



SECTION 5: NEXT STEPS

VAN NESS BRT STUDY DECEMBER 2006

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1 Introduction

This section describes the next steps involved in implementing BRT on Van Ness. The first part discusses opportunities for phasing the project for near-term benefits, and discusses the funding plan for BRT on Van Ness. The second part outlines the proposed timeline for implementation of BRT on Van Ness, including the steps for approval of this study, and an explanation of the next phases of work. Finally, input into next steps gathered at public workshops is summarized, and opportunities for community involvement in the next stage of study are described.

2 Phasing and Funding

2.1 PHASING OPPORTUNITIES

One of the advantages of BRT relative to rail is that BRT can be constructed and put into operation in increments. The needs analysis and evaluation demonstrate that the greatest delays to transit - and the greatest benefits that would be realized from BRT - occur in the southern portion of the corridor between Mission and California streets. This southern portion could be prioritized as a first phase of Van Ness BRT, allowing for benefits to be realized more quickly, without detracting from the network and connectivity benefits of the project since key transfer nodes (Mission/Market, McAllister, and Geary/O'Farrell) would be included in the first phase.

2.2 FUNDING PLAN

Prop K, passed by San Francisco voters in 2004, dedicates close to \$200 million for the citywide network of BRT and Transit Preferential Streets improvements. Of this amount, about \$20 million is allocated for BRT on Van Ness. This amount will serve as a local match to leverage up to \$75 Million from the Federal Transit Administration's Small Starts program. Small Starts funding is specifically dedicated for BRT projects that cost less than \$250 million. BRT on Van Ness will be highly competitive for these funds.

Elements of the No Project alternative are funded by a variety of sources. The street lighting upgrade is funded by the SFPUC's capital budget. The traffic signals upgrade and "SFgo" real-time traffic management program is funded by Proposition B, the transportation bond measure passed by California voters in 2006. The replacement of overhead support poles is funded through Muni's Overhead Rehabilitation program.

3 Next Steps and Implementation Roadmap

3.1 STUDY APPROVAL

This report presents the complete findings of the Van Ness BRT Feasibility Study. This report will be presented to the Authority's Citizen Advisory Committee (CAC) and Board for approval. The report and findings will also be presented to the Municipal Transportation Agency (MTA) Board, Caltrans, and the Federal Transit Administration (FTA) for their review.

3.2 NEXT STEPS IN VAN NESS BRT IMPLEMENTATION

Figure 5-1 below shows the next steps for implementing BRT on Van Ness.

Following approval of the Van Ness BRT Feasibility Study, the Authority will initiate the environmental analysis of BRT on Van Ness pursuant to state and federal rules, and an alternatives analysis per FTA rules. These studies are intended to analyze environmental impacts and benefits of BRT alternatives in detail, further develop and analyze the performance of alternative BRT designs, and identify specific strategies to mitigate construction impacts and impacts to traffic circulation. The environmental and alternatives analyses will be conducted over a one-year time frame and will result in selection of a preferred BRT design for Van Ness. Each of these studies will require approval by the Authority Board, Caltrans, the FTA, and other local, state, and federal agencies and bodies.

Simultaneously, preliminary engineering designs will be prepared for BRT on Van Ness, including surveys, detailed plan and profile

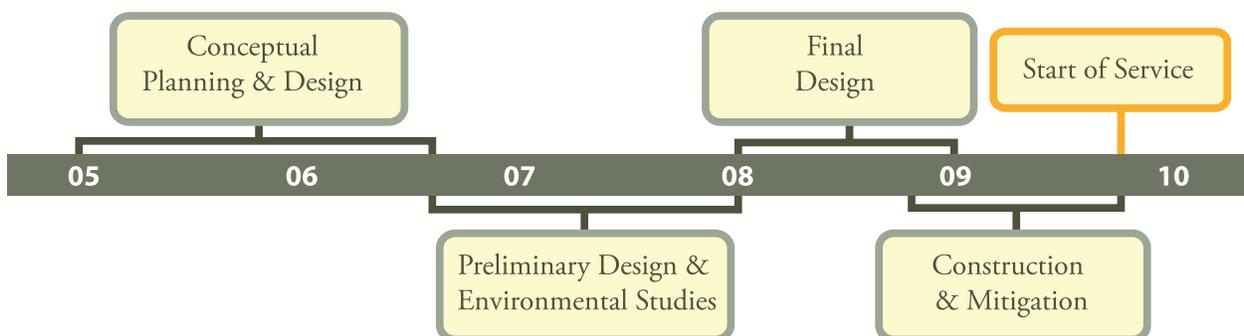


Figure 5-1: Van Ness BRT Implementation Timeline



drawings, and an assessment of utility and drainage modifications.

Following identification and preliminary engineering of the preferred BRT alternative, final designs and construction staging plans will be prepared. These steps will be coordinated with elements of the No Project alternative, including PUC street lighting replacement, resurfacing of Van Ness, and upgrade of traffic signals.

3.3 WORKSHOP FEEDBACK

At public workshops hosted by the Authority in October 2006, participants identified issues that they would like to see considered in the next stage of study. Key issues that participants identified for further study include the effects of traffic diversions and strategies to reduce the impact of those diversions; strategies to

educate drivers, both locally and regionally; and strategies to reduce the project's construction impacts. Participants also wanted to see further analysis of how BRT on Van Ness would interact with potential changes in land use such as the proposed new California Pacific Medical Center. Finally, participants urged the Authority to study alternative service and operating plans for the Van Ness routes, and to develop design strategies for reducing the likelihood of jaywalking between transit station platforms and the sidewalks.

Van Ness residents, merchants, transit riders, and other stakeholders will continue to be involved throughout the environmental review process, particularly during the design of strategies to address any traffic and construction related impacts of BRT on Van Ness and the surrounding streets and neighborhoods.