

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Approving the permanent closure of Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road to the top of Twin Peaks, except for emergency vehicles and bicycles, in support of the Twin Peaks for All project.

SUMMARY:

- The Twin Peaks for All project was initiated to improve overall access to the peak for all users at all times and to examine the needs and impacts of the overall area.
- To help achieve the Twin Peaks for All project goals, the SFMTA project team developed five design options for Twin Peaks Boulevard between the Burnett Avenue and Portola gates that were vetted by SFMTA and Recreation and Parks Department staff.
- To allow access for all users at all times, SFMTA staff is recommending Option 2 to permanently close the Burnett Avenue gate at all times on Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road and restrict vehicle traffic between Burnett Avenue and Christmas Tree Point Road to the top of Twin Peaks except for emergency vehicles and bicycles.
- The Planning Department has determined that the proposed Twin Peaks Boulevard closure is categorically exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Twin Peaks for All Project Options
3. Twin Peaks for All Recommended Option

APPROVALS:

DIRECTOR 

SECRETARY Caroline Celaya

DATE

February 23, 2021

February 23, 2021

ASSIGNED SFMTAB CALENDAR DATE: March 2, 2021

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PURPOSE

Approving the permanent closure of Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road to the top of Twin Peaks, except for emergency vehicles and bicycles, in support of the Twin Peaks for All 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 and SFMTA goals.

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In March 2020, early in the COVID-19 pandemic, the San Francisco Recreation and Parks Department, in consultation with San Francisco Police Department, temporarily closed the Twin Peaks Boulevard gates at Portola Drive and Burnett Avenue to reduce crowding at the Christmas Tree Point lookout parking lot and to allow space for people to socially distance while recreating. Since then, use of Twin Peaks Park has increased significantly among people walking, rolling, hiking, jogging and bicycling, with an average of more than 800 visiting each weekday and more than 1,100 on weekend days.

While the COVID-19 related temporary road closure received public support, it also resulted in community concerns regarding accessibility for people with disabilities.. To help address these concerns, roadway access was opened via the Portola Drive gate daily between 6:00 PM and midnight in September 2020. However, some unresolved issues remained, including lack of access for everyone at all times and continued complaints from Burnett Avenue neighbors about acts of vandalism, theft and noise by people parking near the gate. As a result, the SFMTA worked with the community and other City departments, including the Recreation and Parks Department and San Francisco Police Department, to develop five alternatives as part of the Twin Peaks for All project to improve access by balancing the various needs for access to Twin Peaks Boulevard.

Based on ongoing input from the community, SFMTA staff established the following Twin Peaks for All project goals:

- Ensure access to the viewpoint for all, especially for people with disabilities
- Provide space for people walking and rolling that allows for physical distancing
- Reduce negative impacts by park users on neighbors
- Retain the extraordinary increase in new park users by maintaining safe, continuous routes for those traveling on foot, bicycle and assistive mobility devices

Twin Peaks for All Project Options

To help achieve the Twin Peaks for All project goals, the SFMTA project team developed five design options for Twin Peaks Boulevard between the two gates that were vetted by SFMTA and Recreation and Parks Department staff. The five options attempt to balance the needs of the community and meet the overall Project Goals. In all options, the east side of the Figure 8 at the top of Twin Peaks is reserved for non-motorized traffic, as was the condition prior to the pandemic. For reference, graphics of the five options are included in Enclosure 2.

1. Burnett Avenue - Burnett Avenue gate would be open at all times, with parking and a vehicle turnaround available on Christmas Tree Point Road and the Portola Drive gate would be permanently closed with Twin Peaks Boulevard between Portola Drive and Christmas Tree Point Road reserved exclusively for people walking and biking.
2. Portola Drive - Portola Drive gate would be open, extending the open hours from 12 PM to midnight and the Burnett Avenue gate would be permanently closed with Twin Peaks

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Boulevard between Burnett Avenue and Christmas Tree Point Road reserved exclusively for people walking and biking.

3. One-Way Southbound – Allow one-way southbound vehicle traffic at all times, from the north gate at Burnett Avenue to the south gate at Portola Drive with access to Christmas Tree Point Road . The northbound vehicle lane would be reserved exclusively for people walking and biking. The lanes would be separated by barriers.
4. One-Way Northbound - Allow one-way northbound vehicle traffic at all times, from the south gate at Portola Drive to the north gate at Burnett Avenue with access to Christmas Tree Point Road. The southbound vehicle lane would be reserved exclusively for people walking and biking. The lanes would be separated by barriers
5. Pre-COVID - Open both the north and south gates, as were pre-pandemic conditions, allowing for two-way vehicle traffic at all times, with access to Christmas Tree Point Road. People walking and biking would have access to the peak via off-street trails and roadway shoulders.

Evaluation of Alternatives

Given the community concerns and project goals, SFMTA staff evaluated the five options using six identified criteria. These criteria were developed to be consistent with the SFMTA’s Strategic Plan as well as the Twin Peaks for All project goals. Of the six criteria are listed below, safety was deemed the most important.

- Non-Motorized Transportation Safety – Separating non-motorized transportation modes from vehicles helps create a safer environment for all modes.
- Neighborhood Impacts – With the closure of Twin Peaks Boulevard, unforeseen consequences have resulted on neighboring streets, such as vandalism, theft and noise.
- Tour Bus Access – Twin Peaks Boulevard was a tour bus destination before the pandemic and will once again be a destination when shelter-in-place restrictions are lifted.
- Non-Motorized Transportation Access – People walk and bicycle to, from and around Twin Peaks and with Twin Peaks Boulevard closed, this demand has increased.
- Survey Results – The SFMTA conducted an electronic survey regarding the five options and more than 1,700 people responded with opinions.
- Implementation Cost – The different options have varying costs which is especially important given the SFMTA’s fiscal constraints.

Twin Peaks for All Project Recommendation

Based on an evaluation of the the five options using the six identified criteria, SFMTA staff recommend implementing Option 2. Staff recommend that the Portola Drive gate remain open at all times which has been identified as an important factor for the public. In addition, Option 2 (included as Enclosure 3) requires closing the Burnett Avenue gate permanently to vehicular traffic except for emergency vehicles and bicycles. The recommended design does not require modifications to streets that currently restrict tour buses. A key benefit of Option 2 is that it provides continuous pedestrian access, away from vehicular traffic, from the north side of Twin

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Peaks. Prior to the temporary closure as a result of the pandemic, pedestrian access was not available except on-street, along the shoulder of Twin Peaks Boulevard, immediately adjacent to moving vehicles.

The proposal to permanently close both northbound and southbound vehicle traffic, except for bicycles and emergency vehicles, on Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road, in both directions, is authorized under state law because SFMTA staff have determined that this portion of Twin Peaks Boulevard is no longer needed for vehicular traffic pursuant to California Vehicle Code section 21101. This California Vehicle Code section states that local authorities may adopt regulations by resolution to close a highway to vehicular traffic.

For traffic traveling through the area of Twin Peaks and for neighborhood access surrounding Twin Peaks Boulevard, Laguna Honda Boulevard, Clarendon Avenue, Market Street, and Portola Drive provide direct vehicular access. Under Option 2, the Portola Drive gate would be open and provide alternative vehicular access to the top of Twin Peaks via Twin Peaks Boulevard between Portola Drive and Christmas Tree Point Road. In addition, the proposed closure will enhance safety and comfort for vulnerable street users and provide more public space protected from traffic, as well as a safer connection to the natural areas of Twin Peaks.

SFMTA staff heard concerns from neighbors of the Burnett Avenue gate, providing feedback that people tend to park near the gate and make noise, litter and are generally indifferent to the residential surroundings. Additionally, with Portola Drive gate permanently open, people currently parking on Burnett Avenue can access the top of Twin Peaks from Portola Drive and, as a result, there may be less parking in the neighborhood. If the staff recommendation is approved, the SFMTA commits to monitoring and evaluating conditions that result, and to:

- Install additional wayfinding at the Burnett Avenue gate to direct drivers regarding how best to access the top of Twin Peaks from the Portola Drive gate.
- Work with navigation providers (Waze, Google, Bing, etc.) to update maps, directing drivers to the Portola Drive gate for accessing the Christmas Tree Point parking lot and lookout.

As discussed in the Stakeholder Engagement section, the Twin Peaks for All project received many different opinions from the public about the best option to recommend; many members of the public provided feedback to staff about the proposed recommendations. Option 2 offers the best balance of competing objectives, providing access to the top of Twin Peaks for motor vehicles as well as a closed roadway dedicated to people walking and bicycling.

Proposed Traffic Modifications

The SFMTA proposes making the following traffic modification:

- A. ESTABLISH – ROAD CLOSURE, EXCEPT EMERGENCY VEHICLES AND BICYCLES

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- Twin Peaks Boulevard, between Christmas Tree Point Road and Burnett Avenue (closes this portion to most vehicles)

Traffic Circulation

If Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road is closed, traffic access to the peak and the parking lot on Christmas Tree Point Road requires use of the Portola Drive gate for ingress and egress. For weekend counts in 2015 and 2017, average daily volumes (ADTs) ranged from 2,567 to 4,292 staff do not have the specific number of vehicles that used each of the two gates during these counts. If Option 2 is adopted, all vehicles would be required to use the Portola Drive gate, and given the historical counts, the roadway configuration of Twin Peaks Boulevard between Christmas Tree Point Road and Portola Drive could sustain an increase in vehicle traffic demand.

With Twin Peaks Boulevard closed, it would no longer be a through traffic route between the Midtown Terrace/Twin Peaks and the Diamond Heights/Mira Loma Park neighborhoods. Twin Peaks Boulevard can be used by drivers, avoiding the Clarendon Avenue, Laguna Honda Boulevard and Portola Drive connection. With the proposed Burnett Avenue gate closure, drivers will no longer be able to use the park as a cut-through and staff support this since it is a park and also does not serve places of employment.

Emergency Access

To maintain appropriate emergency access for the San Francisco Fire Department, San Francisco Police Department, and other first responders, the project proposal would secure the closed roadway area using the existing key and padlock on the Burnett Avenue gate. To the south, at the Christmas Tree Point Road intersection, the SFMTA would work with Recreation and Parks to install concrete barriers to prevent drivers from entering the vehicle free area. There would be a gap in the barriers, maintaining a 20-foot clear space for emergency access. The clear area would be blocked by collapsible bollards placed in the roadway. These bollards are rigid, yet break-away when impacted by vehicles; they are also able to be removed manually. The bollards would be installed and maintained by the SFMTA's Sign Shop, and in the event they are collapsed, can be reinstalled quickly by replacing a small metal insert that SFMTA will keep on-hand. These bollards have been tested and were approved by both the San Francisco Fire Department and San Francisco Police Department. In the interim, prior to the installation of collapsible bollards, SFMTA shops would attach a chain between the barriers that could be removed or driven through in the event of an emergency.

STAKEHOLDER ENGAGEMENT

Public outreach was targeted to users of Twin Peaks, stakeholder groups, and residents in the area. The following public participation activities were conducted during the Twin Peaks for All project:

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- Online Survey – October-November 2020: Solicited feedback on five different roadway options for Twin Peaks Boulevard. More than 1,700 responses with close to 10,000 comments received. Of respondents, approximately 41 percent were from the two zip codes abutting Twin Peaks. The majority of respondents preferred Option 1 – Burnett Avenue Option (more information below);
- SF Travel and Tour Bus Operators meeting – December 2, 2020: SFMTA staff and SF Travel coordinated a call with Tour Bus Operators that work in San Francisco and frequent Twin Peaks and Christmas Tree Point Road. Operators reviewed the project options and voiced interest in continued access up and down Twin Peaks Boulevard from the Portola Drive side and that navigating the neighborhoods to access the Burnett Avenue gate would be challenging.
- Tour Bus Operator Site Assessment – December 11, 2020: SFMTA staff observed a coach bus travel on Twin Peaks Boulevard from the the Burnett Avenue gate. The results demonstrated that coach buses can make the turns up and down Twin Peaks Boulevard from the Burnett Avenue side. The tightest curve inside the gate is comparable to the tightest curve to and from the Portola Gate entrance. However, it was also realized that buses cannot maneuver easily through neighborhood streets to access the Burnett Avenue gate.
- Additional Stakeholder Meetings –
 - September 28, 2020: SFMTA and Recreation and Parks staff met with West of Twin Peaks Central Council. The group did not support the current Twin Peaks Boulevard closure.
 - December 7, 2020: SFMTA and Recreation and Parks staff met with Bay Ridge Trail staff and volunteers to discuss the project and the five project options and the Bay Ridge Trail representatives laid out how the Trail navigates Twin Peaks. The Bay Ridge Trail representatives preferred Options 1-4 where there is dedicated non-motorized space on Twin Peaks Boulevard.
 - December 21, 2020: SFMTA staff met with approximately nine neighbors of the Burnett Avenue gate. They did not support the current closure and options that would allow tour buses near their houses. Additionally they presented an alternative option that would allow one-way southbound traffic from the Burnett Avenue gate of Twin Peaks Boulevard and reserving the northbound lane for non-motorized travel.
 - February 10, 2021: SFMTA staff met with the Midtown Terrace Neighborhood Association and presented the proposed recommendation. Neighborhood members asked staff questions about the survey and relayed their preference for Twin Peaks Boulevard returning to the Pre-COVID condition.
- Project Webpage and SFMTA blog (<https://www.sfmta.com/projects/twin-peaks-all>) provided updates throughout the process.

Public Survey

On October 20, 2020 the SFMTA and the San Francisco Recreation and Park Department released a survey seeking public feedback regarding the five proposed options for Twin Peaks

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Boulevard. Over 1,700 people responded to the survey, ranking support for each alternative and sharing opinions about how the different options would or would not meet the needs of individual users. This is an overview of the survey results.

- Option 1 – Permanent closure of the Portola Drive gate to vehicles was most preferred with 52 percent of people ranking it highest in comparison to the other four options.
- Option 5 - Pre-COVID Option with two-way traffic on Twin Peaks Boulevard was the most divisive of the five options, it tied as the second most preferred with 30 percent but also most respondents ranked it as least preferred with 64 percent of the vote.
- Mode of transportation to Twin Peaks was associated with responses, with visitors traveling by non-motor vehicular modes favoring Option 1 – permanent closure of Burnett Avenue gate and visitors traveling by motor vehicular modes favoring Option 5 - Pre-COVID Option with two-way traffic on Twin Peaks Boulevard.
- Many respondents commented that they prefer some form of car-free space on Twin Peaks Boulevard.
- Survey respondents using non-motorized modes were concerned about sharing the road to the top of Twin Peaks with tour buses and motor vehicle traffic.
- Crime, vandalism and litter on Christmas Tree Point Road and in adjacent neighborhoods are concerns associated with all options.
- The recommended Option 2, permanent closure of Burnett Avenue gate, received a mix of support, ranking tied for second most preferred with Option 5 and ranked as the fourth least preferred.

Emails

The primary issues raised by members of the public included:

- Crime in and around Twin Peaks;
- Losing roadway vehicle-free roadway space; and
- Rerouting of tour buses.

The SFMTA will continue to partner with city agencies that have jurisdiction over Twin Peaks, including Recreation and Parks and the San Francisco Police Department. With the proposed roadway changes, past vandalism and tagging issues could be alleviated and/or relocated. Therefore, the SFMTA along with these other agencies will continue to track and work towards improving the overall area maintenance and safety.

SFMTA staff will also monitor use of the proposed configuration, evaluating vehicle and non-motorized use at both ends of Twin Peaks Boulevard as well as inventorying parking behaviors. Results will be compared to historic information and aid staff with the overall success of project implementation.

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ALTERNATIVES CONSIDERED

As described, SFMTA staff considered a total of five options for the Twin Peaks for All project, including the option of returning to the pre-pandemic conditions. Ultimately, Option 2 (closing the Burnett Avenue gate to vehicles) was chosen as the staff recommendation since it provides a combination of the best bicycle and pedestrian access and safety, opportunities to improve existing negative neighborhood impacts, continued tour bus access, a reasonable cost to implement and it was rated relatively neutral by the public.

Additionally with Option 2, SFMTA staff considered parking modifications on Burnett Avenue adjacent to the Twin Peaks Boulevard gate. This option is not recommended because neighbors were not supportive of this alternative.

FUNDING IMPACT

Funding for the proposed traffic modifications is provided by SFMTA operating funds in the amount of \$80,000. This funding covers the planning, design and construction of the project pending SFMTA Board approval.

ENVIRONMENTAL REVIEW

The proposed Twin Peaks for All project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for projects that consist of “minor alteration[s] of existing public or private structures ... involving negligible or no expansion of existing or former use.” This includes minor alterations to existing highways and streets that do not create additional automobile lanes. (See Title 14 of the California Code of Regulations Section 15301).

On February 12, 2021, the Planning Department determined (Case Number 2021-001051ENV) that the proposed Twin Peaks for All project is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301.

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

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 <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

San Francisco Recreation and Parks staff support the project recommendation and the City Attorney’s Office has reviewed this calendar item.

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RECOMMENDATION

SFMTA staff recommend that the SFMTA Board approve the permanent closure of Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road to the top of Twin Peaks, except for emergency vehicles and bicycles, in support of the Twin Peaks for All 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 safely and comfortably by residents; and,

WHEREAS, The Twin Peaks for All project was initiated to improve overall access to the peak for all users at all times and to examine the needs and impacts of the overall area; and,

WHEREAS, To help achieve the Twin Peaks for All project goals, the SFMTA project team developed five design options for Twin Peaks Boulevard between the Burnett Avenue and Portola gates that were vetted by SFMTA and Recreation and Parks Department staff; and,

WHEREAS, To allow access for all users at all times, SFMTA staff is recommending Option 2 to permanently close the Burnett Avenue gate at all times on Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road and restrict vehicle traffic between Burnett Avenue and Christmas Tree Point Road to the top of Twin Peaks except for emergency vehicles and bicycles; and,

WHEREAS, SFMTA staff have determined that Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road, in both directions, is no longer needed for vehicular traffic, except for bicycles and emergency vehicles. This is authorized under state law to close because SFMTA staff have determined that this portion of Twin Peaks Boulevard is no longer needed for vehicular traffic pursuant to California Vehicle Code section 21101 since under Option 2, the Portola Drive gate would be open and provide alternative vehicular access to the top of Twin Peaks via Twin Peaks Boulevard between Portola Drive and Christmas Tree Point Road; and,

WHEREAS, For traffic traveling through the area of Twin Peaks and for neighborhood access surrounding Twin Peaks Boulevard, Laguna Honda Boulevard, Clarendon Avenue, Market Street, and Portola Drive provide direct vehicular access; and,

WHEREAS, The proposed closure will enhance safety and comfort for vulnerable street users and provide more public space protected from traffic, as well as a safer connection to the natural areas of Twin Peaks; and,

WHEREAS, The goals of the Twin Peaks for All project include ensuring access to the viewpoint for all, especially for people with disabilities, providing space for people walking and rolling that allows for physical distancing, reducing negative impacts by park users on neighbors, and retaining the extraordinary increase in new park users by maintaining safe, continuous routes for those traveling on foot, bicycle and assistive mobility devices; and,

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WHEREAS, SFMTA staff propose making traffic modifications to provide additional space for non-motorized transportation; and,

A. ESTABLISH – ROAD CLOSURE, EXCEPT EMERGENCY VEHICLES AND BICYCLES

Twin Peaks Boulevard, between Christmas Tree Point Road and Burnett Avenue (closes the segment to most vehicles)

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 Twin Peaks for All project is subject to the California Environmental Quality Act (CEQA); CEQA provides an exemption from environmental review for projects that consist of “minor alteration[s] of existing public or private structures ... involving negligible or no expansion of existing or former use.” This includes minor alterations to existing highways and streets that do not create additional automobile lanes. (Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On February 12, 2021, the Planning Department determined that the proposed Twin Peaks for All project is 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 the 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 <https://sfplanning.org/> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors finds that closing Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road, in both directions, will enhance safety and comfort for vulnerable street users and provide more public space protected from traffic, as well as a safer connection to the natural areas of Twin Peaks; and, be it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors finds that Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road, in both directions, is no longer needed for vehicular traffic, except for bicycles and emergency vehicles and is authorized under state law to close this portion of Twin Peaks Boulevard because SFMTA staff have determined that this portion of Twin Peaks Boulevard is no longer needed for vehicular traffic pursuant to California Vehicle Code section 21101; and, be

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it further,

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic modification, associated with the “Twin Peaks for All” project, listed in Item A above.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 2, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

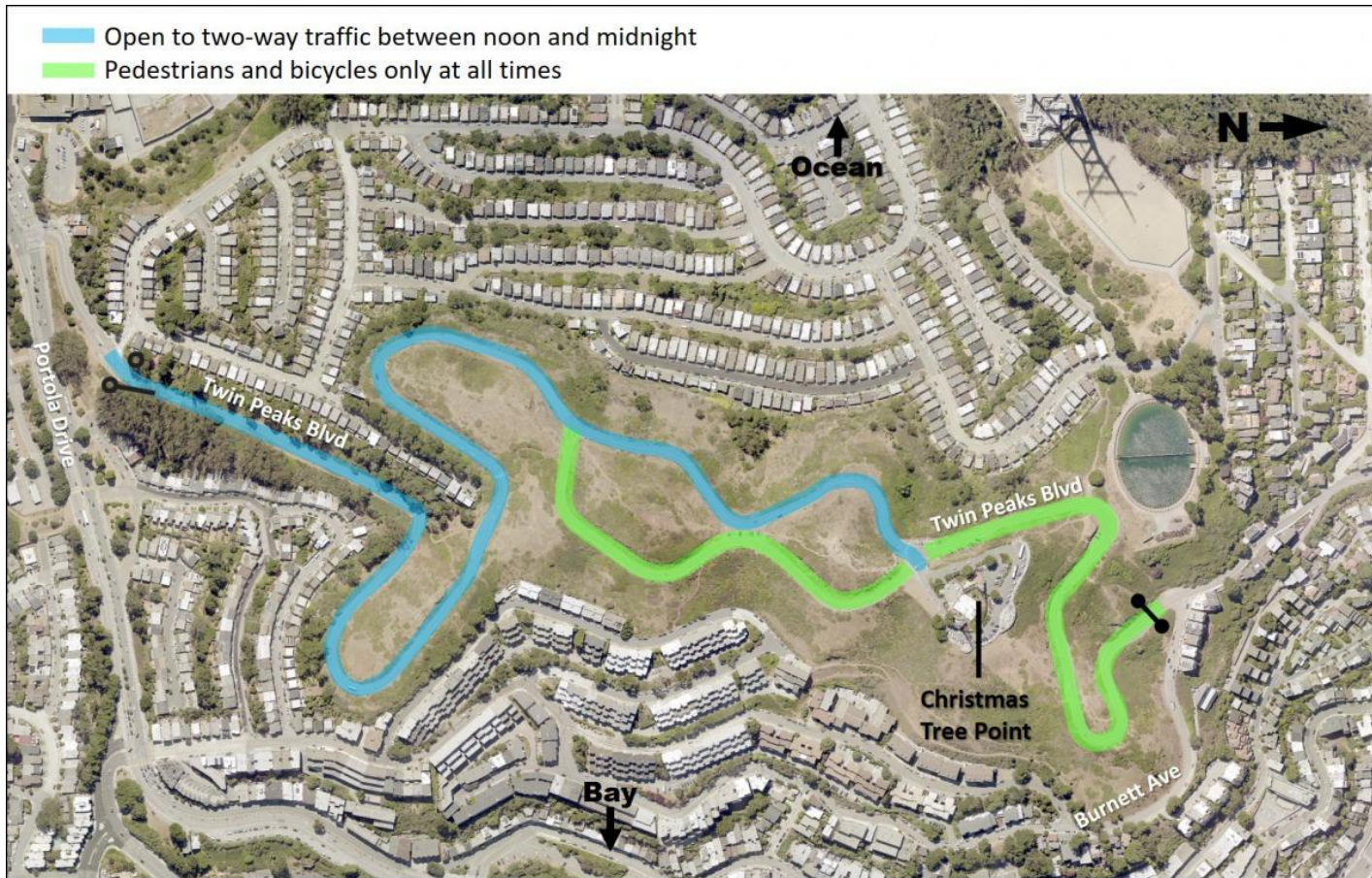
Enclosure 2: Twin Peaks for All Project Options

1. Burnett Avenue Option



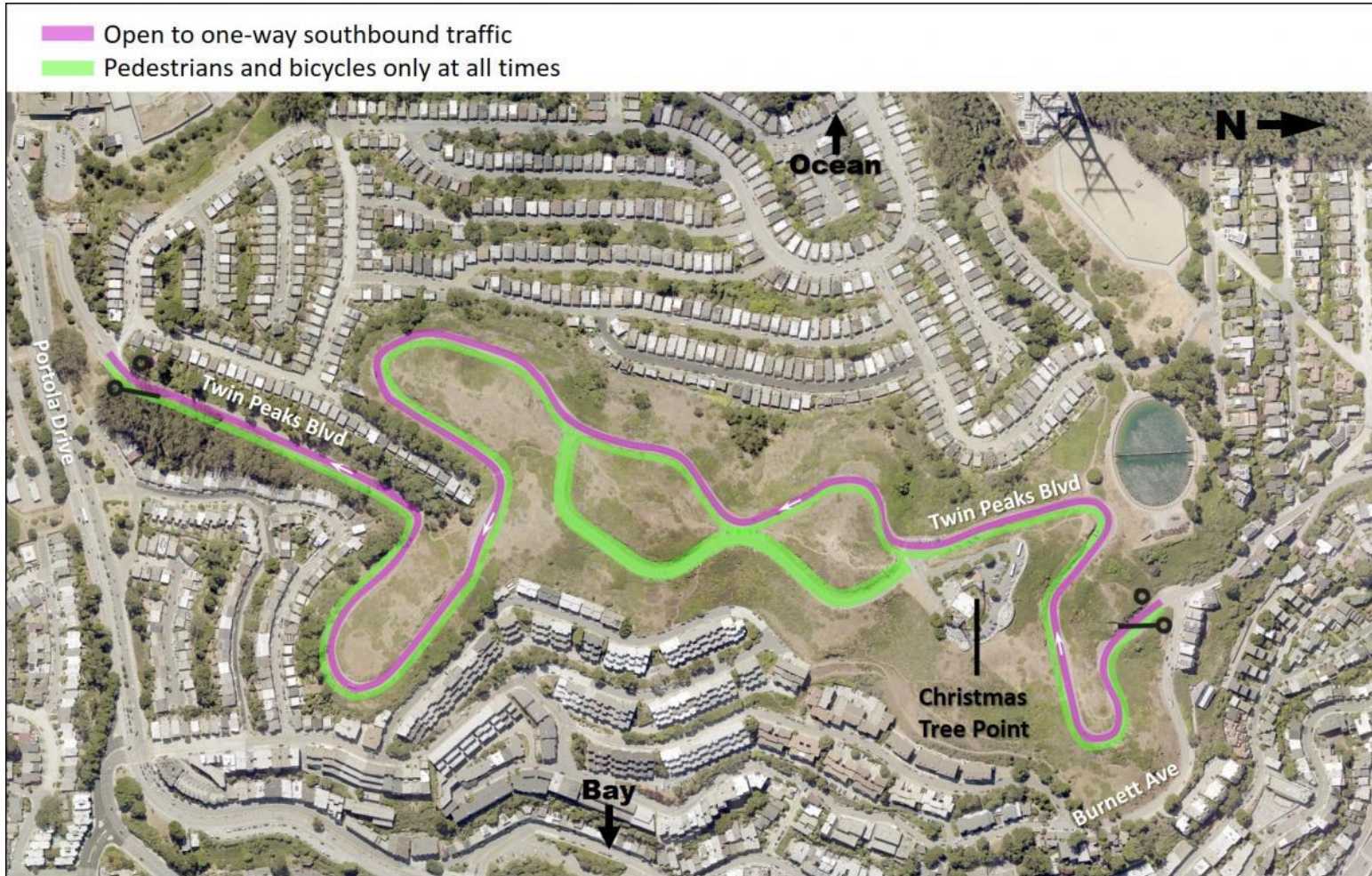
Burnett Avenue gate would be open at all times, with parking and a vehicle turnaround available on Christmas Tree Point Road and the Portola Drive gate would be permanently closed with Twin Peaks Boulevard between Portola Drive and Christmas Tree Point Road reserved exclusively for people walking and biking.

2. Portola Drive Option



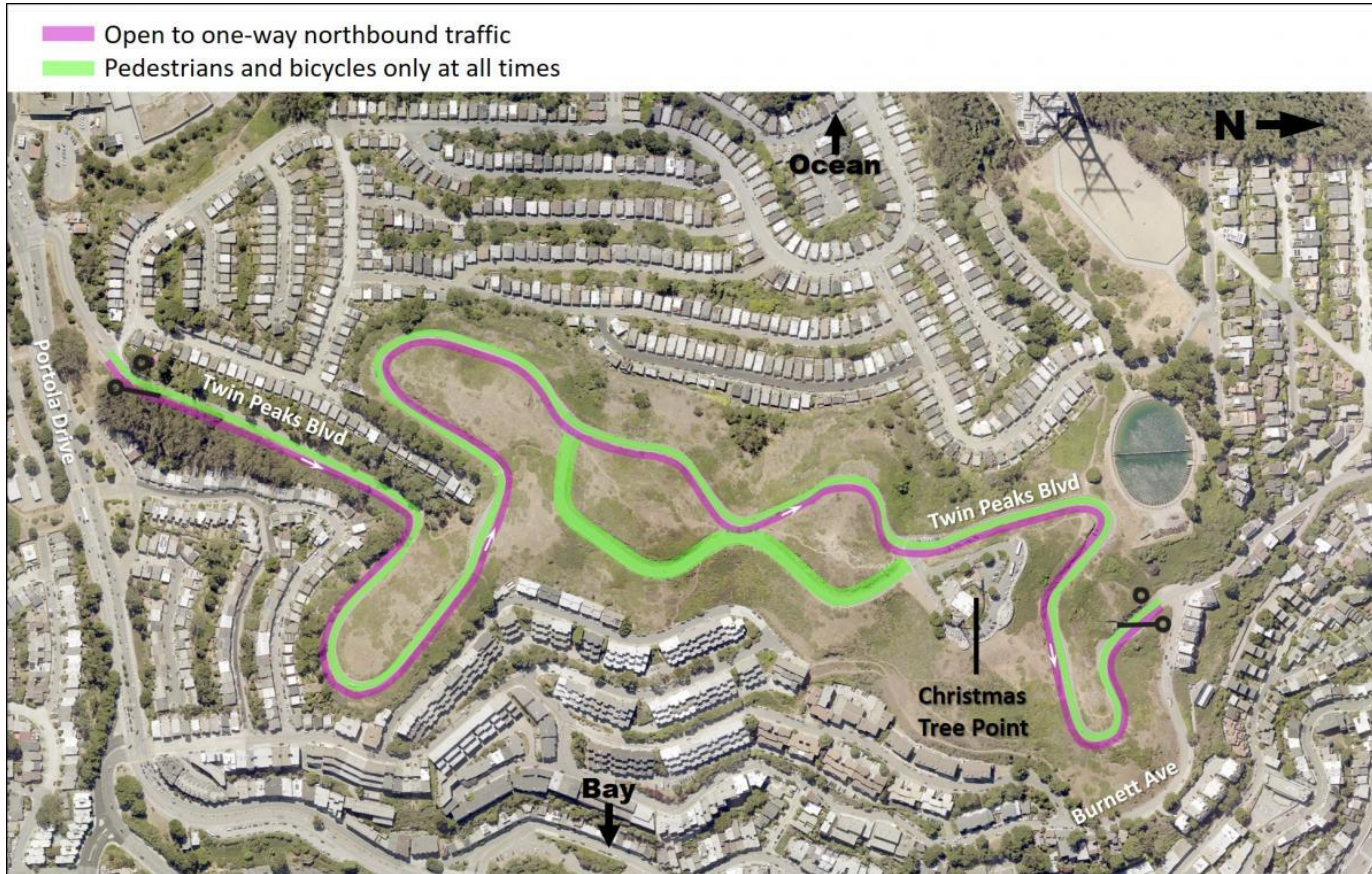
Portola Drive gate would be open, extending the open hours from 12 PM to midnight and the Burnett Avenue gate would be permanently closed with Twin Peaks Boulevard between Burnett Avenue and Christmas Tree Point Road reserved exclusively for people walking and biking.

3. One-Way Southbound Option



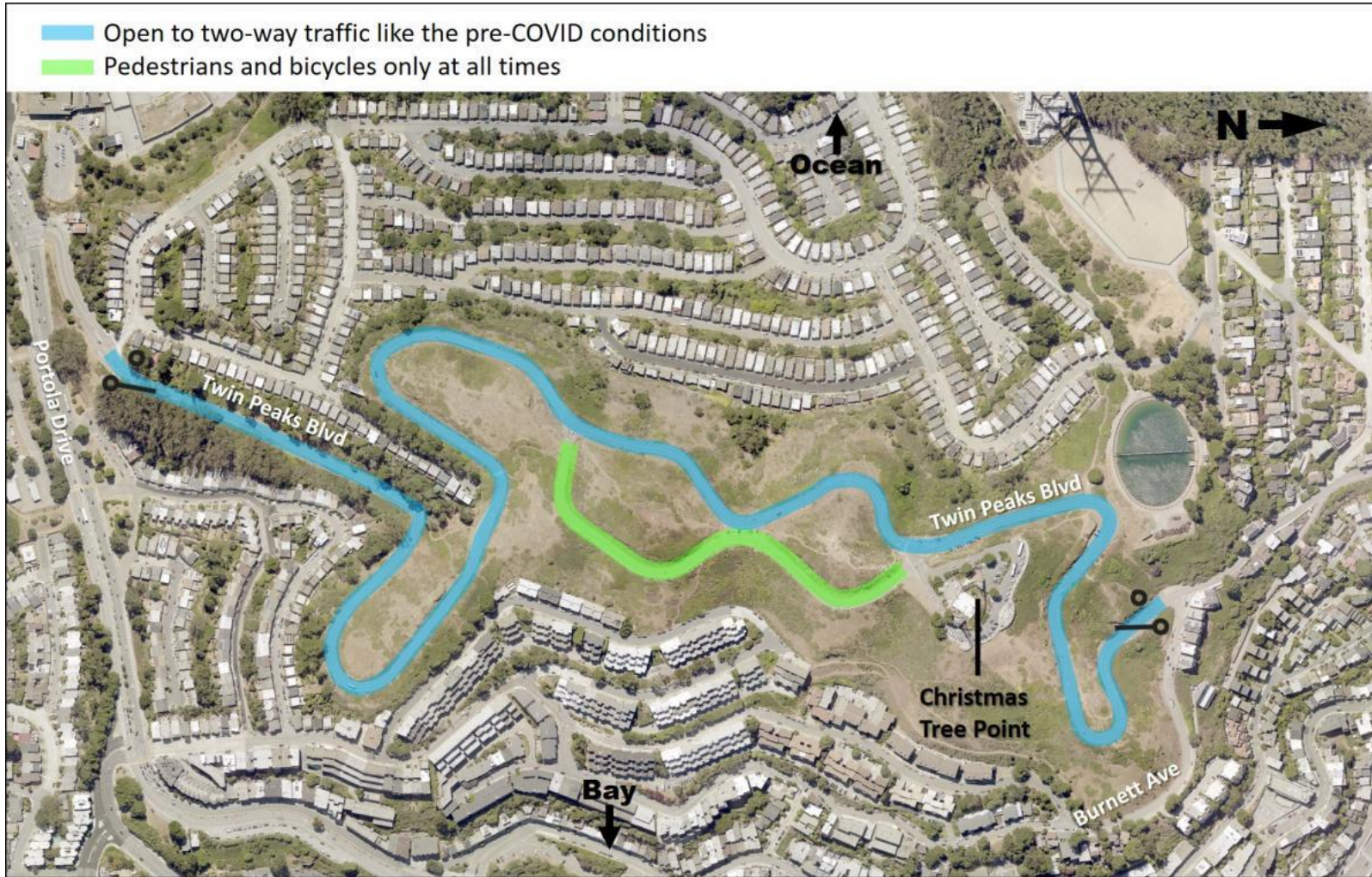
Allow one-way southbound vehicle traffic at all times, from the north gate at Burnett Avenue to the south gate at Portola Drive with access to Christmas Tree Point Road . The northbound vehicle lane would be reserved exclusively for people walking and biking. The lanes would be separated by barriers.

4. One-Way Northbound Option



Allow one-way northbound vehicle traffic at all times, from the south gate at Portola Drive to the north gate at Burnett Avenue with access to Christmas Tree Point Road. The southbound vehicle lane would be reserved exclusively for people walking and biking. The lanes would be separated by barriers

5. Pre-COVID Option



Open both the north and south gates, as were pre-pandemic conditions, allowing for two-way vehicle traffic at all times, with access to Christmas Tree Point Road. People walking and biking would have access to the peak via off-street trails and roadway shoulders.

Enclosure 3: Twin Peaks for All Recommended Option

