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Memorandum

Date: June 20, 2018

To: Transportation Authority Citizen Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects

Subject: June 27, 2018 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION ☒ **Information** ☐ **Action**

None. This is an information item.

SUMMARY

This is the monthly progress report on The Van Ness Avenue Bus Rapid Transit (BRT) Project requested by the CAC. The project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is $189.5 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling $316.4 million, which combines the BRT project with several parallel infrastructure upgrade projects including installation of new overhead trolley contacts, traffic signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is leading the construction phase. Utility construction is the current critical work activity. The project is approximately 25% complete. As previously reported, the original late 2019 BRT service start date has now been pushed to late 2020 due primarily to the extent of utility conflicts being encountered. Beginning in July, the project team plans to expand the construction work zone to safely accommodate additional trenching and street light installation. The SFMTA believes this change will accelerate construction and has begun outreach to businesses and residents in advance. The work zone expansion will require temporarily reducing Van Ness Avenue to one lane in each direction at select locations. The expansion will also eliminate northbound Van Ness Avenue left turn at Hayes Street on July 6, 2018. Construction message signs will be used to redirect traffic where necessary to inform drivers of these changes. SFMTA will advise drivers of these changes prior to implementation.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☒ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contract/Agreement
- ☐ Other:

DISCUSSION

Background.

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting and poles replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water "green infrastructure" installation. Walsh Construction is the prime contractor for Van Ness Improvement Project.

Status and Key Activities.

The project team continues to focus on utility installation within the last month. Ranger Pipeline, the subcontractor for water and sewer installation, is working in designated construction zones on both sides of Van Ness Avenue. Ranger Pipeline is currently installing water and sewer lines from Lombard Street to Union Street and from Broadway to Jackson Street. In the southern construction zone, Ranger Pipeline expanded water and sewer installation northbound from O'Farrell Street to Sutter Street. Construction crews are potholing between the two construction zone from Washington Street to Bush Street. The potholing will prepare this location for upcoming water and sewer installation by confirming underground utilities. For safety purposes, chain link fencing and temporary concrete barriers surround the work zones to separate the zones from vehicular and pedestrian traffic.

Construction crews continues to work on the joint-utility trench to power the overhead contact system. They are currently trenching between Ellis Street and Turk Street. Crews are also upgrading the emergency firefighting water systems (AWSS) at this location and restoring the roadway after utility installation. Temporary bus stops platforms have also been installed along both sides of Van Ness Avenue that are impacted by construction activities. Ranger Pipeline will start potholing at the southern end of the project from Grove Street to Mission Street to prepare this section for future water and sewer installation. Traffic control plans for advanced potholing work have already been prepared.

The project team has also utilized a support contract to provide three additional full-time employees for the construction office to provide reporting and contract support needs. These employees will augment the team's ability to respond to Federal Transit Administration project reporting requests. To reduce construction impact on businesses, SFMTA has also installed wayfinding signs for local businesses at 23 intersections.

Project Schedule and Budget.

The project is approximately 25% complete, compared to 24% complete reported last month to the CAC. Also as noted last month, the original late 2019 BRT service start date has now been pushed to

late 2020 due primarily to the extent of utility conflicts being encountered. Approximately $65 million dollars of the total budgeted $316.4 million has been expended to date. Project delay claims filed by the contractor total more than $20 million dollars and are being processed in accordance with the construction contract provisions.

Current Issues and Risks.

The project is currently a year behind schedule primarily due to the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utility Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible. Beginning in July, the project team plans to expand the construction work zone to accommodate additional trenching and street light installation. This expansion will allow construction crew to use daytime equipment that is more productive but noisier, instead of slower nighttime noise dampening equipment and electric hand tools. Residents have also complained of nighttime construction noise which is unavoidable even with noise dampening equipment. The work zone expansion will also increase traffic congestion by reducing Van Ness Avenue to one lane in each direction at select locations. The expansion will also eliminate northbound Van Ness Avenue left turn at Hayes Street on July 6, 2018. Traffic cones and variable message signs will be used to redirect traffic where necessary to accommodate drivers. Caltrans will also alert drivers through its message system about the elimination of the left turn at Hayes Street. The SFMTA believes this change will accelerate construction and has begun outreach to businesses and residents in advance.

FINANCIAL IMPACT

None. This is an information item.

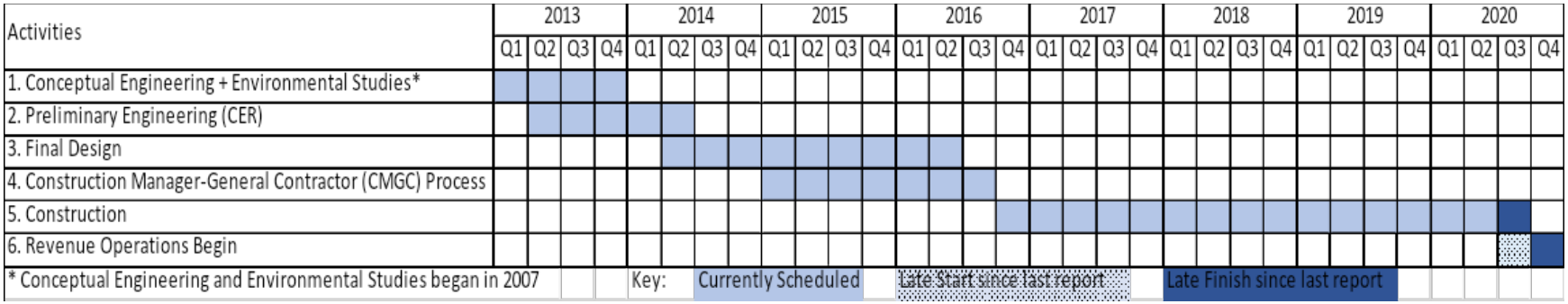
CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule



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