

Presidio Traffic Management Study

Frequently Asked Questions

Updated October 9, 2009

Study Details

Q: What methodology is the Trust using to gather and analyze data during the study?

A: Analysis will compare data gathered prior to the study with data gathered during the study period. The data, gathered with the machine counters, includes traffic volume, and vehicle speed and classification (trucks and buses vs. passenger cars). During the study period, data are being gathered at all Presidio gates, West Pacific Avenue, and 11 locations in the City including:

- Jackson, between Arguello and Cherry
- Jackson, between Presidio and Lyon
- Jackson, between Walnut and Presidio
- Washington, between Presidio and Lyon
- Washington, between Walnut and Presidio
- Pacific, between Presidio and Lyon
- Divisadero, between Sacramento and California
- Divisadero, between Broadway and Vallejo
- Scott, between Vallejo and Green
- Lyon, between Lombard and Greenwich
- Pacific between Walnut and Presidio

In addition, during the latter part of the study period the Trust will conduct a license plate survey on both a weekday and weekend day to identify cut-through patterns. We'll compare the new data to the data from a March 2009 license plate survey to determine how cut-through volumes and patterns have changed as a result of the traffic calming measures.

Q: Why does the study need to be a month long?

A: Four weeks provides motorists time to adjust to new travel patterns, allowing the Trust to gather meaningful decision-making data.

Q: Is Battery Caulfield Road closed as part of the study?

A: Construction at the Public Health Service Hospital has effectively restricted access to Battery Caulfield Road. A portion of Wedemeyer, just west of 15th Avenue will be closed to vehicular traffic, cyclists and pedestrians for two weeks in October

for roadway reconstruction. Access to Lone Mountain preschool, Arion Press, and Building 1806 from the 15th Avenue Gate will remain unaffected. Signs will be posted in advance notifying motorists of specific closure dates. PresidiGo service will remain unaffected.

Q: Will I be able to access the Presidio from other gates?

A: Access to the park from other gates remains unchanged. Short segments of minor internal park roadways are also closed during this four-week period, but alternative routes are clear. Presidio Boulevard will be closed to cyclists and pedestrians October 5th through October 8th. Otherwise, all closed roadway segments remain open to cyclists and pedestrians. For a map of changes, please go to <http://www.presidio.gov/NR/rdonlyres/6AB0C098-1B7E-454A-A64F-A001B9EB6C2E/0/TrafficMgmtStudy.pdf>

Q: Will Presidio Boulevard be closed permanently?

A: This is not a permanent closure of Presidio Boulevard, but a four-week study period. After the study is complete, Presidio Boulevard will be reopened. Any permanent closure of Presidio Boulevard would be subject to additional analysis, considerable outreach, and public engagement. Data collected from this study provides real data with which to make future decisions about how to minimize the increases in traffic and to slow traffic through the park.

Q: Why isn't Presidio Boulevard being closed between the gate and West Pacific, instead of between West Pacific and Simonds Loop, so residents could access West Pacific Avenue and Julius Kahn playground?

A: Closing the section between West Pacific and the Presidio Gate would do two things differently:
It would not allow vehicles entering the Presidio to use Presidio streets as an alternative route; motorists would be forced onto City streets.
Motorists traveling south on Presidio Boulevard would still have a fairly convenient and clear cut-through route to the Arguello Gate, and therefore would likely have a lesser reduction in cut-through traffic. There are convenient trails providing access to Julius Kahn playground from Presidio residential neighborhoods.

Q: If the closure of Presidio Boulevard is intended to create a safe route for cyclists and pedestrians, why not just widen Lovers' Lane?

A: Reducing the volume of cut-through traffic on Presidio Boulevard could make Presidio Boulevard a safer and more attractive route for cyclists and pedestrians and improve conditions for pedestrians and cyclists elsewhere in the park as well. Lovers' Lane is an historic path and designated for pedestrian use only in the Presidio Trails and Bikeways Master Plan.

Presidio Boulevard Statistics

Q: How much traffic is on Presidio Boulevard today?

A: Counts from March 2009 indicated a volume of 11,860 vehicles passing through the Presidio Gate on a weekday and 10,620 on a Saturday.

Q: How much of that occurs during peak commute hours?

A: On weekdays, about 950 cars pass through the Presidio Gate in the morning peak hour and about 1,085 in the afternoon peak hour. On the weekends, the peak hour occurs mid-afternoon with slightly higher volumes on Saturday. The peak-hour volume through the Presidio Gate on a Saturday is about 970.

Q: How much is traffic on Presidio Boulevard expected to increase after Doyle Drive?

A: Traffic volumes are expected to increase on Presidio Boulevard (and throughout the park) as more vacant buildings in the Presidio are occupied. Regional growth will also contribute to increased traffic in the park as it will on city streets. A new Doyle Drive interchange at Girard Road may increase the amount of cut-through traffic on Presidio Boulevard. The combination of these changes is expected to result in a 40 to 50 percent increase in traffic on Presidio Boulevard by 2030.

Q: How much of the traffic in the Presidio is generated by residents?

A: The Trust currently estimates that Presidio residents generate approximately 15 percent of the traffic generated by the park.

Q: How much traffic is using the Presidio as a “cut through” to other destinations?

A: Approximately half of the traffic coming through the Presidio’s gates is using the park as a “cut through” route.

Presidio Resident Access & Impacts

Q: How much longer will it take to get to the intersection of California and Presidio by car using the Arguello Gate as opposed to the Presidio Gate?

A: Using Google maps, we’ve compared the estimated the distance and time to travel from the intersection of Liggett/Morton to Presidio/California. The route via the Arguello Gate is estimated to be 1.7 miles longer and take approximately 5 additional minutes (2.5 miles and 8 minutes compared to 0.8 miles and 3 minutes).

The MUNI 43 route will continue to provide convenient transit access to this neighborhood and has stops on Presidio Boulevard at Liggett/Simonds Loop in the park as well as Presidio Avenue at Jackson, Clay and California outside the park. During the weekday, MUNI 43 runs approximately every 10 minutes during commute hours, and 10 to 12 minutes during the afternoon.

The *PresidiGo* Free Shuttle leaves from both Letterman Drive and the Lombard Gate every 15 minutes during the morning and afternoon commute hours. For transit information go to: <http://www.presidio.gov/directions/>

Q: How much longer will it take to get to the intersection of Bush/Van Ness by car using the Lombard Gate?

A: Using Google maps, we’ve compared the estimated distance and time to travel from the intersection of Liggett/Morton to Bush/Van Ness. The route via the Lombard Gate is 2.6 miles and estimated to take 7 minutes. The route via Presidio Avenue and Bush is shorter (2.3 miles), but Google maps estimates that it takes three minutes longer than the route via the Lombard Gate.

Q: Won’t the closure of Presidio Boulevard create even more traffic in other areas of the park, including the East Housing neighborhoods?

A: During the initial days of the study, there will likely be an increase of traffic on West Pacific and in East Housing neighborhoods as motorists orient themselves to

the temporary changes in traffic patterns. An additional speed bump will be added to West Pacific Avenue, and the United States Park Police will increase enforcement of speed limits on West Pacific Avenue to ensure that traffic travels at safe speeds. We anticipate that traffic on West Pacific and through the Presidio's neighborhood streets will significantly diminish as the study continues and motorists establish new routes. It is also possible that some traffic may also be diverted out of the park completely.

It is likely that there will more traffic on Arguello Boulevard during the study; the study will show whether Arguello functions as a significant alternate route for Presidio Boulevard.

Q: How would closing Presidio Boulevard benefit people who live and work in the park?

A: Currently, nearly 12,000 cars pass through the Presidio Gate each day, and over 6,000 of those cars are simply "cutting through" on their way to other destinations outside the park. Reducing a substantial volume of cut-through traffic from Presidio roadways would create quieter and safer conditions for park users, including children, pedestrians, and bicyclists. The cut-through traffic using the Presidio Gate is also creating congestion elsewhere, including at the Lombard Gate and along Lincoln Boulevard (as motorists travel to the Golden Gate Bridge). A reduction in traffic volume could be experienced throughout the park.

Q: Have the needs of Presidio residents, especially those in East Housing neighborhoods, been considered in this study?

A: The study is intended to help the Trust find effective ways to control the increase of traffic in the park and to slow park traffic down. The challenge is to weigh the benefit of a potentially significant reduction in traffic in the park against the inconvenience of using other routes (i.e. Arguello or Lombard Gates).

Q: It is already difficult for Presidio residents to get a taxi, delivery or other service. Won't the closure of Presidio Boulevard cut residents off more from the City?

A: This is a four-week study to examine the effects of a variety of potential traffic calming solutions. No decisions have been made about what may or may not be effective. We appreciate that the study may cause some initial confusion as service providers learn new routes to their park destinations, and we greatly appreciate your patience during the study period. The Arguello and Lombard Gates will remain open as access points to the Presidio. The Trust has notified all taxi companies of the study; most service providers would be familiar with the Lombard Gate.

Q: If the bus can get through then why not residents with a permit?

A: MUNI is permitted to pass because there is not a convenient alternative transit route that would continue to serve the Presidio. The study addresses traffic generated by all park users, including residents, employees and visitors, in order to provide the most meaningful decision-making data for the future.

Effects of the Closure of Presidio Boulevard

Q: Has the Trust considered the effect of the Presidio Boulevard closure on commute times and fuel costs as well as added pollution?

A: The Presidio Trust is committed to environmental sustainability and sound transportation policies. The Trust offers the *PresidiGo* Free Shuttle and other alternatives to automobile use. The reduction of cut-through traffic through the Presidio could substantially reduce pollution in the park, and must be considered along with the effects of longer commute times resulting from the use of other routes.

Q: What outreach has been done to neighborhoods outside the park?

A: The Trust has briefed nearby neighborhood associations. Once the study is in effect, the Trust expects to hear a wide range of opinions about the effects, and welcomes everyone's observations about the changes in traffic patterns. We ask for your patience during the study. After new traffic patterns are established we will all be more able to objectively weigh the benefits against the inconveniences. After the study is concluded, the Trust will share the results and engage in discussion with the community.