Park Presidio Lombard
Temporary HOV Lanes
Thank you for watching this presentation to learn more about and provide comment on the Park Presidio Lombard Temporary HOV Lanes.

In addition to a full evaluation of the temporary project if approved by the SFMTA Board and implemented, we’re also collecting feedback prior to seeking MTA Board approval.

To give feedback on this project, please contact us via email or phone.

Email: TellMuni@SFMTA.com
Phone: (415) 646-2350
Traffic Congestion is Back
Transit Travel Time Savings During Shelter in Place (April vs. February 2020)
Temporary Emergency HOV Lanes

• Install transit lanes or HOV lanes on corridors that experience congestion to keep buses moving and reduce crowding

• Allow buses to complete trips in less time and return into service more quickly

• Provide more frequent service with same number of buses, mitigating service reductions

• Are automatically removed within 120 days after emergency order is lifted, unless there is a public process to make an HOV lane permanent
Transit lanes and HOV lanes help maintain recent travel time savings as the economy re-opens and congestion returns.
Benefits

• **Equity:** Transit lanes and HOV lanes serving transit reduce the risk of exposure for people who have the fewest travel choices and ensure there is enough capacity on board, especially for lower-income people of color.

• **Public Health:** Reducing crowding on transit is imperative to preventing the spread of COVID-19.

• **Economic Recovery:** A strong economic recovery is dependent on an efficient transit system.
TETL Corridors: Existing and Proposed

Temporary Emergency Transit Lanes (TETL)
- Implemented TETL corridor (green)
- Future TETL corridor (incl. HOV) (blue)
- Existing permanent transit lanes (gray)

As of January 26, 2021
Traffic Congestion is Back

CA-1: Lake St. to Lincoln Way - Average Travel Speed

- Shelter in place begins
- Congestion nearly reaches pre-COVID levels
- Slight dip in congestion during new lockdown

Average Speed (MPH)

35
17.5
0

Time Savings on the 28 19th Avenue
Proposed HOV Lanes Locations
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
• 1/3 of traffic (34%) is already high-occupancy vehicles (HOV), so little effect on traffic
• Transit customers and carpoolers will be protected from any future growth in drive-alone trips
• Closely monitor traffic volumes along the project corridor and will adjust as-needed
• Close coordination with Caltrans on design, outreach and approval
# Project Design: Lombard

## Existing

<table>
<thead>
<tr>
<th>10’ sidewalk</th>
<th>8’ parking lane</th>
<th>10’ travel lane</th>
<th>10’ travel lane</th>
<th>4’ median</th>
<th>10’ travel lane</th>
<th>10’ travel lane</th>
<th>10’ travel lane</th>
<th>8’ parking lane</th>
<th>10’ sidewalk</th>
</tr>
</thead>
</table>

## Proposed

<table>
<thead>
<tr>
<th>10’ sidewalk</th>
<th>8’ parking lane</th>
<th>10’ HOV lane</th>
<th>10’ travel lane</th>
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<th>10’ HOV lane</th>
<th>10’ sidewalk</th>
</tr>
</thead>
</table>

(see to west)
Project Design: Park Presidio

EXISTING

PROPOSED

Optional: Solid White Striping (view to south)
# Project Design: Park Presidio Bypass

## Existing

<table>
<thead>
<tr>
<th>ROW</th>
<th>11'-11.5&quot; travel lane</th>
<th>11'-11.5&quot; travel lane</th>
<th>11'-11.5&quot; travel lane</th>
<th>5'-6&quot; median</th>
<th>11'-11.5&quot; travel lane</th>
<th>11'-11.5&quot; travel lane</th>
<th>ROW</th>
</tr>
</thead>
</table>

* Dimensions determined through Pictometry

## Proposed

<table>
<thead>
<tr>
<th>ROW</th>
<th>11'-11.5&quot; HOV lane</th>
<th>11'-11.5&quot; travel lane</th>
<th>11'-11.5&quot; travel lane</th>
<th>5'-6&quot; median</th>
<th>11'-11.5&quot; travel lane</th>
<th>11'-11.5&quot; travel lane</th>
<th>ROW</th>
</tr>
</thead>
</table>

(view to south)
## Project Design: Crossover Drive

### EXISTING

<table>
<thead>
<tr>
<th>ROW</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) left turn lane</th>
<th>6' median</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) travel lane</th>
<th>ROW</th>
</tr>
</thead>
</table>

* Lanes widen to 11' further south

### PROPOSED

<table>
<thead>
<tr>
<th>ROW</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) left turn lane</th>
<th>6' median</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) travel lane</th>
<th>10' (11**) HOV lane</th>
<th>ROW</th>
</tr>
</thead>
</table>

* Lanes widen to 11’ further south

(Warning: see Optional: Solid White Stripes)

(Click to view to south)
Evaluation and Engagement

• 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

• As we evaluate, which metrics are most important to focus on?
Timeline and Process

Now: Project proposal presentation available and first round of outreach

March: SFMTA Board of Directors (tentative)

Spring: Implementation

Post-implementation: Evaluation
Thank you!

Questions or comments?

Email TellMuni@SFMTA.com
Or
Call (415) 646-2350

Please complete our pre-evaluation survey:
SFMTA.com/TETLSurvey

SFMTA.com/TempLanes28