

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 Eight” roadway surrounding Twin Peaks from June 1, 2016 to May 31, 2018, as a pilot project in support of the Twin Peaks Connectivity Planning Project.

SUMMARY:

- San Francisco Recreation and Parks Department (Rec Park) secured a Priority Conservation Area Grant to fund the Twin Peaks Connectivity Planning Project (Connectivity Project), a planning effort which will study and prepare redesign proposals for Twin Peaks Boulevard working with San Francisco Public Works (SFPW) and SFMTA. The Twin Peaks Boulevard Figure Eight Pilot Project (Pilot Project) supports the overall Connectivity Project.
- The Pilot Project reallocates portions of the existing roadway from vehicle use to exclusive pedestrian and bicycle use, and closes the eastern alignment of the Twin Peaks Boulevard Figure Eight to motor vehicle traffic
- The Pilot Project will last two years, from June 1, 2016 to May 31, 2018. This two year period includes one year to evaluate the Pilot Project and one year to develop recommendations for permanent modifications to Twin Peaks Boulevard.
- The project team will collect data and public comment on the Pilot Project for one year following implementation, resulting in an evaluation report. Results of the evaluation will then help inform future analysis for a potential permanent road closure as part of the Connectivity Project, which will be presented to the SFMTA Board for approval prior to May 31, 2018.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Graphical Overview of Proposed Roadway Modifications
3. Twin Peaks Figure 8 Pilot Categorical Exemption: Planning Case No. 2016- 000117ENV
<https://aca.accela.com/ccsf/Cap/CapDetail.aspx?Module=Planning&TabName=Planning&capID1=16CAP&capID2=00000&capID3=00039&agencyCode=CCSF>

APPROVALS:

DATE

DIRECTOR _____ 4/11/16

SECRETARY R. Boomer _____ 4/11/16

ASSIGNED SFMTAB CALENDAR DATE: April 19, 2016

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PURPOSE

Approving 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, 2016 to May 31, 2018, as a pilot project in support of the Twin Peaks Connectivity Planning Project.

GOAL

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

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.3: Increase use of all non-private auto modes.
- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.2: Increase the transportation system’s positive impact to the economy.

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.

San Francisco Recreation and Parks Department (Rec Park) secured a Priority Conservation Area Grant to fund the Twin Peaks Connectivity Planning Project (Connectivity Project), 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 Connectivity 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 Connectivity Project is several years away, requiring detailed design, environmental review, and allocation of funding. The project team identified an opportunity to test the key concept considered in the Connectivity Project through temporary and low cost treatments, and originated the Twin Peaks Boulevard Figure Eight Pilot Project (Pilot Project).

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The Proposed Pilot Project

The Pilot Project approves temporary traffic modifications for two years, from June 1, 2016 to May 31, 2018. This will allow the SFMTA and Rec Park to evaluate circulation impacts and solicit community feedback to inform Rec Park's Connectivity Project, which will consider making permanent modifications in the future.

The Pilot Project will open the eastern side of the Figure Eight 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.

Under the Pilot Project, vehicle access will be allowed on the western side of the Figure Eight as a two-way street with vehicles traveling in both directions, as opposed to the current one-way configuration for all vehicle traffic. The two-way western alignment will maintain access to Christmas Tree Point Road, as well as from Twin Peaks Boulevard to the north and south as it currently exists.

Emergency vehicle access to the eastern side of the Figure Eight during the Pilot Project will be established at each of the three intersections of the Figure Eight. The proposal was reviewed by SFPD Park Station and SF Fire Department.

Tour Bus access will be preserved on the western side of the Figure Eight, to and from the parking lot at Christmas Tree Point Road.

The SFMTA proposes the following parking and traffic modifications from June 1, 2016 until May 31, 2018:

- 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)

Pilot Project Evaluation

Once the Pilot Project is implemented, staff will comprehensively evaluate 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 will be compiled into a report for the Connectivity Project team.

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Initial evaluation will occur in fall of 2016 so that staff has time to coordinate with SFPW's repaving of Twin Peaks Boulevard and Christmas Tree Point Road. The final evaluation and report is expected in spring 2017, one year after the Pilot Project is implemented.

Pilot Project Conclusion

The Pilot Project will last two years, expiring on May 31, 2018. After evaluation of the Pilot Project is complete in spring 2017, the Connectivity Project team will have one additional year to develop recommendations for permanent modifications to Twin Peaks Boulevard. These modifications will be brought back to the SFMTA Board of Directors for approval prior to May 31, 2018.

PUBLIC OUTREACH

Public outreach was targeted to stakeholder groups and residents on nearby streets. There are no residences or significant structures on the section of roadway being addressed in the Pilot Project.

The following public participation events were conducted:

- Tour Bus Stakeholder Meeting – April 29, 2015
- General Stakeholder Meeting – May 7, 2015
- Community Open House – June 25, 2015
- Online Survey – spring 2015: Solicited feedback on various project alternatives. 450 responses were received, of which 67% supported the design proposed for the Pilot Project.
- Pilot Project Webpage (www.sfmta.com/figure8) updates throughout the process.

Additionally, articles appeared on SFist.com and the SF Bicycle Coalition website in July 2015 discussing the proposed project and promoting the online survey. More recently, the San Francisco Chronicle highlighted the project in March 2016, and several media outlets also reported on the proposed Pilot Project.

A public hearing was held on March 4, 2016 to solicit public comment on the proposal. Fourteen individuals gave comments regarding the pilot at the hearing or by correspondence received prior to the hearing: four expressed opposition, seven expressed support, and three gave comment without taking a position. Discussions with the public continued after the public hearing. The primary issues raised by members of the public include:

- Concern that the availability of parking will be insufficient;
- Concern that the reduction in road capacity will lead to vehicle congestion during peak times;
- Concern that tour bus operations will be impacted; and
- Concern that the two-way segment will reduce safety.

SFMTA's engineering analysis for the Pilot Project studied each of these issues and SFMTA

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staff anticipate that the Pilot Project will provide safe and efficient operations along Twin Peaks Boulevard for all users. In addition, the Pilot Project will allow for more thorough analysis of these concerns to inform the permanent recommendations of the Connectivity Project

ALTERNATIVES CONSIDERED

Rec Park, SFMTA, and SFPW staff considered several alternatives for Twin Peaks Boulevard. Four alternatives were presented to the stakeholders and community members in addition to the option described above:

- Figure S: This alternative allowed all visitors to view both east and west vistas opening opposite sides of the Figure Eight to pedestrians and people on bicycles. It also required at least two additional roadway crossings to trails when compared with the pilot option.
- Figure E: This alternative proposed a car-free west side and two way traffic on the eastern alignment. This design included additional pedestrian crossing at Christmas Tree Point Road, but complicates Twin Peaks Trail connections. It also offered no wind protection to pedestrians and cyclists.
- Figure 8: This Alternative removes a traffic lane around the full Figure Eight and rededicated it to pedestrian and bicycle use. This design would require a physical separation, such as a curb, barrier, or median, between motor vehicle space and car-free space. This option is substantially more expensive than other options and therefore not feasible. It also requires many crossings of the roadway to connect trails.
- No Project/Minor Changes: This alternative included minor changes and additional crosswalks while maintaining the existing motor vehicle lane configuration. This design would require curb ramps at new crosswalks and there would be no dedicated car-free space on the Figure 8.

FUNDING IMPACT

Funding for the planning, environmental review, design, and construction phases is provided by Proposition B Population Based General Fund Baseline and Transportation Development Act, Article 3 funds for Bicycle Facility Projects. Funding comprises the following sources and amounts:

A. Proposition B	\$50,000
B. Transportation Development Act	\$10,000
Total	\$60,000

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to environmental review under 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, and provides a Class 6 categorical exemption for information collection including basic data

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collection, research, experimental management, and resource evaluation activities.

On January 5, 2016, 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 Sections 15301 and 15306.

The Planning Department's determination (January 5, 2016, Case No. 2016-000117ENV) 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

Approving 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, 2016 to May 31, 2018, as a pilot project in support of the Twin Peaks Connectivity Planning 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 will allow the SFMTA and the Department of Recreation and Park to evaluate circulation impacts and solicit community feedback to inform the Department of Recreation and Park's Connectivity Project, which will consider making permanent modifications in the future; and,

WHEREAS, SFMTA staff have proposed traffic and parking modifications as part of the Twin Peaks Boulevard Figure Eight Pilot Project, from June 1, 2016 until May 31, 2018 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 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 provides a Class 6 categorical exemption for information collection including basic data collection, research, experimental management, and resource evaluation activities; and,

WHEREAS, On January 5, 2016, the San Francisco Planning Department determined (Case Number 2016-000117ENV) that the proposed parking and traffic modifications are categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Sections 15301 and 15306; the proposed action is the Approval Action as defined by S. F. Administrative Code Chapter 31; and,

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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 traffic and parking modifications listed in items A-B above to implement the Twin Peaks Boulevard Figure Eight Pilot Project from June 1, 2016 to May 31, 2018.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of April 19, 2016.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Graphical Overview of Proposed Roadway Modifications

