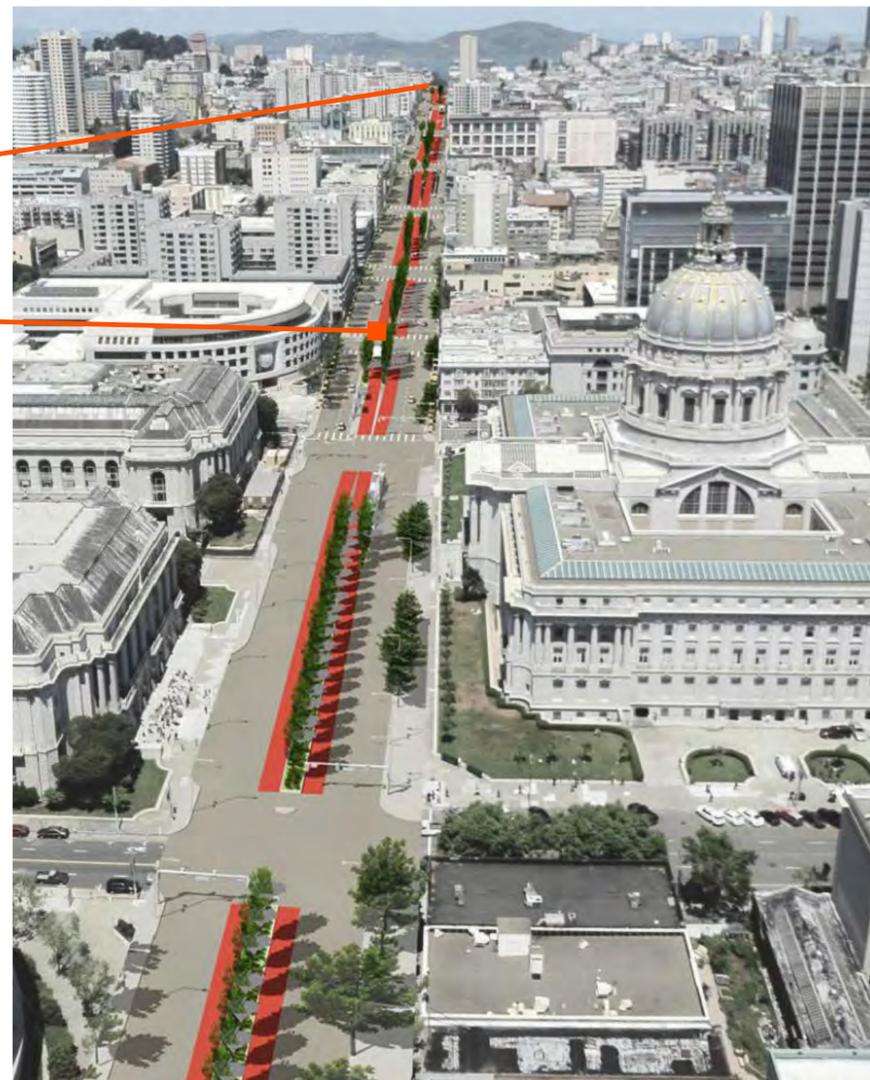


Van Ness BRT | San Francisco, CA

in 2003 San Francisco voters mandated BRT on Van Ness Avenue (US 101) through the City's Civic Center district. The project will incorporate all-door boarding, pre-paid fares, dedicated transit lanes, and signal priority.

Van Ness Corridor



All images courtesy of SFCTA

Length/Extent

Two miles, Mission to Lombard Streets

Street Characteristics

Six lanes with a planted median and on-street parking along sections
Carries 38,000 - 45,000 vehicles per day

Existing Transit

Muni local routes 47 and 49 carry 43,000 daily riders

Daily Person Trips in Corridor* without Project (2015)

130,000 person trips in autos
22,000 person trips on transit

* At average "screenline" including five parallel streets

Daily Person Trips in Corridor* with BRT (2015)

120,000 person trips in autos
24,000-28,000 person trips on transit

* At average "screenline" including five parallel streets

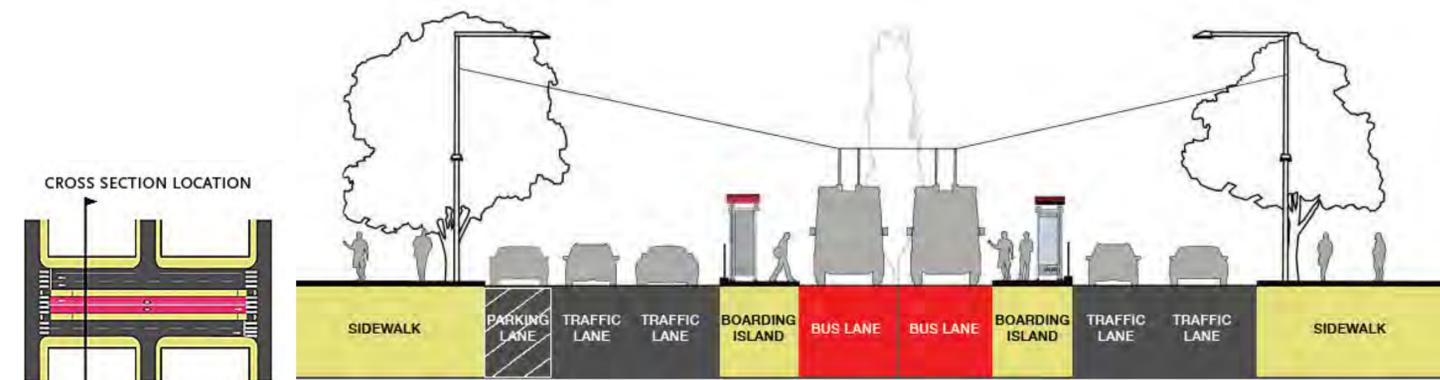
Estimated Cost

\$162M
core BRT project

\$250M
including separate but related projects

BRT Design

Hybrid of median and side-running, with two traffic lanes converted to bus-only operations



Van Ness Avenue Bus Rapid Transit Sectional Lane Configuration

PROJECT BENEFITS/IMPACTS

- **Transit Travel Time and Reliability:** Travel time reduced by 32% and up to 50% reduction in variability
- **Projected Ridership:** 28% to 35% increase
- **Bicycle and Pedestrian Improvements:** No bike facilities on Van Ness; Polk Street protected bicycle lanes are one block to the east (related project). Safety and aesthetic upgrades
- **Parking:** Loss of about 100 parking spaces along the corridor
- **Traffic:** SFGo real-time signal optimization to improve traffic flow for all users

Project Status

Completed environmental review in 2013, currently moving into the design and implementation phase

Geary BRT | San Francisco, CA

San Francisco voters mandated BRT on Geary Boulevard in 2003, a corridor connecting downtown with the western edge of the city. The project will incorporate all-door boarding, pre-paid fares, dedicated transit lanes, and signal priority.



Geary Corridor

Length/Extent

6.5 miles, Market Street to 48th Avenue

Street Characteristics

Western section: six lanes to eight lanes with a planted median, on-street parking, and underpasses.

Eastern/Downtown section: three lanes and on-street parking on one or both sides in sections. Bus-only lane in downtown section.

Average Daily Vehicle Traffic: Carries 43,200 vehicles per day at Lyon Street (2009)

Existing Transit

Over 50,000 daily riders including on Muni routes 38/38L



Estimated Cost*
Approx \$240M

* Staff recommended alternative

BRT Design

Center or side-running, in dedicated lanes or mixed-traffic, depending on the segment

PROJECT BENEFITS/IMPACTS

- **Transit Travel Time and Reliability:** 25% faster and 20% reduction in travel time variability
- **Projected Ridership:** Increase of 10% to 20%
- **Bicycle and Pedestrian Improvements:** Bus bulbs, sidewalks/crossings, and other safety improvements. No bicycle improvements currently included in design
- **Parking:** About 20% reduction corridor-wide, less in key neighborhood centers

Project Status

Environmental review phase.
 Projected opening 2018 or later.



MAX BRT | Fort Collins, CO

MAX BRT began service in Spring 2014. It features a dedicated transitway and parallel multiuse path along an old freight corridor located one block to the west of College Ave., a major north-south arterial. The route runs through Colorado State University and connects major destinations throughout the city.



Image courtesy of TransFort

TransFort MAX - Mason Corridor

Length/Extent

5 miles along Mason, from the Downtown Transit Center to the South Transit Center

Street Characteristics

MAX BRT runs along Mason, a two-lane concrete transit street built along a rail corridor.



Image courtesy of City of Fort Collins

Estimated Cost

\$87M

BRT Design

1.2 miles of mixed traffic operation to northern edge of Colorado State University and 3.8-miles of exclusive right-of-way to South Transit Center. Includes 250 park-and-ride spaces

PROJECT BENEFITS/IMPACTS

- **Projected Ridership:** 3,900 average weekday boardings.
- **Bicycle and Pedestrian Improvements:** multi-use trail included in project

Project Status: In operation

EmX BRT | Eugene/Springfield, OR

Lane Transit District's Emerald Express (EmX) began service along Franklin Boulevard, a state highway, in January 2007. The service operates between downtown Eugene and downtown Springfield, connecting the University of Oregon, employment, and residential centers. The service operates on bus-only lanes, shared travel lanes, and dedicated median transitway.



Image from Wikipedia

Lane Transit EmX BRT - Franklin Corridor

Length/Extent

Phase 1 (2007):
4 miles on Franklin Blvd.,
connecting Eugene and
Springfield and serving the
University of Oregon campus

Street Characteristics

Six lanes with a planted
median in sections; BRT runs
in median along Franklin Blvd.
Carried about 30,000 vehicles
in 2006 (before BRT) and
22,000 vehicles today.

Previous Transit

LTD Route 11, with
an average weekday
daily ridership of
2,667 people

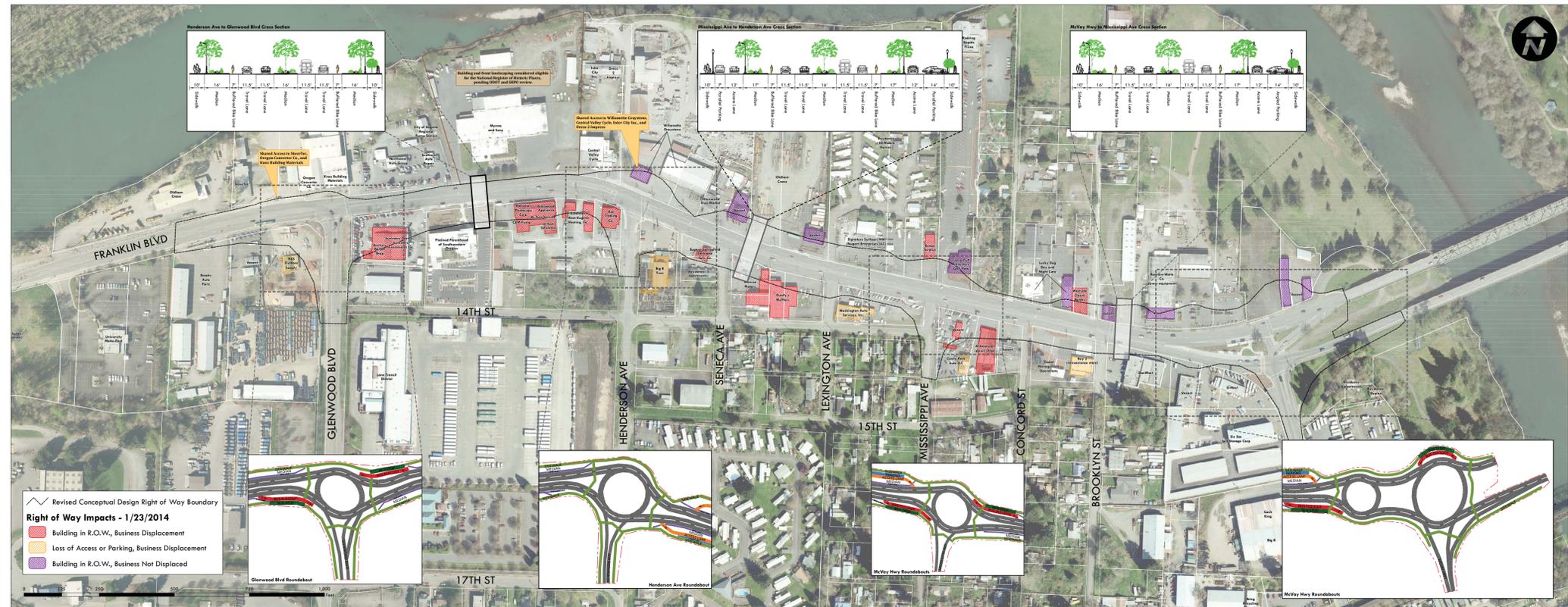


Image from City of Springfield, OR

**Phase I
Cost**
(Franklin Blvd.)

\$24.5M

BRT Design

Hybrid of median bus-only and
mixed traffic operation with
two traffic lanes converted to
bus-only operations in sections

PROJECT BENEFITS/IMPACTS

- **Transit Travel Time and Reliability:** Reduced average travel time by 1 minute and improved schedule reliability and on-time performance. About 60% of existing riders and former drivers perceived service as being faster.
- **Projected Ridership:** EmX increased ridership in the corridor to about 4,000 daily riders in February 2007 (EmX opening), to 5,400 in April 2008, and to over 6,600 riders in October 2008. In 2013, daily ridership was 10,400 with the Gateway extension (phase 2).
- **Bicycle and Pedestrian Improvements:** Upgraded sidewalks and crossings near stations, improved bicycle access and faster loading/unloading on vehicles

Project Status:

Phase 1 & 2 complete,
Phase 3 in planning process

