape and Trees. A summary of trees to be removed under each build alternative and opportunities for new tree plantings is provided in Table 4.4-4. The greatest number of existing trees would be preserved under Build Alternative 2, while it is assumed that no median trees would be preserved under Build Alternative 3. The number of trees that would be preserved under Build Alternative 4 and the LPA fall within the range of that for Build Alternatives 2 and 3. The LPA (with or without the Vallejo Northbound Station Variant) would require removal of 90 median trees, and is anticipated to increase the number of trees in the project corridor by 53 trees. Please see Master Response #7.

From: Sue Hestor [hestor@earthlink.net]
Sent: Tue 11/22/2011 8:45 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Not mailing to PLANNING DEPARTMENT LIST for Van Ness BRT DEIR

San Francisco has had a **unified CEQA process** since CEQA was first implemented in the 1970s. When CEQA was first implemented, and for every substantive amendment of Article 31 in later years, I sat through and participated in ALL of the hearings on how notice would be given, what documents would be provided and WHO would get notice. The Planning Commission AND THE BOARD OF SUPERVISORS intentionally decided to give broad notice, conduct public appeal hearings at the Commission level, provide more than notices to people who requested to get hard copies of DEIRs/Neg Decs, and otherwise expanded the public process beyond that the minimum standards in CEQA and NEPA regulations. THIS WAS ALL INTENTIONAL.

I have been on the "ALL NOTICES/CITY-WIDE" LIST for environmental and project notices for several decades. I get and read ALL notices and more particularly get hard copies of both neg decs and DEIRs.

I-17-1
continued

I am trying to understand how - **AND WITH WHAT PUBLIC NOTICE** - the CTA maneuvered to set up its OWN CEQA notice process without people like myself being even aware that the CTA was intentionally opting out of the SF Administrative Code Chapter 31 procedures.

For decades the Planning Department has maintained geographically based lists for environmental and project notices. Some of us get ALL NOTICES FOR THE ENTIRE CITY. Which is why I was shocked to find out about the Van Ness BRT DEIR by reading a CTA Committee agenda which noted that one had been released. The response that I got - that SFCTA follows CEQA and NEPA regulations was rather sobering. The MINIMUM standard has up to now never been the standard followed on CEQA notices.

The Planning Commission and the Board of Supervisors conducted extensive hearings when SF adopted its initial CEQA process. The City has used geographically based lists BASED ON LISTS MAINTAINED BY THE PLANNING DEPARTMENT **AND** where appropriate for a specific project supplements those lists with other appropriate lists from such entities as Redevelopment, the Port, etc. But the CORE notice list has ALWAYS been the list maintained by Planning - because virtually all EIRs/Neg Decs come out of the environmental office that is physically situated in Planning Department offices.

I attempted to reach Mr. Moscovich on this only to find out that he will be out of the office for several weeks.

This is an issue way beyond a single EIR. It is about the ability of members of the public to assume that they get ALL NOTICES THEY HAVE FILED FOR because they signed up under the notice procedure the City has followed for over 3 decades - the

environmental/project notice list maintained at the Planning Department.

I will be pursuing this issue until I understand HOW the CTA exempted itself from the CEQA notice process followed throughout San Francisco AND WHY PEOPLE LIKE MYSELF WERE NEVER NOTIFIED ABOUT IT.

↑ I-17-1
continued

Sue Hestor
846-1021

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Sue Hestor

Reviewer's
Comment
Number

Response

I-17-I

To clarify, the San Francisco County Transportation Authority (SFCTA) is the CEQA lead agency for the project. The SFCTA has developed its own noticing approach based on established local, state and federal requirements. The SFCTA provided notice consistent with noticing procedures for a Draft EIR stated in Chapter 3I of the San Francisco Municipal Code. The document was circulated for more than 45 calendar days per NEPA/CEQA regulations/requirements (CEQ NEPA Regulations - 40 CFR Sec. 1506.10c; 14 CCR § 15087d). An electronic version of the Draft EIS/EIR was posted on the City Planning Department website in addition to the project website at www.vannessbrt.org; paper copies were made available at SFCTA (100 Van Ness Ave.), the SFMTA (1 S. Van Ness Ave.), the SF Planning Department (1660 Mission St.), the SF Main Library (100 Larkin St.), the Golden Gate Valley Branch Library (1651 Union St.), and the Marina Branch Library (1890 Chestnut St. at Webster St.) throughout the duration of the public comment period. A radius mailer was also sent to residents and businesses adjacent to the project corridor with information about public meetings and how to access the document. Newspaper ads were placed in citywide English, Spanish, and Chinese newspapers as well as a local neighborhood newspaper. These ads contained legal Notice of Availability/Notice of Completion Information. Finally, advertisements announcing the availability of the document were placed on transit vehicles and in transit shelters along the corridor as well as on key Muni transfer lines. CD copies of the Draft EIS/EIR were made available upon request through the SFCTA at no cost to the public and paper copies could be purchased at the cost of printing.

MR. Ford - MTA.

12-7-06

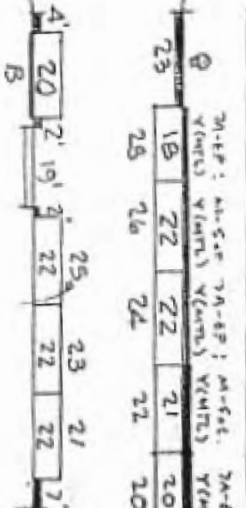
This would help the bus move faster and open more loading dock hours to better park. No more getting the money parked by and get stuck in the money park. Also more all also save the money.



RAMP TO BUS

VANNESSE But Red

12-7-06



Old 119'

NEW 125'

NEW

10' Buffer for loading

Handwritten notes: "All space may be used for bus", "to get the bus", "12-7-06", "12-7-06".



NEW

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Charles Lebedeff

Reviewer's
Comment
Number

Response

I-18-I	Each of the BRT build alternatives, including the LPA, would offer level or near level boarding for passengers (including those in wheelchairs or with baby strollers) to board and alight the bus with ease. Ramps would not be needed. As stated in Section 3.5.3, the SFMTA will give priority to retaining color-painted, on-street parking spaces, such as loading zones on street blocks where parking would be removed. All blue handicapped parking spaces will be designed to provide a curb ramp behind each space.
--------	---

From: Sharon Soong [soong.sharon@gmail.com]
Sent: Sat 11/26/2011 10:56 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Attn: Michael Schwartz

We live at Gough and Vallejo Streets and we are in favor of Build Alternative 4: Center-lane BRT with left-side boarding and single median

This seems like the most efficient method and I think it would cost less than Alternative 3. Alternative 2 seems awkward and I can imagine lots of horn honking and complaints about buses not pulling all the way over to the curb which is extremely irritating.

Thank you,
Sharon and James Soong

I-19-1

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Sharon and James Soong

Reviewer's
Comment
Number

Response

I-19-I

Support for Build Alternative 4 is noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Section 10.2.4.7 Operations and Maintenance and Section 10.2.4.8 Construction and Capital Costs discuss project costs. The LPA performs similarly to Build Alternatives 3 and 4 with Design Option B in terms of operation and maintenance costs, having the greatest reduction in annual operations and maintenance costs. The LPA would have a \$126 million construction cost, ranging between the cost of build alternatives 3 (\$130 million) and 4 (\$119 million).

Under Build Alternative 2 curbside stations would be built on curb extensions within the curbside parking area, so buses would not need to pull over to the curb to provide level boarding for patrons. Figure 2-I in the Draft EIS/EIR shows a typical cross section of the design, and the curbside station can be seen extending from the sidewalk through the parking zone to the bus lane.

On Sun, Dec 4, 2011 at 8:17 AM, Charles Marsteller <cm_marsteller@hotmail.com> wrote:
Dear Mr.Schwartz,

I note that the first sentence of my brief comment--filed rather spontaneously on the MTA website--is somewhat convoluted.

I am surprised to see that there is not much difference in projected transit savings times between Express Bus and the VN BRT given the cost in dollars and construction disruptions.

I would suggest this rewrite for clarity:

Greetings,

I would respectfully submit to you the suggestion that you may wish to address the transit improvement times specified in the final TIP Study for the #49 Mission "Express" (19%) as it compares to the transit savings times projected for the VN BRT.

I-20-1

Seems to me that there is not much of a time improvement between conventional Express Bus and the BRT as proposed no doubt due to the typical surface transit/traffic signal constraints.

I-20-2

In a time of limited Federal, State, City and Muni resources and budget constraints in a strained economy, this raises SIGNIFICANT cost-benefit questions--as well as impacts on Corridor merchants and traffic during the 3-years of projected construction tear up (coupled with the construction of the new Sutter Hospital at VN/Geary).

I-20-3

Please submit this as my comment on the BRT DEIR/EIR.

Charles M. Marsteller

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Charles Marsteller

Reviewer's
 Comment
 Number

Response

I-20-1 By TIP, the project team assumes the commenter meant the TEP (Transit Effectiveness Project). The TEP includes the evaluation of the 49 Limited, which is one of the two Van Ness Avenue BRT routes. While travel time savings were not specified for a specific line in the final TEP, nor were specific treatments designated, the TEP and Mission Mobility Studies are currently analyzing ways to improve transit speed and reliability on the Mission segment of the 49 route. Please see Master Response #2 and #4 and the Alternatives Screening Report on the project website (www.vannessbrt.org) for further description of why alternatives without full BRT features were considered and withdrawn. Alternatives without the full BRT features showed significantly lower benefits than the alternatives under consideration in the EIS/EIR (Van Ness BRT Screening Summary Report, 2008; Van Ness BRT Feasibility Study, 2007).

I-20-2 Please see response above to comment #20-1.

I-20-3 During the alternatives screening process, BRT was selected for analysis on Van Ness Avenue because it meets the Project Purpose and Need at much lower cost than alternative transit investments, such as rail. The FTA Small Starts Annual Report on Funding Recommendations (Fiscal Year 2014) has rated the project "High" for cost effectiveness. It is the only Small Starts Project in the country to receive at least a "medium-high" rating for Project Justification (which incorporates cost effectiveness), and is one of only two projects in Bay Area identified for Small Starts funding through MTC's Resolution 3434, in part due to its cost effectiveness. The identified funding sources for the project primarily include the Federal Transit Administration's Small Starts program and San Francisco's Prop K sales tax. For more detail on project funding sources, please see Sections 9.1.3 and 9.1.4 of the Draft EIS/EIR.

The construction plan for Van Ness BRT is designed to minimize impacts on traffic, pedestrians, and merchants, as detailed in Section 4.15 of the DEIS/DEIR. The total duration of construction is estimated to be 14 to 21 months, depending on the alternative and construction approach (LPA, with or without the Vallejo Northbound Station Variant, is projected to have a 20 month construction duration) but work would occur on three-block segments at a given time. This approach would stagger the impacts of construction along the corridor and minimize the duration of the disruption at any one location. Two traffic lanes would remain open in each direction during peak periods, although additional closures may be necessary during off-peak hours. Merchant access would be maintained throughout construction. Please see Master Response #6 for more details on construction impacts on businesses and residents.

Recent research comparing the construction of BRT to Light Rail transit and Metro systems indicates that BRT is substantially faster and less disruptive to construct than light rail, and it shares the existing roadway (Deng and Nelson, *Recent Developments in Bus Rapid Transit*, Transport Reviews, Vol. 31, No.1, January 2011). The LPA (with or without the Vallejo Northbound Station Variant) would have a construction period of 20 months while limiting all construction to existing right-of-way other than the replacement of the overhead contact system support poles/streetlights. In addition, the construction approach would only have segments of Van Ness Avenue under construction for three blocks at a time, limiting the disruption to particular businesses. It is anticipated that the LPA would avoid the longer term construction duration and intensity experienced with the 3rd Street T line.

The project team has done outreach with businesses along the corridor, including the Polk District

Merchants Association and the Van Ness Corridor Association, to ensure consistent communication in advance and during any proposed construction should the project be approved.

From: Aaron Goodman [amgodman@yahoo.com]
Sent: Tue 11/29/2011 10:41 AM
To: vannessbirt@sfcta.org
Subject: [vannessbirt] Van Ness BRT Draft EIS/EIR - comment memo (Attn: Michael Schwartz)

Attn: Michael Schwartz
Project Team Van Ness BRT Draft EIS/EIR
100 Van Ness Avenue, Floor 26
San Francisco CA 94102

November 29, 2011

To whom it may concern;

I am deeply concerned on the lack of vision by the planning department on the linkage and connectivity of lines and expenditures up front on the proposed Van-ness BRT line.

I-21a-1

The 49 /14 and 14L bus lines that run near that corridor and extend the length of mission street and out to Daly City carry one of the largest muni lines at capacity daily.

A simple extension of the lines @ grade via BRT or light-rail secondary systems would alleviate large amounts of congestion and traffic due to residents in the outlying excelsior who rely on transit to get downtown.

The 49 connects to BART on the southern end, and Ghiradelli on the northern side. The 14 and 14L connect also along mission and nearly intersect at Van-Ness with the future proposed BRT lines. To propose one small implemented system and not show a further extension and line proposal out to the furthestmost extensions possible is ridiculous.

I-21a-2

The costs of running the BRT and lines out to the excelsior would greatly alleviate street level traffic if a designated lane was provided through the mission to the excelsior all the way to the Balboa Park station.

I-21a-3

Please include in your plans ADEQUATE future line designation, and CONNECTIVITY to existing transit stops to provide quicker and easier connectivity to existing systems.

The mission corridor and excelsior are both experiencing and are planning exponential growth and to ignore the needed routing outbound to these areas dis-enfranchises many families, seniors, students and working class people who would rely on these systems instead of driving downtown. Please find the attached image of proposed future lines and extensions that should be "shovel-ready" and implementable to achieve better connectivity and line use for the proposed Van Ness corridor and outlying neighborhoods secondary systems.

Sincerely

Aaron Goodman
amgodman@yahoo.com
25 Lisbon St. SF, CA 94112

The BRT lines along the proposed Van-Ness corridor should extend along the shown black lines out to the south-western Balboa Park Station, picking up the large volumes of riders on the 49, 14 and 14L Muni existing lines. A link connection between the Excelsior/Mission area and the T-Third St. is in proposal at Geneva, adding the future development of the BVHP, Schlage Lock Factory, and future density proposed, a BRT line along the Ceasar Chavez Corridor, along BayShore Boulevard to the Mission Excelsior would improve connectivity. The shown yellow lines propose an F-Line extension to the public park areas and possibly through them to reduce traffic impacts. The proposed red-line shows along sunset boulevard and Junipero serra boulevard direct out to daly city bart extensions that would connect muni systems and future proposed density and growth in the sunset with service lines that would connect to regional transit. The West side BRT systems would link along the great highway, and up sloat boulevard to west portal, or along sunset boulevard as shown in the red and blue dashed lines. Density TOD development would occur along the BRT lines, through infill above the bus systems development providing modern bar-housing development above transit stops within existing neighborhoods vertically.

The Parkmerced/Stonestown/SFSU-CSU development areas on the southwestern part of the city would density Juniperro Serra Boulevard, and Brotherhood Way intersection @ 19th along the eastern edge of Parkmerced out to Daly City Bart where a number of open sites and airiel development could occur. This area is an entry into the southwestern portion of the city and could easily link back up to transit proposals along the excelsior corridor. Providing for a more meaningful connection system north to south on the western side and southeastern and southwestern portions of the city to alleviate traffic and congestion. Please provide in the EIR a fully shown future extension system that connects to regional transit and provides adequate connectivity to other proposed development and transit systems. Intermodal design and housing infill above or adjacent to these proposed new transit stops are critical in the early design decisions. Providing slender 3-6 story designs above and adjacent to existing roadways of 4-8 lanes provides infill and open-space concepts that will allow density but provide better access to transit and open-space.



Intermodal entry station with examples of housing blocks and slender infill designs.

BRT FUTURE LINES + CONNECTIVITY TO REGIONAL TRANSIT
Aaron Goodman 11.29.11 – Memo Submitted via email with this attached image and link.

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Aaron Goodman

Reviewer's
Comment
Number

Response

- | | |
|---------|--|
| I-21a-1 | Please see Master Response #1 for information on how the project limits were defined. The 49L route of Van Ness Avenue BRT would continue to run between North Point Street and City College, providing connectivity between places along the corridor. The Mission Mobility Study, led by the SFMTA is looking at near-term improvements to the portions of the routes traveling along Mission Street while the Transit Effectiveness Project (TEP) includes the evaluation of the 49 Limited, which is one of the two Van Ness Avenue BRT routes. While the TEP does not specify travel time savings for a specific line, nor designate specific treatments, the TEP and Mission Mobility Studies are currently analyzing ways to improve transit speed and reliability on the Mission segment of the 49 route. The TEP is also looking at longer term implementation of travel time reduction improvements for the I4, I4L, and the 49 routes along Mission Street. The TEP is currently undergoing environmental review. Both of these projects, if approved as proposed, would further the benefits of BRT. |
| I-21a-2 | Please see above response to Comment #21a-1. |
| I-21a-3 | Please see Master Response #1 for information on how the project limits were defined and response to Comment I-12-I for information on how Mission Street is being studied for potential improvements which will complement Van Ness Avenue BRT. |

<<PART 2>>

From: **Aaron Goodman** <amgodman@yahoo.com>
Date: Sun, Dec 4, 2011 at 9:57 AM
Subject: Re: [vannessbrt] Van Ness BRT Draft EIS/EIR - comment memo (Attn: Michael Schwartz)
To: Michael Schwartz <michael.schwartz@sfcta.org>

thank you for the note that it was received.

its about linkage of systems, and overlaying systems architecturally.

even if new systems need to be created, it will provide a better process for getting people out of their cars and into the transit systems.

housing and development will follow and assist in the financing of the projects.

I-21b-1

agoodman

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Aaron Goodman

Reviewer's
Comment
Number

Response

I-21b-1 The City's General Plan has designated certain areas for residential and employment growth. New developments would fund necessary improvements through fees and developer agreements as necessary. The City's transit impact development fee is applied to projects with impacts on transit.

See also Response to Comment I-21a-1.

From: Hitesh Soneji [hsoneji@ccsf.edu]
Sent: Thu 12/1/2011 10:32 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Letter of Support for Van Ness BRT

Dear SFCTA,

As long time San Francisco residents, our family with a 3 yr. old is constantly trying to reduce our footprint on this planet. Empowered with a sustainable vision for the future of San Francisco, we full heartedly support BRT efforts throughout SF, including on Van Ness. We support the tough and difficult decisions you will make to prioritize MUNI over automobiles through San Francisco streets.

I-22-1

It is completely inequitable and inconsistent with our city's transit first policy that automobiles continue to receive the priority and spotlight that does not befit their impact and cost to our city and it's residents. I am glad to see that Van Ness BRT is finally moving forward and would like to see that same happening on Geary ASAP.

I-22-2

Feel free to contact me for further information

Hitesh Soneji
Sustainability Science & Energy Studies
415-452-7116 | <http://fog.ccsf.edu/~hsoneji>
Office: S35-D | Hrs: Tues 11-Noon, Thurs 4-5p

Engineering Dept, City College of San Francisco <http://www.ccsf.edu/engtech>

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Hitesh Soneji

Reviewer's
Comment
Number

Response

I-22-1

Commenter's support is noted.

I-22-2

Section 3.3.4 of the EIS/EIR discusses the applicability of the City's Transit First Policy to the Van Ness BRT Project and approach to mitigations of the traffic delay environmental impacts. Also, Section I.2.I Countywide Planning Context of the Draft EIS/EIR discusses the City's Transit First Policy and how the project purpose and need relates to the County and City's larger transit planning context. Each of the build alternatives and the LPA is consistent with the City's Transit First Policy.

From: Dehan Glanz [DehanGlanz@GMail.Com]
Sent: Thu 12/1/2011 1:55 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] San Francisco County Transportation Authority: Van Ness BRT EIR Studies

This is an enquiry e-mail via <http://www.sfcta.org> from:
Dehan Glanz <DehanGlanz@GMail.Com>

Hello SFMTA -

Thank you for doing these studies!! We REALLY need improved transit on Van Ness (VN) Avenue.

My favorite options are 3 or 4: only these scenarios will create the kind of transit-priority environment so desperately needed on VN. Happy to talk further if anyone wants further input from me.

I-23-1

Good work!

Dehan Glanz
415-710-0754

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Dehan Glanz

Reviewer's
Comment
Number

Response

Reviewer's Comment Number	Response
I-23-I	Support for project and alternatives 3 and 4 noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Section 10.2.4.I discusses how transit performance is considered among the project alternatives in the LPA selection process.

From: Bobby Singh [bbysingh@yahoo.com]
Sent: Thu 12/1/2011 10:54 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Please bring Bus Rapid Transit to Van Ness so we can revolutionize bus service in the Bay Area

To whom it may concern,

I live in San Francisco and use MUNI every day for work and personal travel. I often have to travel on Van Ness. As you are aware, MUNI service on Van Ness is often quite slow and is not meeting the goal set by MUNI and residents of San Francisco. I strongly encourage you to take all the necessary steps to make BRT on Van Ness and Geary a reality as soon as possible.

I-24-1

Thank you.

Bobby Singh

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Bobby Singh

Reviewer's
Comment
Number

Response

Reviewer's Comment Number	Response
I-24-I	Commenter's support is noted. Transit travel times would decrease by 19% with Build Alternative 2 versus existing conditions, by 28% minutes with Build Alternative 3 and 4, and by 33% minutes with Build Alternatives 3 and 4 with Design Option B (LPA). Please refer to Section 3.2.2.3 for further information about transit travel speed.

From: Lisa Podos [lpodos@yahoo.com]
Sent: Sat 12/3/2011 6:18 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Van Ness Bus Line

We would like to voice our opposition to the proposal to remove traffic lanes on Van Ness. This will negatively impact the residential quality of life in SF. Please consider alternatives, e.g. a bus only lane during high traffic hours. Thank you.
Lisa and Michael Wais, SF

I-25-1
I-25-2

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Lisa and Michael Wais

Reviewer's Comment Number	Response
I-25-1	Opposition to the build alternatives noted. Please see Master Response #9 that addresses traffic diversion from Van Ness Avenue onto parallel streets and Master Responses #10 and 11 that address air quality and noise impacts.
I-25-2	Please see Master Response #2 on alternatives definition and screening, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (April, 2008). The alternatives screening process evaluated peak-hour only bus lanes. Analysis showed that this treatment was not effective in meeting the project purpose and need because delays to transit are caused by traffic on Van Ness Avenue occur during off-peak and weekends in addition to weekday peak periods.

From: Bruce Johnson [bjohnson68@yahoo.com]
Sent: Sat 12/3/2011 9:52 AM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Please bring Bus Rapid Transit to Van Ness so we can revolutionize bus service in the Bay Area

North-South bus lines in SF move very slowly, making them uncompetitive with other modes of transit (including walking...! Yes, I can walk up Van Ness faster than the 49 bus can take me up it at certain times of the day!!!)

I-26-1

Let's look at how to bring intelligent Bus Rapid Transit to Van Ness Ave.

I-26-2

Thanks,
Bruce
San Francisco

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Bruce Johnson

Reviewer's Comment Number	Response
I-26-1	In 2015, bus speeds would increase from the current average of 5 mph to 6mph for Build Alternative 2 and 7mph for Build Alternatives 3 and 4 (including the LPA). Please refer to Section 3.2.2.3 for a discussion of travel speed improvements as a result of the build alternatives.
I-26-2	Commenter's support is noted.

From: Ildiko Polony [ildiko.polony@gmail.com]
Sent: Sat 12/3/2011 12:27 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] letter of support for BRT on Geary and Van Ness

Dear SFCTA,

As a Bay Area native and a 6 year resident of San Francisco, as a student, a dancer, a cyclist and someone who cares deeply about the future of San Francisco, I urge you to move forward with expediency on BRT projects and any transportation projects that put people first through improving transit service and bicycle infrastructure. Follow San Francisco's own transit first policy, the Better Street Plan and continue to be a leader in equitable, sustainable urban design. Erode the dominance of the single occupancy vehicle, by building infrastructure around alternative transportation that makes transit and biking the more practical option to all San Franciscans. Make it harder to drive and easier to take transit and ride your bike. Implementing BRT on Van Ness and on Geary will make transit more efficient, make cyclists safer and will make our city more sustainable and more beautiful.

I-27-1

I-27-2

It is completely inequitable and inconsistent with our city's transit first policy that automobiles continue to receive the priority and spotlight that does not benefit their impact and cost to our city and its residents. I am glad to see that Van Ness BRT is finally moving forward and would like to see the same happening on Geary ASAP.

Sincerely,

Ildiko Polony

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ildiko Polony

Reviewer's
Comment
Number

Response

- | | |
|--------|--|
| I-27-1 | Support for the project is noted. Section I.2.I Countywide Planning Context discusses the City's Transit First Policy and how the project purpose and need relates to the County and City's larger transit planning context. Each of the build alternatives and the LPA is consistent with the City's Transit First Policy. |
| I-27-2 | The Geary Corridor Bus Rapid Transit project is undergoing environmental review, and is approximately 18 months behind the Van Ness Avenue BRT project timeline. The Geary BRT project team is currently working to finalize details of the alternatives to be evaluated in each segment of the corridor. For more information, including the project schedule and current activities, please visit www.gearybrt.org . |

From: Maggie Robbins [maggieinsf@gmail.com]
Sent: Sat 12/3/2011 5:18 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Please bring Bus Rapid Transit to Van Ness!

Dear MTA,

I am thrilled to see the MTA moving ahead with planning a BRT route along part of Van Ness! The design ideas seem great, and hope you are getting lots of support from those of us who regularly walk along and cross this street, as well as those who regularly take the bus along Van Ness. I welcome more efficient, more rider-friendly, and more attractive bus facilities along Van Ness. Increasingly tourists use MUNI facilities along McAllister and along Van Ness, so if the new design makes rider information (where to get on/off, routes maps, bus location and stop ID, and of course real-time arrival times) more easily available, that would be a bonus for us all!

I-28-1

I live just east of Van Ness along McAllister -- so this is a local bus route for me. I don't own a car, and I take the Van Ness bus fairly often, usually in morning or evening in the pre- or post-commute times, and weekends. (It is not my usual commute route (which is bicycling or walking to Civic Center BART, with a short walk at the other end of the trip). But I've taken the bus during the rush times occasionally and it can be quite a crush of people then. Sardines being tossed around in a can comes to mind!

I-28-2

A question: Will it be possible to re-connect City Hall's western entrance (across Van Ness) to the plaza between the War Memorial Building and the Herbst Theater building? It is such a shame the connection between City Hall with the institutions to the west has been severed as Van Ness filled with traffic over the decades.

I-28-3

Regards,
Maggie Robbins
580 McAllister St., #414
San Francisco, CA 94102

Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Maggie Robbins

Reviewer's Comment Number	Response
I-28-1	Support for the project noted. Each of the build alternatives, including the LPA, would feature real-time passenger information, pedestrian scale lighting, and BRT stations with wayfinding signage and maps.
I-28-2	The proposed project would involve upgrade of the existing 47 vehicle fleet from 40 feet to 60 feet to accommodate more passengers on each vehicle. Improved reliability will also improve crowded conditions caused by bus bunching.
I-28-3	Connecting City Hall's west entrance with the uses west of Van Ness Avenue are beyond the scope of this project, and do not support the project purpose and need. Nonetheless, the proposed project would upgrade crosswalk features and improve the safety and comfort of the crossing experience for pedestrians, as described in Section 3.4 Non-motorized Transportation of the Draft EIS/EIR. Please see Master Response #13 for a summary of how crossing conditions on Van Ness Avenue would improve.

From: Ellie Lum [ellielum1@mac.com]
Sent: Sun 12/4/2011 12:18 PM
To: vannessbrt@sfcta.org
Subject: [vannessbrt] Bring BRT to San Francisco!

Dear SFCTA,

As long time San Francisco residents, I am constantly trying to reduce my footprint on this planet. Empowered with a sustainable vision for the future of San Francisco, I full heartedly support BRT efforts throughout SF, including on Van Ness. I support the tough and difficult decisions you will make to prioritize MUNI over automobiles through San Francisco streets.

I-29-1

It is completely inequitable and inconsistent with our city's transit first policy that automobiles continue to receive the priority and spotlight that does not befit their impact and cost to our city and it's residents. I am glad to see that Van Ness BRT is finally moving forward and would like to see that same happening on Geary ASAP.

I-29-2

Feel free to contact me for further information Thanks, Ellie

~~~~~

Ellie Lum  
R.E. Load Bags  
reloadbags.com  
ellie@reloadbags.com

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ellie Lum

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-29-1                          | Support for BRT and the project is noted. Section I.2.I Countywide Planning Context discusses the City's Transit First Policy and how the project purpose and need relates to the San Francisco's larger transit planning context. Each of the build alternatives and the LPA is consistent with the City's Transit First Policy.                                                                                                                            |
| I-29-2                          | The Geary Corridor Bus Rapid Transit project is undergoing environmental review, and is approximately 18 months behind the Van Ness Avenue BRT project timeline. The Geary BRT project team is currently working to finalize details of the alternatives to be evaluated in each segment of the corridor. For more information, including the project schedule and current activities, please visit <a href="http://www.gearybrt.org">www.gearybrt.org</a> . |

From: Shoshannah Flach [shoshannah.flach@tpl.org]  
Sent: Mon 12/5/2011 12:36 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: pretty good webinar experience

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Shoshannah Flach <shoshannah.flach@tpl.org>

I found the webinar informative and it did inspire me to get more involved, review the options more and make comment. I was a bit frustrated that I could only choose one element for the poll questions but I understand the technical issues and know that I can elaborate in email, etc.

**I-30-1**

Interesting project. As an SF resident who grew up along the Van Ness corridor, it will be interesting to see how it pans out. Anything should be an improvement (car drivers may disagree)

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Shoshannah Flach

Reviewer's  
Comment  
Number

Response

I-30-I

Support for the webinar is noted. The webinar was designed to provide information on the project and encourage public review and comment on the Draft EIS/EIR. The polling questions were designed to keep participants engaged in the presentation, and were not used as a method for collecting public comment. Please see Chapter 8 for a summary of all outreach undertaken as part of the public review and comment on the Draft EIS/EIR.



To Van Ness Ave BRT committee:

12/5/2011

From: George Sery

My wife and I own a home at 2414 Gough St (near Broadway) adjacent to the proposed Van Ness BRT project. We have lived in this home since 1997 and in the area since 1978. My wife and I, and our neighbors, are greatly concerned that the elimination of any auto lanes on Van Ness as part of the BRT project will encourage more auto traffic in the surrounding residential streets. Note the Gough/Green modeled increased delays with the build options (Chapter 3 Oct 2011 report). A significant negative. Furthermore, the cost of the various build proposals is very high, given the small actual increment of time savings... the modeling shows best case for BRT travelers (<5 minutes). As an aside, the use of percentages to illustrate the gain is practically misleading and should not be used in any calculated judgment of cost effectiveness.

I-31a-1

The background material in section 2 (Dec 2006 report) which deals with current transit and auto use highlight that transit carries much less than half of the trip volume, even during congested times. Given the complexity of individual travel decisions, I see it unlikely that a substantial change in behavior will occur for a few minutes of transit improvement (less than 5 minutes best case) on the short Van Ness leg. Given that the study shows that there is currently little problem north of California street, I also believe any proposal which deals with the full length is inappropriate and overly expensive for such a small change in absolute travel time. My wife and I support the option which retains all 6 lanes available for auto....with focus on any improvements to the "south of California" section. Actually, south of Geary. This is where the most significant problem lies....this is where the solutions should focus. Preserve 6 lanes for autos. Introduce the planned improvements for the buses which help speed loading and unloading. According to the 2006 report delay findings (sec 7.1.3), about half of the delay time is spent on loading and unloading (> 4 minutes). Substantial gains should be achieved without build options...by using all-door loading, low-floor boarding, and on bus proof of payment options....all part of the no-build option. Given the current federal government deficit issues, we should focus on the smartest expenditures for tangible improvements with minimum negative impact. We believe that only the no-build alternative provides the best value and lowest negative impact.

I-31a-2

I-31a-3

Additional follow-up questions/comments: (Forgive me for the detailed questions. I worked in Electronics Industry R&D for 30 years where modeling of many types was an essential tool. I understand the importance and the limitations associated with models and their assumption sets. Hence, my desire to understand more thoroughly, the cost benefit etc. model basis.)

Issues/Questions:

1. Explain the high rating for cost effectiveness. What specific calculations were made? What was the source of data? The use of "percentages" is highly misleading in terms of the specific time advantages for the upgrade options. Presumably, cost benefit is calculated based on absolute benefits: e.g. passenger minutes saved per \$\$\$. The best case improvements are listed as just over 4 minutes for a BRT rider. Furthermore, the impact to auto drivers is not fully articulated. Particularly for any autos diverted off Van Ness or to other routes outside the Gough to Polk corridor. Those delays should be factored in as negatives in a total cost benefit equation. Since most trips are not BRT, it's essential to properly weight

I-31a-4  
continued

the total benefit. Both from the perspective of the beneficiary (the BRT passenger) and the payee (we the tax payers).

2. Clarify the benefit for the “no build options”: Since ~ 50% of delay time is Dwell delay (boarding/unboarding – Dec 2006 report section 7.1.3 – noted as > 4 minutes), there must be practically significant benefit to the “no build” with the speed up options planned. It seems that this could be the most cost effective option in terms of benefit “minutes per \$\$”. The current Oct 2011 report indicates only a 0.2 of a minute (12 seconds) improvement for route 47 for the no build vs. the current situation. Since assumptions about volume must be made for 2015, this comparison is not direct. What is the modeled benefit in 2015 with and without the planned “no build improvements”? There should be a factor associated with these point a. improvements noted below which are part of the no-build option. Also consider the cost/benefit of incremental improvements noted in point b, c.
  - a. Boarding through all doors. New buses with level boarding. Automated pay systems.
  - b. Traffic signal priority...for buses in the prior block?
  - c. Simple Bus bulbs. But with cars allowed in the lane. Prevents bus delay from pulling over.
3. Why do you think ridership will increase ~ 35% in 2015? Car trip is practically not impacted. Bus trips best case are < 5’ improved. Percentage savings of total trip time would be much less. Where are these extra riders coming from along this corridor? Personally, I live on this corridor and I walk downtown. Its close enough to avoid transit and get exercise....the greenest option of all.
  - a. Bus travel time improvement less than 5’. Average delay for all intersections basically unaffected for “all persons”. E.g. ~ 18 secs. Page 3-26. Practically insignificant benefits when you consider “average commute times”.
4. Does the \$8.3M annual no build option cost include all the benefits of passenger loading/unloading, etc.?
  - a. The travel benefit time seems too small at 12 seconds vs. 2007 condition.
  - b. Secondly, given ~ \$2M best case annual cost savings for option 3 or 4, the annual savings would offset the initial cost differential when? ~ 50 years..... assuming \$100M delta in upfront cost. You can argue the federal money is committed, but not all is committed...and we as tax payers are paying this burden as well.
5. As a suggestion at the Pacific Height Residents presentation, I was told to review other BRT success stories. I reviewed a number. It’s very difficult to find a parallel case with a very similar situation. Cleveland cited as a good example highlights a major urban renovation driving force. \$4.3B investment. Not reflective of SF case. SF is far healthier then Cleveland and the benefits of BRT in our case on this Van Ness corridor are practically much more limited. *This gets back to the actual cost/benefit weighting for money spent on this project. I’d rather have our \$\$ go to the large infrastructure problem we have with decaying bridges and roadways. A much more expensive and urgent need.*

Thank you for your attention.

Sincerely,

George Sery

2414 Gough St.

San Francisco CA, 94123

Email: georgesery@gmail.com

I-31a-4  
↑ continued

I-31a-5

I-31a-6

I-31a-7

I-31a-8

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: George Sery

Reviewer's  
 Comment  
 Number

Response

I-31a-1

Please see Master Responses #8 and #9 that address traffic diversion from Van Ness Avenue onto nearby streets. As noted by the commenter, Section 3.3 of the Draft EIS/EIR discusses traffic delay impacts associated with each of the build alternatives, including the LPA.

The Federal Transit Administration (FTA) has given the Van Ness Avenue BRT a “medium-high” project justification rating (the only Small Starts Project in the country to receive such a designation) and it is one of only two projects in the region identified by MTC for Small Starts funding through Resolution 3434 due in part to its cost effectiveness.

Recent research comparing the construction of BRT to Light Rail transit and Metro systems indicates that BRT is substantially faster and less disruptive to construct than light rail, and it shares the existing roadway (Deng and Nelson, *Recent Developments in Bus Rapid Transit*, Transport Reviews, Vol. 31, No.1, January 2011). Chapter 1 and 3.2 of the Draft EIS/EIR describes the benefits of the build alternatives (including the LPA), including transit travel time and reliability improvements, pedestrian safety enhancements, increased transit ridership, and reduction in transit operating costs. Please see Master Response #6 for additional information about project construction.

The travel time savings cited by the commenter is only for the segment of the corridor that contains the VISSIM model (Mission to Clay Street). With a similar travel time savings benefit applied to the remainder of the corridor, the reduction would be between 6 and 7 minutes in each direction (up to 14 minutes round trip). It also does not include the numerous other benefits of BRT outside of travel time reduction, including enhanced reliability and increased pedestrian comfort and safety.

I-31a-2

Support for the No Build Alternative noted. Chapter 3.1 of the Draft EIS/EIR outlines changes in travel patterns based on the anticipated improvements in travel time of the BRT. The SF CHAMP travel demand forecasting model was used to predict these changes based on the travel time improvements anticipated for BRT. More detail on SF CHAMP can be found in Master Response #8 and the Vehicular Traffic Analysis Technical Memorandum (CHS, 2013).

See Master Response #1 on the definition of project limits. SFMTA bus travel time, reliability, and delay data collected as part of the Van Ness Avenue BRT Feasibility Study indicate the need for BRT improvements along the length of the project corridor. Additional projected housing and employment growth along the Van Ness Avenue corridor will worsen operations for SFMTA buses; the Van Ness Avenue BRT Project will implement improvements that will allow bus operations to improve with or without projected growth. See previous response about cost effectiveness of project.

The BRT project would dedicate approximately 1/3 of roadway capacity for transit riders. This is consistent with the fact that in existing conditions, 29% of daily motorized trips on Van Ness Avenue are transit trips (see Table 3.1-1 and Figure 3.1-2 in the EIS/EIR).

I-31a-3

See Master Response #2, on the definition of alternatives and screening. Transit Preferential Streets (TPS)-only treatments were considered as part of the screening process, but analysis indicated that this option would not meet the project’s purpose and need, and was thus screened out. The No Build Alternative does include TPS features (see Table 2-2 in the Draft EIS/EIR), including: all-door

boarding, low floor buses, and proof-of-payment. Chapter 3.2 of the Draft EIS/EIR indicates that alone, the transit travel time benefits were not significant when compared with existing conditions. In addition, transit delays related to traffic congestion will increase with the anticipated residential and employment growth in the Van Ness Avenue Corridor and throughout San Francisco, as demonstrated in the County-wide Transportation Plan. The use of exclusive transit lanes as part of the Van Ness Avenue BRT Project would protect Muni vehicles from delays caused by increased traffic congestion along Van Ness Avenue. The Federal Transit Administration has rated the Van Ness Avenue BRT high for cost effectiveness every year since 2008. It is the only Small Starts Project in the country to receive at least a “medium-high” rating for Project Justification (which incorporates cost effectiveness), and is one of only two projects in Bay Area identified for Small Starts funding through MTC’s Resolution 3434, in part due to its cost effectiveness.

I-31a-4

The high cost effectiveness rating comes from FTA’s annual Small Starts Report (the 2013 report can be found at [http://fta.dot.gov/12304\\_14365.html](http://fta.dot.gov/12304_14365.html)). The calculation is based on the cost of the project divided by the number of minutes saved per rider through the implementation of the BRT project. The data is generated through SF-CHAMP (San Francisco’s travel demand forecasting model; see Master Response #8 for more information) while the assumptions about travel time are based on national research and then checked for consistency with the outputs of the VISSIM microsimulation model, both of which are outlined in Chapter 3.2, and discussed further in the Vehicular Traffic Analysis Technical Memorandum (CHS, 2013).

The FTA calculation does not include impact to auto drivers. Average total intersection delay for three modes -- autos, transit, and pedestrians -- was calculated through the VISSIM modeling, and is shown in Chapter 10 of the Draft EIS/EIR (indicator E-1).

See Master Responses #8 and #9 for more details on diversions. In 2015, with any of the project alternatives, the same number of intersections (or less, depending on the alternative) will operate at LOS E or F as compared to the No Build Alternative (see Chapter 3.3 of the Draft EIS/EIR) throughout the traffic corridor study area, which includes the north-south streets from Gough to Hyde streets. This modeling demonstrates the project’s ability to maintain system performance (a purpose and need goal) while also achieving the significant transit benefit. A cost-benefit analysis was not performed in the manner described in the comment because it does not evaluate the purpose and need of the project, which is to improve transit along the corridor (consistent with multiple approved/adopted plans, including the City Charter’s Transit First policy) while maintaining corridor circulation for all modes. The SF-CHAMP model analyzed changes in traffic volumes citywide, including areas outside of the Hyde to Gough traffic study area. The model predicted the volume of traffic that would be diverted to all north-south streets east of Van Ness to The Embarcadero and west of Van Ness to the Great Highway. (Vehicular Traffic Analysis Technical Memorandum, CHS 2013, Appendix 5). The modeling showed that, with implementation of BRT, in 2015, streets outside the corridor (east of Van Ness to Embarcadero and west of Van Ness to Presidio) may see a total increase in traffic of approximately 200 vehicles in each direction with no street experiencing more than a 50 vehicles per hour increase in each direction. This increase represents a relatively small percentage of the overall volumes in these corridors, and therefore were not further analyzed using the Synchro model since this smaller volume change would not constitute a significant impact.

I-31a-5

The 2015 No Build Alternative includes the benefits described in Chapter 2 (Section 2.2.1) of the Draft EIS/EIR, which reflect reasonably foreseeable projects, consistent with CEQA and NEPA. The No Build Alternative includes boarding through all doors and low floor buses (and the transit travel time benefits associated with these features), but does not include level or near level boarding because that would involve construction of raised station platforms, considered a key component of the BRT project (and a considerable cost component of the project). Master Response #2, Chapter 2 of the EIS/EIR, and the Alternatives Screening Report (April, 2008) discuss consideration of an option with Transit Preferential Streets features only such as transit signal priority. It was determined that the option did not meet the project purpose and need. The 2015 No Build Alternative reflects background traffic growth, as noted in

the comment, consistent with CEQA and NEPA. The moderate improvements for the 2015 No Build Alternative versus existing conditions reflect the increase in residential and employment growth (and resulting traffic) anticipated in the corridor and San Francisco, as well as circulation changes (e.g., Hayes 2-way conversion). See Chapter 3 of the EIS/EIR, Master Responses #8 and #9, and the Vehicular Traffic Analysis Technical Memorandum (CHS, 2013) for more details on the modeling. The costs of the No Build Alternative are not noted in the document because they are assumed to be implemented whether or not the BRT is implemented. The cost-effectiveness of the implementation of BRT is based on the incremental cost of BRT improvements above and beyond what is already planned for the corridor. (i.e., beyond the No Build Alternative).

- I-3 1a-6 Ridership changes are based on output from SF-CHAMP, San Francisco's travel demand forecasting model (CHS, 2012). Section 3.2.2.3 describes results from a microsimulation VISSIM model that was used to calculate the change in travel time from Duboce/Mission/Otis to Clay Street. The model predicts a 32% reduction in travel time (4.5 minutes between Mission and Clay streets). If similar benefits (i.e., a 32% reduction in travel time) were to be assumed for the corridor all the way to Lombard Street, transit travel time would be reduced by 6-7 minutes for the LPA versus existing conditions. (This is a reduction from 20 minutes for existing conditions (documented in the Transit Effectiveness Project Automated Passenger Count Data from 2006-2007) versus 13 minutes for the LPA. This would represent a reduction of up to 14 minutes round trip. As described in Section 10.2.4.I, some of the new transit riders would be former drivers or people that travel by modes other than transit (e.g., biking or walking), while others would be people making new trips (i.e., those that would not have traveled otherwise). Section 10.2.4.I also includes results from SF-CHAMP forecasts indicating that overall Muni systemwide ridership will increase by 2% versus the No Build Alternative in 2015 (7% versus existing conditions) with the implementation of the BRT (LPA).
- I-3 1a-7 The annual operating cost of the No Build Alternative is based on the travel times, which includes all of the features described in Chapter 2 of the Draft EIS/EIR. The travel time reflects not only these improvements, but also the anticipated residential and employment growth by the year 2015 (and the resulting increase in traffic and transit delays resulting from that traffic) as well as reasonably foreseeable projects, as described in Chapter 2 of the Draft EIS/EIR. See Chapter 3 of the EIS/EIR, Master Response #8, and the Transportation Technical Memorandum for more details on the modeling.
- The operations maintenance and cost savings indicate that the project would not be an additional cost burden on the Muni system if implemented, and therefore no service would need to be taken away from other parts of the system while provided the significant travel time and reliability benefits of the project for existing and anticipated transit riders.
- The identified funding sources for the project primarily include the Federal Transit Administration's Small Starts program and San Francisco's Prop K sales tax, both of which are legally restricted to providing capital funding to construct transit improvements. They are not permitted to fund ongoing transit operations.
- I-3 1a-8 Comments views on the cost/benefits of the project are noted. While a number of US cities have implemented BRT (significantly more internationally), each transit project is unique in each city.

On Wed, Dec 7, 2011 at 8:40 PM, George Sery <[georgesery@gmail.com](mailto:georgesery@gmail.com)> wrote:

Thank you Mr. Schwartz. I appreciate the attention. There was one more factor that I had forgotten which the substantial negative impact of the construction process for the various build options. During that period of more than a year, I presume there will be substantial negative impact in the full corridor. This effect should be understood and presumably has been modeled. As such, it should be included in as a negative factor in the overall cost benefit.

**I-31b-1**

Sincerely,  
George Sery

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: George Sery

Reviewer's  
Comment  
Number

Response

I-31b-1

The construction approach and environmental impacts are discussed in Chapter 4.15 of the Draft EIS/EIR. The street would function similar to the BRT project, with two lanes open in each direction at all times, except that the buses would be operating in one of the two remaining lanes and there would be general construction friction that would slow down traffic. The staging of construction would be in approximately 3 block segments such that the corridor would only experience the impacts of construction for a shorter duration than the entire construction period. Recent research comparing the construction of BRT to Light Rail transit and Metro systems indicates that BRT is substantially faster and less disruptive to construct than light rail, and it shares the existing roadway (Deng and Nelson, *Recent Developments in Bus Rapid Transit*, Transport Reviews, Vol. 31, No.1, January 2011). Please see Master Response #6 for more details on construction impacts on businesses and residents.

Construction staging for the LPA would be as described for Build Alternatives 3 and 4, except that replacement of the aging sewer pipeline would be required at station locations and in areas where the transitway would cause direct load (weight) on the sewer. The duration for LPA construction (with or without the Vallejo Northbound Station Variant) would be longer than under Build Alternative 4 because it would require rebuilding the curb for the entire median as well as replacement of the sewer pipeline as described above. The Build Alternative 4 design does not require rebuilding of the median curbs on blocks that are not proposed to have stations and do not currently have a left turn pocket and also would not have locations with the transitway running directly over the sewer, meaning more linear feet of sewer would require replacement under the LPA than under Build Alternative 4. Under this construction implementation scenario, construction for the LPA is anticipated to require 20 months to substantial completion.

A key goal of environmental review and the EIS/EIR is to disclose the impacts of construction of the project such that the public and decision-makers can weigh these "costs" versus the benefit of the project. Converting the impacts of construction to monetary values beyond the capital costs for the project is not standard practice for City projects.

2233 Franklin St. #3  
San Francisco, CA 94109  
Dec. 5, 2011 Van Ness

BRT EIS/EIR Attn: Michael Schwartz  
SFCTA  
100 Van Ness Ave. 26<sup>TH</sup> Floor  
San Francisco, CA 94102

RECEIVED DEC 07 2011

Dear Mr. Schwartz:

Subject: Comments on the Van Ness Avenue Bus Rapid Transit Draft EIS/EIS

As a twenty year resident at the above address I have reviewed the subject Draft EIS/EIR and find that it focuses on the impacts to Van Ness Avenue but **does not adequately address the potential impacts to the residents of the neighboring streets.**

I-32-1

With the dedication of two lanes of Van Ness Avenue/ Highway 101 to Bus Rapid Transit, the report indicates that approximately **a third of the traffic will be diverted** to neighboring streets. With its synchronized stop lights Franklin Street with its three lanes will bear the brunt of the diverted North bound traffic from Highway 101 despite the **unrealistic estimate of 17% in the report.** As indicated in the report Franklin Street already carries more of the North bound traffic than Highway 101/Van Ness Avenue.

Currently Franklin Street is posted with **weight restriction signage** from California Street to Lombard to prohibit heavy vehicles and tour buses. However the San Francisco Police have been unable to enforce this restriction given higher priorities. With the elimination of the lanes on Van Ness additional north bound heavy vehicles are likely to continue to ignore the signage. The report does not mention these heavy vehicles on Franklin Street.

I-32-2

In the section on **Utilities** the report does not adequately address the fact that a **major gas pipe line** runs under Franklin Street and has not incorporated comments from PGE as to whether there would be an impact to this pipe line from the weight of the increased traffic on Franklin Street. Given the explosions of the gas line in San Bruno this omission is a concern since quiet frequently the PG&E crews close down lanes on Franklin Street near Broadway to work on this gas line. At this same intersection the **water main has been broken** in the past due to the heavy traffic which should require additional input for the report from the SFPUC to address the potential impacts to the sewer and water lines there.

I-32-3

The sections of the report on **Vibration and Noise** address the structures on Van Ness but not the neighborhood streets. Franklin Street has its own historic structures, churches, two schools and high rise apartment buildings with a much narrower street. The report mentions average speeds on Franklin Street of 10 MPH. but the **actual needs** the

I-32-4  
*continued*



vehicles are traveling on the down slope of Franklin are **at or above the speed limit** leading to several **crashes at the Broadway intersection**. With the opening of the freeway off ramp to Octavia Street the traffic on Franklin Street has already increased leading to **cracks developing in historic buildings** some built prior to 1800. Also with parallel parkers, garbage trucks, Fed/Ex, UPS, moving vans, and school drop offs and pickups blocking lanes on Franklin Street this already generates enough **vehicle horn noise** as the traffic funnels to two lanes. The existing measurements and potential increase in vibration and noise to the residents on Franklin Street should be addressed in the report.

I-32-4  
*continued*

Additionally the section on **Air Quality** does not address the impacts to the neighborhood streets. Given the canyon like appearance of Franklin Street with its high rise apartments and narrow street the **vehicle emissions tend to hang in this corridor**. With so many residents in older buildings which are not necessarily air tight, the report should address the potential impact of carbon monoxide and other emissions from the additional traffic.

I-32-5

The section on **Employee Shuttle Services** implies that these types of vehicles would not be able to utilize the dedicated bus lanes. Currently employers in South San Francisco and Silicon Valley and the Academy of Art have various buses that stop along Van Ness Avenue to pick up employees or students. Where will these vehicles be allowed to stop?

I-32-6

The **assumption** in the report that people will be diverted from driving their cars to **riding transit, walking and bicycling is unrealistic** considering that most of the people are commuting to Marin and Sonoma counties via Highway 101/Van Ness or transiting the city.

I-32-7

As a rider of Muni along the corridor I am in favor of **Alternative 1, retaining the six lanes of traffic on Highway 101/Van Ness Avenue. Eliminating** some of the Muni stops on Van Ness and **increasing the number of buses** and **prohibiting** the buses from **tail gaiting** would achieve the same results without the additional cost and disruption due to construction. These steps should be tried with the expenditure of some of the FTA funds before proceeding with the more costly alternatives which diverts more Highway 101 traffic which will greatly impact the neighborhood streets.

I-32-8

Sincerely yours,

David Bezanilla

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: David Bezanilla

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-32-1                          | <p>Please refer to Master Responses #8 and 9 for discussion of diverted traffic and associated impacts, and regarding impacts on neighboring streets. Specifically regarding traffic diverting to Franklin, the majority of drivers who would drive on Van Ness Avenue under the No Build Alternative would continue to drive on Van Ness Avenue under any of the build alternatives (70 to 80 percent, depending on the location). Of the remaining 20 to 30 percent, approximately half would continue to drive on a street within two blocks of Van Ness Avenue – mostly Franklin and Gough streets; approximately a third would switch modes to transit or change their travel time of day or destination; and a small portion would continue driving on other parallel streets throughout San Francisco. Consequently, less than 17% of the peak hour traffic volume would divert to Franklin. (See EIS/EIR Sections S.6.3 and 3.1.2.3 for more details.)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| I-32-2                          | <p>Please refer to Master Response #8 and #9 for discussion of diverted traffic and associated impacts. Significant noise and vibration impacts are not anticipated to result from project operation, on Van Ness Avenue or parallel streets receiving diverted traffic (see Chapter 4.II of the EIS/EIR). It is likely that most trucks would not divert from Van Ness Avenue to parallel streets due to the increased grade/slope on parallel streets, and because they are either engaged in regional travel on the U.S. 101 or making deliveries to land uses on Van Ness Avenue. For the above reasons, as concluded in the EIS/EIR, the amount of heavy truck traffic diverting to parallel streets is not anticipated to create vibration or weight impacts on these streets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I-32-3                          | <p>Please see above response to comment 32-2. Changes in traffic on parallel streets were taken into account as part of the noise and vibration analysis outlined in Chapter 4.II. No significant impacts were identified.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| I-32-4                          | <p>Please see Master Response #11, and Section 4.II.5.2 regarding noise and vibration impacts on neighboring streets. Franklin and Gough streets are expected to attract more of the traffic that will divert from Van Ness Avenue with the BRT than any other routes; thus worst-case traffic noise levels were calculated on these streets using traffic volumes representing LOS C conditions (loudest speed for noise creation) during the highest volume hour (see Section 4.II.5.2). Along segments of these two roadways paralleling Van Ness Avenue, future traffic noise levels under the build alternatives are predicted to be zero to 1.5 dB higher than future no-project noise levels and, relative to existing traffic noise levels, future project traffic noise levels would increase by zero to 2.2 dB; typically, a noise level change of 3 dB or less is not noticeable. Thus, noise-sensitive land uses, including schools, churches and residences, would be not adversely affected by increased noise due to diverted traffic on parallel streets. The proposed project would not change the mix (or types) of vehicles traveling on Van Ness Avenue and parallel streets. It is unlikely that most trucks would divert from Van Ness Avenue to parallel streets due to the increased grade/slope on parallel streets (trucks are currently prohibited on Franklin Street north of California Street and are also prohibited on Gough Street north of Sacramento for this reason), and because they are either completing regional travel on the U.S. 101 or making deliveries to land uses on Van Ness Avenue. It is unlikely that the diverted traffic would result in a noticeable increase in vehicle horn honking, as the project would not affect curbside parking on parallel streets, garbage pick-up operations, deliveries or school drop off/pick-ups as noted in the comment.</p> |

The project does not propose to increase the capacity of Franklin Street, nor its operating speed or posted

speed limit. Thus, it is not anticipated that the project would contribute to any additional speed-related crashes at the Broadway/Franklin intersection.

Lastly, significant vibration impacts from rubber-tire-fitted vehicles are extremely rare. This is because rubber-tire-fitted vehicles are not as massive as railway vehicles. They are typically well isolated by the vehicle suspension design and rubber tires, which act as a highly effective barrier to vibration transmission from the vibration-generating carriage and the main propagation medium for vibration excitation, the ground; therefore, potential vibration impact from rubber-tire-fitted vehicles, such as those used in BRT projects, can be reasonably dismissed.

- I-32-5 Please see Master Response #10 regarding air quality impacts at neighborhood streets and streets with canyon-like air dispersion characteristics.
- I-32-6 Currently, private shuttles are not regulated by SFMTA, and thus are not considered public transit nor are they legally allowed to make stops in existing Muni bus zones. The Van Ness Avenue BRT would not change the policy towards shuttles in this regard. The project proposes to convert existing bus loading zones to curbside parking, where feasible, but does not preclude the use of those spaces for shuttle loading to be determined as a future project separate from the Van Ness Avenue BRT Project. The project would retain some curbside parking, including loading zones, on most blocks such that private shuttle services would likely be able to load passengers in the vicinity of their existing stops with the implementation of BRT. BRT stations under the LPA would be located within the dedicated transitway, which would reduce interference between transit operations and operations of private vehicles and shuttles. Please see Master Response #3, as well as [www.sfcta.org/shuttles](http://www.sfcta.org/shuttles) and [www.sfcta.org/tdm](http://www.sfcta.org/tdm), for more information on the City's work to better integrate shuttle services into the overall transportation system. The Authority led Transportation Demand Management (TDM) Partnership Project is working with the SFMTA to examine policies regarding private shuttles through the Muni Partner Program, including how to best manage loading and use of street right-of-way on streets with dedicated transit lanes and loading zones.
- I-32-7 Chapter 3.I of the Draft EIS/EIR states that at a typical screenline, regional private vehicle travelers (i.e., those with trips beginning or ending outside of San Francisco) on Van Ness Avenue only comprise 20%-33% of the private vehicles using the roadway. Similarly, "through trips" (i.e., trips that both begin and end outside of San Francisco) only comprise 1% of all trips on Van Ness Avenue. See Table 3.I-2 in the Draft EIS/EIR and the Vehicular Traffic Analysis Technical Memorandum (CHS, 2013) for more details. The SF CHAMP model was used to predict changes in travel behavior.
- I-32-8 Support for the No Build Alternative noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. See Master Response #2, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (April, 2008) for details on concepts development and screening. Transit Preferential Streets only treatments were considered as part of the screening process, but analysis indicated that this option would not meet the project's purpose and need, and was thus screened out. The TPS Treatments without a Dedicated Bus Lane and Peak Period Dedicated Bus Lane alternatives were not recommended for further evaluation in the EIS/EIR because the magnitude of expected benefits is low. TPS treatments were expected to provide about half of the reduction in travel times as BRT treatments (Van Ness Avenue BRT Feasibility Study). Additionally, without a dedicated bus lane, buses would continue to operate in mixed traffic and experience associated reliability impacts. Of all transit delays, mixed traffic delays have the greatest variability (Van Ness Avenue BRT Feasibility Study, 2007). Unless reliability is improved, increasing the number of buses will not reduce travel time or prevent bunching. Removing buses from mixed traffic lanes will help address these problems. More information on the process and the criteria used to screen alternatives can be found in the Alternatives Screening Report on the project website, [www.vanessbrt.org](http://www.vanessbrt.org). This report identifies the three alternatives studied in the EIS/EIR, and was adopted by the Authority Board in 2008 (Resolution 08-71).

From: Rachelle Quimby [rachelquimby@yahoo.com]  
Sent: Fri 12/9/2011 12:51 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] Better Rapid Transit Proposal

Hello,

I love MUNI. I use the bus system most days and find the service exceptional. I take routes 47 and 49 regularly. I take these routes at different times of the days (including commute times and late evenings) and on different days of the week. I continue to be amazed at how quickly the trip is on these two buses from my home in the Cow Hollow district to destinations on Van Ness Avenue and Mission Street.

**I-33-1**

I, therefore, was quite surprised to learn the San Francisco County Transportation Authority is considering spending between \$90 and \$130 million, depending on the alternative chosen, to reduce travel times on the Van Ness Avenue buses!!

I strongly recommend a "No Build" option. I "vote" in favor of retaining six lanes. Instead I suggest you consider bus only lanes during peak commuter times on weekdays in the morning and evening when traffic is heaviest. The cost for this alternative would be minimal.

**I-33-2**

The second choice would be the right lane alternative, which is the least costly of the three BRT alternatives.

**I-33-3**

I am clear the City of San Francisco, the State of California, and the Federal Government would be able to find better uses for the \$90 to \$130 million. The best option might be to not spend the money at all.

I appreciate your consideration.

Best,

Rachelle Quimby

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Rachele Quimby

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-33-1                          | Chapters 1 and 3.2 of the Draft EIS/EIR, as well as the Van Ness Avenue Feasibility Study (2007) detail the significant travel time and reliability deficiencies for routes 47 and 49 in existing conditions. Please see Master Comment #4 for information about the cost effectiveness of the project.                                                                                                                                                                                                                   |
| I-33-2                          | Support for the No Build Alternative noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. See Master Response #2, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (April, 2008) for details on concepts development and screening. Please see also response to Comment I-6-I.                                                                                                                                                                  |
| I-33-3                          | Support of Build Alternative 2 as a second choice noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Chapter 9 Financial Analysis presents the project capital and operations and maintenance costs. Section 10.2.4.7 describes how project operations and maintenance costs are considered in the LPA selection process. Build Alternative 2 would have the highest annual operating cost to Muni, and the lowest construction cost among the build alternatives. |

From: Hennie Wisniewski [hennie@planeteria.net]  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] Van Ness Avenue Bus Rapid Transit  
Sent: Sat 12/10/2011 1:22 PM

Sirs and Madams --

I like plan 4 the best. I know I have to walk to the center of the street to get the transit -- but often I have to walk across the whole street. I use public transportation all the time and of course the lines on Van Ness (movies, opera house, symphony, CalTrain). I often feel people who rarely or never use public transportation are the ones who have the most pull about how it will be!

**I-34a-1**

I live in Pacific Heights and I am for Alternative 4.

Henrietta Wisniewski  
1960 Pierce Street #1  
San Francisco, Ca 94115  
[hennie@planeteria.net](mailto:hennie@planeteria.net)

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Henrietta Wisniewski

Reviewer's  
Comment  
Number

Response

|         |                                                                                                                                                                                                                                                                                                                                                           |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-34a-I | Support for Build Alternative 4 noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Each of the build alternatives, including the LPA, would provide improved transit access to the many special event uses along the corridor, and to major transit transfer points like Market and Geary streets. |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

From: Hennie Wisniewski [hennie@planeteria.net]  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] Van Ness Avenue Bus Rapid Transit  
Sent: Sat 12/10/2011 1:24 PM

Sirs and Madams --

See note below. Forgot to mention, that I do not understand why the plan doesn't go to the foot of Van Ness -- Why does it stop at Lombard?

**I-34b-1**

Henrietta Wisniewski

Sirs and Madams --

I like plan 4 the best. I know I have to walk to the center of the street to get the transit -- but often I have to walk across the whole street. I use public transportation all the time and of course the lines on Van Ness (movies, opera house, symphony, CalTrain). I often feel people who rarely or never use public transportation are the ones who have the most pull about how it will be!

I live in Pacific Heights and I am for Alternative 4.

Henrietta Wisniewski  
1960 Pierce Street #1  
San Francisco, Ca 94115  
[hennie@planeteria.net](mailto:hennie@planeteria.net)



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Henrietta Wisniewski

Reviewer's  
Comment  
Number

Response

I-34b-1

Please see Master Response #1 on the definition of project limits. The northern terminus of the project limits was defined as Lombard Street in the Draft EIS/EIR due to the fact that traffic patterns show a significant decrease in the PM peak from the block between Greenwich and Lombard to the block between Lombard and Chestnut (70% decrease northbound; 52% decrease southbound; (CHS, 2012). The block north of Lombard has less than 600 vehicles per hour northbound and less than 425 vehicles southbound during the PM peak hour. Delays caused by these lower volumes of mixed traffic are significantly less frequent and severe as they are within the study area. Thus, full BRT treatments were not proposed for the corridor north of Lombard Street. Note that the 47 and 49 routes will continue to North Point Street as their terminus.

From: McClure, Charles [cmcclure@honolulu.gov]  
Sent: Mon 12/12/2011 12:20 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] Van Ness BRT Project

Mr. Michael Schwartz:

I own a condo at Daniel Burnham Court. I think the analysis of the Van Ness BRT alternatives is thorough. The no-build/existing condition is not satisfactory, not acceptable. For me, the bus interface with BART and the MUNI streetcar at Market Street is confusing with separate entrances, changes of levels, and considerable walking distance involving crossing streets. I don't see that any improvements to the Market Street "intermodal" transfer situation are proposed in coordination with the BRT project, and I recommend that special attention be given to the design of the Market Street intersection with the goal of improving passenger convenience and pedestrian safety.

**I-35-1**

**I-35-2**

Charles McClure

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Charles McClure

Reviewer's  
Comment  
Number

Response

- |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-35-1 | Support for the build alternatives noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. The LPA was shown to meet the project purpose and need and was thus selected by staff and the Authority Board for inclusion in this Final EIS/EIR.                                                                                                                                                                                                                                                                                                                    |
| I-35-2 | Design and implementation of the Van Ness Avenue BRT would be coordinated with the Better Market Street Project, if it is eventually approved, which is currently considering designs for Market Street, including the enhancement of intermodal transfers. In any event, project design will prioritize passenger convenience and safety with transfers at all stations. Improvements such as pedestrian signals, audible pedestrians signals (APS), pedestrian lighting, and pedestrian corner bulbs are all designed to enhance safety and comfort for all pedestrians, including transferring Muni passengers. |

From: I.L. Girshman [HiGoNRG@cs.com]  
Sent: Fri 12/16/2011 2:49 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:  
I.L. Girshman <HiGoNRG@cs.com>

I have extensive comments but a lack of time to sum them up and transmit them to you.

In general the planning document is too massive to reasonably review. Similarly, the project itself and supporting planning reviews do not seem to include the attendant effects of the project, evidently preferring to only concentrate on the mass transit aspects of the plan, instead of considering the entire environment of the Van Ness Corridor. Impacts to be considered would be traffic on Van Ness and surrounding streets, access to buildings on Van Ness and surrounding streets, impact to the retail corridor on Polk Street, etc. In other words, the impacts are NOT just limited to improving Van Ness transit and therefore "speeding up the trip and raising ridership rates". In fact, that is one of the slightest impacts.

I-36-1

Specific comments:

3.1 --- Fails to note vehicle/truck travel distinctions. Van Ness Avenue supports a huge variety of vehicles, including double trailer semi's, large private shuttle buses, tourist luxury coaches, open flatbed trailer trucks, double decker tourist coaches, private vehicles towing trailers and large RVs, muni buses returning to their garages, delivery trucks, etc. Some of these vehicles will be unable to navigate the new lanes proposed and unable to navigate the new turning radiiaa proposed at corners of Van Ness intersections.

I-36-2

3.1 --- identifying "through trips" as only those which include more than 2 counties is not correct and misstates the nature of and origins of heavy traffic on Van Ness, which often includes private vehicles traveling through SF County and therefore ignorant of alternative routes to Van Ness. They are traveling on Hwy. 101, they don't know about MUNI lines 47 and 49.

I-36-3

The entire document mentions very little about Van Ness Avenue being Hwy. 101, which provides an almost contiguous route from the US/Mexican border all the way to the US/Canadian border, a distance of over 1400 miles.

I-36-4

4.0 --- Development Projects on Van Ness fails to emphasize the massive CPMC project proposed at Van Ness/Geary, including the office building to be constructed on the opposite corner. More specific info is needed regarding the time frames proposed for building both the BRT and CPMC projects and how they will interlace with each other and the effects on traffic patterns on Van Ness during the extended construction periods.

I-36-5

Similarly, project planning does not seem to include impacts on other Muni lines which intersect the Van Ness lines, which include almost every bus line in the city.

I-36-6

Not enough information on mitigation of impacts from removal of mature tree canopies, which would include noise impacts, air pollution impacts as well as visual impacts.

I-36-7

5.4.10 --- Does not mention increased particulate matter from idling heavy bus/truck traffic stuck in Van Ness traffic in some proposed alternatives.

I-36-8

5.4.11 -- Does not specify construction timing during each day. Would work be done 24/7? 5 days per week, 9-5? Traffic patterns on Van Ness do not necessarily only reflect the standard "rush hour" pattern --- Saturday and Sunday are often quite heavy, and traffic frequently reflects the scheduling of events in San Francisco that serve as a region-wide draw (i.e., people will drive their private vehicles into SF from neighboring counties --- such as events at the Wharf like 4th of July, Fleet Week, etc.) Would construction be phased to avoid shutting down Van Ness in these period of heavy demand?

I-36-9

5.4.12 -- Does not mention restricted sidewalk spaces necessary to accommodate new bus stop structures. Does not mention if paid advertising at these structures will be present, which will impact the visual environment.

I-36-10

5.3.1/3 --- Does not mention impacts on Gough and Franklin street intersections and attendant pollution in surrounding areas, in particular Gough between Lombard and Sacramento.

I-36-11

Does not mention how to mitigate traffic needing to turn right and route itself around blocks to be able to turn west off Van Ness since left turns will be prohibited.

I-36-12

Finally, although mention is made of certain "soft" changes planned for Van Ness (better timing of signal lights, pavement renewals, etc.) there should be an alternative which would install only these changes and others such as adding to MUNI buses the ability to "hold" yellow lights so as to speed up their progress to the next stop, said alternative to include a reassessment of the necessity of doing the project at all once these economical and less disruptive changes have been installed.

I-36-13

Thank you for the opportunity to comment and for all your hard work in making SF a better place to live and work.

I. Girshman

PS) I certainly hope all the members of your planning staff have spent hours & hours, at varying times/days of the week, observing traffic patterns and Muni usage on Van Ness. I would suggest this be required for anybody participating in this project BEFORE work gets started.

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: I. Girshman

Reviewer's  
 Comment  
 Number

Response

I-36-1 Traffic on Van Ness Avenue and surrounding streets is discussed in Section 3.3 of the Draft EIS/EIR. Transit and pedestrian access to buildings on Van Ness Avenue and surrounding streets would be improved with implementation of the project. Private auto access to buildings would be similar to the No Build Alternative, with the exception of reduced left turn opportunities on Van Ness Avenue (only 1 in each direction for the LPA).

Section 4.2 of the Draft EIS/EIR discusses Community Impacts, including potential impacts on businesses. Businesses that would lose color parking zones that could not be replaced on the same block or immediately adjacent were identified in Section 4.2. The analysis does not identify any impacts to businesses in the retail corridor of Polk Street. Under the LPA (with or without the Vallejo Northbound Station Variant), it was confirmed that in most cases colored spaces would be able to be retained on the same street block or on adjacent blocks. However, specific locations were identified where provision of replacement colored spaces on an adjoining block may not be feasible or where an affected business may have special needs requiring immediately adjacent parking, such as passenger loading zones that serve elderly or infirmed people or truck loading zones that support delivery of large commercial goods. Potentially significant colored parking zone impacts on the area's adjacent uses are identified in Table 4.2-9 in Chapter 4.2 Community Impacts. Chapter 4.15 identifies potential construction impacts. Please see Master Response #6 for more details on construction impacts on businesses and residents.

I-36-2 All build alternatives, including the LPA, would allow for navigation by commercial trucks. Section 3.1.2.5 identifies intersections with truck restrictions under each of the alternatives and the LPA. Final roadway designs will be approved by SFMTA and Caltrans design staff to ensure the roadway meets standards for traffic and truck operations.

I-36-3 Van Ness Avenue's role as US 101 is discussed in the Introduction Chapter, as well as Sections 3.1 and 3.3 of the Transportation Chapter.

The far right column in Table 3.1-2 in the Draft and Final EIS/EIR shows the number and proportion of regional pass-through trips, defined as trips that begin and end outside of San Francisco but use the corridor. The next column to the left indicates the number and proportion of trips that have at least one trip end (origin or destination) outside of San Francisco but use the corridor.

Table 3.1-3 shows the proportion of "Divertible" and "Nondivertible." Divertible trips are defined as trips that do not have an origin or destination in the neighborhoods surrounding Van Ness Avenue, and most closely resemble the type of trips described by the comment. 74% of regional trips tend to have origins and destinations outside of those neighborhoods, and thus could technically take a different route through San Francisco.

Signage can be used to direct unfamiliar drivers to appropriate routes. The reduction in left turns for all alternatives, including the LPA, would enhance traffic operations for those wishing to drive the length of the corridor. For this reason, the Synchro models used to support the analysis in Chapter 3.3 indicate that travel speeds along Van Ness Avenue would remain similar for the build alternatives in spite of the reduction in the travel lane.

- I-36-4 See response to comment I-36-3.
- I-36-5 Chapter 4.15 of the Draft EIS/EIR (Construction) indicates the need to coordinate construction and traffic management planning for construction with other major projects, including the CPMC. If the project is approved, this will be a required mitigation measure, and close coordination would be part of any implementation planning to be performed as part of more advanced design.
- I-36-6 The project team first analyzed the cross-transit delays using a VISSIM microsimulation model. The results are presented in Section 3.2.2.3. Outputs from the model indicate that in 2015, buses crossing Van Ness Avenue would only increase their delay in crossing Van Ness by an average of 6 seconds for the LPA versus the No Build Alternative.

To determine if there is a significant transit delay impact, cross-transit delay was calculated using the same methodology employed by the San Francisco Planning Department for the San Francisco Bicycle Plan EIR. The delay calculation consists of 1) changes in mixed-traffic delay, 2) changes in dwell times due to increased boardings, and 3) changes in time to pull out from stops due to increased traffic delays. The analysis indicates that no route on the SFMTA rapid network that crosses Van Ness Avenue BRT would have an increase in mixed traffic delay and dwell time delay across the traffic study area of more than 60 seconds with the implementation of BRT when compared with the No Build alternative in 2035. For this analysis, Year 2035 with Design Option B and the LPA was used because it represents the largest increase in ridership and the largest increase in traffic delays (see Section 3.3). The one cross route with greater than a 60 second increase in mixed traffic and dwell time delay during the PM peak hour with the implementation of BRT would be the 31 inbound. The delay for this route in 2035 would increase by just over 3 minutes (190 seconds) with the implementation of BRT. This is nearly 3 minutes less than the threshold established by the San Francisco Planning Department (1/2 of the 12 minute headway or 6 minutes) that would create a potentially significant impact. Pullout time would need to increase significantly for all routes (more than 50 seconds) in order for the delay to reach a threshold of significance.

It should be noted that Van Ness BRT would not have transit signal priority at the cross streets carrying the most significant number of transit vehicles -- Market Street and Geary/O'Farrell. Discussion of cross transit delay has been added to the Final EIS/EIR in Section 3.2.

- I-36-7 See Master Response #7 on loss of tree canopy. Removal and replacement of trees is a factor considered in the selection of the Locally Preferred Alternative, as discussed in Section 10.2.4.6 Environmental and Social Effects. Information on trees to be removed under each build alternative and opportunities for new tree plantings is presented in Section 4.4.3.4, Landscape and Trees. A summary of trees to be removed under each build alternative and opportunities for new tree plantings is provided in Table 4.4-4, and Master Response #7. The center lane configured alternatives would not require removal of all trees, as explained in Section 4.4.3.4. Mature tree canopies provide water quality, aesthetic and carbon off-set benefits. There would be a period of reduced benefits until the new tree plantings grow to maturity, and these benefits would not be fully compensated where different tree types are selected based on OCS clearance requirements do not offer the same size canopy as existing trees that would be removed. However, under each center running alternative, the reduced benefits due to smaller tree canopy size would be offset by an overall increase in trees in the corridor.

Under existing, no-build, and build conditions, trees within the roadway median and/or along the roadway edges have or would have a negligible influence on sound propagation. The distribution of trees is and would be narrow and discontinuous. Furthermore, even for those trees that are densely leaved, the leaves tend to be concentrated at heights well above the paths between traffic noise sources and the nearest noise-sensitive receivers. Only continuous, deep groupings of non-deciduous foliage with relatively densely-packed leaves or needles positioned in the path of sound propagation have the potential to substantially attenuate noise levels.

I-36-8

Section 5.4.10 discusses cumulative air quality impacts, including toxic air contaminants (TAC). Particulate matter emissions from trucks and buses (heavy vehicles) are considered in the aforementioned analyses (Section 4.10.3). As described in Section 4.10.3, the purpose of the proposed traffic is to improve traffic flow and minimize heavy duty vehicles idling time along Van Ness Avenue (see Section 3.3.3 for detailed traffic analysis). The mixed flow traffic lanes benefit from the removal of Muni buses and associated traffic congestion delays resulting from buses maneuvering between traffic lanes to access curbside stations.

Under each of the project alternatives, including the LPA and no-build scenario, the current Muni bus fleet would be upgraded to a lower-emissions emitting fleet. It is anticipated that the new hybrid diesel-electric buses would further reduce the emission of diesel particulate matter (DPM) by emitting 95 percent less of DPM when compared to the buses to be replaced. In addition, engine idling activity that generate DPM emissions would be reduced by removing MUNI buses from mixed flow lanes and placing them in a free-flowing transit lane. Also, it is likely that most trucks would not divert from Van Ness Avenue to parallel streets (i.e., Franklin Street) due to the increased grade/slope on parallel streets, and because they are either completing regional travel on the U.S. 101 or making deliveries to land uses on Van Ness Avenue. Thus, as concluded in the EIS/EIR, the amount of heavy truck traffic diverting to parallel streets are not anticipated to create significant air quality impacts.

As discussed in detail in Section 4.10.3 and reiterated in Section 5.4.10, the proposed project would not result in unmitigatable, significant air quality impacts. In considering cumulative impacts, according to the Bay Area Air Quality Management District (BAAQMD), a proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. As shown in Table 4.10-6 of Section 4.10.3, idle emissions would be well below the State standards, resulting in a less than adverse air quality impacts to the region's existing air quality conditions. In accordance with BAAQMD guidance, each alternative would result in a less-than-significant on a project-level and would not be cumulatively considerable.

Although not specifically addressed in this comment, the proposed project would increase traffic volumes and may increase congestion on streets that parallel Van Ness Avenue. A project-specific and cumulative PM<sub>2.5</sub> analysis has been added to Section 4.10.3 in the Final EIS/EIR to address this issue. An assessment was completed both for the segment with the greatest incremental increases in annual average daily traffic and the highest total annual average daily traffic. Franklin Street north of Market Street under either center lane configured alternatives (Build Alternatives 3 and 4, including the LPA) would experience the greatest traffic volume (i.e., 47,823 average daily annual vehicles) increased due to potential vehicle trips diversion. The total average daily traffic along this segment would be 29,419 vehicles in 2035 and the incremental increase as a result of the proposed project would be 8,612 vehicles. The project contribution along this segment would be 4,486 annual average daily vehicles in 2035. The results of the analysis show that both annual PM<sub>2.5</sub> concentrations and health risk associated with PM<sub>2.5</sub> exposure would be less than the BAAQMD significance thresholds.

I-36-9

Section 4.15 Construction Impacts discusses the construction approach, and states that most of the work could be done during daylight hours, but some nighttime work would be required to permit temporary closures of the second traffic lane for tasks that could interfere with traffic or create safety hazards, subject to City approval with respect to noise ordinance requirements.

All construction work would be conducted in compliance with obtained permits and regulations set forth by the City and Caltrans, in accordance with the SFMTA Regulations for Working in San Francisco Streets (Blue Book), the MUTCD, San Francisco Municipal Code (Noise Ordinance, Sections 2907 and 2908), and SFPUC and SFDPW BSM work orders. Mitigation Measure TR-C7 requires implementation of a Transportation Management Plan (TMP) to provide advance notice to motorists and transportation and emergency service providers of information on construction activities and durations, detours, and access issues during each stage of construction. Please see Master Response #6 for more details on construction impacts on businesses and residents.



- I-36-10      None of the build alternatives, including the LPA, would result in sidewalk restrictions. The BRT stations for Build Alternatives 3, 4 and the LPA would be located in the center of Van Ness Avenue, and would not create sidewalk restrictions. Build Alternative 2 stations would be located on curb extensions, and would not infringe upon sidewalk space. Each of the build alternatives would open up new sidewalk space at locations where existing Muni bus shelters would be removed.
- Advertisements would not be more significant or out of character with existing advertising on bus shelters, and would be on fewer shelters since the project proposes to remove 6 stops in each direction.
- I-36-11      Section 3.3 of the EIS/EIR identifies potential traffic delay impacts on Gough and Franklin Streets. Section 4.10 identifies potential air quality impacts on corridor streets, including Gough, Franklin, Polk, Larkin, and Hyde streets as well as Van Ness Avenue.
- I-36-12      Right turn pockets have been added for all of the build alternatives, including the LPA, with priority given to areas that currently allow left turns (e.g., Pine Street). See Section 2.2.2 of the EIS/EIR for more detail. Section 3.3 of the EIS/EIR examines traffic impacts, and reflects traffic volumes that include these additional turn movements. The right turns volumes are reflected in the modeling and impact analysis. See Master Responses #8 and #9 for more details on how traffic volumes and impact analyses were calculated.
- I-36-13      Some of the projects in the No Build Alternative such as All-Door Boarding/Proof-of-Payment will be implemented in the near term, ahead of construction of the BRT project. However, the City's policy is to coordinate construction projects (including the infrastructure for transit signal priority) so as to avoid repeated construction projects in the same area within a similar time period. Please see Master Response #6 for additional information about project construction.
- After the certification of the Final EIS/EIR, multiple decisions by the SFMTA Board would need to be made before the project could enter construction. In addition, the project would need to seek approval of numerous permits outlined in Chapter 2 of the EIS/EIR (note: this text has been updated in Sections 2.8 and 2.9 of the Final EIS/EIR). The timing of such approvals would allow for evaluation of any improvements that have been implemented to be taken into consideration.

From: Alvin Huie [huie@sbcglobal.net]  
Sent: Mon 12/19/2011 5:12 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Alvin Huie <huie@sbcglobal.net>

I tried calling you to get some input as to how to make a comment; I don't think that this plan has been thoroughly thought through on a wide scale. The assertion that this will speed up traffic on Van Ness Avenue by taking out 1 lane of vehicle traffic is completely False. A good example of where this is being tried is the Embarcadero; the street had 3 lanes of traffic and has been modified to allow the F street car a dedicated lane. It took me 25 minutes to drive from Bay St. to Mission and the Embarcadero has separate left-turn lanes. Rather than speeding up traffic on Van Ness the project will cause more traffic delays with the corresponding pollution from all the cars that sit idling waiting to get across town. The City traffic engineers have done an outstanding job in setting the timing of the traffic signals so that the traffic runs smoothly and efficiently through the City. The BRT project will allow the traffic signals to be changed randomly and will cause a complete nightmare of traffic through out the whole City and in effect, negating the great work the traffic engineers have done. I think the planners have not driven through the Van Ness corridor to really comprehend the impact that the BRT project will do to the overall traffic in the City.

**I-37-1**

**I-37-2**

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Alvin Huie

Reviewer's  
Comment  
Number

Response

I-37-1

The proposed project is not intended to increase vehicle traveling rate on Van Ness Avenue. As described in Chapter I of the DEIS/DEIR, the proposed project aims to balance vehicle circulation with the attainment of other project objectives, such as improved transit performance and increased efficiency in terms of the number of people able to move through the corridor.

As shown in Figure 3.2-6 in the EIS/EIR, traffic congestion is expected to increase by 2015 without implementation of Van Ness BRT. An increased in traffic congestion would result in an impairment to average vehicle speed traveling along Van Ness Avenue. However, BRT is not projected to have a significant effect on travel speeds on Van Ness Avenue in 2015 compared to the No Build Alternative. This is because north-south vehicle movements would be able to take advantage of the transit signal priority and the longer green light times afforded through the elimination of left turns, particularly for the LPA. By 2035, significant and unavoidable traffic impacts are expected to occur with the project at several intersections in the corridor, primarily along Franklin and Gough Streets. These traffic impacts are described in detail in Section 3.3. With implementation of mitigation measures, the project would result in less than significant air quality impacts. Please see Section 4.10 for the complete air quality analysis. Please see Master Responses 8, 9, and 10.

I-37-2

Transit Signal Priority (TSP) is proposed as part of the Van Ness BRT project to reduce transit delay at most, but not all, intersections along Van Ness Avenue. TSP would extend green signals on Van Ness Avenue by up to 15 seconds when a BRT vehicle is approaching to allow it to pass through the intersection. Microsimulation modeling results indicate that the LPA will increase delay for vehicles crossing Van Ness Avenue by about 3 seconds while reducing delay for vehicles traveling along Van Ness Avenue by about 4 seconds at an average intersection, resulting in a slight overall average delay reduction. Section 3.3 of the Draft EIS/EIR provides a full traffic impacts analysis for the project.

19 Dec, 2011

Van Ness BRT

After attending your "open house" on Wednesday 30 November, 2011 and reading thru the "Van Ness BRT Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR)", I would like to share some concerns / opinions / perspectives thru the eyes of one who plies his trade in the "Public Transit" field and has done so here for 26 years.

## CHAPTER #2 : PROJECT ALTERNATIVES

As a Taxi Driver here for the past 26 years, I too have seen and had to deal with a serious increase in the number of cars / volume of traffic on the streets here in San Francisco. I too would like to see FEWER / LESS cars / traffic on the streets here. It would make my job "easier" and as you aspire here in your own BRT project having "Dedicated Bus lanes" that would "speed up" travel time for Muni Buses, FEWER / LESS cars / traffic on the streets here would allow me to get my passengers to their destinations in LESS time. However, and I DO try and remain "optimistic" thru all of this, the chances / possibilities of FEWER / LESS cars / traffic on the streets here any time soon are unfortunately, about as good as waiting for the Sun to RISE one day in the WEST ! I know from talking with passengers in my Taxi that "travel time" on many current MUNI routes is very slow. And though I am driving a car / Taxi which "theoretically" should be a "quicker mode" of transit / transport, current traffic conditions here in the City and now several projects which have resulted in a REDUCTION of traffic lanes via more "Bike lanes" / loss of traffic lanes due to streets changed from one way to two way { WB Hayes Van Ness to Gough; MacAllister Hyde to Jones } / Cesar Chavez {when it is finally finished} lane reduction from 3 lanes to 2 lanes have only served to INCREASE my "travel time" especially during weekday PM Peak / PM Rush Hour traffic and holiday / weekend afternoons. And with constant "whining & sniveling" from SFMTA and general public dissatisfaction with Cab service here, ANY talk / implementation of Traffic lane REDUCTION does NOT "bode" well for me, other Taxi Drivers, and ultimately, the "Taxi riding Public".

I-38-1

I-38-2

I personally have NO issues with people who use MUNI as their choice of "Public Transit / Transport". I acknowledge and agree with the need for an adequate and efficient public Bus system as one form / option of "Public Transit / Transport". But for me and the "Public Transit / Transport" riding Public, MUNI Buses are NOT the only choice / form of "Public Transit / Transport". Many disabled / handicapped / Seniors depend on and it is often their preferred choice of "Public Transit / Transport", the "Para Transit" Bus / Vehicle program, Ramp / Wheelchair Taxis, and regular Taxis. For these people, it offers them an alternative to often "overcrowded / slow moving" MUNI Buses. It MUST be remembered here. "Para Transit" Bus / Vehicle program, Ramp / Wheelchair Taxis, and regular Taxis are ALSO forms of "Public Transit / Transport". They can NOT be forgotten about / ignored. Van Ness BRT / any & all BRT Projects that call for "Dedicated Bus Lanes" for MUNI Buses only and thereby REDUCE the availability of Traffic lanes for "Para Transit" Bus / vehicle program, ramp / wheelchair Taxis, and regular Taxis and other forms of "Public Transit / Transport" is NOT an amicable and fair solution for all forms of "Public Transit / Transport". By implementing "Dedicated Bus lanes" that would "speed up" travel time for Muni Buses, but in doing so, REDUCE the number of available traffic lanes "Para Transit" Bus / Vehicle program, Ramp / Wheelchair Taxis, and regular Taxis and other forms of "Public Transit / Transport" would have to depend on to get to their destinations ultimately runs CONTRARY to the concepts BRT Projects are trying to promote. Reducing travel time for those who depend on / for those who choose to use ANY form of "Public Transit / Transport" as an alternative to driving a car. "Dedicated Bus Lanes" for MUNI Buses will benefit MUNI riders but they will NOT benefit those who choose / must

I-38-3  
*continued*

depend on other forms of “Public Transit / Transport” AND the DRIVERS of these other forms of “Public Transit / Transport”. This is a VERY important issue. Especially for me as a Taxi Driver ! I need as many traffic lanes available as possible to get my passengers to their destinations. And in the case of Van Ness Avenue, this is a VERY important thoroughfare / route that “Para Transit” Bus / Vehicle program, Ramp / Wheelchair Taxis, and regular Taxis and other forms of “Public Transit / Transport” depend on AND need to have as accessible as possible. That translates in to having access to as many traffic lanes as possible. I am sure you are already well aware of the fact / reality that Van Ness Avenue is a HEAVILY traveled corridor / thoroughfare.

I-38-3  
*continued*

And this is NOT going to change, if ever, any time soon. AM AND PM Peak / Rush Hour traffic, weekend nights {Friday & Saturday}, holiday / weekend afternoons { Saturday & Sunday} , accessing Van Ness from Lombard, and after 4th of July fireworks and Fleet Week shows along the Bay & the Wharf are the most congested times. And this translates into MANY days / periods of time that EVERY traffic lane available on Van Ness is used to its “maximum potential”. ANY reduction of available / accessible traffic lanes caused by the implementation of “Dedicated Bus Lanes” for MUNI Buses, especially during ANY / ALL of the aforementioned times, will only to serve to generate a Traffic “disaster / nightmare” for EVERYONE ! NOT a “positive” solution or “positive PR” for BRT’s cause ! As discussed in your “Van Ness BRT Draft Environmental Impact Statement / Environmental Impact Report (EIS/EIR)”, traffic directed to / encouraged to use “alternative routes” was one “possible solution” to alleviate potential traffic congestion that would be caused by / generated from the implementation of “Dedicated Bus Lanes” for MUNI Buses. While Franklin Street offers a “NB alternative route”, SB “alternative routes” are basically NON – existent. SB Gough Street , which is TWO – way from Lombard Street to Sacramento Street { Gough becomes one – way SB here at Sacramento Street} , is seriously OVER crowded from Union Street to Sacramento Street and at its worst, from Lombard to Sacramento Street during AM AND PM Peak / Rush Hour periods, weekend nights {Friday & Saturday}, holiday / weekend afternoons { Saturday & Sunday} , accessing Gough from Lombard as an “alternative route” to Van Ness, and after 4th of July fireworks and Fleet Week shows along the Bay & the Wharf. ANY other “promotion” of other “alternative routes” that would INCREASE the number of vehicles / volume of traffic on other streets would almost certainly generate complaints / protest from residents who reside on these streets. NOT what you need / want to generate. My other concern is how Traffic Signals would be “preempted / prioritized” for Buses as they approach intersections. I understand the concept and the reasoning. But... it must be done in such a way to MINIMIZE potential traffic flow disruptions at busy cross street intersections. These would include Union Street, Broadway, California, Pine, Bush, Sutter, Geary, O’Farrell, Turk, MacAllister { NB Golden Gate Transit Buses access Van Ness here}, Hayes, and Fell. It should also be noted that many SB Golden Gate Transit Buses turn LEFT / EB on to Mac Allister from SB Van Ness.

I-38-4

I-38-5

I-38-6

My concern is that excessive / long green light “preempt / priority” times for Van Ness Buses, will in turn, generate congestion and traffic delays on the aforementioned cross streets. Not only will this delay / interrupt the “Para Transit” Bus / Vehicle program, Ramp / Wheelchair Taxis, and regular Taxis, but also MUNI Buses that ply these cross streets on their routes !! This is especially a concern for me during the AM AND PM Peak / Rush Hour traffic and weekend nights {Friday & Saturday} when there IS still a lot of traffic on the streets. This issue can NOT be ignored. So with all of this in mind, from the 4 possible BRT projects, one “NO Build” and 3 “Builds”, and based on everything I have shared with you here, while I DO want EVERYONE to get where need to go in less time than they do at the moment, for the “Para Transit” Bus / Vehicle program, Ramp / Wheelchair Taxis, regular Taxis, and all other forms of “Public

I-38-7  
*continued*

Transit / Transport”, ANY loss / reduction of accessible / available traffic lanes for me translates into more difficult times getting around. For me, it is ALREADY bad enough here in the City. So, I favor the “NO Build” choice. I feel that ALL Bus Stops could be located AFTER / PAST the intersection, for SB on the SW Corner and for NB on the NE corner. This would help minimize potential traffic congestion problems on cross streets from excessive / long “preempt / priority” green light times for Van Ness Buses. Van Ness Buses would receive a “preempt / priority” green light as they approach an intersection. By having a Bus Stop located on the NEAR corner { for SB the NW Corner; for NB the SE corner} BEFORE the Bus would cross an intersection, this would generate a LONGER “preempt / priority” green light because the “preempt / priority” green light would not “cancel out” until AFTER the Bus finishes loading / unloading passengers, bicycles, wheelchairs, etc and then crosses an intersection. Therefore, ALL Bus Stops should be located AFTER / PAST the intersection, for SB on the SW Corner and for NB on the NE corner. Once the Bus clears / finishes crossing the intersection, the “preempt / priority” green light would “cancel out” quicker as opposed to forcing cross street traffic to have to wait for a Bus stopped BEFORE it crosses an intersection, while it loads / unloads passengers, bicycles, wheelchairs, etc and in the process, MINIMIZING how long cross street traffic would have to wait. And finally, I am OK with having the Bus Stop design from “Build Alternative 2” but that RIGHT lane would NOT be a “Dedicated Bus Lane”. It would be accessible / available for ALL vehicles.

I-38-7  
*continued*

I-38-8

I-38-9

However, by using “Build Alternative 2”, it will make it easier for MUNI Buses as they would NOT have to “pull out” of the Traffic Lane and then “pull back into” the Traffic Lane after they load / unload passengers.

### CHAPTER #3 : TRANSPORTATION ANALYSIS

I have read your “projected transportation analysis” with regard to “projected decreases / increases” in the number of cars / traffic volume on Van Ness and some peripheral streets. But I ask HOW did you / can anyone ascertain how many vehicles were / are “local trips / “regional trips” / regional pass thru trips” ?? What criteria was used? And how was it used? I then read : “Transit ridership would increase by 28 to 35 percent with the implementation of BRT; more than 50 percent of these new transit riders would be former private vehicle {auto} occupants”. HOW DO YOU KNOW THIS?? How does ANYONE know HOW people will react / modify how they get around IF BRT is implemented? What criteria was used? And how was it used? You REALLY believe that ANY BRT Project can be built / implemented based on this type of “projected ridership / transportation analysis”? “Guesstimates / speculation”. SFMTA’s 3rd Street “Light Rail Line” still has NOT realized the “projected ridership” that “projected ridership / transportation analysis” had “forecasted / predicted”. As a matter of fact, it is LOSING money! “Guesstimates / speculation” do NOT make for good criteria used when it comes to making ANY decisions! Especially if a decision is made based on “guesstimates / speculation”. And I see TOO much of your criteria that you have used in making your “findings / presentations” here based on “guesstimates / speculation”. San Francisco already suffers enough from previous decisions made that were based on “guesstimates / speculation”. Especially where the SFMTA was involved. This is NOT good! We do NOT need more Transportation “debacles”!

I-38-10

Thank you for taking time to read this thru!

Respectfully,  
Ralph Jacobson

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ralph Jacobson

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-38-1                    | The Van Ness Avenue BRT is projected to reduce the number of private vehicles and vehicles miles traveled in the Van Ness Avenue Corridor (see Figure 3.I-4) as well as citywide (see Table 4.I0-5). Reductions in mixed travel lanes to accommodate bicycle and pedestrian facilities that are occurring in other parts of the City are projects independent of the Van Ness Avenue BRT Project. The SFMTA balances the needs of taxis along with the other travel modes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I-38-2                    | Chapter 3.3 of the Draft EIS/EIR describes the changes in delay and travel time for motorized traffic, which includes taxis. The results indicate that in 2015, the number of intersections operating at LOS E or F is similar for the build alternatives and LPA as the No Build Alternative. In 2035, the least number of intersections operating at LOS E or F would occur under the No Build Alternative (7) and the most would occur under the LPA (12). Other alternatives would have traffic intersection effects in-between these numbers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I-38-3                    | Chapter 3.3 of the Draft EIS/EIR describes the changes in delay and travel time for motorized traffic, which includes taxis. Taxis and paratransit would still have full access to the corridor, and parking and loading would be largely retained. While taxis are considered part of the transit system, their needs are distinct from fixed route transit such as the 47 and 49. Chapter 1 of the Draft EIS/EIR (Purpose and Need) describes the goals of the project, including improvements to travel time and reliability for fixed route transit on the corridor. Currently, the travel time and reliability gap between autos (including taxis) and fixed route transit is significant. As shown in Chapter 3.2 of the Draft EIS/EIR, the proposed project is anticipated to reduce travel time and increase reliability for fixed route transit while allowing autos (and taxis) to benefit from signal coordination and the reduction in left turns in order to minimize any increased delays for those modes.                                                                                       |
| I-38-4                    | Section 10.2.4.1 of the Draft EIS/EIR compares the alternatives' performance during special circumstances, such as 4th of July and Fleet Week events. While creation of the Van Ness BRT dedicated transitway would reduce lane capacity for private vehicles (as well as taxis), BRT would increase the overall capacity of the Van Ness corridor to accommodate large flows of people traveling during special events. Both regularly scheduled Muni service and special event shuttles could operate within the dedicated transitway protected from event-related congestion in the mixed-flow lanes. Due to congested conditions in the mixed-flow traffic lanes and high volumes of transit passengers, the dedicated transit lanes proposed with BRT are particularly important to provide efficient and reliable movement through the Van Ness corridor during special events. The Van Ness Avenue BRT Project, as proposed, does not preclude SFMTA policy changes to allow taxis in the BRT lane for special events or general circumstances in the future, particularly after evaluation of service. |
| I-38-5                    | See Master Responses #8 and #9 for a discussion of the modeling of traffic diversions. The delay impacts and changes in travel time for users of Van Ness Avenue and the parallel streets in the corridor are described in Section 3.3 of the Draft EIS/EIR. Autos would be able to use varying parallel routes or take advantage of the enhanced operational changes on Van Ness Avenue (e.g., coordinated signals, reduced left turns, and lack of buses in the remaining two lanes).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| I-38-6                    | Transit Signal Priority (TSP) will be able to hold green signals for up to 15 seconds to reduce delay for                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

approaching BRT vehicles at most, but not all, intersections along Van Ness Avenue. TSP will not be installed at the intersections of Van Ness Avenue and Market Street as well as South Van Ness Avenue and Mission Streets due to high transit volumes on cross-streets and/or constrained signal timing. Microsimulation modeling results indicate that the LPA will increase delay for vehicles crossing Van Ness Avenue by about 3 seconds while reducing delay for vehicles traveling along Van Ness Avenue by about 4 seconds. Section 3.3 of the Draft EIS/EIR provides a full traffic impacts analysis of the project.

I-38-7 Support for No Build Alternative noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.

I-38-8 The LPA proposes all stations on the near side of intersections to allow for easier truck turning movements onto Van Ness Avenue while maintaining pedestrian and transit rider safety. SFMTA analysis indicates that this will not significantly change performance of the BRT, and TSP will be optimized such that the timing will take loading and unloading into account.

I-38-9 Please see Master Response #2 on alternatives definition and screening, Chapter 2 of the Draft EIS/EIR, the Alternatives Screening Report (April, 2008), and response to commenter #45 (comment #1). TSP treatments were looked at during screening, including peak-hour only bus lanes. Analysis showed that this treatment was not effective in meeting the project purpose and need because delays to transit caused by traffic on Van Ness Avenue occur during off-peak and weekends in addition to weekday peak periods.

Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.

I-38-10 The text in Section 3.I.2.2 has been revised to include more conditional language: “up to 50% of the new transit riders could be former drivers.”

Please see Master Response #8 on transportation modeling. The local, regional, and pass-through trips were estimated using the SF-CHAMP travel demand forecasting model, which is calibrated using the travel surveys and the most up-to-date data available.

The transit ridership percent increase was estimated using the SF-CHAMP travel demand forecasting model. Table 3.2-7 shows the increase in transit ridership in 2015 as approximately 11,300 for the LPA versus the No Build Alternative (40,900 vs. 52,300). Muni system wide ridership would increase by approximately the same amount, meaning that the growth in riders on Van Ness Avenue is not simply coming through a reduction in ridership on other lines, but rather generates new transit trips. Similarly, the increase in transit trips in the corridor (including Polk Street) is similar to the increase in transit trips on Van Ness Avenue, meaning the increase for the 47/49 is not generated simply through a decrease in trips on the 19 Polk Street bus.

Finally, the average net decrease in drivers in the corridor (covering all north-south streets between Gough Street and Hyde Street) is greater than 50% of the number of new transit riders on Van Ness Avenue. This indicates that there would be a sufficient decrease in the number of drivers in the traffic study area to be related to the increase in transit riders on the BRT.



From: Timothy Wickland [wickland@post.harvard.edu]  
Sent: Tue 12/20/2011 10:36 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Timothy Wickland <wickland@post.harvard.edu>

To whom it may concern,

I am writing to comment on the Draft Environmental Impact Statement/Environmental Impact Report for Van Ness BRT.

I would like to express my strong support for Alternative 3, and my strong opposition to Alternatives 1 and 2.

I-39-1

Alternative 1 represents a missed opportunity to have a significant positive impact on the economic well-being and quality of life of everyone who lives in San Francisco.

The selection of Alternative 2, while preferable to Alternative 1, would be a shame: the location of the bus lane between mixed traffic lanes and parking guarantees delays and accidents. Additionally, the side BRT lanes do a poorer job of visually communicating the quality of the BRT service.

I-39-2

Alternative 3 represents the best choice: center bus lanes separated from general traffic, offering the greatest improvements in speed, reliability, and operating costs. Moreover, Alternative 3 offers the most compelling visual and spatial identity for Van Ness Ave and is most likely to spur additional positive social and economic effects.

I-39-3

Alternative 4 is also strong, and has the attraction of retaining more large trees and high quality landscaping in the single median. However, the absence of barriers between the bus lanes and general traffic lanes will likely lead to more violations (i.e., private vehicles using BRT lanes) and thus more delays, and potentially more accidents, than Alternative 3.

I-39-4

For Alternatives 3 and 4, I also support Design Option B, due to the increased speed and reliability it would offer BRT; improved landscaping opportunities at some intersections; and potential benefits to through traffic flow on Van Ness.

I-39-5

Regards,  
Timothy Wickland  
1299 Bush St, San Francisco

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Timothy Wickland

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-39-1                    | <p>Support for Build Alternatives 3 and 4 is noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA, which is a center-lane configured alternative like Build Alternatives 3 and 4.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| I-39-2                    | <p>Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.</p> <p>Build Alternative 2 would have the most conflicts with mixed flow traffic because cars would be allowed to enter the transitway to parallel park and to complete right turns. Also, there is a greater likelihood of unexpected stops during transit service which could be caused by conflicts from double-parked delivery vehicles or broken down cars (see Section 3.2 of the Draft EIS/EIR). The travel time for Build Alternative 2 takes into account conflicts with right-turning automobiles and parking cars, as noted in Section 10.2.4.I Transit Performance.</p> <p>Curbside BRT stations proposed under Build Alternative 2 would not likely be as visible as the median BRT stations proposed under a center lane BRT configuration due to the presence of sidewalk trees and street furniture; nonetheless the BRT stations under each build alternative, including the LPA (with or without the Vallejo Northbound Station Variant), would feature wayfinding signage and BRT branding features. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I-39-3                    | <p>Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.</p> <p>Each of the build alternatives, including the LPA, would operate in a transitway separated from mixed flow traffic. Build Alternative 2 would have more conflicts with mixed flow traffic than Build Alternatives 3, 4, and the LPA because cars would be allowed to enter the transitway to parallel park and to complete right turns. Also, there is a greater likelihood of unexpected stops during transit service which could be caused by conflicts from double-parked delivery vehicles or broken down cars (see Section 3.2 of the Draft EIS/EIR).</p> <p>Each of the build alternatives, including the LPA (with or without the Vallejo Northbound Station Variant), would result in reductions in Muni operating cost, as discussed in Chapter 9 Financial Analysis. Build Alternative 2 would result in a 17% vehicle operations cost savings compared with the No Build Alternative. Build Alternatives 3 and 4 would result in the same vehicle operating cost, yielding a 28 percent savings compared with the No Build Alternative. Incorporation of Design Option B into Build Alternative 3 or 4, including the LPA, would result in a 32 percent operating cost savings.</p> <p>Build Alternatives 3 and 4, and the LPA, would result in the same travel time savings and same chance of an unexpected stop, as described in Section 3.2 and Section 10.2.4.I, Transit Performance. The LPA has a physical separation of the transit lane from mixed traffic vehicles at station locations.</p> <p>The significant reallocation of space and replanting of landscaping in the median under build alternatives 3 and 4, including Design Option B and the LPA (with or without the Vallejo Northbound Station Variant), creates an opportunity to unify the urban design of the street.</p> |

- I-39-4 Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.
- Build Alternatives 3, 4, and the LPA would remove nearly all conflicts with private vehicles and other buses or shuttles, and Build Alternative 3 would achieve the greatest such conflict reduction due to the dual median. Incorporation of Design Option B would further reduce conflicts due to the reduction in left turns. The LPA has a physical separation of the transit lane from private vehicle traffic at station locations.
- Drawbacks of the dual median configuration of Build Alternative 3 are that buses would not have the capability to pass another vehicle in the event of a breakdown. The LPA preserves the operational flexibility for vehicles to pass one another outside of station locations. These factors were considered in the LPA selection process, as explained in Section 10.2.4.1 Transit Performance.
- Please Master Response #7 regarding tree removal and planting opportunities.
- I-39-5 Support for Design Option B noted. Incorporation of Design Option B into Build Alternatives 3 or 4, as proposed for the LPA, would further reduce conflicts with other vehicles and pedestrians due to the reduction in left turns, which supports transit travel time savings and reliability, and reduced total intersection delay (a multimodal performance indicator) as discussed in Section 10.2.4.1 Transit Performance and 10.2.4.5 System Performance, respectively. These performance indicators are considered in the LPA selection process. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.
- Section 3.3 also indicates that the north-south private vehicle traffic on Van Ness Avenue would benefit from the elimination of the left turn phase at most intersections under Design Option B and the LPA.

From: Mary Miles <[page364@earthlink.net](mailto:page364@earthlink.net)>  
Date: Wed, Dec 21, 2011 at 10:40 AM  
Subject: Fw: IMMEDIATE DISCLOSURE REQUEST  
To: Jose Luis Moscovich <[jlm@sfcta.org](mailto:jlm@sfcta.org)>, [Rachel.hiatt@sfcta.org](mailto:Rachel.hiatt@sfcta.org), Michael Schwartz <[Michael.Schwartz@sfcta.org](mailto:Michael.Schwartz@sfcta.org)>

Please note:

- 1) Ms. Hiatt (listed as the contact in the DEIR/DEIS) has been completely unavailable for any queries in the public comment period.
- 2) Mr. Schwartz was not available for many days during the comment period.
- 3) The materials requested are referred to in the document, and have not been available during the public comment period.

**I-40a-1**

Mary Miles  
Attorney at Law  
364 Page St., #36  
San Francisco, CA 94102  
[\(415\) 863-2310](tel:(415)863-2310)

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Mary Miles

Reviewer's  
Comment  
Number

Response

|         |                                                                                                                                                                                                                                                                                                                                                                     |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-40a-I | SFCTA staff was available during the entire 49 day comment period. If one staff member was not available during that time period, contact information for a substitute was given through an auto-reply or outgoing message. Emails and phone calls received by the Authority during the public comment period requesting information were returned within 48 hours. |
|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

From: Mary Miles <[page364@earthlink.net](mailto:page364@earthlink.net)>

Date: Wed, Dec 21, 2011 at 2:06 PM

Subject: Re: Fw: IMMEDIATE DISCLOSURE REQUEST

To: Michael Schwartz <[michael.schwartz@sfcta.org](mailto:michael.schwartz@sfcta.org)>

Cc: Jose Luis Moscovich <[jlm@sfcta.org](mailto:jlm@sfcta.org)>, [rachel.hiatt@sfcta.org](mailto:rachel.hiatt@sfcta.org)

Mr. Schwartz:

Thank you, but you were not in your office during the latter part of the week of 12/14/11 - 12/16/11. The contact listed for the reference materials in the DEIS/DEIR is Ms. Hiatt. It was not clear to me that I should instead contact you or someone else for the materials referenced in the document. Is there a contact in case you are not available? Also, should public comment be addressed to Ms. Hiatt, as directed in teh DEIS/DEIR or to you, or to someone else's attention?

I-40b-1

I still do not have the dates of the traffic field counts with the actual counts, since they are not included in the material you sent, in your e-mail below, or in the DEIS/DEIR. How were these counts compiled? Were these counts actual cordon counts? When (dates and times) were each of the seven field counts made? You said yesterday that your office had the field data on the counts. If I need to get the information elsewhere, please let me know as soon as possible, giving the full contact information for whoever has these records if it is not your agency.

I-40b-2

I-40b-3

Thank you for your response on the disk. I will pick it up today if possible.

Sincerely,  
Mary Miles

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Mary Miles

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-40b-1                         | Rachel Hiatt was on a medical leave of absence that coincided with public circulation of the Draft EIS/EIR. Emails and voicemails sent to Ms. Hiatt were automatically forwarded to appropriate Authority staff, and were responded to within 48 hours during the public comment period.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| I-40b-2                         | Please see Master Response #9 for information on what traffic field data were collected for the traffic analysis, why they were collected and how that data were used in the traffic impact analysis. The dates of the 24 hour traffic counts collected at seven intersections were provided to the commenter during the public comment period as was the Vehicular Traffic Analysis Technical Memorandum, which as noted in Chapter 4 of the Draft EIS/EIR is available upon request. The EIS/EIR at Section 3.3.2.2 states that the field data referred to by the commenter was collected in March 2007. Note that these counts were used solely to determine the peak traffic hour, and are different than the intersection turning movement counts taken at 91 intersections primarily in the spring 2007 (with some additional intersections counted in 2008 and 2009) and used to calibrate the existing conditions Synchro model. |
| I-40b-3                         | Please see Master Response #9 and Response to Comment 40b-2.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

From: Mary Miles <[page364@earthlink.net](mailto:page364@earthlink.net)>  
Date: Thu, Dec 22, 2011 at 1:03 PM  
Subject: Re: Fw: IMMEDIATE DISCLOSURE REQUEST  
To: Michael Schwartz <[michael.schwartz@sfcta.org](mailto:michael.schwartz@sfcta.org)>

Mr. Schwartz:

Thank you for your response and attachments. I appreciate the provision of the reference materials on the disk yesterday afternoon, even if I won't have time to review that information before the deadline for public comment. Also, thanks again for providing the information you attach today, which I will review as time permits.

**I-40c-1**

You were unavailable from 12/14 - 12/16, and I therefore asked Ms. Cheng for the field count data. She told me on 12/16 that I should wait for your return on 12/19/11. It is now the day before your agency has said that public comment is due. So, yes, we do disagree that you have been available or that the instructions in the DEIS/DEIR document or anywhere else are clear on contact information.

The time for comment on the DEIS/DEIR is extraordinarily short for a project of this magnitude and a DEIR of this complexity and size. Many people are busy with other work commitments and 45 days (now 49 days) is inadequate time to comment on a large and complex DEIS/DEIR. Additionally, many people are away or have other types of commitments during the December holiday season, and for these reasons I have asked that the time for public comment be extended by at least 30 days. I can't think of any reason why urgency should be imposed on the public on this project and ask again for a time extension so that people can have the opportunity for meaningful public participation in the environmental review of this important project, as required under CEQA/NEPA. This is not intended as a personal criticism but as a general criticism and intended to serve both your agency and the public by drawing attention to this problem so that you may consider the possibility of providing a time extension on the deadline for comment.

**I-40c-2**

Sincerely,  
Mary Miles



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Mary Miles

Reviewer's  
Comment  
Number

Response

I-40c-1 Michael Schwartz was out of the office for two days during the public comment period. During those two days, information on how to reach the office manager (who had knowledge on the appropriate alternative contact for Van Ness BRT information) was left through an auto-reply on his email and the outgoing message on his voicemail. The commenter was able to obtain information during his absence from the office manager.

Public comment addressed to Rachel Hiatt, Michael Schwartz, or general Authority email addresses were all compiled as part of the public record.

I-40c-2 Local, state and federal guidelines/regulations were taken into account when establishing the circulation period. The document was circulated for 49 days, more than the 45 calendar days per NEPA/CEQA requirements (CEQ Regulation Sec. 1506.10c; 14 CCR § 15087d).

FROM:  
Mary Miles, Attorney at Law (SB #230395)  
for Coalition for Adequate Review  
364 Page St., #36  
San Francisco, CA 94102  
(415) 863-2310

TO:  
Van Ness BRT EIS/EIR  
San Francisco County Transportation Authority  
100 Van Ness Avenue, 26th Floor  
San Francisco, CA 94102  
vannessbrt@sfcta.org

Leslie Rogers, Region IX Administrator  
Federal Transit Administration  
U.S. Department of Transportation  
201 Mission Street, Suite 2210  
San Francisco, CA 94105

**BY E-MAIL AND U. S. MAIL**

DATE: December 23, 2011

**PUBLIC COMMENT ON DRAFT ENVIRONMENTAL IMPACT  
STATEMENT/ENVIRONMENTAL IMPACT REPORT (EIS/EIR) ON VAN NESS  
AVENUE BUS RAPID TRANSIT PROJECT**

This is public comment on the Draft EIS/EIR (“DEIR”) on the Van Ness Avenue Bus Rapid Transit Project (“BRT”).

The DEIR is dated “October 2011,” but in fact was not publicly released until Friday, November 4, 2011, in an e-mailed announcement that did not contain the DEIR. The November 4, 2011 e-mail stated a deadline date for comment on the DEIR of December 19, 2011, only 45 days after the e-mail, the minimum allowed under the California Environmental Quality Act (“CEQA”), (Cal. Pub.Res. Code [“PRC”] §§21000 *et seq.*)

The DEIR document itself was not readily available to the public by downloading due to its immense size. It was only available in CD/electronic format. The agency charged \$58 for a hard copy, a cost that precluded many from having access to the document in a usable format. Further, information referred to in the DEIR was not made available on request, including information necessary for impacts analysis such as field traffic counts. After several requests this commenter has not yet received the original source documents but only unattributed summaries.

Although the San Francisco Transportation Authority (“SFCTA”) extended that time by four days, until December 23, 2011, the time remains inadequate due to the size and complexity

I-40d-1

I-40d-2

I-40d-3  
*continued*

of the DEIR, the magnitude and importance of the Project, the unavailability of staff, and the failure to provide requested information. Although this commenter asked for documents referred to in the DEIR, that information was not provided with adequate time for review before the deadline for comment.

I-40d-3  
continued

Both the lack of public availability of a free hard copy and the inadequate public comment period deprived the public of meaningful participation in the environmental review process. The DEIR claims that “community” and “stakeholder” meetings were held, but within the legal requirements of CEQA and NEPA, these are irrelevant and meaningless. This Project is of regional, statewide, and nationwide significance, since it affects a State and United States Highway that carries thousands of travelers through San Francisco on Highway 101, which is also Van Ness Avenue.

Where the comment period is inadequate and the public is deprived of meaningful participation in the review process, the agency cannot claim in the future that the public or any individual failed to exhaust administrative remedies within the time for public comment, since the opportunity was not there. To give the public adequate opportunity, the public comment period for this DEIR should be extended to 90 days total.

For the above-stated reasons this Comment is necessarily incomplete.

The DEIR does not satisfy the legal requirements of CEQA<sup>1</sup> and other statutes and ordinances for reasons including but not limited to the following.

**1. The Lead Agency Has Not Acted with Objectivity.**

The DEIR aggressively promotes the Project and contains misleading information about its benefits, while failing to inform the public and decisionmakers of its severe impacts on the vast majority of travelers on this Federal Highway who travel by automobile. For example, the DEIR falsely and without supporting evidence claims that many residents along the affected area do not own cars. In any event, that claim is irrelevant since the users of the U.S. Highway 101/Van Ness Avenue are largely *not* residents of that area, but are using Van Ness Avenue and surrounding streets as a major roadway through the center of San Francisco and to and from the Civic Center, downtown, major employment hubs, and the freeway system. The number of travelers on Van Ness Avenue and nearby streets far exceeds the number of housing units in that area.

I-40d-4  
I-40d-5

The DEIR claims that transit ridership would increase “by 28 to 35 percent with BRT” and “more than half of the additional riders would be former drivers.” (S-6) The basis of that claim is unexplained and contrary to the admission on the next page of the DEIR that fewer than 6 percent of drivers would “switch modes to transit or change their travel time of day or destination” due to the Project’s severe impacts on travel on U.S. Highway 101, Van Ness Avenue. (S-7)

I-40d-6

Other parts of the DEIR also fail to identify the Project’s direct, indirect, and cumulative impacts on traffic, air quality, and parking. The document is legally inadequate and must be

I-40d-7  
continued

<sup>1</sup> Where this Comment refers to CEQA, it is also intended to refer to the similar provisions of NEPA unless otherwise stated.

corrected and recirculated to give the public accurate information and the opportunity for meaningful comment on the Project, bearing in mind that, “An EIR is a document of information not of advocacy.” (*San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 738)

I-40d-7  
continued

Further, the document cannot survive judicial scrutiny because the traffic impacts analysis lacks an accurate description of the Project and of existing conditions on Van Ness Avenue and nearby streets as required by both CEQA and NEPA, contains no legally adequate analysis of cumulative traffic impacts, and admits that it contains *no* proposed mitigation of the Project’s severe impacts on traffic. The analysis is therefore void and a nullity under the law.

I-40d-8

## 2. The Project Description Is Not Stable, Finite, and Accurate.

The DEIR describes the Project as “three build alternatives,” with two “options” for “Build Alternative 3,” and a “no Build alternative,” (S-4 to S-6) instead of a finite description, and therefore does not satisfy CEQA. (*County of Inyo v. City of Los Angeles* (1977) 72 Cal.App.3d 185, 193)

I-40d-9

There is no way with the “options” and compounded variables described that the public can understand what the Project is, its impacts, and any proposed mitigations or alternatives unless the DEIR describes the single, finite project that is proposed on Van Ness Avenue. (*Id.*) The public is not required to wait until *after* the close of comment for this critical information, as the DEIR demands. The failure to provide an accurate and finite Project description is an abuse of discretion under CEQA.

## 3. The Baseline Is Legally Defective and Invalidates the Impacts Analysis.

The DEIR fails to describe a legally adequate baseline description of the existing conditions in the Project area, the necessary information and beginning point for impacts analysis. The baseline is also flawed by the lack of data for its claims and conclusions.

I-40d-10  
continued

The 2007 traffic counts were only taken at five intersections on Van Ness Avenue. (DEIR 3-39) Additional counts were only included on one segment of Franklin Street and one segment of Gough Street. (DEIR, p. 3-39)<sup>2</sup> This is insufficient baseline data for any meaningful analysis of traffic in this large study area.

According to a “Vehicular Traffic Impact Analysis Technical Memorandum,” by CHS Consulting Group [“CHS Memo”], which was apparently used for the traffic impacts analysis in the DEIR, the BRT “traffic study area includes a total of 141 intersections,” but “Due to the large number of intersections in the traffic study area, the discussion of existing and future LOS focuses only on those operating at LOS E and F. The City and County of San Francisco has established LOS D as a threshold, so there is no need to present LOS for intersections operating

<sup>2</sup> “Greenwich and Filbert”: 38,281 daily; “Pacific and Broadway,” 36,487 daily; Geary and Post, 41,499 daily; “Hayes and Grove,” 42,910 daily; and “Market and Fell,” 44,499 daily. (DEIR, p.3-39) The DEIR also says that counts were taken on Gough Street “Ellis to Geary,” 27,007 daily; and Franklin Street Northbound, “Post to Sutter,” 30,901 daily. (DEIR, p.3-39)

at LOS D or better condition.” (CHS Memo, p.5.) The DEIR similarly states: “The Van Ness Avenue BRT Project traffic study area includes 139 intersections,” but that “Due to the large number of intersections in the traffic study area, the discussion of existing and future intersection and approach LOS focuses only on those signalized intersections or worst approaches at unsignalized intersections operating at LOS E and F. The City and County of San Francisco also use LOS D as a threshold, so signalized intersections or worst approach at unsignalized intersections operating at LOS E or F are assessed.” (DEIR, p.3-36)

I-40d-10  
continued

Both the CHS Memo and the DEIR are severely flawed by those statements, which illustrate the DEIR’s defective baseline. By restricting the analyses to selected intersections that are already congested, the Project’s traffic impacts are necessarily minimized. Not surprisingly, the DEIR incorrectly concludes that intersections already operating at LOS F will also operate at LOS F with the Project. However, the omission of baseline data and LOS analyses of intersections that now operate satisfactorily or better invalidates the DEIR as an informational document, nullifies the impacts analysis and is an abuse of discretion under CEQA. (See, e.g., *Communities for a Better Environment v. South Coast Air Quality Management District* (2010) 184 Cal.4th 310, 321,328; *Sunnyvale West Neighborhood Association v. City of Sunnyvale City Council* [“*Sunnyvale*”] (2010) 190 Cal.App.4th 1351; 1383, 1386, 1392) The DEIR was required to measure the actual traffic at the time the notice of preparation was published, September 23, 2007. (*Ibid.*; CEQA Guidelines §15125(a); DEIR, Appendix F) The impacts analysis must then compare the actual on-ground existing conditions at that time with the Project’s changes to determine both direct and cumulative impacts. Those existing conditions must include not just streets that already operate at LOS E and F, but also those that do not. The same baseline existing conditions must be used as the beginning point in the analysis of cumulative impacts.

I-40d-11

The baseline is also inadequate, because the Project proposes eliminating two traffic lanes on U.S. Highway 101, Van Ness Avenue fails to measure traffic at most key intersections on already-severely-congested streets where the DEIR says traffic will be diverted due to the Project’s significant impacts on traffic. The description of existing conditions must include measurements of traffic on the intersecting streets, not just on Van Ness. Further there is no measurement of traffic at intersections leading to areas of major congestion, such as streets in the Civic Center and the South Van Ness freeway ramps. These omissions are an informational defect that pervades the impacts analysis and fails to inform the public and decisionmakers about the Project’s impacts.

I-40d-12

The DEIR admits that the “Build” Alternatives eliminating *two traffic lanes on Van Ness Avenue* would reduce the “mixed-traffic capacity” along that highway by one-third. (DEIR, p.3-46.) However, the DEIR claims that of the 1/3 of travelers and freight haulers who are affected by the Project’s unmitigated delays, “approximately 29 percent...would change their travel patterns, including driving on other streets, shifting the trip to other times of day, or shifting to other modes, such as transit, walking, and bicycling.” (DEIR p.3-46) One third of the traffic on Van Ness would be 12,000 to 15,000 vehicles and trucks. (DEIR, p.3-39, traffic volumes) No evidence is provided for the speculative mode shift, and there is no analysis of the impacts of the diversion on the “five parallel streets” where the traffic is predicted to shift.

I-40d-13

The Project proposes BRT “stations,” meaning large bus stops, at the intersections of Van Ness at Mission Street, Market Street, McAllister Street, Eddy Street, O’Farrell Street, Myrtle

I-40d-14  
continued

Street, Geary Blvd., Sutter Street, Sacramento Street, Jackson Street, Pacific Avenue, Broadway, Green Street, and Union Street (DEIR, p.2-8), but there is no baseline description or analysis of the existing conditions and projected change in traffic due to pedestrians crossing Van Ness and side streets to get to and from those “stations” and the buses stopped at them. Further, nothing in the DEIR assures that buses will not leave the BRT lane and pass one another in traffic lanes, a common existing condition that will likely continue to contribute to even more congested, dangerous conditions with the Project.

I-40d-14  
continued

The DEIR’s failure to include traffic count data, including the dates the counts were made on all affected streets, and to do an LOS analysis at all affected intersections severely flaws the document’s informational purpose. That data is required as the baseline description of existing conditions for identifying the Project’s impacts on traffic.

I-40d-15

The DEIR claims that such counts were part of the LOS calculations, but there is no indication of the dates the counts were taken. (DEIR, p.3-1, 3-38) That basic information is necessary to satisfy CEQA and the San Francisco “*Transportation Impact Analysis Guidelines for Environmental Review*,” which require on-ground traffic counts to establish existing conditions, including “the date that the counts were actually taken,” “[c]opies of all counts used in the analysis,” and “[t]he LOS calculation sheets need to include the date and data used in the calculation was actually collected.” (DEIR, p.3-42; San Francisco Planning Department: *Transportation Impact Analysis Guidelines for Environmental Review*, Appendix B,-1-2.)

The traffic measurements that the DEIR claims it made do not coincide with the intersections where it claims it analyzed LOS. If it did not measure traffic at the intersections analyzed, the DEIR fails to comply with basic requirements establishing the baseline for its analysis. (*Sunnyvale, supra*, 190 Cal.App.4th at p.1380-1381, 1392.) That baseline must describe actual existing conditions and not computer projections. (*Id.*)

I-40d-16

For example, the DEIR claims it analyzed LOS cumulative traffic impacts at Gough/Green, Gough/Clay, Gough/Sacramento, Gough/Eddy, Gough/Hayes, Franklin/Pine, Franklin/O’Farrell, Franklin/Eddy, Franklin/McAllister, Franklin/Market, Van Ness/Pine, Otis/Mission/S. Van Ness, Duboce/Mission/Otis/US101 Off-Ramp (DEIR, pp. 3-53,3-61, 3-63, 3-67) However, there are no traffic counts for those intersections in the DEIR. (DEIR, p.3-39)

We are told that “The two arterial roads to the west of Van Ness Avenue, Franklin and Gough streets, carry approximately 31,000 and 27,000 daily vehicles, respectively,” (DEIR p.3-38) with no supporting field counts or dates for those figures in the DEIR or any other document. This commenter made several requests for the traffic count sheets, receiving only unattributed summaries without the field data required by CEQA and by City’s *Transportation Impact Guidelines for Environmental Review*, which is cited as authority for the DEIR’s analysis.

I-40d-17

Instead of actual counts, the LOS analysis refers to computer projections as the baseline for analyzing the Project’s traffic impacts (DEIR, p.3-45-47), an approach consistently rejected by courts. (*Sunnyvale, supra*, 190 Cal.App.4th at p.1380-1381.) This failure is highlighted in the DEIR’s LOS analysis where it refers to intersections that do not coincide with the areas where, instead of using the traffic counts it claims were collected in 2007, the DEIR uses a projection from “the SF-CHAMP model” for the year 2015, and/or uses a computer projection of traffic for

I-40d-18  
continued

the “No-Build Alternative” as a baseline, comparing that projection with projected traffic under the “Build Alternatives.” (DEIR, p.3-43, 46-47)

↑ I-40d-18  
continued

The Project’s “Build Alternatives” also eliminate 13 left-turn lane pockets on Van Ness, and several right turn lanes, which the DEIR admits will cause additional slowing, circling, diversion, and spillover traffic. (DEIR, p.3-46.) However, there is no analysis of the Project’s direct and cumulative impacts on congestion caused by delayed turning and bottlenecks at the few intersections where turns may finally be made.

I-40d-19

#### 4. The DEIR Fails to Identify the Project’s Impacts.

Besides the defective traffic and transit analyses, the DEIR fails to analyze the Project’s impacts on air quality, noise, parking, community services, and growth inducement, instead reciting unsupported conclusions of no impacts.

The Project will obviously cause impacts on air quality, noise, parking, community services and growth inducement, since it admittedly causes severe impacts by worsening traffic congestion not only Van Ness Avenue but also nearby streets.

##### a. Traffic and Transit: There Is NO Legally Adequate Cumulative Impacts Analysis or Analysis of Bus Crowding.

The DEIR contains *no* analysis or identification of impacts on traffic and transit on cross streets that will be affected by the increased traffic caused by diverting at least 29% of traffic by the Project’s reduction of traffic capacity on U.S. Highway 101/Van Ness Avenue. (DEIR, pp.3-21 to 3-33) The DEIR thus fails to provide critical information on the Project’s impacts and is legally inadequate.

I-40d-20

The DEIR also fails to identify impacts of bus crowding. The DEIR admits that on Van Ness Avenue buses already “operate with crowded, but not crush conditions, which is contrary to some riders’ experiences,” and dismisses those important criticisms: “Because these loads are averaged over the peak hour, the differences between the data and anecdotal experience of crowded Van Ness Avenue buses may be explained by reliability issues...” (DEIR, p.3-20) Instead of addressing the severe crowding issue, the DEIR dismissively deflects the crowding problem to the irrelevant issue of delays in waiting for buses, concluding that “the average amount of delay per person along Van Ness Avenue...would stay the same” whether the BRT is built or not. (DEIR, p.3-24) The BRT provides no new buses or staffing.

I-40d-21

However, the crowding is *not* addressed anywhere in the DEIR. Transit studies conducted for the Market and Octavia Area Plan Project, which will add 10,000 new residents to the Project area for the Van Ness BRT, state that Muni lines in the Van Ness Corridor, and the Mission Street Corridor were already at or over peak hour capacity in 2004. (See, e.g., Market and Octavia Neighborhood Plan EIR at pp.4-195) The lack of quantified data, analysis and mitigation of crowding render the entire impacts analysis pointless, since the BRT presents no solutions. Indeed, the DEIR claims that ridership will *increase* by 28 to 35 percent with BRT” and “more than half of the additional riders would be former drivers.” (S-6) However, the Project fails to fund or accommodate that increase with a single new bus. There is no evidence that any new buses and staffing have been funded by SFCTA, MTA, or any other agency.

I-40d-22

There is no legally adequate analysis of the Project's cumulative impacts on traffic and transit. The required procedure for analyzing cumulative impacts under CEQA is described in the CEQA Guidelines (14 Cal.Code Regs. ["CEQA Guidelines"] §15130) There is no such analysis in the DEIR. Huge projects are already planned that will drastically affect travel in the Project area, including the Market and Octavia Area Plan (adding 10,000 new residents to the immediate area, and a cluster of 40-story high-rises at Van Ness and Market, the Mid-Market Plan, the CPMC plan, the Eastern Neighborhoods Plan, the new PUC and other government buildings and employment hubs in the Civic Center and Market Street areas, large residential structures planned and/or already in construction in the Project Area, and the increase in traffic due to population and employment growth. The failure to identify and analyze possible cumulative impacts is an abuse of discretion and a failure to proceed as required by CEQA/NEPA.

I-40d-23

Instead of analyzing cumulative impacts, the DEIR compares 2015 conditions under the "No-Build Alternative" with "projected traffic conditions in the long-term horizon Year 2035 for the "No Build Alternative and the three build alternatives," (DEIR, p.3-45) with the assumption that 29% of the existing traffic has been diverted from Van Ness Avenue to someplace else and that "some motorists wishing to make a left turn along Van Ness would alter behavior, including using a downstream or upstream left-turn opportunity or circulating around the block to reach their destination." (DEIR, p.3-46) Thus the cumulative analysis begins with a speculative reduction of 1/3 in the existing traffic volumes without analyzing where the traffic went or the Project's impacts on nearby streets from adding thousands of vehicles. (DEIR, p.3-7) The DEIR admits that vehicles will crowd the already-congested Franklin and Gough Streets, and will also increase traffic on Polk, Larkin, Hyde, and routes outside the "Van Ness Avenue corridor" that will become more "attractive" with the gridlock caused by the Project. (DEIR, pp.3-7 to 3-8)

I-40d-24

The DEIR admits that a large number of transit lines cross the Van Ness proposed BRT corridor, but has *no* analysis of the Project's impacts on those streets, which affect Muni Lines 1, 1AX, 1BX, 2, 3, 5, 6, 10, 14, 14L, 16X, 21, 30, 31, 31AX, 31BX, 38 (Geary), 38L, 38AX, 41, 45, 71, 71L, J, K, L, M, N, S, F, and C lines carrying hundreds of thousands of passengers, as well as Golden Gate Transit lines 10, 70, 80, 54, 72, 73, 76, 93, 97, and private shuttle bus services. The failure to identify, analyze and mitigate the impacts on cross traffic and cross transit violates CEQA.

#### **b. Air Quality**

The discussion of Air Quality section of the DEIR at pp. 4.10-1 to 4.10-20 is completely inadequate, since it contains *no* identification or analysis of the impacts of increased traffic congestion, which will surely cause more idling, circling, and spillover traffic, causing air quality impacts, nullifying the document's informational purpose and violating CEQA's mandate to mitigate these impacts. The conclusion of no impacts on air quality is clearly erroneous and unsupported.

I-40d-25

#### **b. Noise**

The Project will obviously lead to increased noise and vibration impacts on Van Ness Avenue and nearby streets that the DEIR fails to describe and analyze. There is no data in the DEIR showing any noise measurement or analysis on streets where the document says Van Ness

I-40d-26  
*continued*



traffic will be diverted, on any cross streets that will experience additional congestion from spillover and circling traffic, idling vehicles, including buses and trucks, and the DEIR therefore fails to comply with CEQA. Natural buffers such as vegetation in the median strip and parked vehicles will also be removed, with no analysis of those impacts, or of the cumulative impacts from increased traffic due to other large development projects in the Project area.

I-40d-26  
continued

**c. Visual Impacts/Historic Resources**

The Project calls for not just the elimination of two traffic lanes on U.S. Highway 101, but also the complete elimination of the center median on the full length of Van Ness to construct “BRT stations,” with huge bus stops either in the middle of Van Ness or on both sides of it, removing mature landscaping, thus converting the landscaped Avenue to a wider asphalt corridor up to eight lanes, marked by three to four (not just two) bus lanes at large stops, instead of the existing six-lane divided Avenue.

I-40d-27

The Project’s “Build Alternatives 3 and 4” remove *all* of the existing median landscaping on Van Ness Avenue (DEIR, p.4.4-34 to 35) including mature trees, to create incompatible large bus stop facilities. The Project also installs a large amount of additional visual clutter, including additional bus stop structures with advertising, no-turn signs, additional new higher poles with brighter street lights replacing historic streetlamps(DEIR, p.4.4-31), and other obtrusive objects that are incompatible with the existing conditions and visual character of the surroundings. (DEIR 4.4-21 to 4.5-30) There is no accurate illustration in the DEIR of the proposed new poles and streetlights that will replace the smaller ones that are of historic and aesthetic merit that the Project will remove. The simulations depicted in the DEIR are from long distances and do not accurately describe the full impacts of the proposed Project on visual, aesthetic, and historic resources. Nor does the DEIR show what the proposed large new bus stops will look like.

**d. Parking**

The Project proposes to remove hundreds of existing parking spaces on Van Ness, cross streets, and parallel streets, affecting commercial, residential, and institutional uses, as well as loading throughout the area. The DEIR fails to propose any effective mitigations for those impacts. The DEIR also fails to analyze the cumulative impacts from other projects that will remove parking spaces or that fail to provide adequate parking, such as the Market and Octavia project (eliminating 5,640 parking spaces in the Project area and requiring no parking for 10,000 new residents), the San Francisco Bicycle Plan (removing more than 2,000 street parking spaces), and other major proposed developments in the area. None of these cumulative impacts are even mentioned, much less analyzed in the DEIR.

I-40d-28

**e. Land Use, Including Commercial and Industrial Transportation**

The DEIR’s land use section also fails to comply with CEQA, since it does not identify or propose mitigations for the Project’s impacts on land uses caused by increased congestion, noise, and lack of parking. Highway 101 is a major traffic, transit, and commercial freight-hauling corridor. The Project’s inevitable impacts on traffic will cause serious delays and congestion for all these uses. The diversion of traffic to nearby streets that are already congested will cause additional congestion and noise on those and nearby cross streets, including residential, commercial, and institutional areas. These land use impacts are not analyzed in the DEIR.

I-40d-29

There is no legally adequate cumulative impacts analysis of the Project's land use impacts. Instead, the DEIR suggests that if the Project is consistent with the San Francisco General Plan, it need not analyze and mitigate land use impacts, a notion consistently rejected by courts.

I-40d-30

Furthermore, even if it were relevant to the requirement of identifying and mitigating the Project's impacts on land use, the San Francisco General Plan is itself defective, since it contains no legally adequate Land Use element or Housing element in violation of the California Planning and Zoning Law. (Government Code, §§65300 *et seq.*)

**f. Growth Inducement**

The DEIR improperly dismisses without support the Project's growth inducement impacts. For example, the BRT has been used as a catch-all excuse and claim of "mitigation" of transportation impacts in a number of huge development projects, such as the Market and Octavia project, which will introduce 10,000 new residents to the Project area without providing parking or any mitigation of transportation impacts. Thus, the analysis and cumulative impacts analysis in this DEIR must take into account the growth from other development projects, instead of falsely claiming that the Project "would not lead to unplanned growth in the Van Ness Avenue corridor or larger region" and "would support planned growth and the planning goals of the City." (DEIR, p.4.3-2)

I-40d-31

**g. Emergency Services**

Emergency services will inevitably be affected by the increased congestion on Van Ness and nearby streets and cross streets but are unaddressed

I-40d-32

**5. The DEIR Fails to Propose Mitigations of the Project's Impacts.**

The DEIR (S-9) announces that "The City may also choose not to mitigate traffic impacts." This plainly violates CEQA, which requires effective mitigation of each of the Project's impacts, including descriptions of all mitigations including those found infeasible, and analyses of their feasibility, all supported by substantial evidence already in the administrative record.

I-40d-33

*continued*

Under CEQA, mitigation includes "Avoiding the impact altogether by not taking a certain action or parts of an action" and "Minimizing impacts by limiting the degree or magnitude of the action and its implementation." (CEQA Guidelines §15370) The DEIR must propose effective mitigation measures for each identified significant impact, and their effectiveness must be supported by substantial evidence. (See, *e.g.*, *Woodward Park Homeowners Association, Inc. v. City of Fresno* (2007) 150 Cal.App.4th 683, 724.) The DEIR's feasibility and infeasibility analyses must also be supported by substantial evidence, which the DEIR also fails to do. (*Lincoln Place Tenants Association v. City of Los Angeles* (2007) 167 Cal.App.4th 425, 449)

The DEIR fails to propose effective mitigations of even the few identified traffic impacts in its defective analysis, admitting that they are not effective and announcing without support that they are "infeasible." (DEIR, p.5-13) It is certainly feasible to minimize the Project's impacts by not taking the action or parts of it. (CEQA Guidelines, §15370)

The DEIR announces that “No mitigation is recommended” for the Project’s traffic impacts on Gough Street, Franklin Street, Mission/South Van Ness Avenue, and for any of its identified cumulative impacts. (DEIR p.7-16) The DEIR also proposes no effective mitigation for the Project’s impacts on Van Ness, and its impacts on nearby streets in plain violation of CEQA.

↑ I-40d-33  
continued

The DEIR also fails to propose effective mitigations for direct, indirect, and cumulative impacts on air quality, noise, land use, parking, and emergency services, since it does not correctly identify and analyze those impacts.

I-40d-34

**6. The Public Has Been Deprived of a Meaningful Role in Proceedings on the DEIR.**

The process is compromised by the lack of objectivity of the lead agency, which advocates for the Project instead of presenting neutral information about the Project’s impacts and proposing effective mitigations for them.

The proposed process of approval is entirely by unelected bodies, which makes the process unaccountable. The EIR is not a good faith attempt at objectively informing the public, since the SFCTA is the Project sponsor, the lead agency for CEQA purposes, the environmental reviewing agency, and the principal decisionmaking body. There is no provision for the public to appeal the decisions of the SFCTA Board or the MTA Board to an elected decisionmaking body. Thus, the procedural mechanisms begin and end with Project proponents, not with objective decisionmaking and providing objective information to the public.

I-40d-35

Further, as noted, the short time for public comment and the unavailability of documents and the DEIR itself in a usable format, restrict the opportunity for public participation in the environmental review process. Community “outreach” confabs are irrelevant to the environmental review of this important Project and to the procedures required by CEQA and NEPA, since the relevant public comment must be on the environmental review, *i.e.*, the DEIR, not opinions expressed in community meetings on the Project. The Project affects travel in the entire City, region, and state and requires serious analysis and serious proposed mitigations.

DATED: December 23, 2011

SIGNED:   
Mary Miles

**Individuals' Comments on the Van Ness Avenue BRT Project DEIS/R**

Reviewer: Mary Miles

Reviewer's  
 Comment  
 Number

Response

I-40d-1 The Federal Transit Administration signed the document during the last week of October and the NOA was posted during the first week of November. See response to comment 40c-2 regarding the comment period.

I-40d-2 CEQA Guidelines Section 15087 requires public agencies to make copies of the draft EIR available by furnishing copies to the public library and having copies in the offices of the Lead Agency. The project followed State of California Public Records Act provisions regarding charging for the cost of reproduction of public documents. An electronic version of the document was also made available without charge on the [www.vanessbrt.org](http://www.vanessbrt.org) website and was readable in both Adobe's free Acrobat Reader and Apple's free Preview program. Physical copies of the document were made available at multiple libraries, the Authority and SFMTA offices, and at the San Francisco Planning Department.

All subsequent documents requested were made available to the commenter within a reasonable amount of time from original requests. Please see Response to Comment 40b-2.

I-40d-3 Please see Response to Comment 40c-2 regarding the draft EIS/EIR comment period, and Response to Comment 40d-2 regarding how the Draft EIS/EIR was made available to the public and efforts made to provide Draft EIS/EIR background documents to commenter.

Meetings with stakeholder groups are not required under CEQA and NEPA; however these meetings were designed to share information about the project and encourage feedback from the public about the draft document and to elicit preferences for a locally preferred alternative.

I-40d-4 The document is a joint Draft EIS/EIR. Following FTA guidance, the document must show how the alternatives meet the project Purpose and Need. For this reason, the project must include information on the project performance. At the same time, the project adequately discloses environmental impacts, pursuant to both NEPA and CEQA guidance.

Section I.3.2.I, Transit Performance Needs, of the Draft EIS/EIR states that "approximately 46 percent of households in the Van Ness Avenue corridor do not own cars, compared with 29 percent citywide (SFCTA, 2006)." The statistic is provided in the Project Purpose and Need chapter of the Draft EIS/EIR to support the need for transit improvements in the Van Ness corridor given the large number of households that are dependent on transit and other alternative transportation modes and to indicate the potential use of the BRT for people with destinations on or near Van Ness Avenue. The cited source is the Authority's 2006 BRT Feasibility Study, which in turn cites the Bay Area Travel Survey and Census 2000 data.

The Van Ness corridor serves high volumes of both regional and local trips, as discussed in Section 3.I.I.I. Most private vehicle trips on Van Ness Avenue are local intra-San Francisco trips, not regional trips. Nearly 600,000 trips are made to, from, or within the neighborhoods surrounding Van Ness Avenue daily, of which most are local, intra-San Francisco, trips (Source: SF CHAMP). Twenty percent of trips to, from, or within the corridor are by transit, while walking and bicycling account for another 26%. On Van Ness Avenue itself, about 29% of all trips passing the average screenline are on transit (see

Table 3.I.-4 of the EIS/EIR; Source: SF-CHAMP).

Using the SF-CHAMP model, the Draft EIS/EIR indicates that a minority of trips on Van Ness Avenue have an origin or destination outside of San Francisco while a very small fraction of trips (<1%) are “through trips” with both an origin and a destination outside of San Francisco.

I-40d-5 Please see response to comment 40d-4, above.

I-40d-6 Please see response to comment I-38-10. The text on page S-6 as well as Section 3.1.2.2 has been revised to include more conditional language: “up to 50% of the new transit riders could be former drivers.”

I-40d-7 The Draft EIS/EIR analyzed direct and indirect impacts on the environmental factors mentioned, in Sections 3.3, 4.3, 4.10, and 4.2, respectively. Cumulative impacts for all affected environmental factors are discussed in Chapter 5.

I-40d-8 The traffic analysis describes and analyzes existing conditions as well as the proposed project, in Section 3.3. Potential mitigations are also described in section 3.3.

I-40d-9 NEPA requires federal agencies to evaluate all reasonable alternatives or a range of reasonable alternatives in enough detail so that a reader can compare and contrast the environmental effects. It is common practice to analyze multiple project alternatives in a NEPA document. A preferred project alternative, referred to as the Locally Preferred Alternative (LPA) is selected based on the analysis presented in the Draft EIS/EIR and the public and agency comments received which are factors considered in an alternatives analysis process intended to identify the LPA. CEQA encourages the use of joint environmental documents. (CEQA Guidelines Section 15226; see also 15170).

The Draft EIS/EIR for the Van Ness Avenue BRT presented three build alternatives (Build Alternative 2, Build Alternative 3, and Build Alternative 4) and one No Build Alternative (see Section 2.2 Project Alternatives). The description of each project alternative, including elements common to all, constitutes the project description pursuant to CEQA and NEPA. The project description is consistently presented throughout this Draft EIS/EIR.

The EIS/EIR also presents a design option called Design Option B that would eliminate all but one northbound left turn (at Lombard Street) and all but one southbound left turn (at Broadway Street). Design Option B is being considered under Build Alternatives 3 and 4, and is presented in Sections 2.2.2 and 2.2.2.3. Table S-1: Summary of Environmental Impacts and Table 7-2 Summary of Environmental Impacts under CEQA encapsulate the impacts of each build alternative, including Build Alternative 3 and 4 with and without Design Option B. The environmental impacts of the project that would result under Design Option B are described in more detail in Chapters 4, 5, and 7.

The LPA is Center Lane BRT with Right Side Boarding/Single Median and Limited Left Turns, a refinement of the center alternatives (build alternatives 3 and 4 with design option B) presented in the Draft EIS/EIR, as explained in Chapter 10 of the Final EIS/EIR. Under the LPA, BRT vehicles would operate alongside the median for most of the corridor, similar to Build Alternative 4. At station locations, the BRT runningway would transition to the center of the roadway, allowing for right side loading using standard vehicles, similar to Build Alternative 3. See Section 10.3 of the Final EIS/EIR for a full description of the LPA.

I-40d-10 Please see Master Response #9 for information on what traffic field data were collected for the traffic analysis, why they were collected and how that data were used in the traffic impact analysis. As explained in Master Responses #8 and #9, calculation of the EIS/EIR existing traffic was not based simply on traffic counts at the 7 intersections referenced in the comment. The EIS/EIR language has been clarified to describe the source of traffic data used in the analysis in more detail.

The EIS/EIR and the Vehicular Traffic Analysis Technical Memorandum (CHS, 2013) have been corrected, where needed, to show that there are 139 intersections in the traffic study area. The Vehicular

Traffic Analysis Technical Memorandum and the EIS/EIR statements cited by commenter, explaining that the LOS analysis presented in both of those documents provided the results of the model analysis for those intersections showing LOS E or F conditions but not other intersections does not mean that the other intersections in the study area were not analyzed. The model analysis included all 139 intersections in the study area. The analysis showed better than LOS E or F conditions at all other intersections in the study area (e.g. LOS A-D conditions). Figures 3.3-2 through 3.3-10 show which of the 139 intersections in the study area would operate at LOS A-D, LOS E or LOS F for 2007 existing conditions and for each project alternative, including the No Build Alternative, in 2015 and 2035.

I-40d-11

Please see Master Response 8 for a description of how the traffic analysis was conducted. Please note that the twenty-four (24)-hour traffic counts collected in March 2007 at five locations along Van Ness Avenue and one location each along Franklin and Gough streets, as described in Master Comment 8, are different than the turning movement counts taken at 90 intersections. The 24-hour counts were taken to determine the peak hour to perform the intersection LOS analysis (as shown in Table 3.3.I of the EIS/EIR), and not to determine existing LOS as the commenter suggests. The LOS analysis, based on outputs of the existing conditions Synchro model which was calibrated using the PM peak turning movement traffic counts at 90 intersections, showed that all of the intersections in the traffic study area, except for the intersection of Gough Street and Green Street, operated at LOS D or better conditions in 2007 (see Section 3.3.2.4 and Figure 3.3-2). This method is consistent with standard traffic engineering practice to evaluate LOS conditions for both existing conditions and future year baselines in NEPA and CEQA.

The EIS/EIR presents abundant data about traffic conditions during three different years. First, it presents 2007 existing conditions based on the data as explained in Master Responses #8 and #9. The project will not be considered for approval until 2013 and is not expected to open, if approved, before 2015. Therefore, to assure that the analysis of conditions with the project are sufficiently conservative and based on conditions that will exist when the project begins operations, the analysis added to 2007 existing conditions the degree of traffic growth expected to occur between 2007 and 2015, based on employment and population growth using ABAG 2007 projections. Master Response #8 explains regulatory requirements related to the use of ABAG projections.

Commenter states that the analysis should have used traffic conditions at the time the notice of preparation was published, September 23, 2007, as the baseline against which impacts of the project should have been compared. However, such an analysis would have underestimated the traffic impacts of the project because it would not have taken into account the growth in traffic in the study area between 2007, the year the NOI/NOP was published, and the year the project is expected to actually start operating. The EIS/EIR also considered cumulative conditions by adding to 2007 existing conditions all traffic from all cumulative growth in the area expected to occur between 2007 and 2035. It then compared conditions in 2035 without the project and with the project for each project alternative. The analytical approach used in the EIS/EIR is consistent with the approach upheld in *City of Sunnyvale v. Pfeiffer* (2011) 200 Cal.App.4<sup>th</sup> 1552.

I-40d-12

The Van Ness Avenue corridor study area is defined as Van Ness Avenue and five parallel streets, including Gough and Franklin streets to the west and Polk, Larkin, and Hyde streets to the east. There were 139 intersections in the study area analyzed for the 2007 existing conditions scenario (Section 3.3.2), including traffic on intersecting streets from Lombard on the north to Mission-Duboce on the south (see Figure 3.3-1). Thus the study area included the Civic Center area. The South Van Ness Avenue freeway on-ramp was not included in the existing conditions analysis as it would not be subject to any change in traffic volumes. The project does not cause an increase in traffic at the on-ramp, instead, it causes some traffic diversions off of Van Ness Avenue before traffic reaches the South Van Ness Avenue freeway on-ramp. The project also does not decrease the capacity of the South Van Ness Avenue freeway on-ramp.

I-40d-13

Please see Master Response #8 for an overview of how traffic diversion was analyzed. Chapter 3.3 of the

EIS/EIR and the Vehicular Traffic Analysis Technical Memorandum provide additional details on this analysis. Chapter 3.3 of the EIS/EIR summarizes the calculation of traffic impacts on the parallel streets based on volumes that include the diversions.

I-40d-14 The pedestrian signals at all intersections would be pre-timed, rather than actuated by pedestrians. Thus, the signal timing (which the traffic models rely upon) would not change based on any increases or decreases in pedestrian volumes. The existing conditions Synrho traffic model accounts for delay related to pedestrian activity, including passenger crossings at station locations.

The greatest increase in boardings/alightings under the LPA would be at the Geary/O'Farrell station, with up to 920 additional boardings and alightings per hour in 2035 versus existing conditions (spread out across two intersections). This would create an average of up to 11-12 additional pedestrians per light cycle, on average, with some needing to cross to or from the east side of Van Ness Avenue and the others crossing to or from the west side. Most other stations (other than Market Street) would have a significantly lower increase in passenger activity versus existing conditions and the No Build Alternative. A Synrho sensitivity analysis indicates that increased pedestrian activity in connection with these stations would not change intersection LOS or the traffic impact findings. The analysis considers year 2035 conditions under the LPA and finds that intersection delay would be increased by less than one second per vehicle at all intersections except the intersection of Geary Street/Van Ness Avenue where the delay would be 1.3 seconds per vehicle. Geary Street/Van Ness Avenue includes the highest potential for pedestrian conflicts for all permitted turning movements. The traffic conditions at Geary Street/Van Ness Avenue would continue to operate at LOS C with consideration of pedestrian delay impacts. The analysis of pedestrian activity at the Geary/O'Farrell station is provided in Appendix 15 (Pedestrian Volume Sensitivity Analysis) of the Van Ness BRT Vehicular Traffic Analysis Technical Memorandum (CHS, 2013).

By reducing congestion and loading delays through the implementation of BRT, the project is designed to reduce the need for vehicles to pass each other. The project does not anticipate the need for vehicles to pass each other except in the event of mechanical failure or emergency. For the LPA, buses would be able to pass each other on the left at station locations if needed, meaning they would not need to enter into mixed flow traffic. In addition, when there is a mechanical failure or emergency under existing conditions, the failed vehicle would block one of the three lanes on Van Ness Avenue – leaving only two mixed flow lanes, similar to BRT conditions. For the above reasons, passing associated with BRT operations would not impact traffic congestion beyond what is already accounted for in the traffic operations models. As noted in the EIS/EIR (Section 10.2.4.1) passing outside the BRT lanes on the right under mechanical failure and emergency situations for the center alternatives (including the LPA) would require special operator training to ensure safety.

I-40d-15 Please see Response to Comment 40d-10.

I-40d-16 Please see Response to Comment 40d-10 and Master Responses #8 and #9.

I-40d-17 Please see Response to Comment 40 b-2.

I-40d-18 Please see Responses to Comments 40d-10 and 40d-11.

I-40d-19 See Master Response #8 for a description of the approach to analyzing traffic diversion. Detailed information on the effect of eliminating left turn lanes is available in the Vehicular Traffic Analysis Technical Memorandum (CHS, 2013), which documents how any increased concentration of left turns at remaining intersections was considered. See also Master Response #9. All of the Synrho models incorporate the traffic volumes and operations of reassigned left turning vehicles. The resulting LOS impacts account for any delays caused by diverted traffic and reassignment of left turns.

I-40d-20 In response to comment, the project team first analyzed the cross-transit delays attributable to the project using a VISSIM microsimulation model. The results are presented in Section 3.2.2.3. Outputs from the model indicate that in 2015, buses crossing Van Ness Avenue would only experience an increase in delay

in crossing Van Ness by an average of 6 seconds for the LPA versus the No Build Alternative.

To determine if the project causes a significant transit delay impact, cross-transit delay was calculated by determining 1) changes in mixed-traffic delay, 2) changes in dwell times due to increased boardings, and 3) changes in time to pull out from stops due to increased traffic delays. The analysis indicates that no route on the SFMTA rapid network that crosses Van Ness Avenue BRT would have an increase in mixed traffic delay and dwell time delay across the traffic study area of more than 60 seconds with the implementation of BRT when compared with the No Build alternative in 2035. For this analysis, Year 2035 with Design Option B and the LPA was used because it represents the largest increase in ridership and the largest increase in traffic delays (see Section 3.3). The one cross route with greater than a 60 second increase in mixed traffic and dwell time delay during the PM peak hour with the implementation of BRT would be the 31 inbound. The delay for this route in 2035 would increase by just over 3 minutes (190 seconds) with the implementation of BRT. This is nearly 3 minutes less than the threshold established by the San Francisco Planning Department (1/2 of the 12 minute headway or 6 minutes) that would create a potentially significant impact. Average pullout time delay would be 5 seconds, significantly less than the delay required for there to be a significant impact for the 31 inbound (more than a minute). For further detail, please see Appendix 3 of the Van Ness BRT Vehicular Traffic Analysis technical Memorandum, CHS, 2013.

The Van Ness BRT would not have transit signal priority at the cross streets carrying the most significant number of transit vehicles -- Market Street and Geary/O'Farrell. Discussion of cross transit delay has been added to the Final EIS/EIR in Section 3.2.

I-40d-21

Although the crowding analysis demonstrates that in existing conditions there is adequate capacity on both lines over the peak hour to meet Muni's operating standards, poor reliability can result in crush loads on individual buses. As noted in Section 3.1.2.3, poor reliability explains crowded conditions on individual buses because variability in headways between buses results in variability in the number of passengers boarding each bus. For example, if buses are scheduled to run 8 minutes apart but one is delayed and runs 12 minutes behind the preceding bus, approximately 50 percent more passengers than average are likely to accumulate at stops along the route and attempt to board the bus, resulting in overcrowded conditions on that vehicle. If the following bus is just 4 minutes behind the delayed bus, it will likely have only half the average passenger load. Improving transit reliability reduces variability in passenger loads, thereby reducing the incidence of overcrowding experienced by passengers on individual buses.

Chapter 3.2 (Pg 3-22) of the Draft EIS/EIR explains the methodology for calculating transit ridership. This involves using 2007 Automatic Passenger Counter (APC) data collected by SFMTA and applying SF-CHAMP growth factors to determine future ridership. The crowding analysis divides the hourly ridership by the amount of capacity available on the buses (i.e., number of buses times the amount of space on each bus).

Consistent with SFMTA guidelines and City transit thresholds, the Draft EIS/EIR analyzed transit crowding during the peak hour; Due to the inconsistency of transit boardings at exact (i.e., to the minute) time of day on a daily basis, and due to the relatively high frequency of buses on Van Ness Avenue, it is not possible to analyze the average loads on a particular bus run. As explained in the Draft EIS/EIR there is enough overall capacity to accommodate passengers during the peak hour, but the lack of reliability means that transit riders sometimes wait a significant amount of time for a bus, resulting in bus bunching. When bunching occurs, the vehicles are significantly more crowded. The project is proposing to improve this condition by making the buses more reliable, with more even spacing, resulting in less crowding in particular instances.

The existing load factors collected from APC in 2007 are presented in Table 3.2-5 of the Draft EIS/EIR. These data are more recent than data referenced in the Market and Octavia Area Plan EIR, which used data from 2004 (Market and Octavia Neighborhood Plan EIR, 2007, Volume II, page 4-205) As shown in the table, average northbound passenger load factors over the PM peak period on



Muni routes 47, 49, and 19 are between 0.52 and 0.71, meaning passenger loads of 52% to 71% of capacity, at the maximum load points for each route. These loads do not exceed Muni's load factor threshold of 0.85. Table 3.2-11 shows the projected load factors in 2015 with and without BRT, all of which would remain below 0.85. With BRT, the fleet replacement is expected to increase the transit capacity of the corridor by upgrading the 47 line from 40-foot to 60-foot motorcoaches, which help to offset the increase in ridership anticipated as part of the project. By 2035 (which takes into account residential and employment growth anticipated for the area, including anticipated development projects in within Market and Octavia Area Plan study area), load factors are expected to exceed 0.85 with Center BRT, as shown in Table 3.2-12. Mitigation M-TR-1, which would add one additional vehicle each to routes 47 and 49, is proposed in 2035 to reduce crowding to below the 0.85 standard. As explained in Section 3.2.4, this reduction in headways could be possible with no additional operating costs due to the expected travel time savings forecast in that horizon year. See Section 9-4 for additional information on the project's expected operating cost savings.

I-40d-22 Please see response to Comment # 40d-21. Part of the BRT capital project cost shown in Chapter 9 of the Draft EIS/EIR includes the cost to expand the existing 40 foot motorcoaches currently serving the 47 route to 60 foot motorcoaches. This would create additional capacity to help offset the increase in ridership.

I-40d-23 The Draft EIS/EIR includes a cumulative traffic impact analysis consistent with CEQA Guidelines Section 15130 summary of projections approach. The SF-Champ model, used to project expected 2035 cumulative traffic conditions, incorporates projected land use growth using ABAG 2007 projections, which were used in the most recently adopted Regional Transportation Plan, Transportation 2035, for which an EIR was prepared. As explained in Master Response #8, the San Francisco Planning Department allocates ABAG's employment and population projections within the city based on anticipated development in San Francisco. Known developments within the Market and Octavia Area Plan study area, the CPMC project, developments in the Eastern Neighborhoods Plan study area, and other approved, planned, and potential developments are accounted for through the ABAG 2007 projections allocated citywide by the San Francisco Planning Department For further detail on land use allocation, please see Appendix 2 of the Van Ness BRT Vehicular Traffic Analysis technical Memorandum, CHS, 2013.

Further, traffic volumes for the intersections in the vicinity of the proposed CPMC hospital and medical office building were modified to reflect the projected vehicle trip generation for these two buildings in the CPMC EIR for the 2035 build alternatives and manually adjusted for reasonableness. Traffic operations analysis for existing and future year analyses used a SYNCHRO operations model as explained in Master Response #9

Further information regarding the relationship of the Market-Octavia Plan to the project is discussed in response to comment 40d-31.

I-40d-24 See Master Comment #8 on the approach to analyzing traffic diversions and Master Response #9 on how traffic impacts based on those diversions were calculated. Assumptions and traffic volumes under each scenario are further discussed in the Vehicular Traffic Analysis Technical Memorandum. The EIS/EIR 2035 No Build Alternative considers 2035 cumulative traffic conditions without the project but with projected traffic growth through 2035 due to population and employment increases using the ABAG 2007 Projections. The EIS/EIR compares the 2035 No Build Alternative to 2035 cumulative condition with the project effects added for each of the other project alternatives. See EIS/EIR Section 3.3.3.

With regard to the commenter's concern regarding the analysis of transit lines that cross the Van Ness proposed BRT corridor, the traffic analysis evaluated project effects on transit lines that cross the corridor. For more information, see the response to Comment 40d-20.

I-40d-25 Air quality impacts from localized air pollution and toxic air contaminants are described in Draft EIS/EIR Section 4.10.3.3. The Draft EIS/EIR concluded that the project would not result in significant air quality impacts from these effects. Refer to Master Response #10 for a discussion of localized carbon monoxide, nitrogen dioxide, and particulate matter concentrations related to increased traffic on streets parallel to Van Ness Avenue, where the project is projected to cause increased congestion. The proposed project would not increase congestion on Van Ness Avenue. In response to comments, the analysis of these effects has been augmented. Master Response #10 includes additional analysis to support the EIS/EIR conclusion that the project would not cause significant air quality impacts associated with localized pollution concentrations.

I-40d-26 Please see Master Response #11. As documented in the Noise Study Report, noise-sensitive land uses (receivers) were analyzed for existing conditions (which takes into account the implementation of Octavia Boulevard) along and between Franklin and Gough streets, including primarily residential buildings as well as schools, churches, hotels, and two small museums (see Section 4.11.4). Franklin and Gough streets are expected to attract more of the traffic that will divert from Van Ness Avenue with the BRT than any other routes; worst-case traffic noise levels were calculated on these streets using traffic volumes representing LOS C conditions (loudest speed for noise creation) during the highest volume hour (see Section 4.11.5.2). Along segments of these two roadways paralleling Van Ness Avenue, future traffic noise levels under the build alternatives are predicted to be zero to 1.5 dB higher than future no-project noise levels and, relative to existing traffic noise levels, future project traffic noise levels would increase by zero to 2.2 dB; typically, a noise level change of 3 dB or less is not noticeable (see Section 4.11.5.2).

The project noise study also concluded that the potential for vibration impact from rubber-tire-fitted vehicles, such as those used in BRT projects, can be reasonably dismissed (see Section 4.11.5.3).

Regarding the noise attenuation effect of parked cars or vegetation, in order for a noise barrier to be effective, it must be solid with no gaps. Even when parking spaces are heavily utilized, gaps between parked vehicles and reduced barrier attenuation over automobile hoods, trunks, pickup beds, etc. would result in negligible insertion loss at the nearest noise-sensitive receivers. Furthermore, while legal parking spaces along Van Ness Avenue are often substantially occupied, parking utilization is not 100 percent 24 hours per day, so larger gaps between parked vehicles can appear from time to time. In addition, there are numerous gaps between legal locations for sustained parking, e.g., intersections, bus turnouts, driveways, loading-only zones, and other restricted zones. Also, existing vegetation in the Van Ness corridor is not of a density to noticeably affect ambient noise.

Regarding the comment about cumulative analysis, the noise analysis assesses cumulative noise impacts along both Van Ness Avenue and diversion streets (Franklin and Gough streets). The cumulative analysis along Van Ness Avenue is summarized in the Cumulative Noise and Increase in Cumulative Noise columns of EIS/EIR Tables 4.11-4 and 4.11-5. The cumulative analysis along diversion streets is embodied in the predicted increase in traffic noise levels under future with project conditions relative to existing conditions, presented under heading 4.11.4.2 of the EIS/EIR. All of these cumulative assessments reflect future cumulative changes in traffic demand along the analyzed streets due to factors such as forecast changes in population and employment as well as the proposed project. See Section 3.3.1 (Traffic Evaluation Methodology) of the EIS/EIR for further detail.

As documented in the Noise Study Report, the noise analysis followed procedures in the Federal Highway Administration document, FHWA-RD-77-108, which provides foundations and basic equations for calculating traffic noise levels. The main variables in calculating traffic noise are traffic volumes, traffic speeds, and distances between the traffic lanes and noise sensitive receivers. When traffic from Van Ness will be diverted to Franklin and Gough, the only variable will be traffic volumes because the speeds and distances from the noise sensitive receivers will not be changed. Therefore, traffic related noise increases can be calculated using the ratios of the traffic volumes of the existing and project as well as no build and project.

Because there were no planned project related changes to the diversion streets and the only change was an

anticipated increase in traffic volumes, it was concluded that noise measurements would not be necessary and project related impacts could be adequately identified by modeling. Results of the predictions showed that traffic noise increases would be below the significance threshold.

Please see Master Response #11 for additional discussion of the noise and vibration analysis.

I-40d-27

Not all of the build alternatives would eliminate the existing median and all build alternatives, including the LPA, provide for rebuilding some median and landscaping, not all of the build alternatives would eliminate the existing median, as explained in Section 4.4.3.4. Build Alternative 2 would not eliminate the existing median on any block of Van Ness Avenue, and would increase the median width at locations where existing left-turn pockets would be removed. Build Alternative 4 would require reconstruction of the median at proposed station locations, and would maintain much of the existing median throughout the remainder of the corridor (including existing trees and landscaping). Build Alternative 3 would require reconstruction of the existing median throughout the corridor, which is anticipated to require removal of all existing trees and landscaping. The LPA would require reconstruction of the existing median along each block with a proposed station, which is anticipated to require removal of all existing trees and landscaping along blocks with stations. Appendix A of the EIS/EIR provides plan drawings, showing median widths, for the entire length of each build alternative and LPA.

Chapter 2 shows typical cross sections for existing conditions and each of the build alternatives. The BRT would not result in any additional lanes beyond existing conditions, and in areas with removed left turns pockets, would result in fewer lanes. Buses would continue to occupy two lanes, as in existing conditions; however, these lanes would now be exclusively used by transit vehicles.

Van Ness Avenue currently has bus stops with advertisements; as a major traffic thoroughfare, there is already significant signage. The project proposes to remove six bus stops, thus reducing some of the clutter.

Visual simulations are presented in Figures 4.4-8 through 4.4-11 depicting each of the build alternatives, and the LPA (Figure 4.4-11), at three different locations along Van Ness Avenue, including the McAllister Street/Van Ness Avenue intersection located within the Civic Center Historic District. An existing condition photo is also presented in each figure for comparison purposes. These simulations show an example of a feasible replacement OCS pole/lighting network design that is the height required to support the BRT build alternatives, including the LPA, and a BRT station design of the proposed height and size. The McAllister Street/Van Ness Avenue intersection depicted in Figures 4.4-10 and 4.4-11 provides a simulation of the project in the context of City Hall and other buildings in the Civic Center Historic District. Section 4.4.4 identifies mitigation measures to ensure that landscape plans, BRT stations, street lights/OCS poles, and project signage will be visually compatible with all City design-related policies. Further, structures and landscaping will be subject to design review by the San Francisco Arts Commission and, in the Civic Center Historic District, the Historic Preservation Commission. There would be no adverse effect to historic resources as a result of implementation of Van Ness BRT. The State Historic Preservation Officer concurred with this finding (see Appendix C of the Final EIS/EIR).

I-40d-28

Parking losses are discussed in the EIS/EIR in Section 3.5. Cumulative parking losses are discussed in Section 5.5.2. Community impacts of parking removal, including impacts to local businesses, are discussed in Section 4.2.4.2. Cumulative community impacts, including cumulative community impacts of parking removal, are discussed in Section 5.5.3. Impacts to parking during construction are addressed in sections 4.15.1 and 4.15.2.

I-40d-29

The proposed project would not impact land use. Noise, traffic and parking impacts are described in Sections 4.11, 3.3, and 3.5 respectively. Construction period impacts are described in Section 4.15.

Please see Master Responses #9, regarding analysis of traffic congestion, and above responses to comment # 40d-25, regarding noise impacts and # 40d-28, regarding parking and community impacts.

I-40d-30 As discussed in Section 5.4.1, the build alternatives, including the LPA, would not change existing and planned land uses. The project would provide improved transit service to the major activity centers in the corridor, such as the Civic Center and planned CPMC Cathedral Hill Campus. No direct or cumulative impacts to existing land uses or planned development would occur, thus the project would not contribute to any cumulative land use impacts.

The comment regarding the adequacy of the San Francisco General Plan does not relate to an environmental impact and no response is required.

I-40d-31 Growth related to the developments in the Market and Octavia Area Plan study area was evaluated as part of the cumulative impact analysis (Chapter 5). See also Section 2.7.3 for a list of local planning projects considered in the cumulative impact analysis. The Market and Octavia Area Plan envisions improved transit service on Van Ness Avenue, as discussed in Section 4.1.1.3 Land Use, but implementation of the Market and Octavia Area Plan or other development projects are not dependent on implementation of the Van Ness Avenue BRT. The Market and Octavia Area Plan and other previously approved projects have been separately approved and subject to separate environmental analysis independent of the Van Ness BRT project. New development seeking project approvals within those study areas would need to conform to CEQA regulations, including project level environmental review where appropriate.

The traffic impact modeling is consistent within one percent of the Association of Bay Area Governments (ABAG) population and employment growth projections (California Government Code 65089 and MTC Congestion Management Program Guidelines require consistency with regional land use inputs for model consistency and approval). These projections were made in the same year (2007) as the Notice of Preparation/Notice of Intent of the Van Ness Avenue BRT Project, and have since been included in the approved Metropolitan Transportation Commission's Regional Transportation Plan (Transportation 2035). Thus, the growth that the Van Ness BRT project supports is planned growth, consistent with regional growth projections.

I-40d-32 As discussed in response to comment 29-2, the dedicated BRT transitway would be available for use by emergency response vehicles (EIS/EIR, Chapter 2, Section 2.2.2), thereby facilitating emergency service access during peak hour congestion. The same number of lanes would be available to emergency vehicles as in existing conditions.

I-40d-33 Please see Master Response #9 and response to comment O-1-2 regarding traffic impact mitigation and findings that decision-makers would need to make if they determine that there are not feasible mitigation measures or alternatives to avoid significant impacts.

I-40d-34 Please see responses to comments 40d-25, 40d-26, 40d-28, 40d-29 and 40d-32.

I-40d-35 The San Francisco County Transportation Authority Board of Commissioners consists of the 11 members of the San Francisco Board of Supervisors. Each member is elected through a district voting process every four years. The Authority Board will certify the EIR and approve the project as explained in EIS/EIR Section 2.8.

Other approvals required for the project are listed in EIS/EIR Sections 2.8 and 2.9.

From: Eric Whitney [whitneywebworks@yahoo.com]  
Sent: Wed 12/21/2011 11:32 AM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Public Comment on Van Ness Ave. BRT

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Eric Whitney <whitneywebworks@yahoo.com>

Thank you so much for the opportunity to give comment on these proposals. I live on Van Ness Avenue, in the residences of Opera Plaza, so will likely have a direct impact as a homeowner on whatever decision is or is not decided upon. My comments are general, but tend to favor options 3 & 4. I believe that whatever is decided upon, it should take into consideration future expandability of bus service (or rail,) to Fort Mason, the Marina area, and eventually out to the GG bridge. As the bridge remains one of the city's greatest attractions, ease of hop on/hop off transportation around the city will not only ease and encourage more tourism around the city, but will help residents access areas of the city that remain somewhat inaccessible.

I-41-1

I-41-2

The current state of traffic congestion on Van Ness will remain challenging as long as buses are required to flow with regular traffic. Side lane routes may do little to discourage double parking for retailers and delivery vehicles (thus slowing buses) and general traffic slowing for right turns and pedestrians. Center lanes, although more costly would seem to ameliorate many issues and speed the transportation corridor.

I-41-3

I know it is difficult to imagine the extra costs involved with a center lane solution; however, in the long run it will serve to reinvigorate the Van Ness merchants corridor, and increase homeowners property values. In my dreams, the buses would eventually be replaced with a rail system, tied to the F Market, that runs all the way out to the bridge.

I-41-4

I-41-5

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Eric Whitney

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-4I-1                    | Support for Build Alternatives 3 and 4 noted. Please see Chapter 10 of the Draft EIS/EIR for the analysis supporting the LPA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I-4I-2                    | <p>Please see Master Response #1 on the defining of the project limits. The northern terminus of the project limits was defined as Lombard Street in the Draft EIS/EIR due to the fact that traffic patterns show a significant decrease in the PM peak from the block between Greenwich and Lombard to the block between Lombard and Chestnut (70% decrease northbound; 52% decrease southbound; CHS, 2012). The block north of Lombard has less than 600 vehicles per hour northbound and less than 425 vehicles southbound during the PM peak hour. Delays caused by these lower volumes of mixed traffic are significantly less frequent and severe as they are within the study area. Thus, full BRT treatments were not proposed for the corridor north of Lombard Street.</p> <p>The BRT routes (47 and 49) will continue to North Point street. In addition, the Transit Effectiveness Project (TEP) is looking at transit improvements north of Lombard Street on Van Ness Avenue, including the potential for dedicated lanes and signal priority, as part of its environmental review.</p> <p>Please see Master Response #2 on alternatives definition and screening, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (April, 2008). Surface rail and subway alternatives were not recommended for further analysis based on cost-effectiveness analysis performed for the Alternatives Screening Report and BRT Feasibility Study. Rail technology would provide high levels of transit benefits but with significantly more capital and construction costs. BRT on Van Ness Avenue has been demonstrated to be a more cost-effective alternative than more expensive rail technologies.</p> |
| I-4I-3                    | Support for build alternatives 3 and 4 noted. All build alternatives, including the LPA (with or without the Vallejo Northbound Station Variant), will reduce the impact of traffic congestion on transit operations by providing a dedicated lane for transit. Build Alternatives 3 and 4, and the LPA, would remove nearly all conflicts with private vehicles within the BRT corridor, whereas under Build Alternative 2 cars would be able to enter the transitway to complete right turns and parallel park. This results in a greater likelihood of unexpected stops during transit service under Build Alternative 2 than the other build alternatives and LPA, which degrades transit travel time and reliability. Sections 3.2.2.2 Reliability and 10.2.4.I Transit Performance discuss how these factors are considered in the LPA selection process. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I-4I-4                    | <p>The LPA would have transit running in the center of the street.</p> <p>Each of the build alternatives would provide improved transit accessibility to the commercial uses in the Van Ness Avenue corridor, and improved pedestrian conditions. These factors are anticipated to have beneficial economic effects for these commercial uses, as discussed in Section 4.2.4.2.</p> <p>Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I-4I-5                    | Please see Master Response #2 on alternatives definition and screening, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (April, 2008). Surface rail and subway alternatives were not recommended for further analysis based on cost-effectiveness analysis performed for the Alternatives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

Screening Report and BRT Feasibility Study. Rail technology would provide high levels of transit benefits but with significantly more capital and construction costs. BRT on Van Ness Avenue has been demonstrated to be a more cost-effective alternative than more expensive rail technologies.

From: Christopher pederson [chpederson@yahoo.com]  
Sent: Thu 12/22/2011 11:08 AM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] Comments on EIS/EIR

Thank you for this opportunity to comment on the draft EIS/EIR. Unfortunately, this opportunity has arrived years too late. Perhaps every EIR for a project to improve public transportation should also include a section analyzing the adverse environmental impacts caused by the inordinate amount of time it takes to concoct falsely precise speculations about how much extra delay car drivers might experience more than twenty years from now. I cannot believe that anyone involved in the process takes the predictions seriously, but they have to pretend they do because that's what they think CEQA requires.

**I-42-1**

It's time for this farcical and harmful misinterpretation of CEQA to stop. The delay and frustration that a car driver experiences at an intersection is no more of an effect on the physical environment than the delay and frustration that that same driver experiences while hunting for parking. Idling cars might contribute to air pollution, but the EIR indicates that this project won't have any significant effects on air quality. The EIR's conclusion that this project will have significant adverse impacts on the environment simply because of traffic delays is therefore incorrect.

Of course, the primary reason for acting as if traffic delays qualify as an environmental effect is because of several decades worth of caselaw that misconstrues CEQA as if it were the Car Enhancement and Quantification Act rather than the California Environmental Quality Act. Given that California's excessive dependence on the automobile is a primary driver of many of the most serious environmental problems that this state confronts, it is ironic (to say the least) that CEQA is routinely applied in ways that either promote even more automobile dependency or that obstruct attempts to provide attractive alternatives.

Given this bad caselaw, it is understandable that the EIR classifies possible future traffic delays as environmental effects and identifies potential measures to reduce those speculative delays. As the EIR correctly points out, however, those measures would conflict with numerous city mandates to improve the environment by improving public transit and pedestrian facilities. I therefore strongly support the EIR's conclusion that the identified traffic mitigation measures are infeasible and unlikely to be successful in the long run.

**I-42-2**

With respect to the alternatives evaluated in the EIR, the City should identify either alternative 3B or 4B as the locally preferred alternative. Those alternatives provide the greatest time savings and are therefore likely to be the most successful versions. IF buses with dual-side boarding are likely to be used on the Geary BRT and other enhanced bus routes and if buses with doors on both sides are affordable and reliable, then I favor alternative 4B. That alternative can be constructed more quickly and affordably and would minimize removal of mature street trees. The EIR, however, does not provide enough information to make this decision.

**I-42-3**

The City should also consider consolidating the stops at Mission and Market Streets. Much of the time savings for BRT comes from avoiding stops that are too closely spaced. It makes little sense to have two elaborate BRT bus stops that are only one short, flat block apart.

**I-42-4**



The Final EIR should also identify realistic, fundable strategies for making bus service faster and more reliable on Mission Street. If northbound buses are bunched or separated by long gaps when they get to Van Ness, the benefits of BRT on Van Ness won't be fully realized.

**I-42-5**

I look forward to an expeditious conclusion to this process and raps implementation of BRT on Van Ness Avenue.

Christopher Pederson

Sent from my iPad

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Christopher Pederson

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-42-1                          | <p>The EIS/EIR analyzed project-related traffic delay following NEPA and CEQA guidance. According to state and local CEQA guidelines and criteria, a potentially significant impact to traffic circulation would occur if the project conflicts with applicable plans, ordinances or policies that establish measures of effectiveness for a circulation system. A potentially significant traffic congestion impact would occur if the project conflicts with an applicable congestion management program, including level of service (LOS) standards and travel demand measures, and other standards for designated roads. The San Francisco Planning Department's Traffic Impact Analysis criteria for significant impact at intersections are based on intersection LOS. The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better in Baseline to LOS E or F, or from LOS E to LOS F in with Project scenario. The project may result in significant adverse impacts at intersections that operate at LOS E or F under Baseline conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. (See EIS/EIR, Chapter 7, Table 7-I for further details.)</p> |
| I-42-2                          | <p>Support is noted. Section 3.3.4 of the EIS/EIR discusses the applicability of the City's Transit First Policy to the Van Ness BRT Project. Section 1.2.1 Countywide Planning Context discusses the City's Transit First Policy and how the project purpose and need relates to the County and City's larger transit planning context. Each of the build alternatives, and the LPA, is consistent with the City's Transit First Policy. Please see Master Response #9 and Section 3.3 for a discussion of potential mitigations and their feasibility to be consistent with City policy.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| I-42-3                          | <p>Support for Alternative 4 with Design Option B noted. The LPA offers the same travel time savings presented in the Draft EIS/EIR for Build Alternatives 3 and 4 with Design Option B. The LPA would feature right-side boarding, as presented for Build Alternative 3 in the Draft EIS/EIR.</p> <p>The LPA (with or without the Vallejo Northbound Station Variant), would remove a total of 90 median trees, which is less than Alternative 3, which would remove 102 median trees, but more than Alternative 4, which would remove 64 median trees.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| I-42-4                          | <p>Please see Master Response #5 on transit stop consolidation. The placement and number of stops relied on a number of factors, including: boardings/alightings, transfer routes, slopes surrounding stations, and adjacent land uses. For the reasons cited by the commenter, the LPA features a NB and SB station at Market Street, but no station at Mission Street, with the NB and SB 47 and 49 stops being south of the BRT corridor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| I-42-5                          | <p>Please see Master Response #1 for information on how the project limits were defined and response to Comment I-12-I for information on how Mission Street is being studied for potential improvements which will complement Van Ness Avenue BRT.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

From: Matt Wisniewski [matt.j.wisniewski@gmail.com]  
Sent: Thu 12/22/2011 11:53 AM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Van Ness BRT- please choose build alt 3

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Matt Wisniewski <matt.j.wisniewski@gmail.com>

I used to work at Lombard and Franklin, a block away from the proposed terminus of the Van Ness BRT route. I rode my bike up Polk because the busses are such a mess on Van Ness. Working on Lombard I would see an army of Golden Gate transit busses limp by, only to continue limping down Van Ness.

Build alternative 3 is by far the best option. It would not require specialized left boarding busses. It would speed up times for cars in the right turn lane. Most of all, it would be physically separated from private auto traffic, which would make travel times faster and more predictable but which would also send a message that this city takes its "Transit First" policy seriously.

**I-43-1**

Build alternative 3 please.

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Matt Wisniewski

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-43-I                          | <p>Support for Build Alternative 3 is noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.</p> <p>The LPA does not require vehicles with doors on both sides and physically separates transit from autos at station locations.of the average delay per vehicle. (See EIS/EIR, Chapter 7, Table 7-1 for further details.)</p> |

From: Christina Castro [christina.b.castro@gmail.com]  
Sent: Thu 12/22/2011 9:51 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Christina Castro <christina.b.castro@gmail.com>

I strongly support the implementation of the Van Ness Avenue Bus Rapid Transit project, with hopes that it will spur development and implementation to other heavily used corridors.

**I-44-1**

Of the alternatives presented, I'm definitely not a big fan of Alternative #2. It seems to provide slower service due to drivers making right hand turns, folks wanting to park curbside, double parkers, and bicyclists. This alternative also requires passengers to traverse the entire width of the very busy, wide street to get to the opposite stop.

I also hope that the SFCTA aims to build this and future BRT's with the Institute for Transportation & Development Policy's Gold Standard in mind. San Francisco is touted as a world class, transit-first city and should aim to build a Gold-rated system.

**I-44-2**

Thank you.

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Christina Castro

Reviewer's  
Comment  
Number

Response

I-44-1 Support for BRT and lower preference for Build Alternative 2 noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Transit performance, pedestrian access and safety, and bicycle performance are all factors considered in selection of the LPA.

I-44-2 Comment noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.

Full featured BRT is proposed under all of the Build Alternatives, including the LPA, and addresses numerous features of the Institute for Transportation & Development Policy's Gold Standard, such as segregated right-of-way, prohibitions of most turns across the bus right-of-way, ticket vending machines at select locations, intersection treatments, pedestrian access, safe and comfortable stations, multiple doors on BRT vehicles, minimized bus emissions, and integration with other public transit.

From: Ryan Kauffman [kauffman@apple.com]  
Sent: Fri 12/23/2011 11:15 AM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Corporate Shuttle Access to BRT lanes

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Ryan Kauffman <kauffman@apple.com>

Hello,

Corporate shuttles such as the ones at Apple, Google, Genentech, Yahoo, Facebook, and others are growing in popularity and enhancing the cities livability for those seeking an urban lifestyle and a sub-urban tech job. This trend has led to a substantial increase in shuttles along VanNess, in some cases as many as 10-15 per hour. Integrating these shuttles into the access plan for a BRT dedicated lane will be pivotal to capitalizing this excellent traffic calming measure. Please consider including shuttle access to the BRT lane on VanNess.

Thank You

Ryan

--

Michael Schwartz  
Transportation Planner  
San Francisco County Transportation Authority  
415-522-4823  
michael.schwartz@sfcta.org

**I-45-1**

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ryan Kauffman

Reviewer's  
Comment  
Number

Response

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-45-I                    | Please see Master Response #3 for a summary of how private buses and shuttles would interact with the BRT. Consistent with City policy prohibiting private shuttle use of bus stops and dedicated lanes, shuttles would be prohibited from using the dedicated Van Ness BRT transitway. However, the BRT infrastructure would not preclude the ability of shuttle to use the transit lanes should SFMTA policies change on this issue. |



From: Paul J. Lucas [paul@lucasmail.org]  
Sent: Fri 12/23/2011 12:25 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Van Ness BRT comment

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Paul J. Lucas <paul@lucasmail.org>

Build Alternative 3 is the best: busses don't have to compete with parked cars or right-turning cars; busses are also boarded from the right as is conventional (unlike Alternative 4) thus not requiring special busses with left-boarding doors.

**I-46-1**

Left turns on Van Ness should be reduced to "major" intersections so as to minimize cars in the bus lanes.

**I-46-2**

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Paul Lucas

Reviewer's  
Comment  
Number

Response

- |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-46-1 | Support for Build Alternative 3 noted. Please see Chapter 10 of the Draft EIS/EIR for the analysis supporting the LPA. The LPA would have transit running in the center of the street, avoiding right turning vehicles and would also use standard right side boarding vehicles as would Build Alternative 3.                                                                                                                                                                                                                                                                                   |
| I-46-2 | As described in Section 2.2.2.2, both center-running alternatives (Build Alternatives 3 and 4) contain a design option referred to as Design Option B. This design option would eliminate all but one NB left turn (at Lombard Street) and all but one SB left turn (at Broadway) in the project corridor. Design Option B would reduce conflicts at intersections with turning vehicles and increase the green light time available to BRT buses for through movement. The LPA incorporates this Design Option, thus reducing the left turns to one in each direction within the project area. |

From: Herman Lee [namreh\_eel@hotmail.com]  
Sent: Fri 12/23/2011 12:36 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Feedback regarding the Van Ness Corridor BRT EIS/EIR

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Herman Lee <namreh\_eel@hotmail.com>

Dear SF BRT,

As a resident along the Van Ness Cooridor and a Muni Rider, I have a strong interest in the new Van Ness Coordidor options. I love the idea of improving the Van Ness transit and would be all for an option that improves bus times, minimizes confusion by fellow commuters and tourists, and keeps as much of Van Ness planted and treed. After reviewing all options, I believe that alternative 4 (with or without build option B) will be the most effective and least confusing for riders and could allow non-station areas to remain planted and treed.

**I-47-1**

I am concerned about the congestion that would result from any of these build alternative/options in all neighborhoods near Van Ness. In my review of the documents, I did not see any option for eliminating the curb side parking spaces. I believe that converting the curb side parking into a traffic lane or turning lane could be helpful. Would it be worthwhile to consider that as a traffic mitigation option?

**I-47-2**

Thank you,  
Herman Lee

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Herman Lee

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-47-1                          | <p>Support for Build Alternative 4 noted. Please see Chapter 10 of the Draft EIS/EIR for a summary of the analysis supporting the LPA. Please see Master Response #7 regarding trees and landscaping.</p> <p>The LPA (with or without the Vallejo Northbound Station Variant) would remove a total of 90 median trees, which is less than Alternative 3, which would remove 102 median trees, but more than Alternative 4, which would remove 64 median trees. The LPA would only remove existing landscaping on blocks that feature a station location.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| I-47-2                          | <p>Eliminating parking on Van Ness Avenue was considered in the early planning and feasibility studies for the proposed project (see Section 2.6.I.I), and it was considered a fatal flaw project feature because curbside commercial and passenger loading is vital to so many of the businesses and residences fronting on Van Ness Avenue. Also, removal of the parking lane would degrade the pedestrian environment by eliminating an existing buffer between pedestrians on the sidewalk and moving traffic for the entire length of the corridor. As explained in Master Response #9 and Section 3.3.4, the EIS/EIR identifies mitigation measures for traffic impacts at selected intersections, such as parking town away lanes and traffic turn pockets. However, implementation of such measures would cause conditions that conflict with the City's Transit First Policy in the City Charter. As explained in Master Response #9, the Authority Board would consider whether to adopt these mitigation measures at the time it considers the project for approval.</p> |

From: Julie Bernstein [web-brt@funcrunch.org]  
Sent: Fri 12/23/2011 12:59 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Draft EIS/EIR Comment

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Julie Bernstein <web-brt@funcrunch.org>

I am a San Francisco/Nob Hill resident and I rely heavily on public transit; I do not drive and have never owned a car. I support the BRT as any improvement along the congested Van Ness corridor would be welcome. Of the options presented, Build Option 2 appears most favorable.

**I-48-1**

Sincerely,

Julie Bernstein

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Julie Bernstein

Reviewer's  
Comment  
Number

Response

|        |                                                                                                                                     |
|--------|-------------------------------------------------------------------------------------------------------------------------------------|
| I-48-I | Support for Build Alternative 2 noted. Please see Chapter 10 of the Draft EIS/EIR for a summary of the analysis supporting the LPA. |
|--------|-------------------------------------------------------------------------------------------------------------------------------------|

From: Ziggy Tomcich [boyziggy@funcrunch.org]  
Sent: Fri 12/23/2011 1:05 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] Support for Van Ness BRT Build alternative 2

Thank you for working on speeding up MUNI along Van Ness Ave. I truly hope that your plans actually happen and i want to offer my full support as a resident of San Francisco. I live in Nob Hill and commute each day up and down Van Ness. Many times i walk the two miles to work because it's often times faster and always more reliable than riding MUNI.

#### Support for BRT Build alternative 2- curbside BRT

I want to offer my full support for Build alternative 2 and only option 2- a curbside dedicated BRT lane. To me this option makes the most sense for several reasons.

I-49-1

#### Curbside BRT is more reliable

Buses always will break down at some point. I usually see a broken down bus at least once a month along Van Ness. When a bus breaks down with a curbside BRT lane, other buses can easily pass the broken down bus which minimizes the effect. Passengers can also safely disembark a broken down bus that's not parked at designated BRT station. With center BRT lanes, a broken down bus will stop all bus traffic. Passengers won't be able to exit the bus that's not at BRT stop, and many buses will be backed up behind the broken down bus with no way of passing or letting passengers off the bus. We've seen this along Market Street and on MUNI streetcar lines all the time. It's frustrating for riders and it's why MUNI metro streetcars are so notoriously unreliable.

I-49-2

#### Curbside BRT can be used by private buses

A curbside BRT lane would allow private buses to make use of it. I see as many private buses traveling Van Ness Ave. during rush hour as I do MUNI and Golden Gate buses. Even though private buses are not part of MUNI, they are part of the traffic along Van Ness and they should not be left out of traffic planning. Each person who rides a private bus takes one car off the road. This plan should support people riding any bus regardless if it's MUNI, Golden Gate, or the Google, Apple, or Academy or Art Shuttles.

I-49-3

#### Bus breakdowns will be a huge problem with center BRT lanes

Because of the huge problem of what happens when a bus breaks down, i would not support BRT build alternatives 3 or 4 at all. Being able to safely exit a bus at any time is very important. With build options 3 and 4, I foresee people being stranded on buses between BRT stops due to a breakdown ahead of them, with no way to disembark. This is dangerous.

I-49-4

#### Center BRT lanes less convenient

Build options 3 and 4 would be less convenient for passengers having to cross street traffic every time to board a bus. Most of the time I catch a bus is when I'm walking up or down Van Ness Ave. and one happens to stop where I am. I never wait for buses. With build options 3 and 4, you don't have the option of walking up Van Ness and hopping on a bus if it happens to be stopping in front of you. Build

I-49-5  
*continued*



options 3 and 4 require passengers to sit and wait for a bus, eliminating the option of walking to their destination and hopping on a bus if it happens to be coming. You would have many fewer riders with this option.

 **I-49-5**  
*continued*

BRT should have fewer stops than proposed

Finally I am concerned with the large number of BRT stops. Please consider eliminating stops at Eddy and Sutter, as they are only 2 blocks away from the Geary stop. The whole point of BRT is to make bus travel faster. Walking 2 extra blocks is not unreasonable, and it will drastically speed up service allowing for fewer buses to carry more passengers.

 **I-49-6**

Thank you for your time in this important project. I totally support BRT build alternative 2 and feel that it will greatly improve our quality of life by actually making travel along Van Ness competitive with walking. Thanks!

-Ziggy Tomcich  
1110 Jackson St #4  
San Francisco CA 94133  
510-757-7965  
boyziggy@funcrunch.org



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Ziggy Tomcich

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-49-1                    | Support for BRT and Build Alternative 2 noted. Please see Chapter 10 of the Draft EIS/EIR for a summary of the analysis supporting the LPA.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| I-49-2                    | Performance indicator A-2 analyzes bus passing capability for each of the alternatives. One of the advantages of the LPA is that it allows for passing outside of station locations in the event of bus breakdowns. If buses were to breakdown at station locations, buses would be able to anticipate the breakdown and pass each other using the adjacent mixed travel lane or, with on-street operations management, use the oncoming transit lane. Operators will be trained to ensure safe passenger alighting of the vehicle in the event of emergency breakdowns.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| I-49-3                    | Please see Master Response #3. Consistent with City policy prohibiting private shuttle use of bus stops and dedicated lanes, shuttles would be prohibited from using the dedicated Van Ness BRT transitway. Neither the center-running LPA nor the side-running Alternative 2 would permit shuttles to use the proposed dedicated lane. However, the BRT infrastructure would not preclude the ability of shuttle to use the transit lanes should SFMTA policies change on this issue.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| I-49-4                    | New vehicles are planned to replace the existing buses on Van Ness Avenue in the near future, which is expected to significantly reduce the incidence of bus breakdowns. In the event that a BRT vehicle does break down between stations with the center-running Locally Preferred Alternative, passengers would remain aboard until either the issue is resolved or an official directs traffic in the adjacent lanes to stop for them to exit the bus safely. This configuration would be similar to that of other center-running transit in San Francisco that operates safely on, for example, Market Street, 19th Avenue, and the Embarcadero.                                                                                                                                                                                                                                                                                                                                                                                                          |
| I-49-5                    | <p>The LPA is center-running, similar to Alternatives 3 and 4. Currently, pedestrians are not required to cross Van Ness Avenue to board or disembark a bus going in one direction, but must cross the entire width of the street to reach a bus going the other direction. With center-running BRT, pedestrians would need to cross to the center of Van Ness Avenue (half the width of the street) to reach a bus traveling in either direction, resulting in the same total crossing distance for a round trip.</p> <p>BRT would be more reliable than the existing 47 and 49, resulting in more consistent and predictable wait times at stops. Center-running BRT provides a significantly greater reliability improvement than side-running BRT, as shown in Section 3.2.2.3 of the DEIS/DEIR, due to reduced traffic interference. In addition, real-time arrival information will be provided at all BRT stations, allowing passengers to know when the next bus will arrive.</p>                                                                     |
| I-49-6                    | Please see Master Response #5 for a general discussion of stop spacing and the factors used to select stop locations. While the BRT project would consolidate stops to improve travel times and reliability, eliminating additional stops would reduce access to the BRT both from connecting transit routes and the adjacent land uses in the corridor. Eddy and Sutter are currently well-used stops, with approximately 1,300 and 1,000 daily boardings, respectively, as shown in Figure 3.2-3 in the DEIS/DEIR. The proposed BRT station at Eddy would continue to serve passengers transferring to and from Muni route 31, while Sutter serves transfers to and from routes 2 and 3. Eliminating the Eddy and Sutter stops would also leave gaps between the adjacent stops of approximately 1,900 and 2,200 feet, respectively. These distances are significantly longer than the proposed maximum distance between BRT stations, increasing the walking distance and physical effort required for passengers to reach a stop in those sections of the |

corridor. The LPA proposes stations at approximately 3 block intervals along the corridor, in order to consolidate stops to improve travel times and reliability.

From: Daniel Weaver [djpweaver@yahoo.com]  
Sent: Fri 12/23/2011 2:46 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: VanNess Avenue Streetlights

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Daniel Weaver <djpweaver@yahoo.com>

Replicating the existing design of the landmark streetlight/OCS poles is appropriate. Adding conventional light fixtures such as cobra head lights is not appropriate, particularly in combination with historic shapes such as tear-drop designs. Also, the cobra head fixtures do not perform an adequately to direct and control the light source. The historic fixture shapes such as the teardrop design are most appropriate for the almost 100 year old pole design. Also, the Van Ness Avenue sidewalks need additional lighting and this issue should be incorporated in the design criteria and process. The color of light should also be changed from the HPS to an appropriate shade of white. Presumably this will be easily accomplished with the use of LED lighting. Signs affixed to the poles should be designed to enhance the poles and not conflict with them. Finally, the Van Ness Avenue streetlight pole design should be land-marked as part of this project.

**I-50-1**

**I-50-2**

**I-50-3**

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Daniel Weaver

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-50-1                          | As discussed in Section 4.4, the design and installation of the OCS support pole/streetlight network would retain the function of the existing network as an infrastructural element with a uniform aesthetic throughout the corridor and visual character that is reminiscent of the architectural style of the original OCS support pole/streetlight network. The design of the replacement OCS support pole/streetlight network would be reviewed and approved by the San Francisco Arts Commission, and, in the Civic Center Historic District, the San Francisco Historic Preservation Commission. |
| I-50-2                          | Section 2.2.1 shows that, as part of the build alternatives, including the LPA (with or without the Vallejo Northbound Station Variant), pedestrian-scale lighting would be provided. New lighting would be energy efficient, require low maintenance, and meet current lighting requirements for safety. The addition of LED lighting option will be considered during project design.                                                                                                                                                                                                                 |
| I-50-3                          | As discussed in Section 4.4, appropriate signage will be included in the replacement of the OCS support pole/streetlight network. See Section 4.5.3 of the EIS/EIR, which explains that the OCS system was evaluated as a potential historic resource but found not eligible under criteria of the National Register of Historic Places and the California Register of Historic Resources.                                                                                                                                                                                                              |

From: Kanya Dorland [kdorland38@gmail.com]  
Sent: Fri 12/23/2011 4:18 PM  
To: vannessbrt@sfcta.org  
Subject: [vannessbrt] San Francisco County Transportation Authority: Van Ness BRT EIR - Comments

This is an enquiry e-mail via <http://www.sfcta.org> from:  
Kanya Dorland <kdorland38@gmail.com>

I believe this project is crucial to the future of transit in the City. The project has undeniable benefits for improved transit reliability, and these benefits should be prioritized over any increase in road delays to personal vehicles. Franklin and Gough, two streets parallel to Van Ness Avenue, already serve as primary personal vehicle routes, and Van Ness Avenue is the primary transit route in the study area. This project would support this existing transit corridor, and assist the city in achieve its state mandated greenhouse gases reduction goals by improving the transit and pedestrian experience on the corridor through reliability and comfort measures. Further the City's CEQA threshold/criteria of significance can be revised so that impacts to transit are considered more significant than to personal vehicles. Additionally, this project will reduce the operating cost for the Van Ness Avenue corridor transit service by 16% to 30% by enabling fewer buses to service the corridor, so any gap in funding would eventually be covered by a reduction in operating costs. For these reasons, I prefer the Van Ness BRT Improvement Alternative 4 because I believe the City will gain the most in public and financial benefits and improved air quality if it pursues the option that improves transit service to the greatest possible level on the Van Ness Avenue Corridor.

**I-51-1**

**I-51-2**

**I-51-3**

**I-51-4**

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Kanya Dorland

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-5I-1                          | <p>Support for project noted. Section 1.2.I Countywide Planning Context discusses the City's Transit First Policy and how the project purpose and need relates to the County and City's larger transit planning context. Each of the build alternatives, and the LPA, promotes the Transit First Policy, and reduces vehicle miles traveled (VMT), helping the City to achieve greenhouse gas reduction goals.</p> <p>This section also provides a historical context for the proposed project, and describes how Van Ness Avenue has been identified as a high-priority transit improvement corridor and has been targeted for rapid transit in planning studies.</p> |
| I-5I-2                          | Revision of City policy regarding CEQA is beyond scope of this project.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| I-5I-3                          | While Van Ness BRT is expected to significantly reduce transit operating costs in the corridor, as detailed in Section 9.2 of the EIS/EIR, the operating surplus will not be used to cover the capital funding needs of the project. Planned and potential funding sources for the project are listed in Section 9.1.                                                                                                                                                                                                                                                                                                                                                  |
| I-5I-4                          | As discussed in Section 10.1, all of the build alternatives would result in a slight (0.1-percent to 0.7-percent) reduction in citywide VMT relative to the No Build Alternative (Alternative I). These small differences between the alternatives do not distinguish them in terms of air quality performance.                                                                                                                                                                                                                                                                                                                                                        |

**From:** don kertzman [drdoousa@hotmail.com]  
**Sent:** Friday, December 16, 2011 8:49 PM  
**To:** vannessbrt@sfcta.org  
**Subject:** [vannessbrt] San Francisco County Transportation Authority: vanness rapid route

This is an enquiry e-mail via <http://www.sfcta.org> from:  
don kertzman <[drdoousa@hotmail.com](mailto:drdoousa@hotmail.com)>

DO IT!

**I-52-1**

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**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

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Reviewer: Don Kertzman

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Reviewer's  
Comment  
Number

Response

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|        |                                            |
|--------|--------------------------------------------|
| I-52-I | Support for the proposed project is noted. |
|--------|--------------------------------------------|



EIR\_EIS PUBLIC MEETING - Vol. I - November 30, 2011  
Transcript of oral comments (see court reporter's statment after letter 59)

MR. HENRY PAN: So I'm concerned about Muni replacing the transit shelters on Van Ness Avenue. I'm concerned if we go with Alternative 4, which would involve center -- basically center boarding BRT with doors on the left side not -- I meant to say Alternative 3. So Alternative 3, if that were to be built, it would pretty much be a waste of time and money to, like, replace -- to basically remove all the shelters on Van Ness Avenue that were installed just this past year.

And then another thing I'm concerned with is with the mailings. So what they did was they mailed an advisory that the EIR was released to people living, I believe, 500 feet from the center of Van Ness Avenue and all residents on Franklin and Gough. The problem I have with that is that most of those residents, they tend to drive and they're not doing outreach to the people that live in Nob Hill which are more likely to rely on the bus rapid transit because I live one block east of the project area on Washington Street and I never received a mailing and I'm sure lots of people don't even know that the EIR comment period is happening right now. So once

**I-53-1****I-53-2**  
*continued*

they hear about this project going through and they want to comment on it, they are basically going to get -- won't be able to have that chance to say their opinion.

**I-53-2**  
*continued*

What else is there. I think that's pretty much it -- Oh, I have one more.

And I'm kind of concerned with the stop spacing, too, because they are kind of close together because -- let's see. How do I put it. It's basically not spaced as far apart as I would like it to be because some of the stops are pretty redundant. Like the stop at Jackson and Pacific -- actually, never mind about that one.

**I-53-3**

And one of the problems I have with the stop at Sutter Street, I believe it's like right between the stops at Sacramento and Geary, it would involve a transfer to -- well, it will basically connect the Van Ness BRT with the 2 and the 3 which isn't bad, but you have two other routes: the 1 California on Sacramento and the 38 Geary which run directly parallel to the 2 Clement which all three serve the Richmond District and the Laurel Heights area. So it's redundant to have a stop on Sacramento -- not Sacramento, Sutter Street.

And not only that, the 1, 2 and the 38 serve the same area in the Financial District and thus having a stop -- wait. No, actually, the 1 California serves the

Financial District and the 38 serves the Union Square area and so basically the 2 serves the Union Square area and the Financial District so having a stop at Sutter would be pretty redundant because they could transfer at Sacramento to the 1 California -- no, actually at Clay, not Sacramento, to the 1 to get to the Financial District and the 38 to Union Square so it's redundant to have a stop at Sutter Street.

That's all I have to say.

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: Henry Pan

Reviewer's  
 Comment  
 Number

Response

I-53-1 The new Muni (“wave”) shelters were installed by Clearchannel through an outdoor advertising contract with the City. Under any of the build alternatives, new stations would be installed, replacing these shelters at the current bus stop locations. Clearchannel would move the shelters to other parts of the Muni system at no cost to the City.

I-53-2 Outreach performed to notify stakeholders of the availability of Draft EIS/EIR for public review and comment included the following components:

- Radius mailer, within 500 feet of the Van Ness Avenue project study area and all buildings that front Franklin, Gough and Polk streets.
- Publishing of the Notice of Availability/Notice of Completion of the Draft EIS/EIR in the “San Francisco Examiner,” “The Sing Tao Daily” (in Cantonese), “El Mensajero” (In Spanish), and the “Marina Times.”
- Posting of advertisements in English, Cantonese, and Spanish, announcing the availability of the Draft EIS/EIR for public review and comment in Muni bus shelters along the corridor, including Mission Street and at key cross routes.
- Posting of the Notice of Availability/Notice of Completion in English, Cantonese, and Spanish on blocks on Van Ness Avenue within the project study area that do not contain a bus shelter.
- Posting of advertisements in English, Cantonese, and Spanish in SFMTA and Golden Gate Transit bus vehicles.
- Presentation on the project and the availability of the Draft EIS/EIR at more than 20 stakeholder meetings during the public comment period.

These outreach procedures were consistent with, and in a number of instances, exceeded standard practice for public circulation of Draft EIRs in San Francisco.

I-53-3 Please see Master Response #5 for a general discussion of stop spacing and the factors used to select stop locations. While the BRT project would consolidate stops to improve travel times and reliability, eliminating additional stops would reduce access to the BRT both from connecting transit routes and the adjacent land uses in the corridor. Sutter is currently a well-used stop, with approximately 1,000 daily boardings, as shown in Figure 3.2-3 in the DEIS/DEIR. The proposed BRT station at Sutter would continue to serve passengers transferring to and from Muni routes 2 and 3. Eliminating the stop would also leave a gap of approximately 2,200 feet between the stops at Geary/O’Farrell and Sacramento, significantly longer than the proposed maximum distance between BRT stations, increasing the walking distance and physical effort required for passengers to reach a stop in that portion of the corridor. The LPA proposes station locations at 3 block intervals along the corridor, in order to consolidate stops to improve travel times and reliability.

EIR\_EIS PUBLIC MEETING - Vol. I - November 30, 2011  
Transcript of oral comments (see court reporter's statment after letter 59)

MS. ROSE CAMPBELL: Well I'm against the project doing anything, at least on the upper end of Van Ness Avenue where it's not needed. Traffic is working fine there. I can see south of California Street, maybe there or wherever it starts getting really blocked up but certainly not up in the upper end of -- the north end of Van Ness Avenue. It's not needed. It will put traffic over onto Gough Street where I live. There's already a tremendous amount of traffic going south on Gough Street. It really can't hold any more.

I feel that because they have put so much time and hired a lot of people, that the momentum is for it to go forward whether people want it or not. And one of the women said, "Well voters voted for this particular project." Well we were one of the voters. We have lived here for a long time. We know what was on that. Unless you went way back into the details, it wasn't stated in the description that it was going to be this project which I think is a waste of money. I feel that because they have the money, they want to spend it.

That's it.

**I-54-1**

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: Rose Campbell

Reviewer's  
 Comment  
 Number

Response

I-54-I

Comment against the project noted. See Master Response #1 on the definition of project limits and Master Responses #8 and #9 on traffic diversions. SFMTA bus travel time, reliability, and delay data collected as part of the Van Ness Avenue BRT Feasibility Study indicate the need for BRT improvements along the length of the corridor. Additional projected housing and employment growth along the Van Ness Avenue corridor will worsen operations for SFMTA buses; the Van Ness Avenue BRT Project will implement improvements that will allow bus operations to improve independent of projected growth. Existing conditions data collected during the feasibility study indicates that the 47 and 49 buses are delayed and unreliable in the northern end of the corridor. The Van Ness corridor is projected to have significant employment and residential growth in the future (e.g., CPMC), necessitating the improvements in order to most efficiently meet that demand.

The project analyzed traffic diversions caused by the project and analyzed their impacts in Section 3.3 of the Draft EIS/EIR. In the near term (2015), traffic volumes on Gough Street would increase with the implementation of BRT (LPA) by a maximum of 105 vehicles/hour (less than 2 vehicles/minute) just north of California Street. In 2035, traffic volumes on Gough Street would increase with the implementation of BRT by a maximum of 230 vehicles per hour (less than 4 vehicles per minute). In the near term (2015), there would be 4 intersections in the traffic study area that would operate at LOS E or F with the implementation of BRT (LPA), including the stop-controlled intersection at Gough and Green. This intersection would already operate at LOS F in the No Build Alternative in 2015. In 2035, 5 intersections along Gough Street would operate at LOS E or F with the implementation of BRT (under the LPA) – at Green, Clay, Sacramento, Eddy, and Hayes streets. Projected impacts at the intersections of Gough/Sacramento and Gough/Eddy would be significant and unavoidable with the implementation of the LPA.

Chapter I of the Draft EIS/EIR provides background on the numerous studies that have identified BRT on Van Ness Avenue as a key component of the Muni rapid network.

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Transcript of oral comments (see court reporter's statment after letter 59)

MS. MICHELLE BRANT: Well, I say I very strongly like the no-build alternative. That it wasn't seriously considered by the committee mainly because the funding is more focused on eliminating one lane in each direction on Van Ness. That the lowest cost of the other three BRT alternatives, the lowest cost is \$90 million. For a fraction of that cost, they could keep all six lanes an Van Ness and focus on other things like tow-away zones during busy hours, making the buses during the morning commute and the late afternoon commute so they go more directly to downtown so people don't have to transfer. They could do all sorts of things to make the buses nicer and to even lower the bus fares so that more people would take the bus and this would give -- more people would ride the bus. They could have no parking during limited times to speed the bus during busy hours -- all this for a fraction of \$90 million.

**I-55-1****I-55-2**

In addition to that, the -- gives more flexibility because you can see how things are going rather than build an immovable blockage to where only the buses are. There is really nothing in this plan to discourage cars. Cars will just go other places and they will disrupt residential neighborhoods. I don't know anybody personally in my neighborhood who is for this.

**I-55-3**

And the other thing about these -- taking up one lane in each direction on Van Ness is they make no distinction between the Van Ness corridor that is heavily traveled which is California south to Market and from Market to California and then the traffic sort of dies out and yet they continue with the three BRT alternatives. They continue it all the way down Van Ness so I vote for no-build.

**I-55-4**

Thank you.



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Michelle Brant

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-55-1                          | Preference for No Build Alternative noted. The No Build Alternative was provided the same level of analysis as the build alternatives and LPA in the EIS/EIR. Chapter I explains the project purpose and need. Chapter 10 explains the reasoning for selecting the LPA. Section 2.6 provides a summary of alternatives considered during the project feasibility phase that were determined to be low performing or have fatal flaws and therefore not analyzed in the EIS/EIR as a project alternative, such as tow-away zones and provision Transit Signal Priority treatments without a dedicated bus lane.                                             |
| I-55-2                          | Funding to construct the BRT project is not interchangeable with Muni operations funding for existing operations or additional vehicle operations. The identified funding sources for the project primarily include the Federal Transit Administration's Small Starts program and San Francisco's Prop K sales tax, both of which are legally restricted to providing capital funding to construct transit improvements. The sources may not be used to fund ongoing transit operations or new initiatives such as fare free policies. For more detail on project funding sources, please see Sections 9.1.3 and 9.1.4 of the Draft EIS/EIR.               |
| I-55-3                          | Please see Master Responses #8 and #9 on traffic diversions. Please see Section 3.1.2 for a discussion of how travel patterns would change with implementation of the proposed project. Section 3.1.2 explains that many drivers, between 105 and 450 depending on the build alternative, are expected to divert from Van Ness Avenue to parallel streets such as Gough or Franklin to make their trip through the corridor. Also, Section 3.1 explains that the build alternatives, including the LPA, would result in decreased vehicle volumes in the project corridor because some drivers are expected to switch travel mode from driving to transit. |
| I-55-4                          | Please see Master Response #1 which explains the definition of project limits. SFMTA bus travel time, reliability, and delay data collected as part of the Van Ness BRT Feasibility Study indicate the need for BRT improvements along the length of the corridor, including the segment north of California Street, particularly with the additional residential and employment growth (and resulting trip-making) anticipated in the corridor.                                                                                                                                                                                                           |

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MS. JACKIE SACHS: For one thing, you're messing with a state highway and that is wrong. I don't know how they can mess with a state highway. Number two, with the bus rail's rapid transit coming in, if you have -- with California Pacific taking over the Cathedral Hotel down at Post on Van Ness between Post and Geary taking over that facility, if you have a stop there, this sort of thing, it will impede the ambulances going into the medical facility. If there's a traffic accident at that corner, it will impede the rescue -- the police and fire department to come to the scene of an accident if there's an accident at that corner, that sort of thing. There's no way that you can have a stop there.

I-56-1

I-56-2

Now as far as the side streets are concerned, you have to take into consideration California Pacific's loading dock and where the ambulance entrance is and all that. Where the ambulance entrance is, you have to take that into consideration.

I-56-3

And also by eliminating -- by spacing the stops out every two to three blocks, you are not taking into consideration the concerns of the senior and disabled community who cannot walk long distances especially after dark, that sort of thing. You have to take that into consideration as well and they're not doing that. They want to space it. They think it's going to speed up the traffic. Twenty years ago what they did is they

I-56-4

changed the bus stops on Van Ness, this sort of thing, but they should make it so that -- up until about 20 years ago, they had the bus stops on Van Ness Avenue where cross-town buses stopped so people can make transfers. This way if you make it up every two to three blocks, they have to walk two to three blocks to get to their transfer. And then if they don't make their transfer, they have to wait for the next bus because of the service -- because of the timing of the buses. This does not make sense at all. This should not be done like this at all.

**I-56-5**

This is a state highway, like I said earlier. This is a state highway. You also have to take into consideration the 18-wheelers that drive on Van Ness. The people -- as far as California Pacific between Post and Geary, you have to take into consideration the delivery trucks going in and out of the facility and the front door and the back door. You have to take into consideration the paratransit vans with wheelchairs in them, people with walkers as well as taxicabs.

**I-56-6**

**I-56-7**

You have to take all that into consideration before you think about doing anything on Van Ness.

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: Jackie Sachs

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-56-1                          | <p>The California Department of Transportation (Caltrans) is a Responsible Agency under CEQA in the environmental review process and will approve the project. As discussed in Section 1.2.2.2, development of BRT on Van Ness Avenue is consistent with Caltrans Deputy Directive 98, which supports the integration of BRT on the state highway system, recognizing its potential to increase the “person-throughput” and vehicle occupancy rate, reduce congestion, mitigate pollution, reduce greenhouse gas (GHG) emissions, and improve goods movement. Furthermore, although Van Ness Avenue is designated a regional arterial road in the San Francisco General Plan and is part of the US 101 highway system, the two parallel streets to the west, Franklin and Gough streets, carry substantially more regional automobile trips than Van Ness Avenue (see Section 3.1.1.1, Table 3.1-2.). Through the implementation of the LPA and the resulting reduction in left turn opportunities on Van Ness Avenue, it is possible that more through and regional traffic would switch from Franklin and Gough to Van Ness Avenue (US 101) versus the No Build Alternative while more local traffic would use Franklin and Gough streets.</p> |
| I-56-2                          | <p>Please see Master Response #12. The dedicated BRT transitway would be available for use by emergency response vehicles (EIS/EIR, Chapter 2, Section 2.2.2). This will ensure similar response times and reliability as under the No Build Alternative since emergency vehicles would have use of the same number of lanes in either scenario. The closest BRT station to the CPMC hospital is proposed between O’Farrell and Geary streets, one block south of the CPMC hospital.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| I-56-3                          | <p>The proposed CPMC medical office building would have 9 parking levels, which would be accessed via Geary Street. Parking Level A would provide a loading dock with access via Cedar Street. All vehicle entries on Geary and Cedar streets would be right turns because Cedar Street is one-way EB and Geary Street is one-way WB. Vehicles entrances to the hospital parking garage and emergency areas would be along Geary Street, Post Street, and Franklin Street Van Ness Avenue would provide the main pedestrian entrances for both the proposed hospital and medical office building. (See Chapter 2, Section 2.7.3.) Traffic volumes for the intersections in the vicinity were modified to reflect the projected vehicle trip generation for these two buildings in the CPMC EIR for the 2035 build alternatives and manually adjusted for the Van Ness Avenue BRT analysis (see EIS/EIR Chapter 3, Section 3.3.1).</p>                                                                                                                                                                                                                                                                                                            |
| I-56-4                          | <p>Please see Master Response #5 for a discussion of stop spacing, the factors used to select stop locations, and impacts of the project on universal accessibility. In response to comments regarding wider stop spacing in the vicinity of the Van Ness Avenue and Vallejo Street intersection, which has higher grades than other parts of the corridor, the LPA would include a southbound station at the intersection of Vallejo Street and Van Ness Avenue. A northbound transit station in this same location, referred to as the Vallejo Northbound Station Variant, could also be implemented, and will be decided upon at the time of project approval.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I-56-5                          | <p>Please see Master Response #5 for additional details on how stop locations were selected and Table 2-3 in the Draft EIS/EIR for a full list of proposed stop locations. Facilitating transfers to east-west transit routes was a key criterion in the selection of proposed BRT station locations. All BRT stations under the LPA are in locations with crossing transit routes to facilitate easy transfer connections. In response to comments regarding wider stop spacing in the vicinity of the Van Ness Avenue and Vallejo Street intersection, which has higher grades than other parts of the corridor, the LPA would include a</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

southbound station at the intersection of Vallejo Street and Van Ness Avenue. A northbound transit station in this same location, referred to as the Vallejo Northbound Station Variant, could also be implemented, and will be decided upon at the time of project approval.

I-56-6 Accommodating truck maneuverability is important in supporting land uses along the Van Ness Avenue corridor, as well as regional goods movement. Attainment of the project objectives goes with the need to accommodate goods circulation and access within the corridor, as well as maintain some on-street parking for loading/unloading and drop-off access. (See EIS/EIR Chapter I, Project Purpose and Need, Section I.3.2.2 Multimodal Circulation Needs) and Section 3.I.2.5 for a discussion of effects on truck-turning movements. The LPA proposes all stations on the near side of intersections to allow for easier truck turning movements onto Van Ness Avenue while maintaining pedestrian and transit rider safety.

I-56-7 Please see Master Response #12 for further discussion of the relationship between the CPMC and Van Ness BRT projects.

The primary vehicle access points to the proposed California Pacific Medical Center (CPMC) facility would not be directly from Van Ness Avenue. The primary nonemergency drop-off area for the hospital building would be inside the complex on a driveway accessed via Geary Boulevard, west of Van Ness Avenue. Vehicle access to the hospital parking would be from either Geary Boulevard or Post Street. Delivery trucks would use the hospital's service vehicle and loading entrance accessed from Franklin Street. Vehicle access and loading dock entries to the Cathedral Hill Medical Office Building (on the east side of Van Ness Avenue) would be from Geary and Cedar streets. CPMC plans for additional designated curbside loading and drop-off zones in several locations, including one passenger drop-off area on the east side of Van Ness Avenue. The BRT LPA would place the designated transit lanes in the center of Van Ness Avenue, eliminating potential conflicts between buses and vehicles accessing this curbside drop-off area.

The main pedestrian entrances to both buildings would be from Van Ness Avenue. The BRT project will improve conditions for pedestrians with disabilities in the corridor, including adjacent to the CPMC complex. The project includes new curb bulbs, median refuges, accessible pedestrian signals, and other accessibility improvements.

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MS. LINDA CHAPMAN: First, I tried to get a copy of the EIR. I called the library because the brochure that was given out said that you could get EIR at several places. I called the main library to make sure they had them there and they said they didn't. They said they only had one to go look at. Now I have never been involved with an EIR process where you could not get the document -- a hard copy -- which you need in order to be able to mark it up and flip through it. It's very time-consuming to try to do it on a computer and I do not have a computer at home. Most libraries allow one hour of computer time including the public library, the last time I was there. So that is not a way that people can actually look at an EIR. The library that I normally use was largely closed around Thanksgiving weekend when I was trying to get the EIR and the main library, likewise, I think and no document to pick up, number one.

Two, a public hearing is a place where people testify. They hear each others' questions and comments and that's important. You hear what people from other groups that might be more informed or somebody brings up a question that you might not have thought of. He didn't even take any questions -- give answers to questions and that is not a public process. I've never seen one like this with an EIR. I've commented on EIRs and gone to lots of EIR hearings with the City Planning

**I-57-1****I-57-2**  
*continued*

Department so this is a very poor public process. They came to a couple of neighborhood groups and did a group presentation, but there was a limited time for questions and answers because in the neighborhood groups, there were other things on the agenda so they can only get like a few minutes of comments.

And also told me -- told everybody that the comments that were made there were not official. They weren't really going to be considered which is true. They are not in the record, right? Out of all the people who are here, probably very few are going to come over and sit down and talk to you whereas in a public hearing, everything is recorded -- everybody's questions or comments and that's not happening.

So I don't think this is an appropriate EIR comment process at all. I'm never going to see that EIR I'm sure. I assume it's quite large as far as I can tell and I'm not going to be able to sit in front of a computer all the time looking for the parts that I want to read. I don't want to read all of them. With a book, you can flip through and find the chapters that matter. I think they have it chaptered somehow, but -- there's something like where you can, on the computer website, or whatever, you can call up a chapter or something but I didn't succeed in doing it. I can't tell from a list what is actually in the chapter, if that's what I want whereas in a book, you can just sort of flip through it.



I-57-2  
*continued*

So one, they don't have a published document. Two, they do not have a public hearing process as we know it. This is not a hearing. I don't know what you would call it. It's an open house.

Now to the substance of the matter -- and again, I haven't seen the EIR. I've seen this which I think it's a good little publication, this little brochure. It's a useful overview. Based on this alone, one, they are eliminating lots of Muni stops. They cannot do that. Unconscionable. There are a growing number of people who are older apart from the ones who are disabled maybe all their lives or became disabled. Old people become less and less physically fit and now they expect them to walk -- to have bus stops five blocks apart. Now to get to Van Ness in the first place, they don't all live on Van Ness. To get to the bus, people have to walk a few blocks maybe and then walk farther. And think about it with grocery bags. The people who designed this plan, have cars. I actually know somebody who is on the Citizen Advisory Committee. He doesn't live down here. He lives at West Portal and he has a car. Now I'm sure he uses Muni quite a lot, but if he's going grocery shopping, he's going to take his car. We down here do not have that option. Most of the people in the Nob Hill area have no vehicle at all. When we did census data which was some years ago, 65 percent of the households of Nob Hill overall had no vehicle. In one census tracked on Nob Hill, 90 percent of the people had

**I-57-3**



no vehicle. This was a few years ago, not the current census, but it very likely hasn't changed much because most of the buildings haven't change. That means if you're going to do grocery shopping or transport heavy stuff, you have to use Muni. Now when they eliminated some bus stops on Geary down there where I was living at the time, now I came home with my big heavy bags of grocery that I had get on and off the bus with big heavy bags of grocery and carry them two and a half blocks up the hill but now I had another additional block to carry them. And in addition, in my building a woman with a walker had been able to use the Geary bus when the stop was at Mason and Geary. She could manage a bit with the walker. Once they eliminated it, she had to take a taxi because everybody is not fit to begin with and also if you don't have a car and if you're actually a Muni user, you have to do all of your business on Muni -- all your heavy stuff.

So it is just impractical to base this on the opinions of people who let's say have cars that they can use when they need it or a bicycle. I was on a Muni bus recently -- maybe the 31. It was packed and it's one that actually stops at reasonable intervals and so on and it is packed with old people most of the time -- very old people in many cases and fragile people and

people with walkers and canes and all kinds of stuff. And some tourists from out of town began commenting. They said, "Gee, your Muni system, people complain about it but look at all of these people. In our city, these people would all be at home or they would have to have cars. They would not be able to be using the bus because they are very far apart," or whatever -- they are on slow schedules.

San Francisco -- I don't remember the exact source -- but it was some kind of federal survey or national survey where they found that this was one of the cities that had the best access for older people because they could get out. They could use Muni. It has a good network. When you eliminate bus stops, you make it so many people can't then use it or use it easily and they will be unable to go out and do their shopping and so on. How many blocks can they carry it to get home or they will be isolated at home, unable to go out to activities that they would normally have done.

Van Ness already eliminated some bus stops a few years ago in the '80s, I guess. Like they used to have a bus stop at each -- like at Sacramento and Clay where the buses crossed. I had a physical condition and it was extremely painful. It went on for many, many months and luckily it turned out not to be permanent, but many

people have this permanently. I would get off the Van Ness bus at Sacramento and Clay to transfer coming from work and there was no longer a stop where the bus -- I would have just had to walk a little short distance. Instead I had to walk up like another extra half block, or whatever, in agony and it was the first time I realized how important these things were when it happened to me. Most of the people who do this kind of planning don't have a clue what it's like to have disabilities.

And older people, as they become older and older, they become in effect disabled let's say with weakness or pain. We cannot have bus stops eliminated. They need to have a bus stop at each place where there is a crossing bus and no farther than two blocks apart on bus stops. That would be reasonable.

On crossing Van Ness, I'm glad they are putting in timing signals. That certainly needs to be done but we also need to have more time to cross at many intersections. I doubt that they are planning to increase the crossing time which is what people have been asking for. There are some intersections where there is adequate time to get across and then there are others like Pine where you practically have to sprint. And I'm not particularly limited, but I have to step off

I-57-4

right at the moment it changes and rush to get over and I still can't make it before it changes so they need to add time for crossing Van Ness. Bulbs are not sufficient because there are bulbs there already. But even at Pine and Van Ness, there are bulbs and you can't get across. It's very dangerous. One night I got stuck in the middle and it was wind and rain so I couldn't run across in that kind of weather. And when I got stuck there, I thought I was going to die. There is a huge velocity. All these cars are coming at you and the wind is blowing and what is located at that corner? A huge senior housing complex. This is an area where there are many, many older people living because of the nature of the buildings. They are old buildings anyway. There are lots of studio and one-bedroom apartments, Muni service, relatively safe. So there's a huge population of older people around Nob Hill and Polk Gulch and so on. And then they have built many senior complexes in the area like from Gough and Laguna, Van Ness, Larkin Street and even up to Hyde. It's an area where there are many places built for older people. So now we're going to eliminate bus stops. It's really unconscionable. And they don't listen. It's like these arrogant people who have no disability themselves, have never thought what it would be like and have a car,

I-57-5

probably, when they need to go shopping.

The other thing that concerns me is the Van Ness Plan. The Van Ness Plan is an area plan for the traffic and the buildings and so forth -- use. The Van Ness Plan made a point of trying to improve the corridor with greenery. Most of it hasn't been implemented yet. There's been a start on that -- and to have more housing on the corridor and they have been building more housing. Well the intent was to have a beautifully landscaped median so that it will be like a front yard for the people who are living in all this high-density housing to be able to look down and see at least trees and thinking like that. Well, now along comes this plan and they want to rip out the median. Now if they are going to do an improved bus system down the sides, that's fine. It's not particularly disruptive to the landscaping. They can replant street trees. They will have their little bulbs for the bus stops and that's all right, but to do it in the median is just unacceptable -- either version. Much of it will be taken up by the bus stops. The tree planting won't be the same as they can do here. It has not been accomplished well yet but it could be. It needs to have a lot of lush trees like the plan originally intended -- the street trees and the trees in the median. And if

I-57-6

they build this, they are basically eliminating that and they are putting a lot of infrastructure in the median -- buses and bus stops and all of this stuff where people will look out of their windows or people who are pedestrians and walking up, that's what they are going to see instead of a beautiful median like on Divisadero. They did beautiful tree planting in the median and along the street, trees down the side and it's just stunning. It makes a huge difference. That's just like a small street. This is one where they intended for it to be a boulevard with major plantings. And where it has wide medians, there could be much, much more impact but this would eliminate it completely. And just the fact that they have not completely accomplished it, doesn't mean that it doesn't matter at all so I think those are my main --

When Mayor Newsom came in, he began -- for the first time somebody cared about it and they began planting the medians with a lot of low, floral cover and other greenery and they just have not done all of the tree planting which needs to be done but this would eliminate it.

I think those are the main things. If he had asked questions, I would have asked when the lights are prolonged for this bus, I understand that they're not

going to flip the light and shorten the crossing time like for some pedestrians who are trying to cross the street or something but I guess they are going to hold the green lights on Van Ness longer. What is the impact on all these buses that cross Van Ness because there are many, many intersections. I forget right now how many. I counted them. Practically every intersection has a bus crossing or turning in order to go back on its route in the opposite direction and so will there be a significant impact on that from holding the light green on Van Ness and obviously red longer against all the buses that are trying to cross Van Ness. I'm wondering what impact that will have on Muni service on those lines. All of those lines are going to have more of a delay at the intersections where they are holding the light for the Van Ness buss so I wondered about that.

So anyway, thank you very much.

There is one thing I forgot. They have very rosy ideas about how this is going to speed things along, but there is tremendous congestion at the intersections of Van Ness sometimes. It's not always in the main rush hour. Sometimes it's in the weekend evenings or afternoons. And so the Van Ness bus goes along and it's in its own lane. It doesn't have interference from cars on Van Ness but when it gets to the intersection, there

**I-57-7****I-57-8**

is all the traffic -- the people trying to cross and getting stuck in the box. The cars and the pedestrians, they are all backed up there so I do not see how this is going to achieve what they expect to achieve because it doesn't have priority over getting them through the intersections.

So thank you.



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Linda Chapman

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-57-1                    | <p>Paper copies of the Draft EIS/EIR were made available at libraries in the project vicinity, as follows: at the SF Main Library (100 Larkin St.), the Golden Gate Valley Branch Library (1651 Union St.), and the Marina Branch Library (1890 Chestnut St. at Webster St.). Paper copies of the Draft EIS/EIR were also available at the City's Planning Information Center, and at the SFCTA and the SFMTA offices. Additionally an electronic version was made available at <a href="http://www.vannessbrt.org">www.vannessbrt.org</a>, and CD copies were made available to the public at no charge. Paper copies were also available to purchase at the cost of printing.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| I-57-2                    | <p>The public hearing was presented in an open house format. The public had an opportunity to discuss project features with subject experts including engineers and planners on the project development team. There was a 30-minute PowerPoint presentation given during the public hearing, and over two hours were devoted to a Q/A session with the development team. Additionally, a court reporter was available during the hearing to take formal testimony from the public. All testimony has been included in this response to comments document for public review.</p> <p>Verbal comments made at community meetings without a court reporter were not included in this response to comments. Staff explained that people needed to make their comments in writing or verbally to the court reporter during the public comment period if they wanted a response as part of the Final EIS/EIR.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| I-57-3                    | <p>Please see Master Response #5 and the Universal Design analysis in Section 3.4.3.I of the Draft EIS/EIR for detailed discussions of these issues. The BRT project does consider the needs of the elderly and disabled communities in both its stop location and spacing. In response to comments regarding wider stop spacing in the vicinity of the Van Ness Avenue and Vallejo Street intersection, which has higher grades than other parts of the corridor, the LPA would include a southbound station at the intersection of Vallejo Street and Van Ness Avenue. A northbound transit station in this same location, referred to as the Vallejo Northbound Station Variant, could also be implemented, and will be decided upon at the time of project approval. Facilitating transfers to east-west transit routes was a key criterion in the selection of proposed BRT stop locations. The LPA includes stops at most cross-streets with transit service and is designed to facilitate easy transfer connections. Please see Table 2-3 in the Draft EIS/EIR for a full list of proposed stop locations.</p> <p>Chapter 3.I of the Draft EIS/EIR indicates that fewer people own cars in the neighborhoods surrounding Van Ness Avenue than the citywide average. A goal of the project is to improve speed and reliability of bus service for those who are both transit dependent as well as those who choose to ride transit.</p> |
| I-57-4                    | <p>Please see Master Response #13 for a summary of how crossing conditions on Van Ness Avenue would improve. Crossing conditions and distances to refuges and to cross the entire street would be improved over existing conditions, and a number of additional intersections would become compliant with ADA and City standards for pedestrian crossing speed. For example, locations that already have curb bulbs would be provided a pedestrian refuge at the median with a protective nose cone.</p> <p>Under the LPA, the median would be widened from 4 feet to 9 feet at Pine and Van Ness (and at most locations where left turns are removed). This, in addition to the fact that the adjacent lanes would only</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

have buses instead of private vehicle traffic should improve waiting conditions in the event a pedestrian cannot cross the entire street in one light cycle.

I-57-5 Please see Master Response #5 and the Universal Design analysis in Section 3.4.3.I of the Draft EIS/EIR for detailed discussions of how the project impacts seniors and persons with disabilities. The selected BRT stations are located at transit cross routes and areas with higher boardings. In the case of Nob Hill and Polk Gulch neighborhoods, there would be stations located at O'Farrell/Geary, Sutter/Bush, Sacramento/Clay and Jackson/Pacific streets, with an average spacing of just over 2 blocks per station in that section (4 stations over 9 blocks).

In response to comments regarding wider stop spacing in the vicinity of the Van Ness Avenue and Vallejo Street intersection, which has higher grades than other parts of the corridor, the LPA would include a southbound station at the intersection of Vallejo Street and Van Ness Avenue. A northbound transit station in this same location, referred to as the Vallejo Northbound Station Variant, could also be implemented, and will be decided upon at the time of project approval.

I-57-6 Preservation of existing trees is one of the factors considered in the LPA selection process (see Section 10.2.4.6, Criterion F-6). Neither of the median (center-running) build alternatives would eliminate all existing plantings in the corridor. Build Alternative 3 would remove all median trees and landscaping. Build Alternative 4 would require removal of trees and landscaping at proposed station locations, and would maintain some existing trees and landscaping. The LPA (with or without the Vallejo Northbound Station Variant) would require removal of all existing landscaping on blocks with stations. Table 4.4-2 of the EIS/EIR shows the estimated number of trees that would be removed under each alternative, broken down by median and sidewalk trees. As shown in Table 4.4-2, approximately 37 percent of existing median trees would be preserved under Build Alternative 4. Both new and existing trees would require ongoing maintenance pruning, however, to avoid interference with the OCS wires providing power to the electric trolleys. Including proposed new trees, both center lane alternatives (Alternatives 3 and 4) and the LPA (with or without the Vallejo Northbound Station Variant) would provide a greater number of median trees than existing conditions, because currently not all blocks on Van Ness Avenue feature a landscaped median. The LPA would provide 107 trees in the median and 362 trees along the sidewalk, which is 53 greater than existing conditions. As noted by the commenter, some blocks do not currently have median trees, or feature young trees without any surrounding landscaping. The LPA would provide opportunities to plant new trees at these locations. However, it is recognized that there will be a plant establishment period for new trees to reach maturity and therefore the greenspace feel of the median would take time to manifest itself.

While the appearance of Van Ness Avenue would change with the addition of BRT streetscape features (stations and transitway) in the median under Build Alternatives 3 and 4 and the LPA, a consistent, landscaped median design with tree plantings would be developed throughout the corridor, in harmony with urban design goals set by the City for Van Ness Avenue.

I-57-7 Transit Signal Priority (TSP) will be able to hold green signals to reduce delay for approaching BRT vehicles at most, but not all, intersections along Van Ness Avenue. Van Ness BRT will not have signal priority at intersections with very frequent and high-ridership intersecting transit routes, such as at Market, Mission, Geary, and O'Farrell Streets. VISSIM microsimulation results obtained for intersections along Van Ness and South Van Ness Avenues between Mission and Clay streets estimate that the LPA will increase delay for buses on cross streets for less than 5 seconds per bus across Van Ness Avenue in 2015. However, delays for buses traveling along Van Ness Avenue with the LPA would decrease by more than 8 seconds per bus per intersection versus the No Build Alternative, resulting in an average delay reduction for all buses (both travelling along and crossing Van Ness Avenue) of approximately 4 seconds per bus with the implementation of BRT.

I-57-8 The proposed dedicated transit lane would allow BRT vehicles to avoid traffic congestion approaching intersections, while Transit Signal Priority would reduce transit delays at intersections. If vehicles on cross-streets periodically "block the box," delaying through traffic on Van Ness Avenue, the center-

running transit lanes proposed with the LPA should minimize delays to transit compared with transit running in curb lanes, as in the existing condition. This is because traffic that does not clear the intersection during a light cycle would block the part of the intersection near the curb first, moving towards the middle of the street.

Traffic volumes are highest in the corridor during the weekday PM peak period; therefore the PM peak period represents the worst-case traffic scenario and was used as the basis for the transportation analysis, including evaluation of traffic impacts and transit speeds. Representative weekday and weekend peak period traffic volumes are provided in the Draft EIS/EIR in Table 3.3-1.

EIR\_EIS PUBLIC MEETING - Vol. I - November 30, 2011  
Transcript of oral comments (see court reporter's statment after letter 59)

MS. JACKIE SACHS (CONT'D.): What I forgot to say earlier was that -- he was talking about eliminating left turns on Van Ness Avenue. What they should do on 19th Avenue -- for example, in the Sunset District, they have "no left turn" along 19th Avenue from Lincoln all the way to Sloat. What they should do on Van Ness because of the aging population and the people taking the buses and people in walkers, canes and wheelchairs and babies and mothers with strollers, that sort of thing, is we should have no right turn on Van Ness -- no right turn on red so that people can cross Van Ness safely. That's one thing I forgot to say. Like Betty was saying, on 19th Avenue, if you go down in the Richmond District -- in the Sunset District between Lincoln Avenue and Stonestown, you can't make a left turn off of 19th Avenue.

I think that's about it. If I have anything more to say, I'll say it at the CAC meeting on the 7th of December.

**I-58-1**

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Jackie Sachs

Reviewer's  
Comment  
Number

Response

I-58-I Provision of right turns is important to maintaining local circulation and access. The only limitations on right turns would be for trucks at some locations where the move could not be accommodated (similar to existing conditions) In fact, each build alternative, including the LPA, incorporates features that help avoid or minimize traffic impacts, including right-turn pockets at high-demand locations (Section 3.3.4). The lower vehicle traffic volumes anticipated with the implementation of BRT would reduce the number of right turn movements, even when accounting for the elimination of left turns.

EIR\_EIS PUBLIC MEETING - Vol. I - November 30, 2011  
Transcript of oral comments (see court reporter's statment after letter 59)

MS. SAMANTHA ROBINSON: So my name is Samantha Robinson. I am a four-year resident of the Nob Hill neighborhood. I am a car owner, but I primarily use public transit out of choice.

I am here to support the development of BRT on Van Ness. I think it's critically important that we improve the reliability of public transit to ensure that it remains a viable option as a transportation alternative in San Francisco.

**I-59-1**

In looking at the alternatives, I believe that options Build Alternatives 2 and 4 offer the most flexibility, but I also like the esthetics of Build Alternative 3.

**I-59-2**

My main concerns are around ensuring reliability so I hope that the TEP implementation at south of Market can be implemented at the same time that the dedicated transit lane is put in place so that service is reliable heading both north and south.

**I-59-3**

On a personal note, I have changed my personal use of public transportation and specifically the 47 and 49 because those bus lines are not reliable. I regularly travel two places in San Francisco where I could take the 47 and 49 and then connect to alternative transit. Instead, I choose to take bus lines that are more reliable. Improving 47 and 49 will increase ridership and be better for our city.

**I-59-4**

Thank you. That's all.

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Samantha Robinson

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-59-1                          | Commenter's support is noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| I-59-2                          | Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Flexibility of operations is accounted for through Performance Indicator A-4. The LPA allows the use of a standard right door vehicle, providing greater fleet flexibility. Concerning landscaping design, the aesthetics of Build Alternative 3 are discussed in response to comment 30-6. The LPA would have the ability to provide a unified landscaping design.                                                                                                                                                                            |
| I-59-3                          | Near term improvements are being studied as part of the Mission Mobility study. The TEP is currently undergoing environmental review for their Travel Time Reduction Program, and includes analysis of improvements along Mission Street where the 49 route will travel south of the BRT Project alignment.                                                                                                                                                                                                                                                                                                                                       |
| I-59-4                          | Improving reliability is a key goal of the project, and outlined in Chapter 1 of the EIS/EIR as part of the project purpose and need. Daily ridership changes for the Muni Lines 47 and 49 lines are shown in Section 3.2.2.2 in the EIS/EIR. Ridership under Build Alternative 2 ridership would increase by 29% in Year 2015 and 51% in Year 2035 versus existing conditions. Under Build Alternatives 3 and 4 (including the LPA), ridership would increase by 37% in Year 2015 and 59% in Year 2035 versus existing conditions. The BRT would show a significant increase in ridership versus the No Build Alternative in both 2015 and 2035. |



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

# Comment Card

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final report is published.

HIROSHI KOKAME  
NAME

Self  
AFFILIATION

hiroschi-kokame@mac.com  
EMAIL OR MAILING ADDRESS

Comments:

I like Build Alternative 4.  
I also like Alternative 4-B.

~~The bus stations like safer  
and decrease more and built,~~

The bus stations are bigger.  
They are more comfortable  
and safer. Passengers are  
standing farther away from  
traffic.

It provides passengers a more  
rail-like experience.

Removing left turn lanes will  
speed up transit and be safer for  
pedestrians

I-60-1

I-60-2



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Hiroshi Kokame

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-60-1                          | <p>Support for Build Alternative 4 (with and without Design Option B) noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA. Alternative 4 (with and without Design Option B) provides the greatest platform width and the greatest amount of buffer between the bus platforms and traffic; it features a 14 foot wide platform and a 17.5-foot buffer measured as 7 feet from the center of the platform plus the 10.5-foot BRT lane (see Section 10.2.4.2, Performance Indicator B-2). The amount of buffer between platform and the auto traffic was factored into the LPA selection process. Under all of the build alternatives (including the LPA, with or without the Vallejo Northbound Station Variant), no platforms exceeded crowding thresholds.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I-60-2                          | <p>As discussed in Section 2.2.2.2 of the EIS/EIR, Build Alternatives 3 and 4 with Design Option B and the LPA would eliminate all but one northbound left turn (at Lombard Street) and all but one southbound left turn (at Broadway), would reduce conflicts at intersections with turning vehicles and pedestrians while also increasing the green light time available to BRT buses for through movement.</p> <p>Pedestrian crossings on Van Ness Avenue are long, affecting the walking speed required to cross the entire street in one light cycle, which is a measure of pedestrian safety. In existing conditions, crosswalks at left turn locations do not have a median refuge wider than four feet, and signal timing typically does not allow for the slower walking speed of 2.5 feet per second (fps) suggested by City guidelines. Compared to the No Build Alternative, with Alternative 2 an additional 12 Van Ness Avenue intersections would meet the City's standard for pedestrian walking speed of 2.5 fps at a crossing, and an additional 5 intersections would meet this standard under Alternatives 3 and 4, while an additional 8 would meet this standard with Design Option B (see Section 3.4.3.1 Pedestrian Impacts - Flexibility in Use).</p> |



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

# Comment Card

## Van Ness Avenue Bus Rapid Transit

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NAME

AFFILIATION

EMAIL OR MAILING ADDRESS

Comments:

① Format of this evening's Presentation was very HELPFUL — Much thanks to all staff who participated. It made I-61 the dominant interaction AND allowed individuals to formulate questions get direct answers prior to main presentation. Thank you!

I-61-1

② Counter-Intuitive Claims need to be ADDRESSED more directly to be more clear  
 - A. extra cost and extra construction time for option 2  
 - B. lower costs of option 4 which requires whole new set of Buses.

I-61-2

③ Parking Loss: option 3 vs 3B  
 374 vs 411 ?  
 How does center net? Take out so many

I-61-3

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Anonymous

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-6I-1                          | <p>Build Alternative 2 would provide a dedicated bus lane in the right-most lane of Van Ness Avenue, compared to Build Alternatives 3 and 4 which would have dedicated lanes in the median. In order to provide 2 lanes of mixed-flow traffic access during construction of Build Alternative 2, construction would be phased so that only one side of Van Ness Avenue is built at a time. Construction phasing for all build alternatives is described further in Section 4.15 Construction Impacts: Construction Implementation Staging.</p> <p>Build Alternative 2 would be the least costly (\$93 million) of the Build Alternatives and Alternatives 3 and 4 would cost \$136 million and \$112 million respectively (see Table 9-1 in Section 9.1.1). The LPA would cost \$126 million.</p> |
| I-6I-2                          | <p>Build Alternative 2 would provide a dedicated bus lane in the right-most lane of Van Ness Avenue, compared to Build Alternatives 3 and 4 which would have dedicated lanes in the median. In order to provide 2 lanes of mixed-flow traffic access during construction of Build Alternative 2, construction would be phased so that only one side of Van Ness Avenue is built at a time. Construction phasing for all build alternatives is described further in Section 4.15 Construction Impacts: Construction Implementation Staging.</p> <p>Build Alternative 2 would be the least costly (\$93 million) of the Build Alternatives and Alternatives 3 and 4 would cost \$136 million and \$112 million respectively (see Table 9-1 in Section 9.1.1). The LPA would cost \$126 million.</p> |
| I-6I-3                          | <p>Alternative 3 provides left turn lanes which would require additional cross sectional widths to accommodate lane transitions for other vehicles. Alternative 3B would remove left turn lanes and provide additional cross sectional widths which can then be used for parking spaces. Please see Section 3.5.2 for an explanation of changes in parking with implementation of the proposed project.</p>                                                                                                                                                                                                                                                                                                                                                                                       |



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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Van Ness Avenue Bus Rapid Transit

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NAME

AFFILIATION

EMAIL OR MAILING ADDRESS

Comments:

Key Issue: TRAFFIC

the numbers presented seem  
very counter intuitive

option 2 loses 33 spaces  
but options 3 & 4 (center lanes)  
lose much more 68 & 45

Why? AND then just removing  
left turn lanes everything BACK?

I-62-1

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Anonymous

Reviewer's  
Comment  
Number

Response

I-62-I

A key issue for the project is traffic impacts. Please see Master Responses #8 and #9 for a summary of how traffic impacts were analyzed and addressed.

Build Alternative 3 provides left turn lanes which require additional cross sectional widths to accommodate lane transitions for other vehicles and limit the available space for any additional parking spaces. However, additional widths required for lane transitions under Build Alternatives 2 and 4 would come from the center median and would not yield any additional parking spaces. By removing left turns, there would be less lane transitions that require the removal of parking. Please see the engineering drawings in Appendix A of the EIS/EIR to see how left turns affect lane transitions. Appendix B shows the parking loss on a block-by-block basis for each alternative, including the LPA (with and without the Vallejo Northbound Station Variant).



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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final report is published.

Tim Hickey  
NAME

self  
AFFILIATION

thickey@yahoo.com  
EMAIL OR MAILING ADDRESS

Comments:

I would prefer 4B. It would be safer for  
pedestrians, drivers, and cyclists. It would  
be faster and the larger median more  
convenient.

I-63-1

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Tim Hickey

Reviewer's  
Comment  
Number

Response

I-63-I

Support for Build Alternative 4 with Design Option B noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA selection. Section 10.2.4.3 describes how pedestrian and bicycle safety are considered in the LPA selection process (Chapter 10). There would be some operational differences for cyclists using Van Ness Avenue under each build alternative; however the project alternatives were determined to perform essentially the same with regard to the bicycle performance indicator.

Build Alternative 4 with incorporation of Design Option B would provide the widest median, and all the build alternatives would improve crossing conditions for pedestrians. Please see Master Response #13 for a summary of how crossing conditions on Van Ness Avenue would improve. Build Alternatives 3, 4, and the LPA would provide the fastest transit travel time (or greater travel time savings) compared with Build Alternative 2. Incorporation of Design Option B (part of the LPA) through the elimination of left turns would achieve an additional travel time savings. Build Alternatives 3, 4, and the LPA (with or without the Vallejo Northbound Station Variant) would reduce conflicts with right turning private vehicles and vehicles attempting to parallel park as compared with Build Alternative 2. The reduction in left turns would improve pedestrian and driver safety by reducing this conflicting movement.

The Stations help us understand & discuss info.

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



### Comment Card

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final report is published.

Tes Welborn

NAME

AFFILIATION

tesw@aol.com

EMAIL OR MAILING ADDRESS

Comments: (because of concerns re dual side doors)  
I favor #3, with some left turns, & like #4.  
If possible, transplant removed trees/plants.

I-64-1

I-64-2

How would bike lanes affect plan? I'd  
hope to narrow sidewalks, not further  
reduce lanes or parking. (The bikes on Polk  
would be best)

I-64-3

I-64-4

Can't you get construction going sooner??  
I'd like to see costs of buying & maintaining  
dual side bus doors, & repair records.  
- Can these be made in USA?  
- How would maintenance be funded?  
- Is GGT open to dual side doors?

I-64-5

I-64-6



## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Tes Welborn

| Reviewer's Comment Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-64-1                    | <p>Support for open house hearing format is noted. Support for Build Alternative 3 noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA selection. Build Alternative 4 would have less operating flexibility due to the requirement for buses to load from the left side at most stations, as described in Section 10.2.4.I Transit Performance (Performance Indicator A-4). This feature was considered in the LPA selection process. The LPA would use standard right-side door vehicles. Table 2-4 in Section 2.2.2 shows the proposed turn pockets that would be provided under each build alternative, including incorporation of Design Option B/LPA.</p>                                                                                                                                                                                                                                                                                                  |
| I-64-2                    | <p>As described in Section 4.13.4, Biological Environment, Mitigation Measure I-BI-1 requires that mature trees shall be preserved and incorporated into the project landscape where feasible and in accordance with City of San Francisco regulations. It is assumed that large, mature trees could not be successfully transplanted and that young trees would be considered for transplanting and evaluated by the San Francisco Department of Public Works, Bureau of Urban Forestry. Per typical requirements by the Bureau of Urban Forestry, any trees that do not survive transplanting would be replaced with a tree of equal size.</p>                                                                                                                                                                                                                                                                                                                                                                     |
| I-64-3                    | <p>Bike lanes are not planned on Van Ness Avenue as part of the BRT project. The project Purpose and Need, detailed in Chapter I of the DEIS/DEIR, includes improving the safety and comfort of pedestrians. Narrowing the sidewalks on Van Ness Avenue would conflict with the project purpose because it would degrade pedestrian conditions relative to existing and No Project conditions.</p> <p>As the commenter suggests, the project proposes that Polk Street remain the primary bicycle route in the corridor. Polk Street is one block east of Van Ness Avenue, has significantly lower traffic volumes, and is a designated Class II/Class III bicycle facility.</p> <p>For more information, Section 3.4.2.2 of the Draft EIS/EIR describes bicycle conditions in the corridor, while Section 3.4.3.I describes the impacts of the project on bicyclists.</p>                                                                                                                                           |
| I-64-4                    | <p>Narrowing the sidewalks on Van Ness Avenue would conflict with the project purpose because it would degrade pedestrian conditions relative to existing and No Project conditions.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I-64-5                    | <p>Section 2.8 of the EIS/EIR provides an overview of the design process. If the EIS/EIR is certified, a NEPA ROD is issued, and the project approved, the SFMTA would commence preparation of 30 percent plans and the Conceptual Engineering Report (CER). The design process requires phased development of project plans and specifications, subject to review and approval by permit authorities at the 30-, 65-, 95-, and 100-percent design levels. The primary elements of the 30 percent design include roadway and pavement, sidewalks and medians, utilities base map updating, architectural and landscape design, and ongoing public outreach. Accommodation of ADA requirements would also occur at this stage when designing curb bulbs and curb ramps. The design schedule is: 30-percent design 2012-2014, 65- through 100-percent design documents 2014-2015, and advertisement for construction in 2015. Please see Master Response #6 for additional information about project construction.</p> |
| I-64-6                    | <p>Please see Chapter 10 of the Draft EIS/EIR for a summary of the analysis supporting the LPA selection. The LPA selection process took the challenges of dual side door vehicles into account. The capital costs</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

of purchasing dual side door vehicles are accounted for in Chapter 9 of the EIS/EIR, as are additional maintenance costs. The LPA in this Final EIS/EIR would utilize right-side door vehicles in the recommended design (see Section 10.3, Appendix A). Since the project is partially funded through federal FTA grants (see Chapter 9 of the EIS/EIR), procurement of vehicles would meet the FTA's "Buy America" requirements for 60 percent domestic cost content. More information about the Buy America requirements is available at <http://www.dot.gov/highlights/buyamerica#fta>.

Golden Gate Transit was not proposing to purchase dual side door vehicles under any of the build alternatives or LPA (see Chapter 2 of the EIS/EIR).



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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final report is published.

KEVIN DAY  
NAME

SELF  
AFFILIATION

KEVIN-JOSEPH-@HOTMAIL.COM  
EMAIL OR MAILING ADDRESS

### Comments:

I THINK THE EIR SHOULD TAKE IN  
ACCOUNT FOR THE PRIVATE BUS SYSTEM  
(GOOGLE, APPLE, ETC.) THIS COULD, IF ALLOWED  
(OPTIONS W/ BUS IN MIDDLE OF RIGHT-OF-WAY)  
REDUCE TRAFFIC LANES DOWN TO ONLY ONE  
IN EACH DIRECTION. PRIVATE BUSES WOULD  
STILL BE IN CURB LANE

I-65-1

I THINK ALL TREES PLANTED BY PROJECT  
SHOULD BE MAINTAINED BY GOVERNMENT & NOT  
PRIVATE PROPERTY OWNERS.

I-65-2

THIS "COST" FOR THIS PROJECT SHOULD  
BE BASED ON A NIGHT TIME ~~PREMIUM~~<sup>PREMIUM</sup>  
OF 1.5x TO 2.0 TIMES DAY RATE.

I-65-3

ARE ALL SEWERS GOING TO RELOCATED.

I-65-4  
Individuals Pg. 201

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Kevin Day

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-65-1                          | <p>Please see Master Response #3 regarding City policies for private shuttle services. While policies do not currently allow private shuttles to operate in transit lanes, the LPA does not preclude the use of the lanes by private shuttles if that policy were to change.</p> <p>The Draft EIS/EIR identified a number of intersections that would experience traffic delays (see Section 3.3) under the No Build and build alternatives. Further reducing the number of mixed traffic lanes on Van Ness Avenue from two to one in each direction would likely cause new traffic impacts throughout the corridor. Please see Master Response #8, and Section 3.3.3.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I-65-2                          | <p>The San Francisco Department of Public Works would maintain the median and street trees planted as part of this project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I-65-3                          | <p>The cost estimates assume procedures standard for a project of this nature, including nighttime work when necessary. Please see Chapter 4.15 for details on the approach to construction for the project.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| I-65-4                          | <p>Section 4.6.I explains that the SFPUC operates and maintains the sewer beneath Van Ness Avenue, which also functions as a stormwater system called the combined sewer system (CSS). The VCP sewer pipeline beneath Van Ness Avenue is aged and in a varied condition, and therefore it is conservatively assumed that construction activities under Build Alternatives 3 and 4 have the potential to damage this pipeline where construction activities would occur directly above it. Thus, complete relocation and replacement of the VCP sewer pipeline within the project limits is assumed under Build Alternative 3 (including Design Option B). Under Build Alternative 4 (including Design Option B), relocation and replacement of the sewer pipeline on Van Ness Avenue is assumed at each station location, and for the block between Geary and O'Farrell streets, because these are the only areas where the BRT would be running directly over the current sewer location. Under the LPA, which combines design features of Build Alternatives 3 and 4, replacement of the aging sewer pipeline would be required at station locations and in areas where the transitway would cause direct load (weight) on the sewer.</p> |

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



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final report is published.

Kevin Stull

NAME

AFFILIATION

875 Post St. #142 San Francisco, CA 94109

EMAIL OR MAILING ADDRESS

### Comments:

I-66-1

I have used the buses along Van Ness a lot in my  
life and I am both optimistic and cautious in the  
changes that will be happening to Van Ness.  
Improvements in the bus times and services are  
much needed since change is so hard to come by and  
has taken so long to implement. And with more people  
visiting and living in San Francisco, changes to public  
transportation and to our major thoroughfares need  
to be fixed <sup>now</sup> more than ever. I'm also cautious  
~~because~~ that it gets built as close to or as perfect  
a way that everyone's ideas of how this should look  
like matches what they envisioned. I wish everyone  
who is involved in this project the best of luck  
in moving this forward.

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**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

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Reviewer: Kevin Stull

---

Reviewer's  
Comment  
Number

Response

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|        |                                                                                           |
|--------|-------------------------------------------------------------------------------------------|
| I-66-I | Commenter's support is noted. The SFMTA will lead design and construction of the project. |
|--------|-------------------------------------------------------------------------------------------|



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

## Comment Card

Van Ness Avenue Bus Rapid Transit

Environmental Impact Statement/Environmental Impact Report

Please provide comment on the findings in the Draft Environmental Impact Statement/  
Environmental Impact Report (EIS/EIR), and Project Alternatives Analysis, including your  
preference for the Locally Preferred Alternative (LPA) to be constructed.

All identifying information is optional. Responses to comments will be published in the  
Final EIS/EIR. Include your email or mailing address if you wish to be notified when the  
final report is published.

NAME Rose Sery - lives on Gough  
Broadway

AFFILIATION \_\_\_\_\_

EMAIL OR MAILING ADDRESS rosesery@gmail.com

Comments:

- I want the no build option.
- Any one of the other options will
- put more traffic through the neighborhood in the north end of Gough St.
- it is not needed at north end of Van Ness
- will provide very little improvement.
- will slow the car traffic
- is a waste of money
- just because money and time have already gone into this idea does not mean it has to happen
- no one who voted for the proposition to improve bus service knew that it would mean this project.
- the increased traffic on Gough will lower my house value.

I-67-1

I-67-2

I-67-3

I-67-4

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: Rose Sery

Reviewer's  
 Comment  
 Number

Response

I-67-1 Support for No Build Alternative noted. Please see Chapter 10 of the Draft EIS/EIR and the LPA report for the analysis supporting the LPA.

I-67-2 Please see Master Response #1 on the definition of project limits for an explanation of how the northern project limits were defined. SFMTA bus travel time, reliability, and delay data collected as part of the Van Ness BRT Feasibility Study indicate the need for BRT improvements along the length of the corridor, including the segment north of California Street, particularly with the additional residential and employment growth (and resulting trip-making) anticipated in the corridor.

Please see Master Response #8 for an explanation of traffic diversion. Traffic diversions with implementation of the BRT and related impacts are analyzed in Chapter 3.3. In the near term (2015), traffic volumes on Gough Street would increase with the implementation of BRT (under the LPA) by a maximum of 105 vehicles/hour (less than 2 vehicles per minute) just north of California Street. In 2035, traffic volumes on Gough Street would increase with the implementation of BRT by a maximum of 235 vehicles per hour (less than 4 vehicles per minute). In the near term (2015), there would be 4 intersections in the traffic study area that would operate at LOS E or F with the BRT (under the LPA), including the stop-controlled intersection at Gough and Green. This intersection would already operate at LOS F in the No Build Alternative in 2015. In 2035, 5 intersections along Gough Street would operate at LOS E or F with the BRT (under the LPA) – at Green, Clay, Sacramento, Eddy, and Hayes streets. Traffic impacts at the intersections of Gough/Hayes, Gough/Sacramento and Gough/Eddy would be significant and unavoidable.

The last page of Section 3.3 in the EIS/EIR identifies a Traffic Management “Toolbox,” which lists available tools or strategies that can be used to improve traffic management in the project study area. Although these mitigations would not mitigate the traffic impacts to less than significant, SFMTA will attempt to manage resulting traffic through driver wayfinding and signage as well as a public awareness campaign and transportation management plan (TMP) during construction. During project operation, if these strategies are deemed successful or suggest that other similar strategies could be successful, SFMTA may choose to implement similar strategies on an on-going basis. In addition, pedestrian amenities implemented at additional corridor locations may result in mode shift that could help lessen the severity of traffic impacts.

I-67-3 Chapter 1 of the EIS/EIR discusses how BRT addresses the projects purpose and need. Details on transit performance are outlined in Section 3.2. All build alternatives, including the LPA, would provide significant travel time saving, reliability improvements, and pedestrian safety enhancements.

At the same time, Section 3.3.3.2 of the Draft EIS/EIR (Table 3.3-5) describes auto travel speed for Van Ness Avenue and the parallel streets within the corridor for existing conditions and all of the alternatives in 2015. The auto travel speed on Van Ness Avenue with BRT would not decrease by more than 0.3mph versus the No Build Alternative; with the LPA, auto speed would actually increase versus the No Build Alternative due to the reduction in left turn opportunities and the benefit of transit signal priority for the north-south movement. For the other streets in the corridor (Gough, Franklin, Polk, Larkin, and Hyde), average auto travel speed would not decrease by more than 1mph versus the No Build



Alternative, depending on the alternative. With the LPA, travel speeds on the parallel streets in the corridor would decrease by a maximum of 0.5mph,

Section 3.3.3.3 of the Draft EIS/EIR (Table 3.3-12) describes auto travel speed for Van Ness Avenue and the parallel streets within the corridor for existing conditions and all of the alternatives in 2035. The speed along Van Ness Avenue under Build Alternatives 2, and Build Alternatives 3 and 4 with Design Option B (LPA) would be similar to the speed under 2035 No Build Alternative ( $\pm 0.3$  mph). Speed along Van Ness Avenue in both directions would decrease by 1.1-1.4mph under Year 2035 Build Alternatives 3 and 4 versus the 2035 No Build Alternative. This is mainly due to the increase in traffic volumes for NB left turns from Van Ness Avenue and changes in signal timing and phasing for these left turns. Left turns at these intersections can only be made under a protected phase. Speed along Polk, Larkin and Hyde would decrease by less than 1mph for any of the build alternatives versus the No Build Alternative. The speed along SB Gough street would decrease by 1-1.6mph with the implementation of BRT while the speed along NB Franklin Street would decrease by 2-3mph. These decreases in speed are caused by traffic diversions to these streets through the implementation of BRT and the significant residential and employment growth in San Francisco between 2007 and 2035.

I-67-4

Opposition to the project is noted. See Section 1.2 of the EIS/EIR for background on the planning process leading to the development of this project, including Proposition K passed by voters in 2003 which created the Prop K Expenditure Plan that recommended development of a citywide Bus Rapid Transit (BRT) Network with a BRT line on Van Ness Avenue. Chapter 9 provides a financial analysis of the proposed project.

In accordance with NEPA and CEQA, the EIS/EIR analyzes the environmental impacts of the project and analyzes traffic impacts of the proposed project in Section 3.3.3. See also Master Response #9, which explains how traffic impacts were calculated and provides a summary of the intersections that would experience increased delay as a result of the project.

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SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

## Comment Card

Van Ness Avenue Bus Rapid Transit

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All identifying information is optional. Responses to comments will be published in the Final EIS/EIR. Include your email or mailing address if you wish to be notified when the final report is published.

Tim Donnelly  
NAME

66 Tim 141 @ yahoo . com  
AFFILIATION  
EMAIL OR MAILING ADDRESS

### Comments:

This is a bad idea. As a resident living on Van Ness I see the traffic back up everytime there is a double parked truck or some other lane closure. The adjacent streets can not handle the overflow. The noise and pollution would be detrimental to the quality of life in the neighborhood.

I-68-1

If they choose to remove a lane of parking that would cause grief to the businesses and residents as well as create a safety issue for pedestrian. It would also create a nightmare for those who live on that street.

I-68-2

The parked cars create a buffer as well as provide access to businesses. It would also require removal at all the times.

I-68-3

Page 2



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

### Comment Card

### Van Ness Avenue Bus Rapid Transit Environmental Impact Statement/Environmental Impact Report

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All identifying information is optional. Responses to comments will be published in the  
Final EIS/EIR. Include your email or mailing address if you wish to be notified when the  
final report is published.

NAME Tim Donnelly

AFFILIATION \_\_\_\_\_

EMAIL OR MAILING ADDRESS \_\_\_\_\_

Comments:

An easy alternative, which  
should be adopted regardless  
is to make the #47 bus an express,  
stopping only at major connections.

I-68-4

If this project is indeed going  
to go forward, I recommend  
adopting a trial program  
Simply paint the road lane  
in each direction with diamonds  
and add signage designating it  
as a bus only lane. This would  
be inexpensive, and would display  
quickly whether or not this plan  
will work.

I-68-5

**Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR**

Reviewer: Tim Donnelly

Reviewer's  
 Comment  
 Number

Response

I-68-1 Parking and loading would be largely retained along Van Ness Avenue with the implementation of BRT, reducing the likelihood of trucks double parking. If approved, the corridor will be closely monitored after the start of revenue service to ensure illegal parking is kept to a minimum. As part of the project, Van Ness Avenue will be resurfaced and all utilities brought up to standard, reducing the chances of emergency lane closures. Under the LPA (with or without the Vallejo Northbound Station Variant), colored parking spaces will be retained where possible. However, specific locations were identified where provision of replacement colored spaces on an adjoining block may not be feasible or where an affected business may have special needs requiring immediately adjacent parking, such as passenger loading zones that serve elderly or infirmed people or truck loading zones that support delivery of large commercial goods. Potentially significant colored parking zone impacts on the area's adjacent uses are identified in Table 4.2-9 in Chapter 4.2 Community Impacts.

See Master Response #11 regarding traffic noise and pollution effects on adjacent streets.

I-68-2 On-street parking is beneficial for pedestrians and businesses on Van Ness Avenue, and the BRT project is designed to minimize parking loss. The project would reduce the number of on-street parking spaces on some sections of Van Ness Avenue, such as where the BRT stations are located and necessitate wider center medians. However, parking spaces would be added in other locations, including where existing curbside bus stops are removed. Although the City and County of San Francisco does not consider displacement of parking spaces an environmental impact, Section 3.5 of the Draft EIS/EIR outlines the effects of each project alternative on parking supply. The LPA would remove 105 parking spaces along the corridor (the Vallejo Northbound Station Variant would remove 104 parking spaces), and maintaining colored parking is a priority.

The analysis of pedestrian impacts in Section 3.4.3.1 addresses the benefit on-street parking provides as a buffer between moving traffic and pedestrians on the sidewalk. The analysis identifies the negative effect of parking removal on pedestrians, but given the project's other planned improvements to sidewalk conditions, such as new curb bulb-outs, pedestrian lighting, and removal of existing bus shelters, the analysis finds an overall neutral to positive impact on sidewalk conditions and safety. In addition, along the sidewalk in any areas without parking, Caltrans design guidance requires a buffer to enhance pedestrian safety, such as a landscaped buffer or a striped shoulder. Under the LPA, this would occur on the block between O'Farrell and Geary streets as well as the two blocks between Broadway and Green streets.

Section 4.2.4.2 identifies locations where parking removal could have an adverse effect on adjacent businesses. Sections 3.5 and 4.2.4.2 identify measures that will be incorporated into project design to minimize loss of on-street parking and its negative effects on pedestrians and businesses.

I-68-3 Please see Master Response #7. Preservation of trees has been a design priority for each build alternative, including the LPA as discussed in Section 4.4.3.4.

I-68-4 See Master Response #2 on alternatives definitions and screening, Chapter 2 of the Draft EIS/EIR, and the Project Screening Report (April, 2008). Stop consolidation alone does not provide sufficient benefit to the many riders of the 47 or 49 lines to meet the project Purpose and Need. BRT stop spacing is

designed to connect with all major crossing transit routes as well as be near key land use connections.

- I-68-5 This BRT project is defined as the combination of the transit improvements described in Chapter 2 of the Draft EIS/EIR. A trial phasing of implementation of some of the features of BRT may be studied during the design phase. For example, SFMTA is planning to implement all-door boarding/Proof-of-Payment system wide during the summer of 2012. However, the implementation of new traffic signals and along Van Ness Avenue, new signal timing along the entire Van Ness Avenue corridor (including Franklin and Gough streets) through the SFgo program (see Chapter 2 of the Draft EIS/EIR for more details), and the removal of left turns along Van Ness Avenue are key components to maintaining multimodal corridor circulation with the implementation of BRT and the conversion of one mixed traffic lane to a transit-only lane. Without those features, it would be hard to evaluate the effects of the whole package of projects. In addition, the LPA would have buses operating in the center lanes. This cannot be piloted without constructing BRT stations in the median.

From: Donna Morrison [morrison.donna@sbcglobal.net]  
To: Michael Schwartz [michael.schwartz@sfcta.org]  
Subject: [vannessbrt] Re: FW: Better Rapid Transit Proposal

On Fri, Dec 2, 2011 at 10:54 PM, Donna Morrison <[morrison.donna@sbcglobal.net](mailto:morrison.donna@sbcglobal.net)> wrote:

Dear Michael,

I am writing to express my grave concerns that the BRT proposal to eliminate two lanes of traffic on Van Ness Avenue for buses only will be a very expensive venture for VERY little commuter time saved. And it will quite obviously push more frustrated drivers on to the residential side streets. I urge you to retain the 6 lanes (No Build) and consider instead the possibility of a dedicated right lane for buses during commute hours. Then if this proves to be of limited help in speeding bus time and attracting riders, it would be the LEAST expensive to undo.

I-69-1

I-69-2

Sincerely,

Donna Morrison

Gough Street Property Owners Association

2523 Gough Street

San Francisco, California 94123

## Individual Comments on the Van Ness Avenue BRT Project Draft EIS/EIR

Reviewer: Donna Morrison

| Reviewer's<br>Comment<br>Number | Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-69-1                          | <p>The Federal Transit Administration (FTA) has rated the Van Ness Avenue BRT “medium-high” project justification, (the only Small Starts Projects in the country to receive such a designation) and “high” for cost effectiveness; it is one of only two projects in Bay Area identified for Small Starts funding through MTC’s Resolution 3434, in part due to its cost effectiveness. Recent research comparing the construction of BRT to Light Rail transit and Metro systems indicates that BRT is substantially faster and less disruptive to construct than light rail, and it shares the existing roadway (Deng and Nelson, Recent Developments in Bus Rapid Transit, Transport Reviews, Vol. 31, No.1, January 2011). Section 1.3 of the Draft EIS/EIR presents the project purpose and need, and Section 3.2 describes benefits of the build alternatives (including the LPA), pertaining to transit travel time and reliability improvements, pedestrian safety enhancements, increased transit ridership, and reduction in transit operating costs. Section 3.3.3 presents traffic impacts in detail, including traffic on parallel streets. Also, please see Master Responses #8 and #9 that address traffic diversion from Van Ness Avenue onto parallel streets.</p> <p>Section 10.2 presents the analysis of how the build alternatives, including the LPA, perform with respect to several performance measures including transit performance, and cost of project construction, operation and maintenance.</p> |
| I-69-2                          | <p>Please see Master Response #2 on alternatives definition and screening, Chapter 2 of the Draft EIS/EIR, and the Alternatives Screening Report (April, 2008). TPS treatments were looked at during screening, including peak-hour only bus lanes. Analysis showed that this treatment was not effective in meeting the project purpose and need because delays to transit caused by traffic on Van Ness Avenue occur during off-peak and weekends in addition to weekday peak periods.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |