



** Please note this FAQ is subject to updates as the project moves forward*

What is this project and why are you doing it?

Since 2015, the SFMTA, Rec and Park and Public Works have been collaborating on a planning effort to evaluate design options for the portion of the Twin Peaks roadway adjacent to and between the two peaks and the Christmas Tree point parking entrance.

Currently, the roadway is underused by people driving and has extremely limited access for people walking and biking. Furthermore, the current configuration has a confusing design at intersections.

The primary goals of the Twin Peaks Figure 8 Redesign Project are to:

- Enhance pedestrian and bicycle access to one of San Francisco's iconic destinations
- Improve the Twin Peaks trail system connectivity
- Provide a defined connection to the Bay Area Ridge Trail

The final product of this project is a concept design for the area.

Currently, closing the eastern half of the Figure 8 to cars has received the most support from the community, which the city wants to test before moving forward with a more comprehensive design.

What will the pilot project entail?

To test the community's preferred design, the SFMTA is proposing a pilot project.

In summer 2016, the western half of the Twin Peaks "Figure 8" roadway will be opened to two-way traffic, and the eastern half will be opened to people walking and biking.

The SFMTA will use paint and temporary barriers to install the pilot configuration. Once installed, staff will evaluate how the new configuration is working by counting the number of private cars and commercial vehicles, taking speed surveys and conducting observations of traffic behavior. A user survey will also be distributed to get feedback from the public at-large.



When will the pilot end?

If approved by the SFMTA Board of Directors on Tuesday, April 19, the pilot will officially expire on May 31, 2018.

This allows the city sufficient time to study the pilot and make long-term recommendations.

How much will the pilot cost?

The pilot project will cost the city \$50,000 for paint, signs, and barricades.

What was the outreach done for the long-term project?

Project outreach for the larger scale redesign project started in 2015 with multiple stakeholder outreach meetings.

Further community involvement included a public open house, project survey, ongoing communication and briefings with community members and a SFMTA Engineering Public Hearing on the pilot proposal.

What other redesign consideration have been considered?

Please see the alternatives considered for the Twin Peaks Figure 8 Redesign, as well as all other presentation boards from the city's June 2015 public open house: <http://sfrecpark.org/online-survey-now-available-for-twin-peaks-figure-8-redesign/>.

How will the proposed design work?

The design of the two-way segment of the Twin Peaks Figure 8 will match the dimensions of Twin Peaks Boulevard to the north and south of the Figure 8. The lane widths and curves were reviewed by engineers to ensure that there will be plenty of room for traffic – including tour buses – to pass.

Will tour buses have access and be able to pass each other on the two way section?

Tour buses will have continue to have access and will be able to pass each other.



The new turns in the two-way segment of the Figure 8 are not as tight as certain turns on the lower segments of Twin Peaks Boulevard.

Tour bus drivers are trained professionals and operate on many roads in San Francisco often with much less roadway space than Twin Peaks Boulevard affords.

Will there be more congestion?

Because the approach roads are each one lane in each direction, having one lane in each direction at the top should not affect the flow of traffic.

Can bicycle riders continue to use the west side of the road?

Yes, bicycle access will be permitted on both sides of the Figure 8. The west side will be changed to feel more akin to the lower segments of Twin Peaks Boulevard

Will any parking be added or removed?

No parking is being proposed for removal.

Today, informal (illegal) parking takes place at the center of the Figure 8 and occasionally in the outer lane of the roadway. This project will formalize parking at both the center and south intersections, increasing the number of available stalls

Parking in the travel lane will no longer be possible.