

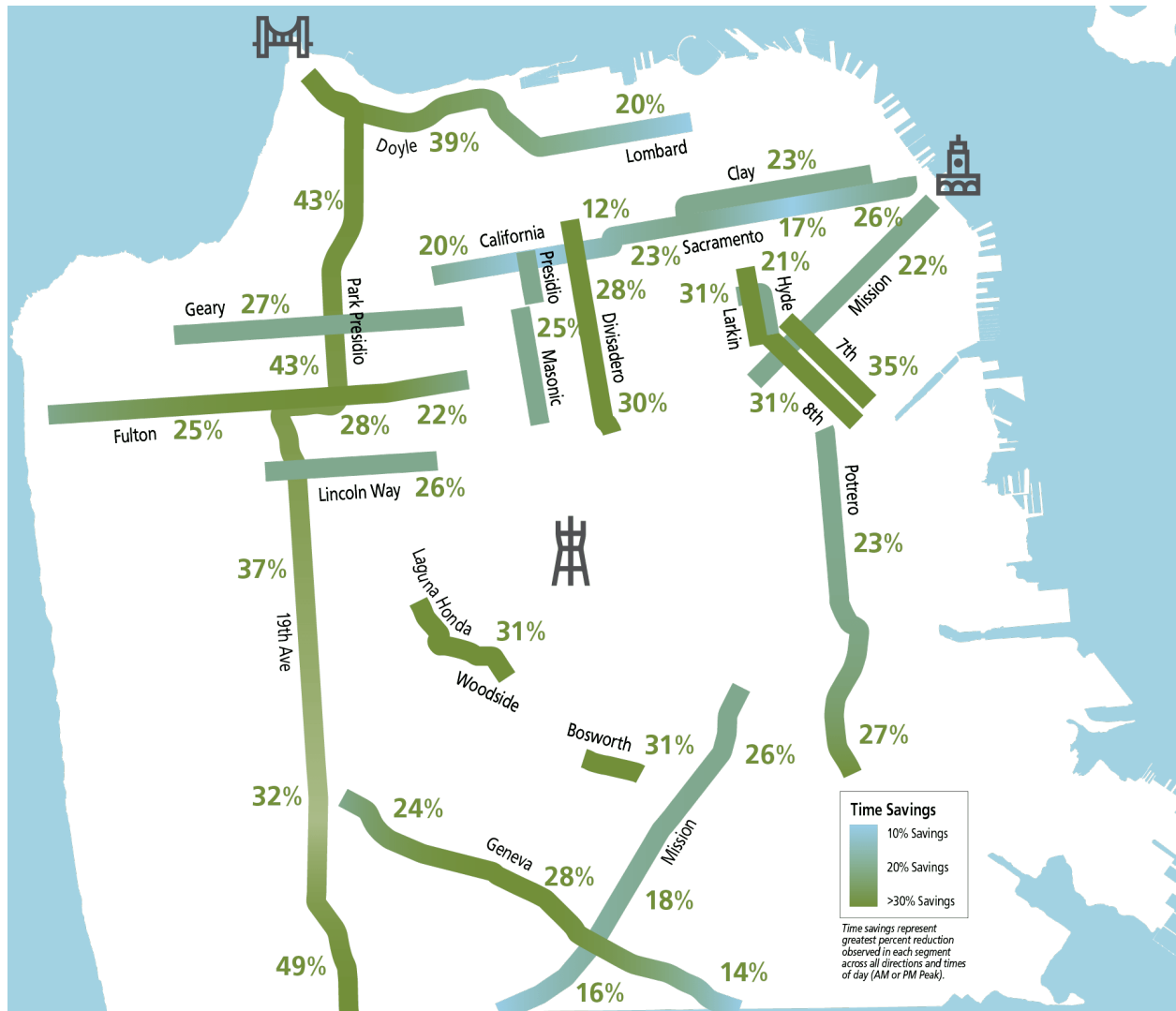


Park Presidio and Lombard Temporary Emergency HOV Lanes

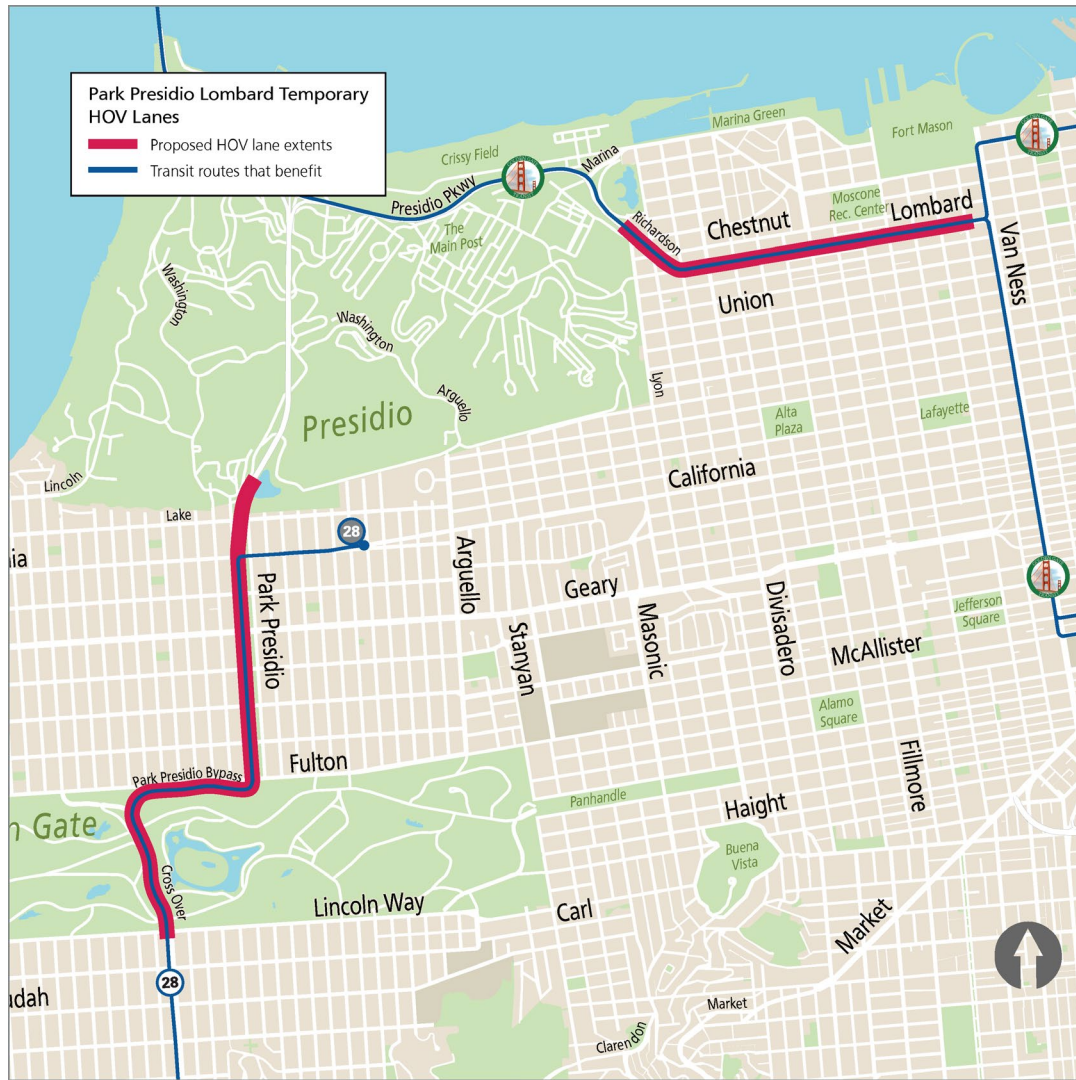
SFMTA Board of Directors

April 20, 2021

Temporary Emergency Transit Lanes



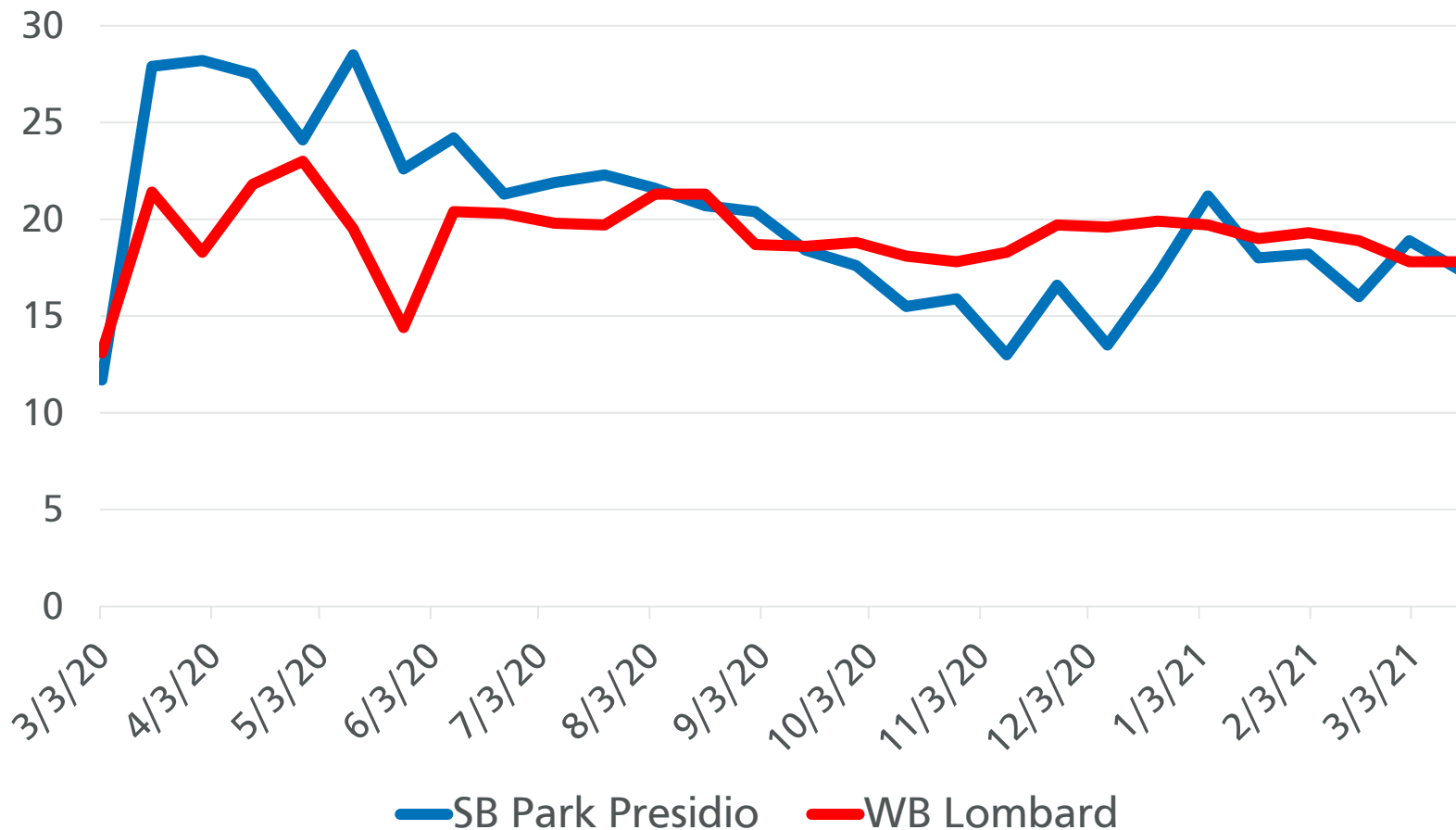
Proposed HOV Lanes Locations





Traffic Is Coming Back

Avg MPH, PM peak period



Source: SFCTA COVID-Era Congestion Tracker

Transit Travel Time Savings During COVID



Post-COVID, PM speeds on the 28 SB on Park Presidio increased from 12.4 to 19.3 mph



Project Design

- Each street is three lanes each way
- Lane closest to curb would be converted to HOV/right turn
- No changes to other two lanes
- No parking removal



Analysis and Evaluation

- COVID-era analysis found that 1/3 of traffic (34%) was already HOV-2, so little initial effect on traffic
- However, transit customers and carpoolers protected from future growth in drive-alone trips
- Closely monitor traffic volumes along the project corridor and adjust as-needed
- Close coordination w/Caltrans on design and approval

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	HOV lane	HOV lane	parking lane	sidewalk

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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Crossover Drive

EXISTING



ROW	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) left turn lane	6' median	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) travel lane	ROW
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* Lanes widen to 11' further south

PROPOSED

(view to south)



ROW	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) left turn lane	6' median	10' (11'*) travel lane	10' (11'*) travel lane	10' (11'*) HOV lane	ROW
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* Lanes widen to 11' further south

Outreach/Engagement

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

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Alerts/UPDATE: Signal issue still ongoing. CB #771ed trains continue switching back @ Embarcadero/Harrison (last stop @ 7 https://t.co/n7wVfY7s. (More 21 in last 48 hours) [Subscribe](#)

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Park Presidio Lombard Temporary HOV Lanes

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Park Presidio Lombard Temporary HOV Lanes

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Check out this recorded overview of the project, and give your input on which metrics we should use to evaluate this proposed project by [filling out this survey](#).

Project Introduction

Along with other key locations across the city that serve Muni routes, the SFMTA is proposing to install temporary emergency transit improvements on portions of Muni's 28 19th Avenue, including along Lombard Street, Richardson Avenue, Park Presidio Boulevard, Park Presidio Bypass, and Crossover Drive. Since these streets are also state highways, we have an opportunity for the lanes to also function as high-occupancy vehicle (HOV) lanes, which would also allow private vehicles with two or more occupants to use them along with transit at all times of the day. As traffic congestion returns and, installing the HOV lanes would allow Muni and regional transit vehicles to move more quickly through San Francisco without getting stuck in traffic. This means that Muni can provide more frequent service on the 28 19th Avenue and greater capacity with the same number of vehicles.

If just a fraction of the people riding transit before the health crisis begin driving alone, traffic congestion will be so severe that it could paralyze the city's economic recovery. Without action, transit-dependent San Francisco will bear the costs of traffic congestion with longer travel times leading to an increased risk of exposure to COVID-19 on slower, more crowded buses.


Locations of proposed temporary lanes were chosen based on current ridership and travel time data. Providing service improvements to customers on Muni routes that serve neighborhoods with high percentages of people of color and low-income households is a top priority.

Bus Routes and Rail Lines
28 19th Avenue (Shortened)

Park Presidio Lombard Temporary HOV Lanes

To support San Francisco's COVID-19 response and economic recovery, and to improve the frequency and reliability of Muni service by reducing running time, the SFMTA proposes to install HOV lanes that allow vehicles with two or more occupants along sections of State Route 1 and U.S. Highway 101. On Crossover Drive, Park Presidio Bypass, and Park Presidio Boulevard from Lincoln Way to Lake Street, the proposed project would install one HOV lane in each direction, utilizing the existing curb lane with no other proposed changes to traffic, and no changes to parking. Similar changes are proposed on Lombard Street and Richardson Avenue from Van Ness Avenue to Lyon Street. Travel time savings were seen along the entirety of Muni's 28 19th Avenue route within San Francisco compared to pre-COVID-19 travel times during the early days of the city's Shelter in Place order in March 2020. Crossover Drive, Park Presidio Bypass and Park Presidio Boulevard from Lincoln Way to Lake Street were identified for installation of HOV lanes based on an assessment of technical feasibility and timing with other planned roadway projects. If the initial HOV lanes prove successful, additional segments such as Presidio Parkway and 19th Avenue may be considered for future expansion of HOV lanes on the 28 19th Avenue route.

Unlike transit lanes elsewhere in the city, these HOV lanes would allow vehicles with two or more occupants to encourage carpooling. This also recognizes the important role these streets play in the regional roadway network, and ensures that they still maintain enough capacity to keep traffic moving. The SFMTA has been collaborating with Caltrans to review the feasibility, design and development of these improvements. The SFMTA is also coordinating closely with the San Francisco County Transportation Authority and has consulted with the Metropolitan Transportation Commission and the Golden Gate Bridge, Highway and Transportation District.



Project Timeline

The temporary project will be considered by the SFMTA Board of Directors in spring 2021. Pending approval, installation would follow soon after.

Implementation and Sunset Date

The proposed temporary emergency HOV lanes would be striped with white paint, HOV stenciling and signage, making it easily reversible if necessary. The temporary emergency HOV lanes will automatically be removed within 120 days after the city's emergency order is lifted, unless there is a public process to make the temporary emergency HOV lanes permanent.

Outreach and Evaluation

The urgent nature of this emergency calls for putting temporary measures into place, directly on the

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Upcoming Meetings & Events for this Project

8-31 Feb Recorded Presentation: Park Presidio Lombard Temporary HOV Lanes
錄像式會議: 關於臨時高乘載車道 (HOV) 的介紹。請電 415.648.2200 或電郵至 TellMuni@SFMTA.com。Check out the recorded presentation.

Related Reports & Documents

[PowerPoint: Park Presidio Lombard Temporary High-occupancy Vehicles Lanes 2/8/21](#)
[PowerPoint: Park Presidio Lombard Temporary High-occupancy Vehicles Lanes 2/8/21](#)

Related Projects

[Temporary Emergency Transit Lanes](#)

SFMTA



Evaluation

- Community input will shape the evaluation framework, tools and monitoring, with a focus on equity, health, economic recovery and transportation benefits
- Public engagement and evaluation will guide whether and what longer-term improvements are pursued





Today's Legislation

- Establish High-Occupancy Vehicle (HOV) lanes (allowing right turns) on:
 - Lombard/Richardson
 - Veterans Blvd/Park Presidio/
Park Presidio Bypass/Crossover Drive



Next Steps

- Final Caltrans approvals
- April/May: Restriping of Lombard and Richardson, as part of already-planned Caltrans repaving project
- TBD depending on shops availability: Restriping Veterans Blvd, Park Presidio, Park Presidio Bypass and Crossover Drive