



Park Presidio Lombard Temporary HOV Lanes

Final Evaluation Report Fact Sheet

In 2021, the SFMTA began a pilot project to evaluate high-occupancy vehicle (HOV) lanes on Lombard Street and Richardson Avenue in the Marina and Park Presidio Boulevard and Park Presidio Bypass in the Richmond and Golden Gate Park. The pilot's goals were to improve transit reliability and travel times and increase the overall number of people moving through both corridors.



This fact sheet shares key findings from the Final Evaluation Report. Based on these findings, we suggest keeping the HOV lanes in place. For now, we are requesting a one-year pilot extension to continue working with Caltrans to finish our environmental study. From February 24 to March 10, we will share this recommendation at an online public hearing. After that, we will ask the SFMTA Board of Directors to approve the extension this spring. For the lanes to remain in place long-term, both the SFMTA Board and Caltrans would need to approve.

Transit Performance

Travel Times

- On the 28 19th Avenue bus route, travel times were reduced by 19% westbound and 6% eastbound on Lombard Street between the fall of 2019 and spring 2024.

Reliability

- On the 28 19th Avenue, variability of travel times was reduced by up to 51% on both Lombard Street and Park Presidio Boulevard during the same time period.

People Movement

- The pilot aimed to increase the total number of people, and not just vehicles, moving through both corridors.
- From just before the pilot began to fall 2023:



- On Park Presidio Boulevard, people movement increased by 18%.
- On Lombard Street, people movement increased by 17%, largely due to increased bus service, which was made more efficient by the pilot.

Traffic Volumes and Speeds

Volumes

- From just before the pilot began to spring 2024, numbers of vehicles in the HOV lanes decreased by:
 - 15% on Park Presidio Boulevard
 - 21% on Lombard Street
- Meanwhile, numbers of vehicles in the non-HOV lanes increased by:
 - 9% on Park Presidio Boulevard
 - 15% on Lombard Street
- This shift meant that drivers and bus riders in the HOV lanes were protected from growing traffic in the non-HOV lanes.

Speeds

- Average speeds in the HOV lanes have generally stayed the same or increased in both corridors, while speeds in the non-HOV lanes have declined somewhat as overall traffic increased.

HOV Lane Compliance

- Solo drivers are allowed in the HOV lanes to turn right or to access parking. Single-occupant vehicles (SOVs) in the HOV lanes remain a majority in both corridors, although they have declined substantially since the HOV lanes were implemented.

Traffic Diversion

- Evaluation of "cut-through" traffic on alternate routes along neighborhood streets found no clear pattern of increases or decreases.

Collisions

- While collision rates on Park Presidio Boulevard generally did not change following implementation of HOV lanes, rates on Lombard Street have increased compared to pre-pandemic conditions. However, this increase began in early 2021, before HOV lanes were implemented.

For more information, please visit [SFMTA.com/TempLanes28](https://www.sfmta.com/TempLanes28) or contact TellMuni@SFMTA.com.