

THIS PRINT COVERS CALENDAR ITEM NO. : 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving traffic modifications on Twin Peaks Boulevard between Christmas Tree Point Road and the southern end of the "Figure 8" roadway surrounding Twin Peaks from June 1, 2018 until May 31, 2020 to allow for additional outreach in support of the Twin Peaks Figure 8 Redesign Project.



SUMMARY:

- San Francisco Recreation and Park Department (Rec Park) secured a Priority Conservation Area Grant to fund the Twin Peaks Figure 8 Redesign Project (Figure 8 Redesign Project), a planning effort studying and preparing redesign proposals for Twin Peaks Boulevard with San Francisco Public Works (SFPW) and SFMTA. The Twin Peaks Boulevard Figure 8 Pilot Project (Pilot Project) has supported the overall Figure 8 Redesign Project but temporary traffic modifications to support the Pilot Project expire on May 31, 2018.
- SFMTA staff propose to continue the reallocation of portions of the existing roadway from vehicle use to exclusive pedestrian and bicycle use by closing the eastern alignment of the Twin Peaks Boulevard Figure 8 to motor vehicle traffic from June 1, 2018 until May 31, 2020. SFMTA staff intend to bring a proposal to permanently close the roadway to the SFMTA Board (SFMTAB) before May 31, 2020. Otherwise, the Figure 8 roadway will revert to pre-Pilot Project conditions on June 1, 2020.
- The additional two-year period will allow Rec Park to conduct additional outreach and finalize recommendations for permanent modifications to Twin Peaks Boulevard.
- The project team has collected data and public comment on the Pilot Project following implementation, resulting in an evaluation report.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Proposed Roadway Modifications

APPROVALS:

	DATE
DIRECTOR <u></u>	<u>4/10/2018</u>
SECRETARY <u></u>	<u>4/10/2018</u>

ASSIGNED SFMTAB CALENDAR DATE: April 17, 2018

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PURPOSE

Approving traffic modifications on Twin Peaks Boulevard between Christmas Tree Point Road and the southern end of the “Figure 8” roadway surrounding Twin Peaks from June 1, 2018 until May 31, 2020, to allow for additional outreach in support of the Twin Peaks Figure 8 Redesign Project.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
 - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
 - Objective 1.3: Improve security for transportation system users.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
 - Objective 2.2: Enhance and expand use of the city’s sustainable modes of transportation.
- Goal 3: Improve the quality of life and environment in San Francisco and the region.
 - Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.
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This action also supports the following SFMTA Transit First Policy Principles:

- Principal 3: Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- Principal 5: Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- Principal 6: Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

DESCRIPTION

Background

Twin Peaks is an iconic open space landmark, enjoyed by residents living throughout the Bay Area as well as by visitors to San Francisco. Providing safe and comfortable access to the panoramic views of San Francisco and the Bay is vital to ensure the success of this attraction and meet City goals.

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San Francisco Recreation and Park Department (Rec Park) secured a Priority Conservation Area Grant to fund the Twin Peaks Connectivity Project, since renamed the Twin Peaks Figure 8 Redesign Project (Figure 8 Redesign Project). The Figure 8 Redesign Project is a planning effort to study and prepare redesign proposals for Twin Peaks Boulevard with the support of San Francisco Public Works (SFPW) and the SFMTA. The goals of the Figure 8 Redesign Project include:

- Reallocate a portion of the existing roadway from vehicle use to pedestrian and bicycle use;
- Locate pedestrian crossings to link with trail sections; and
- Recommend realignment of the Bay Area Ridge Trail to cross over Twin Peaks Blvd.

Implementation of the Figure 8 Redesign Project is a few years away, requiring outreach, detailed design, environmental review, and allocation of funding. The project team identified an opportunity to test the key concept considered in the Figure 8 Redesign Project through temporary and low cost treatments, and originated the Twin Peaks Boulevard Figure 8 Pilot Project (Pilot Project) which expires on May 31, 2018. The Pilot Project has had demonstrable safety benefits for roadway users visiting Twin Peaks. The SFMTA Board is asked to continue the reallocation of portions of the existing roadway from vehicle use to exclusive pedestrian and bicycle use, and closure of the eastern alignment of the Twin Peaks Boulevard Figure 8 to motor vehicle traffic until May 31, 2020 to allow Rec Park to conduct additional outreach and finalize recommendations for permanent modifications to Twin Peaks Boulevard.

The Existing Pilot Project

On April 19, 2016, the SFMTA Board approved temporary traffic modifications on Twin Peaks Boulevard between Christmas Tree Point Road and the southern end of the Figure 8 roadway surrounding Twin Peaks from June 1, 2016 to May 31, 2018, as part of the Pilot Project. This allowed the SFMTA and Rec Park to evaluate circulation impacts and solicit community feedback to inform Rec Park's Figure 8 Redesign Project in order to make recommendations on permanent modifications in the future.

The Pilot Project opened the eastern side of the Figure 8 to exclusive use by non-motorized traffic, allowing people walking and bicycling to enjoy the view of the San Francisco cityscape and the Bay from the safety and comfort of the existing paved roadway. Vehicle access was allowed on the western side of the Figure 8 as a two-way street with vehicles traveling in both directions, as opposed to the previous one-way configuration for all vehicle traffic. The two-way western alignment maintained access to Christmas Tree Point Road, as well as from Twin Peaks Boulevard to the north and south as it previously existed.

Emergency vehicle access to the eastern side of the Figure 8 was established at each of the three intersections of the Figure 8. The proposal was reviewed by the San Francisco Police Department (SFPD) Park Station and the San Francisco Fire Department. Tour Bus access was preserved on the western side of the Figure 8, to and from the parking lot at Christmas Tree Point Road.

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Pilot Project Evaluation Results

After initial implementation of the Pilot Project, staff comprehensively evaluated the new traffic configuration, including traffic counts of the number of private cars and commercial vehicles, speed surveys, field observations of parking and traffic behavior, and user survey to solicit feedback from the public at-large.

Observations and findings were compiled in a report for the Figure 8 Redesign Project team. The evaluation revealed a number of key findings and highlighted the safety benefits of the Pilot Project, including:

- People are driving at safer speeds. The number of vehicles driving over 30 mph dropped by 77 percent;
- Parking supply remains relatively unchanged, with the exception of several formerly-informal spaces at the junctions of the Figure 8 being formalized under the Pilot Project;
- Vehicle circulation at Twin Peaks remains relatively unchanged. While tour bus operators expressed concern over the impacts prior to implementation of the project, no significant increase in queuing or change in traffic volumes was observed, and no complaints were received by tour bus operators post-implementation; and
- Public support for making the current configuration permanent is strong. More than 58 percent of people surveyed support making the project permanent. 71 percent of people walking and 73 percent of people biking support making the project permanent (compared with 29% of people who drove).

Proposed Traffic Modifications

The SFMTA proposes continuing the following traffic modifications from June 1, 2018 until May 31, 2020:

- A. ESTABLISH - ROAD CLOSURE, EXCEPT PEDESTRIANS AND BICYCLES
Twin Peaks Boulevard, eastern alignment, from Christmas Tree Point Road to 1,700 feet southerly (closes existing northbound one-way portion of figure 8 loop to vehicles)
- B. ESTABLISH - TWO WAY STREET
Twin Peaks Boulevard, western alignment, from Christmas Tree Point Road to 1,500 feet southerly (converts existing southbound one-way portion of figure eight loop to two-way operation)

Conclusion of Traffic Modifications

The proposed traffic modifications will last two years, and expire on May 31, 2020. During this time, the Figure 8 Redesign Project team will conduct outreach and develop recommendations for permanent modifications to Twin Peaks Boulevard. Proposed permanent traffic modifications will be brought back to the SFMTA Board of Directors for approval prior to May 31, 2020. If Rec Park and SFMTA determine that the traffic modifications do not meet the goals of the project, or absent further SFMTA Board action, the Figure 8 roadway will return to its pre-Pilot

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Project configuration on June 1, 2020.

STAKEHOLDER ENGAGEMENT

Public outreach was targeted to users of the Figure 8 roadway, stakeholder groups, and residents on nearby streets. There are no residences or significant structures on the section of roadway being addressed for the proposed traffic modifications.

The following public participation activities were conducted:

- Online Survey – July 2016-July 2017: Solicited feedback on the Pilot Project roadway configuration. 433 responses were received, of which 58 percent supported making the Pilot roadway configuration permanent; and
- Pilot Project Webpage (www.sfmta.com/figure8) updates throughout the process.

A public hearing was held on March 2, 2018, to solicit public comment on the proposed traffic modifications. Twelve individuals provided comments regarding the proposal at the hearing or by correspondence prior to the hearing: five expressed opposition, and eight expressed support.

The primary issues raised by members of the public include:

- Concerns about crime in and around Twin Peaks;
- Concern that the reduction in road capacity has led to vehicle congestion during peak times; and
- Concern that the two-way segment has reduced safety.

SFMTA's engineering analysis during the Pilot Project studied these issues and SFMTA staff found that the Pilot Project provides safe and efficient operations along Twin Peaks Boulevard for all users. In addition, the proposed traffic modifications will allow for a more thorough analysis of these concerns to inform recommendations for permanent traffic modifications for the Figure 8 Redesign Project. The project team has also worked with SFPD to address concerns about crime and safety. Captain Bailey at Park District Station has endorsed the pilot roadway configuration and indicated that it has improved SFPD's ability to monitor activity and control crime in the project area. The project team will continue to work closely with SFPD partners to ensure that security is addressed through the Rec Park proposal.

ALTERNATIVES CONSIDERED

Rec Park, SFMTA, and SFPW considered several alternatives for Twin Peaks Boulevard. In addition to the Pilot Project roadway configuration, staff also considered a "No Project/Minor Changes" alternative, which would revert the roadway to its pre-Pilot Project motor vehicle lane configuration. Under this alternative, there would be no dedicated car-free space on the Figure 8 roadway, and many of the safety benefits under the Pilot Project—such as the reduction in speeding and elimination of conflict points between cars and pedestrians—would be eliminated. This alternative was not selected due to the clear safety benefits of the Pilot Project configuration

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and a lack of negative and/or unforeseen impacts. Additionally, Rec Park and SFPW support the Pilot Project roadway configuration.

FUNDING IMPACT

Funding for the proposed traffic modifications is provided by Transportation Development Act, Article 3 funds for Bicycle Facility Projects in the amount of \$20,000. This funding covers the administrative costs related to SFMTA Board approval of the proposed continuation of roadway modifications until May 31, 2020.

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA). CEQA provides a Class 1 categorical exemption from environmental review for the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities.

On February 8, 2018, the San Francisco Planning Department determined that the proposed parking and traffic modifications are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

The Planning Department's determination (February 8, 2018, Case No. 2018-002084ENV) is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco.

The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve traffic modifications on Twin Peaks Boulevard between Christmas Tree Point Road and the southern end of the "Figure Eight" roadway surrounding Twin Peaks from June 1, 2018 until May 31, 2020, to allow for additional outreach in support of the Twin Peaks Figure 8 Redesign Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, Twin Peaks is an iconic open space landmark in San Francisco, to be enjoyed by all in safety and comfort; and,

WHEREAS, The Twin Peaks Boulevard Figure Eight Pilot Project has allowed the SFMTA and the San Francisco Recreation and Park Department to evaluate circulation impacts and solicit community feedback to inform the Recreation and Park Department's Figure 8 Redesign Project, in order to make recommendations on permanent modifications in the future; and,

WHEREAS, The goals of the Figure 8 Redesign Project include: reallocating a portion of the existing roadway from vehicle use to pedestrian and bicycle use; locating pedestrian crossings to link with trail sections; and, realignment of the Bay Area Ridge Trail to cross over Twin Peaks Boulevard; and,

WHEREAS, Vehicle circulation at Twin Peaks remained relatively unchanged under the Pilot Project, and vehicles are traveling at safer speeds; and,

WHEREAS, The San Francisco Recreation and Park Department has requested the SFMTA to continue the Pilot Project's Figure 8 roadway traffic modifications, which expire on May 31, 2018, for an additional two years to conduct additional outreach to supplement Pilot Project findings and incorporate outreach results into refined permanent project proposals; and,

WHEREAS, SFMTA staff have proposed to continue the Pilot Project's traffic modifications from June 1, 2018 until May 31, 2020 as follows:

- A. ESTABLISH - ROAD CLOSURE, EXCEPT PEDESTRIANS AND BICYCLES - Twin Peaks Boulevard, eastern alignment, from Christmas Tree Point Road to 1,700 feet southerly (closes existing northbound one-way portion of figure eight loop to vehicles)
- B. ESTABLISH - TWO WAY STREET - Twin Peaks Boulevard, western alignment, from Christmas Tree Point Road to 1,500 feet southerly (converts existing southbound one-way portion of figure eight loop to two-way operation)

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed traffic and parking modifications are subject to the California Environmental Quality Act (CEQA) and CEQA provides a Class 1 categorical exemption from

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environmental review for the operation, repair, maintenance or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities; and,

WHEREAS, On February 8, 2018, the San Francisco Planning Department determined (Case Number 2018-002084ENV) that the proposed parking and traffic modifications are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic modifications listed in items A-B above from June 1, 2018 to May 31, 2020, to allow for additional outreach in support of the Twin Peaks Figure 8 Redesign Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Roadway Modifications

This overview shows the proposed roadway modifications along the Twin Peaks Boulevard Figure 8, which include a two-way roadway on the west (ocean) side, and a pedestrian- and bicycles-only section on the east (bay) side. These proposed roadway modifications are the same as the existing Pilot Project configuration.

