



Date: December 16, 2020
To: File
From: Matt Lasky, San Francisco Municipal Transportation Agency
Cameron Beck, San Francisco Municipal Transportation Agency
Re: Twin Peaks for All - Results from Coach Bus Field Test

Summary

To review options considered for the Twin Peaks for All project, SFMTA staff observed a coach bus travel along the route. SFMTA staff had access to opening the Burnett Avenue gate where there are no existing tour bus operations before and during the COVID-19 pandemic. Three of the options under consideration in the Twin Peaks for All project would redirect tour buses to access and/or egress from the north side through the Burnett Avenue gate, these are Option 1 – Burnett Avenue, Option 3 – One-Way Southbound, and Option 4 – One-Way Northbound.

The results demonstrate that coach buses can make the turns up and down Twin Peaks through the Burnett Gate. The tightest curve inside the gate is comparable to the tightest curve to and from the Portola Gate entrance. Looking at the curve angles and available roadway space, vehicles including coach buses, navigating these areas is similar.

The Burnett Avenue Gate access options limit how coach buses travel to the entrance; they can more easily access from Laguna Honda Boulevard to Clarendon Avenue since accessing Clarendon Avenue from Clayton Street is too constrained. Additionally, while the approach and egress are technically feasible from the Burnett Avenue side, Twin Peaks Boulevard has a roadway restriction included in the San Francisco Transportation Code dating back to 1988 that disallows passenger vehicles with more than nine people aboard from using the street. For vehicles with more than nine passengers, the SFMTA Board would need to approve lifting this restriction if one of these three options are recommended.

Coach Bus Field Test

SFMTA staff coordinated with SF Travel for a volunteer coach bus operator to drive up and down Twin Peaks from the Burnett Gate. A field test was conducted on December 11, 2020 when SFMTA staff met an experienced coach bus operator on-site where he drove to the top of Twin Peaks via Twin Peaks Boulevard in a 45-foot coach bus. Staff gained access through the gate from a Recreation and Parks Department Ranger. The Operator approached Twin Peaks Boulevard from Laguna Honda Boulevard to Clarendon Avenue to Twin Peaks Boulevard. The Operator did not feel comfortable approaching Twin Peaks Boulevard from the east.

Southbound to the Peak

The coach bus arrived from the north, traveling up Twin Peaks Boulevard from Clarendon Avenue. As Figure 1 shows, the 11 to 17 foot wide travel lane provided adequate space for the bus to travel, with space available adjacent to driveways and the center striping. SFMTA staff have heard concerns from the public regarding the zero lot lines along Twin Peaks Boulevard where there is not a buffer between the roadway and adjacent structures and the proximity that the coaches would travel.



Figure 1 Coach Traveling Southbound on Twin Peaks Boulevard approaching Burnett Gate



The tightest curve traveling up to the top of Twin Peaks is through the Burnett Gate. Figure 2 and Figure 3 show photos of the coach bus traveling southbound through this curve. Figure 2 is an image from the westside of the road where it is possible to see back wheels tracking through the shoulder space. Figure 3 shows the same turn from the eastside of Twin Peaks Boulevard, showing the front wheels tracking the center striping and the front of the bus hanging over into the opposing lane.

Figure 2 Coach Traveling Southbound on Twin Peaks Boulevard between Burnett Gate & Twin Peaks, westside





Figure 3 Coach Traveling Southbound on Twin Peaks Boulevard between Burnett Gate & Twin Peaks, eastside



Northbound to the Burnett Avenue Gate

Figure 4 and Figure 5 show the coach bus traveling from the top of Twin Peaks northbound back downhill towards Burnett Gate from the eastside of the roadway. The front wheels manage to stay within the travel lane, but the rear wheels track through the opposing lane. Figure 6 shows the same result from the westside of Twin Peaks Boulevard, the rear wheels tracking through the southbound, uphill travel lane.

Figure 4 Coach Traveling Northbound on Twin Peaks Boulevard between Twin Peaks & Burnett Gate, eastside 1 of 2



Figure 5 Coach Traveling Northbound on Twin Peaks Boulevard between Twin Peaks & Burnett Gate, eastside 2 of 2



Figure 6 Coach Traveling Northbound on Twin Peaks Boulevard between Twin Peaks & Burnett Gate, westside



Lastly, Figure 7 shows the coach bus turning left from Twin Peaks Boulevard to Clarendon Avenue. The bus can make this movement without crossing the center lane and intruding into the parking lane. To



formalize this movement, the SFMTA could consider implementing a red no parking curb to allow for adequate turning space here.

Figure 7 Coach Turning left from Northbound Twin Peaks Boulevard to Westbound Clarendon Avenue

