

San Francisco Freeway Corridor Management Study Final Report

Citizens Advisory Committee
Agenda Item 14



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

October 24, 2018



Addressing Congestion on San Francisco's Freeways



Goals of Our Study



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

Developing a Strategy



Platform:

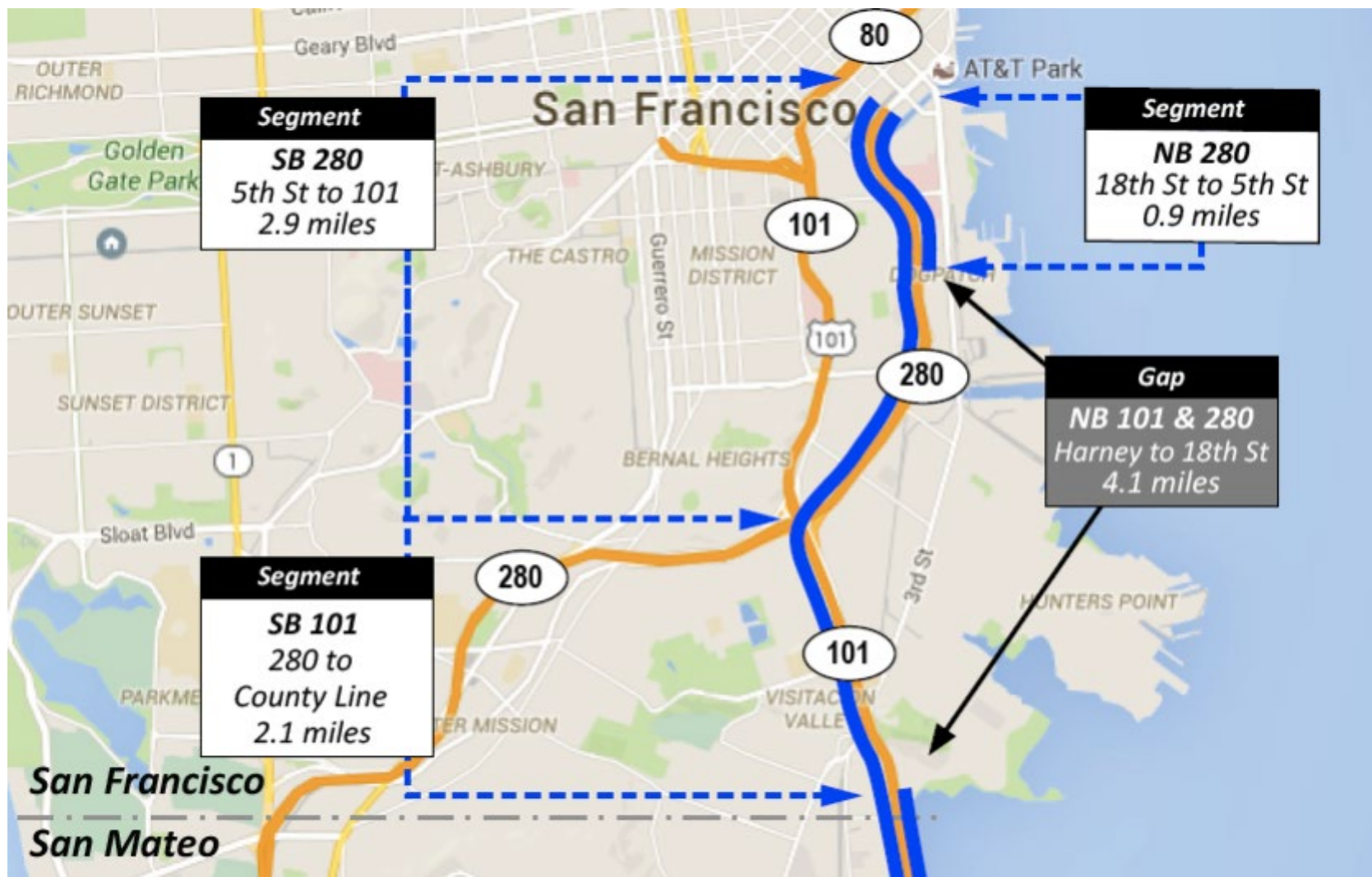
- Lane Configuration
- Occupancy Policy
- Hours of Operation
- Pricing Strategy (If Any)

Program:

- Transit Service
- Ride-matching
- Community Investments
- Equity/Low-income Assistance

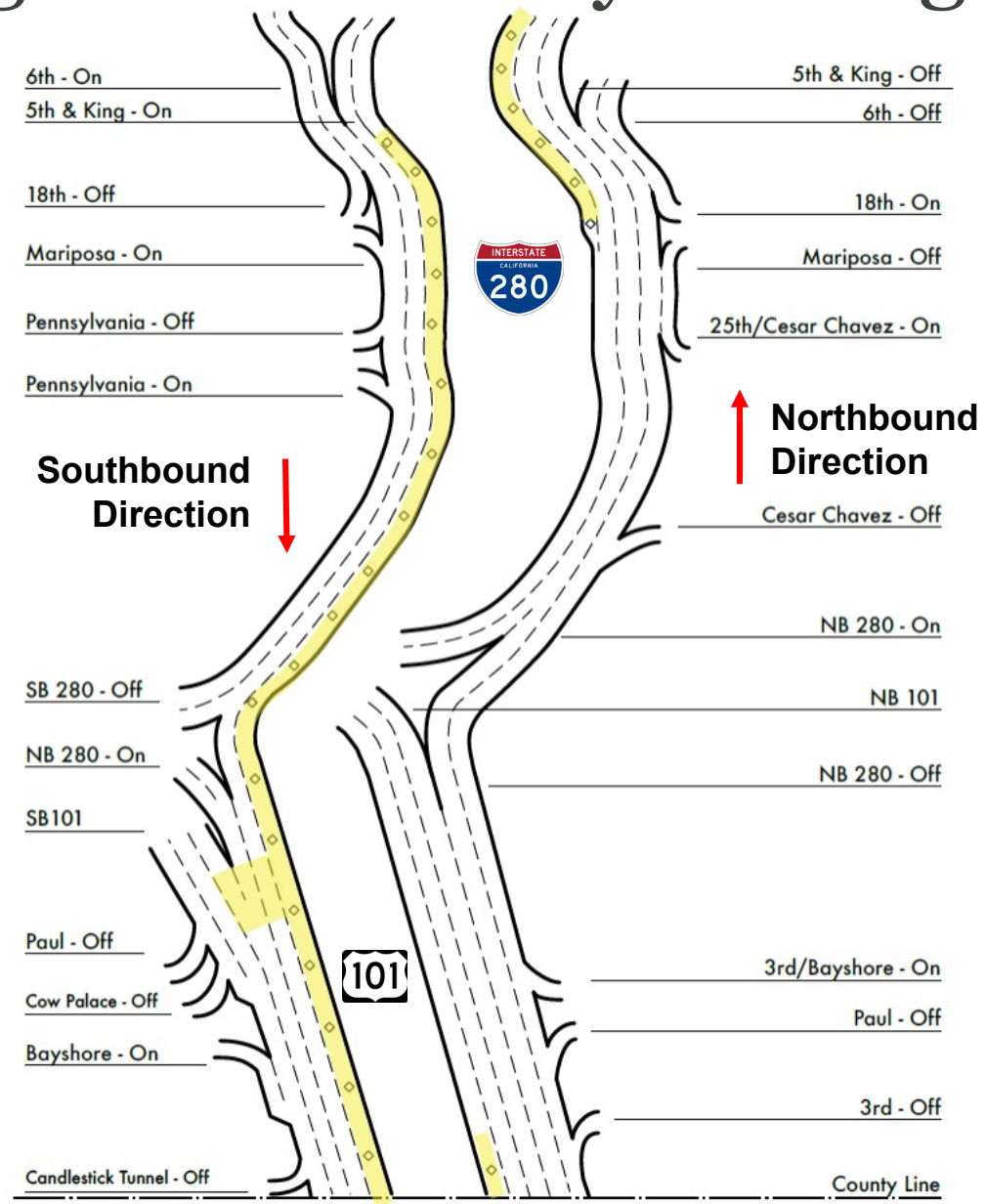
San Francisco
Freeway Management Strategy

Where is the Proposed Project?





How Might the Freeways Change?






Analysis

- Assessed three different operating policies

  HOV₂₊: Transit & carpools of 2 or more people

  HOV₃₊: Transit & carpools of 3 or more people




   HOT₃₊ (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 County lanes



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 & Equitable Access	○	-	+

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




What Do We Recommend?

~~  HOV₂₊: Potential savings for transit and carpoolers, but congested on opening day.~~



~~  HOV₃₊: 4-9 minutes of travel time savings in carpool lane, but general purpose lanes see 6-14 minutes of additional delay.~~



   HOT₃₊: 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.



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Building the Program Foundation



▶ 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**

Recommendations/Next Steps



- ▶ **Continue studying to advance the “Platform”**
 - **Caltrans process**
 - **Scoping phase for future Environmental Analysis**
 - **Fully funded**

- ▶ **Add required scope and approve funding to enable early work on the “Program”**
 - **Continued community outreach**
 - **Equity/low-income impact analysis**
 - **Detailed transit service planning**
 - **Full Environmental Impact Analysis**
 - **Concept of Operations (would establish any potential pricing parameters)**

Actions



- ▶ **Adopt the FCMS Phase 2 Final Report**
 - **Includes Lane Conversion, HOT3+ as 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 Review of Scoping Document (PSR/PDS)**
 - **\$152,000 for total not to exceed of \$227,000**
- ▶ **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



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