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

SB Park Presidio
WB Lombard

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
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 |

PROPOSED

| ROW | 12’ HOV lane | 12’ travel lane | 12’ travel lane | 5’ median | 12’ travel lane | 12’ travel lane | 12’ HOV lane | ROW |

(view to south)

Optional: Solid White Striping
**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

*Dimensions determined through Pictometry*

**PROPOSED**

(views 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

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**EXISTING**

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<tr>
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* Lanes widen to 11′ further south

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Optional: Solid White Striping

* 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
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