

# San Francisco Freeway Corridor Management Study Final Report

Presentation to the  
Transportation Authority Board



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**November 13, 2018**

# Addressing Congestion on San Francisco's Freeways



# Developing a Strategy



## PROGRAM GOALS

**WHY** should we pursue it?

- Move more people
- Increase trip reliability
- Enhance travel choices
- Contribute to regional network
- Reduce emissions
- Support community well-being

## PLATFORM

**WHAT** is the project?

- Project Location
- Lane Conversion or Addition
- Lane Configuration
- Multi-Modal System Management
- Signage

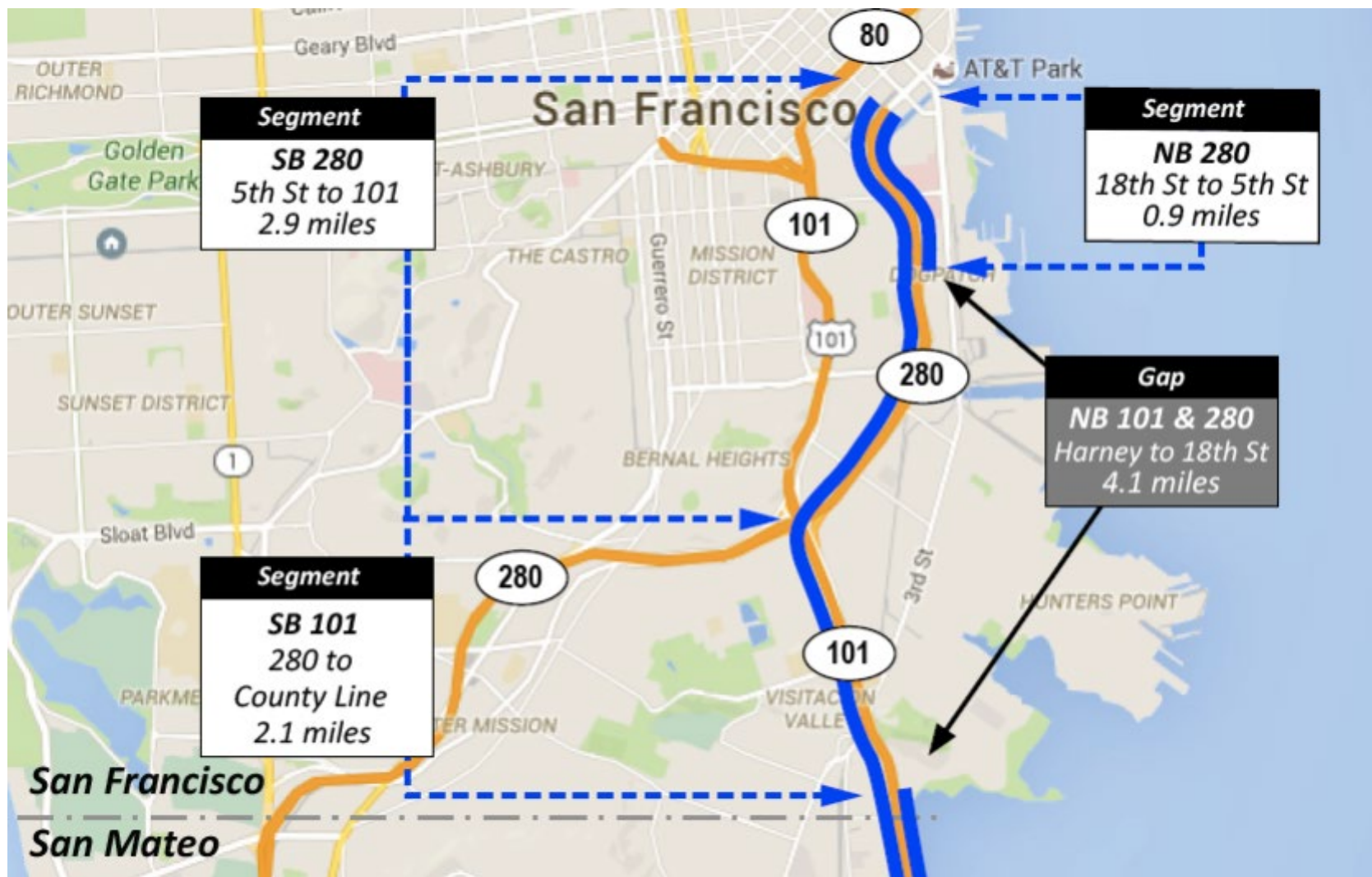
## POLICY

**HOW** might it be implemented?

- Occupancy Policy
- Clean Air Vehicle Policy
- Hours of Operation
- Pricing Strategy (If Any)
- Transit Improvements
- Interagency Collaboration

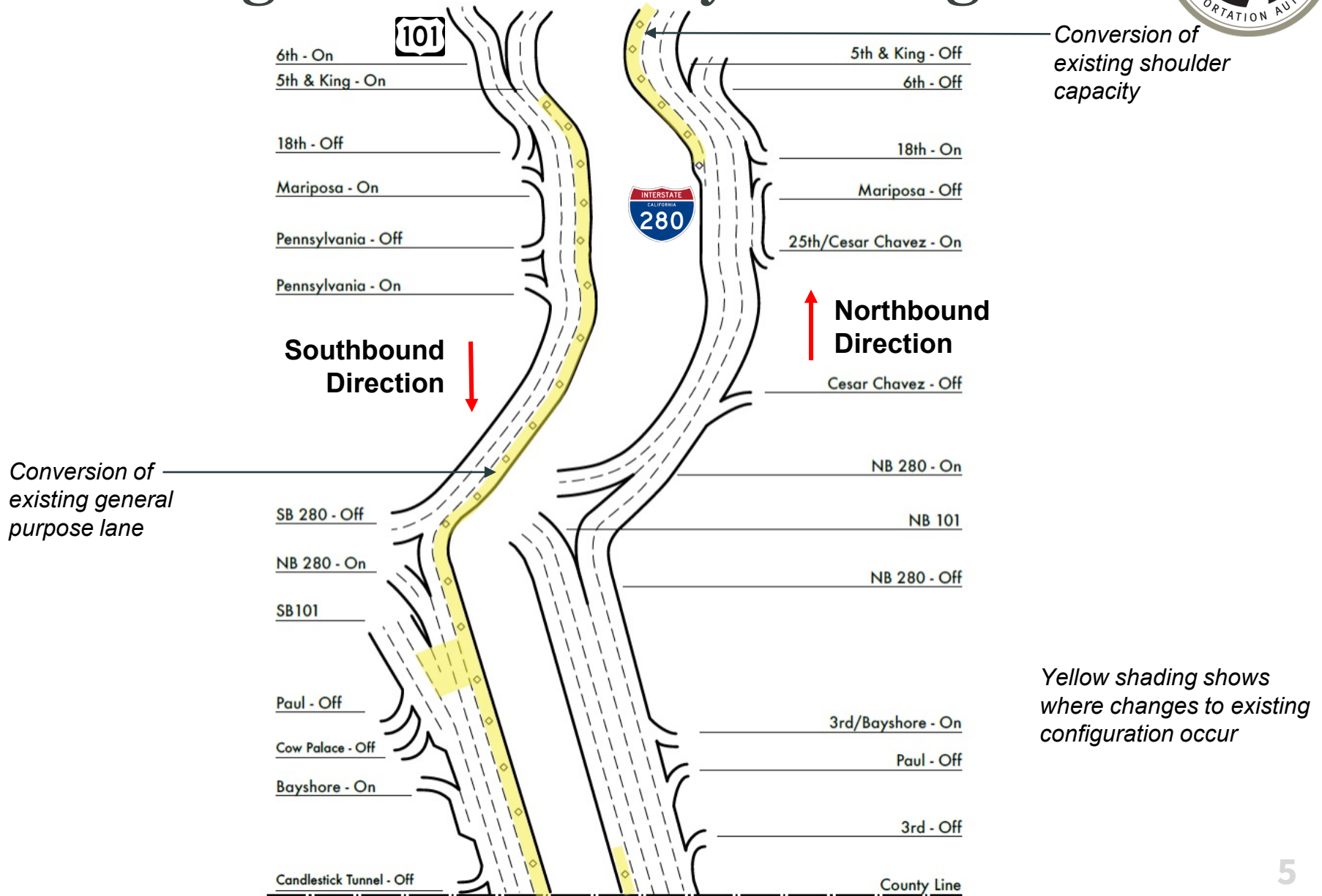
San Francisco Freeway Management Strategy

# Where is the Proposed Project?





# How Might the Freeways Change?






# What Policies Did We Analyze?

- Assessed three different operating policies

  HOV<sub>2+</sub>: Transit & carpools of 2 or more people




  HOV<sub>3+</sub>: Transit & carpools of 3 or more people

   HOT<sub>3+</sub> (Express Lane): Transit & carpools of 3 or more people for free, with option for others to pay to use the lane if capacity remains

- Constant in all scenarios
  - Transit service improvements (Muni, SamTrans)
  - San Mateo 101 Managed Lane Project







# What Are The Analysis Results?




Goal	Key Metrics	HOV2+ 	HOV3+ 	HOT3+ 
Move More People	Person Throughput	○	-	+
Increase Reliability	Travel Time & Variability	○	-	+
Enhance Travel Choices	Availability and Attractiveness of Non-SOV Options	○	○	+
Contribute to a Regional Network	Regional Connections & Policy Alignment	-	○	+
Reduce Emissions	Critical Pollutants & PM	TBD	TBD	TBD
Support Community Well-Being	Diversions & Community Investment	○	-	+

- = Worse than No-Build; ○ = Same as No-Build; + = Better than No-Build

# What Do We Recommend?

~~  HOV<sub>2+</sub>: Potential savings for transit and carpoolers, but congested on opening day.~~

~~  HOV<sub>3+</sub>: 4-9 minutes of travel time savings in carpool lane, but general purpose lanes see 6-14 minutes of additional delay.~~

   HOT<sub>3+</sub>: 4-9 minutes of travel time savings in carpool lane, with mixed impacts to general purpose lanes ranging from 3 minutes of savings to 4 minutes of delay.







# How Have the Program Goals been Advanced?

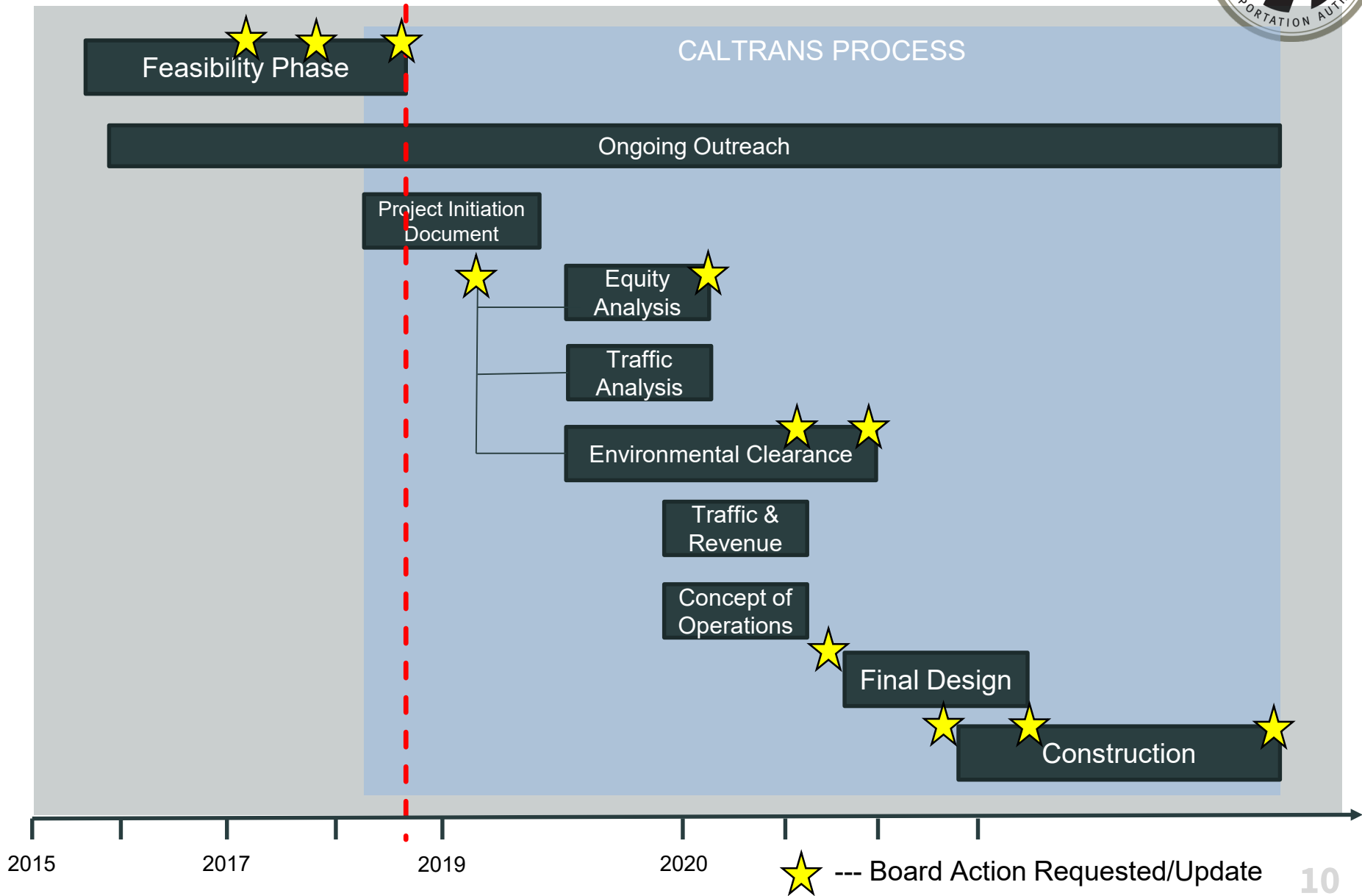
## ▶ **Outreach**

- ▶ **>30 conversations, meetings with leaders and community groups in freeway-adjacent neighborhoods**
- ▶ **Approach: Introduce the concept, ask for concerns and how it could be a success**
- ▶ **Key takeaways: Transit service improvements, equity/low-income impacts, local control of revenue**

## ▶ **Agency Partner Discussions**

- ▶ **SFMTA/Muni, SamTrans/SMCTA, C/CAG, Caltrans, MTC**
- ▶ **Strategies to maximize person throughput and utilization of the lanes by transit and carpools**

# What are Our Next Steps?



# What are the Recommended Actions?



- ▶ **Adopt the FCMS Phase 2 Final Report**
  - **Includes Lane Conversion, HOT3+ as staff-recommended alternative**
  - **Recommends more detailed studies, including on impacts to low-income travelers and ways to address**
- ▶ **Approve Amendment to Co-op Agreement with Caltrans for Project Initiation Document Review**
- ▶ **Approve Prop K/Local Partnership Program Fund Exchange**
  - **Up to \$4.1m, would fund Environmental Phase work, including detailed traffic analysis and equity study**

Thank You.

Questions?

[sfcta.org/freeways](https://sfcta.org/freeways)



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