



# Park Presidio/Lombard HOV Lanes Pilot

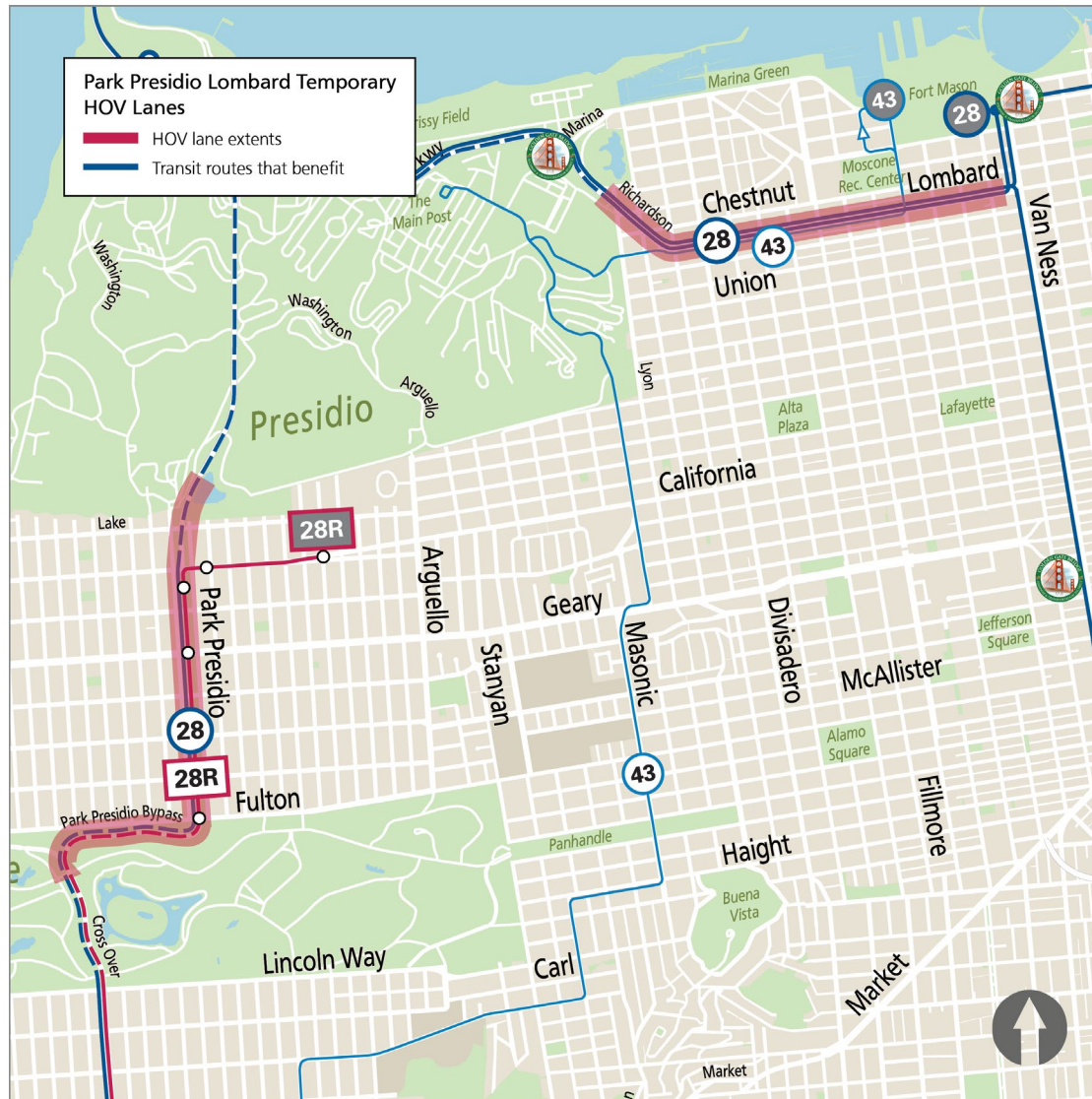
Air Quality Conformity Task Force

January 27, 2022

# Introduction

- SFMTA led pilot project
- Close partnership with Caltrans District 4
- Part of SFMTA's COVID-related temporary transit lanes program
- Implementation delayed (partially implemented, on Lombard)
- Seeking to extend pilot to complete evaluation

# Project Area



# Transit

- Muni Route 28 on both segments (plus 43 on Lombard in March, 28R on Park Presidio in June)
- Multiple Golden Gate Transit routes on Lombard





# Design & Policy

- Each street segment three lanes each way (with left-turn restrictions)
- Outermost lane converted to HOV/right turn
- No changes to other two lanes or to parking and loading
- In effect 5am-8pm Mon-Fri
- HOV-2 (all vehicles allowed under State law, including clean-air decals), plus right turn and parking access



# Lombard

EXISTING



10'	8'	10'	10'	10'	4'	10'	10'	10'	10'	8'	10'
sidewalk	parking lane	travel lane	travel lane	travel lane	median	travel lane	travel lane	travel lane	travel lane	parking lane	sidewalk

PROPOSED

(view to west)



10'	8'	10'	10'	10'	4'	10'	10'	10'	10'	8'	10'
sidewalk	parking lane	HOV lane	travel lane	travel lane	median	travel lane	travel lane	travel lane	HOV lane	parking lane	sidewalk



# Lombard







# Park Presidio

EXISTING



ROW	12' travel lane	12' travel lane	12' travel lane	5' median	12' travel lane	12' travel lane	12' travel lane	ROW
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PROPOSED

(view to south)



ROW	12' HOV lane	12' travel lane	12' travel lane	5' median	12' travel lane	12' travel lane	12' HOV lane	ROW
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# Park Presidio Bypass

EXISTING



ROW	11-11.5' travel lane	11-11.5' travel lane	11-11.5' travel lane	5-6' median	11-11.5' travel lane	11-11.5' travel lane	11-11.5' travel lane	ROW
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\* Dimensions determined through Pictometry

PROPOSED

(view to south)



ROW	11-11.5' HOV lane	11-11.5' travel lane	11-11.5' travel lane	5-6' median	11-11.5' travel lane	11-11.5' travel lane	11-11.5' HOV lane	ROW
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# Engagement

- Website with narrated presentation
- Briefings offered to community stakeholders
- 4,000 emails, social media postings, posters
- Survey seeking input on evaluation

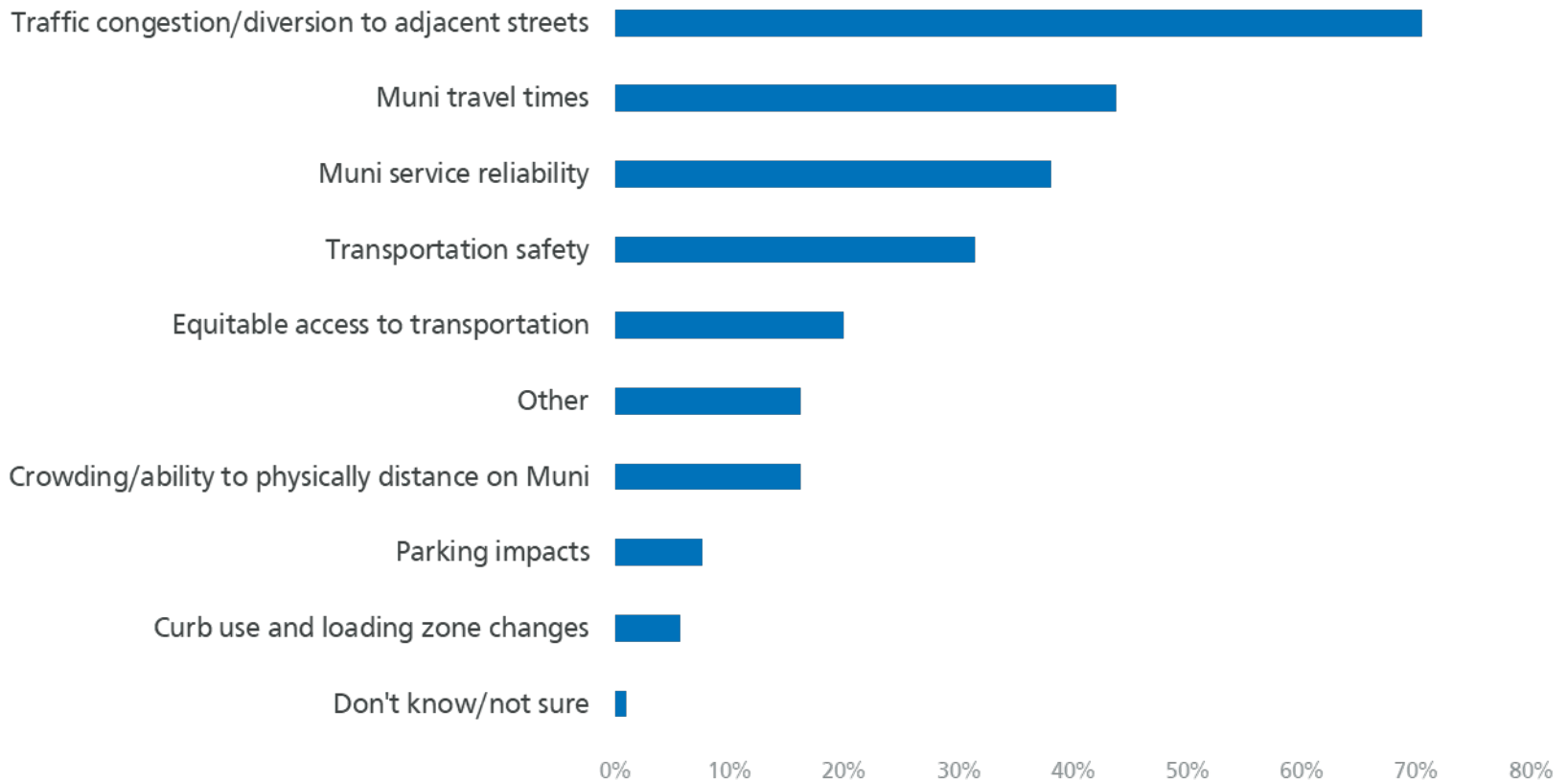
The screenshot shows the ABC 7 News website interface. At the top, there is a navigation bar with the ABC 7 NEWS logo, a 'WATCH LIVE' button, and location links for San Francisco, East Bay, and South Bay. Below the navigation bar, there is an 'EMAIL' button. The main headline reads 'BUILDING A BETTER BAY AREA California's 1st urban HOV lanes coming to San Francisco'. The article is attributed to 'By Matt Boone' and dated 'Thursday, April 22, 2021'. The video player shows a news anchor on the left and a traffic scene on the right. Below the video player, there is a blue banner with the text 'BUILDING A BETTER BAY AREA', 'BETTER BAY AREA', 'NEW HOV LANES', and 'SAN FRANCISCO'. There are also 'EMBED' and 'MORE VIDEOS' buttons. Below the video player, there is a caption: 'As more commuters begin coming back to San Francisco, SFMTA is making changes to the way drivers and busses get around.'

SAN FRANCISCO (KGO) -- As more commuters begin coming back to San Francisco, SFMTA is making changes to the way drivers and busses get around.

On Tuesday, the SFMTA board approved a plan to create the first urban HOV lanes on California

# Engagement

## Top concerns for project evaluation



Total responses: 105

Note: Total percentage adds up to more than 100% because respondents could select more than one criteria



# Pre-Project Analysis

- As of Oct 2020, 1/3 of traffic (34%) HOV-2
- Scenario-based analysis, assuming different levels of HOVs (25% vs. 34%) and eligible vehicles using lanes (80% vs 95%)
- One intersection (Crossover/Lincoln) at LOS F in worst-case scenario (34%/95%) removed from pilot

# Data Collection & Evaluation

- Pre-project, and 1, 3 and 6 months after implementation (Lombard delayed until Park Presidio implemented)
- Transit, traffic and mobility (e.g. person movement) metrics
- Also ongoing monitoring, adjustment as needed

# Approval Process

- In addition to Task Force and Managed Lanes Committee, contingent on Caltrans approval, environmental clearance
- Permits already issued for Lombard pilot, negotiating details of Park Presidio





# Timeline/Next Steps

- Seeking extension at SFMTA Board in spring
- Park Presidio implementation this spring
- Ongoing monitoring/evaluation through end of 2022
- No decision on whether to seek permanent lanes until 2023
- Per agreement with Caltrans, would pursue ITS, overhead signs as part of permanent project