

Twin Peaks Trails and Promenade Update (Virtual Community Meeting)

October 27, 2021



Agenda

- Guidelines
- Introductions
- Work Completed
- Work Planned
- Next Steps
- Q & A



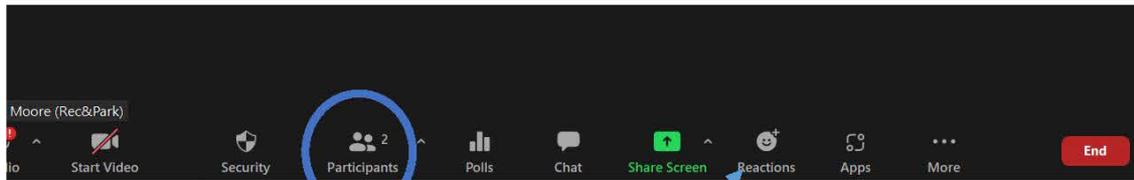
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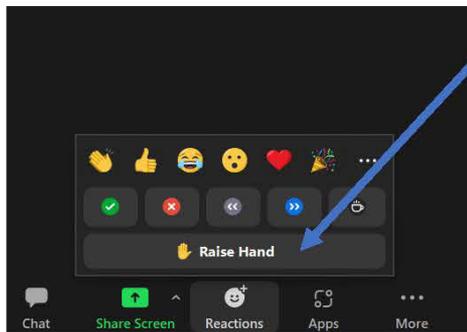


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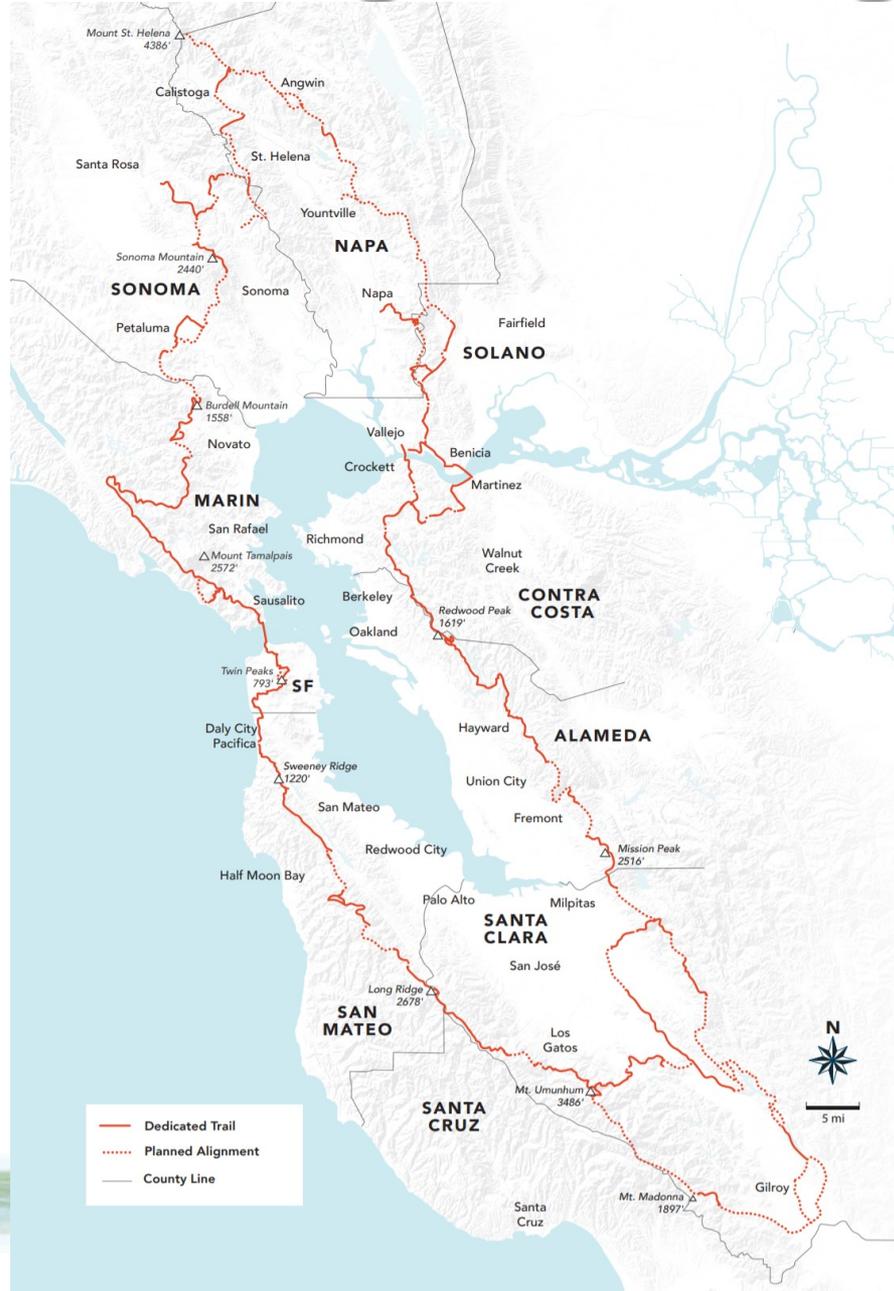
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Introductions



Bay Area Ridge Trail Alignment



Bay Area Ridge Trail: San Francisco



Legend

	Bay Area Ridge Trail	Other Trails
Street/Sidewalk		
Hiking/Bike Trail		
Hiking Trail		



Bay Area Ridge Trail: San Francisco



Legend

	Bay Area Ridge Trail	Other Trails
Street/Sidewalk		
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Trails Improvement Concept Design (Commission Approved)



Twin Peaks: Work Completed

- ✓ A new multi-use trail segment adjacent to Twin Peaks Boulevard but off the roadway, from the intersection of Twin Peaks Boulevard and Portola Avenue to the first curve in the road (2013-2014)
- ✓ Addition of 3 crosswalks (2015)
- ✓ Twin Peaks Trails Improvement Project Phase 1: major overhaul of 2 critical trail segments: the trail up and over the north peak and the trail adjacent to Mission Blue Butterfly habitat at the first curve (2017)
- ✓ Figure 8 Redesign Planning Study: funded by a Priority Conservation Area Grant, in partnership with SFMTA (2015 – 2018)



Twin Peaks: Work Completed



Twin Peaks: Work Completed



Hikers here are at the top of this trail segment, but have to cross the jersey barrier and 2 lanes of traffic to connect with the trail on the other side



City staff standing at a trail connection point with no crossing and unusual vehicular traffic circulation and striping. Tour bus traffic typical. Conceptual planning would explore the possibility of more accommodations for pedestrians and bikers.



Twin Peaks: Work Completed

Alternatives Considered

Figure S

'Figure S' allows all visitors to view both east and west vistas. This alternative requires at least two additional roadway crossings to trails when compared with the proposed Figure 3.

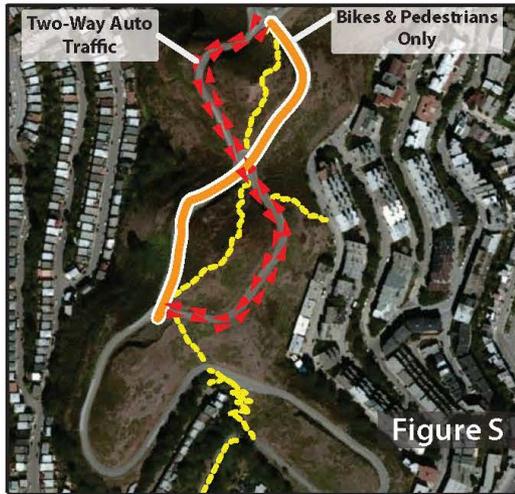


Figure S

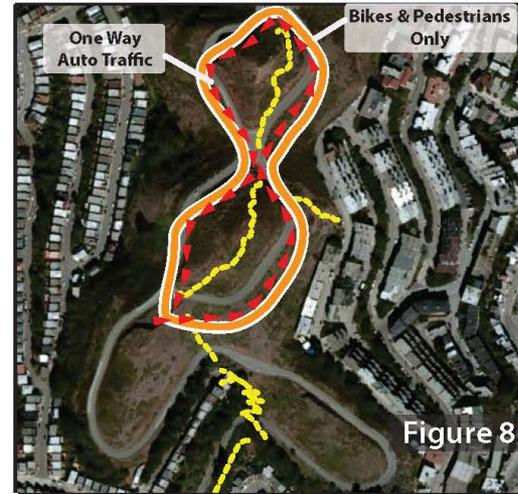


Figure 8

Figure 8

Remove a traffic lane around the full Figure 8 and rededicate to pedestrian and bicycle use. This design would require a physical separation (curb, barrier, median, etc) between motor vehicle lane and pedestrian/bicycle lane, as well as at least three roadway crossings. This option is substantially more expensive than other options and may not be feasible.

Figure E

Car-free west side and two-way traffic east of the peaks. This design includes additional crossing at Christmas Tree Point Road, but complicates Twin Peaks Trail connections. It also offers no wind protection to pedestrians and cyclists.

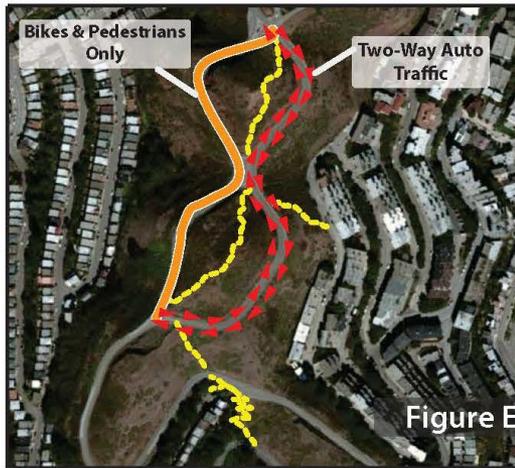
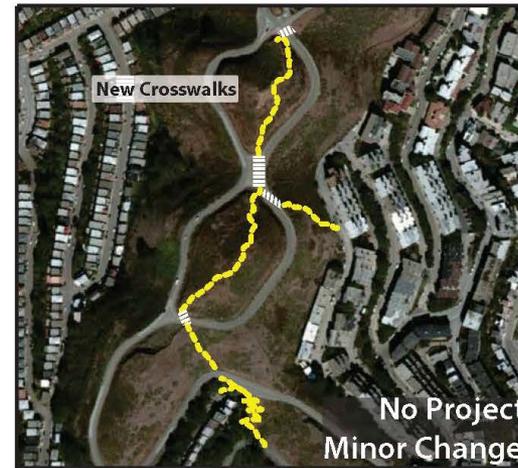


Figure E



**No Project/
Minor Changes**

**No Project/
Minor Changes**

Minor changes and addition of crosswalks. Existing Figure 8 configuration remains, but trail crossings are aligned. This design would require curb ramp changes, and ADA accessible crosswalks. No dedicated pedestrian and bicycle space on the Figure 8.

Twin Peaks: Work Completed



Community Outreach

Trails Improvement

- ✓ Community Meeting (October 2011)
- ✓ Community Meeting (November 2011)
- ✓ Rec and Park Commission Presentation of Concept Design (2012)

Portola Trail

- ✓ Neighbor Site Walk (April 2013)
- ✓ Community Meetings (September 2013) (2)

Figure 8 Redesign / Promenade Planning

- ✓ Community Open House and Survey (June 2015)
- ✓ Pilot Promenade Online Survey (2017)
- ✓ Community Open House and Online Call for Input (May 2018)

Trails Improvement and Promenade Planning

- ✓ Online Community Update and Online Survey (Oct-Nov 2021)

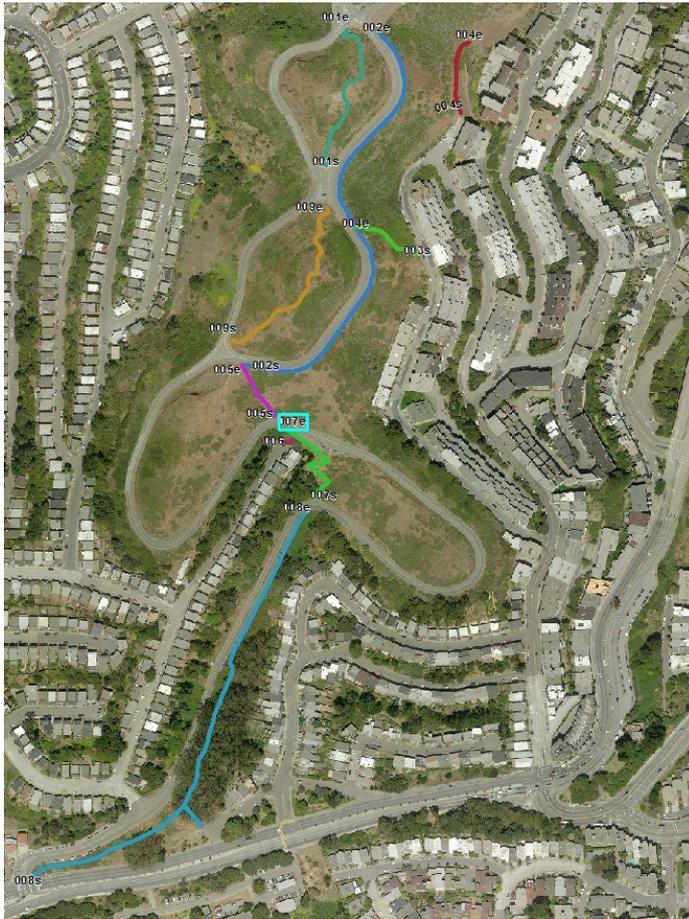


Community Outreach



Twin Peaks: Work Planned

Trail Improvements



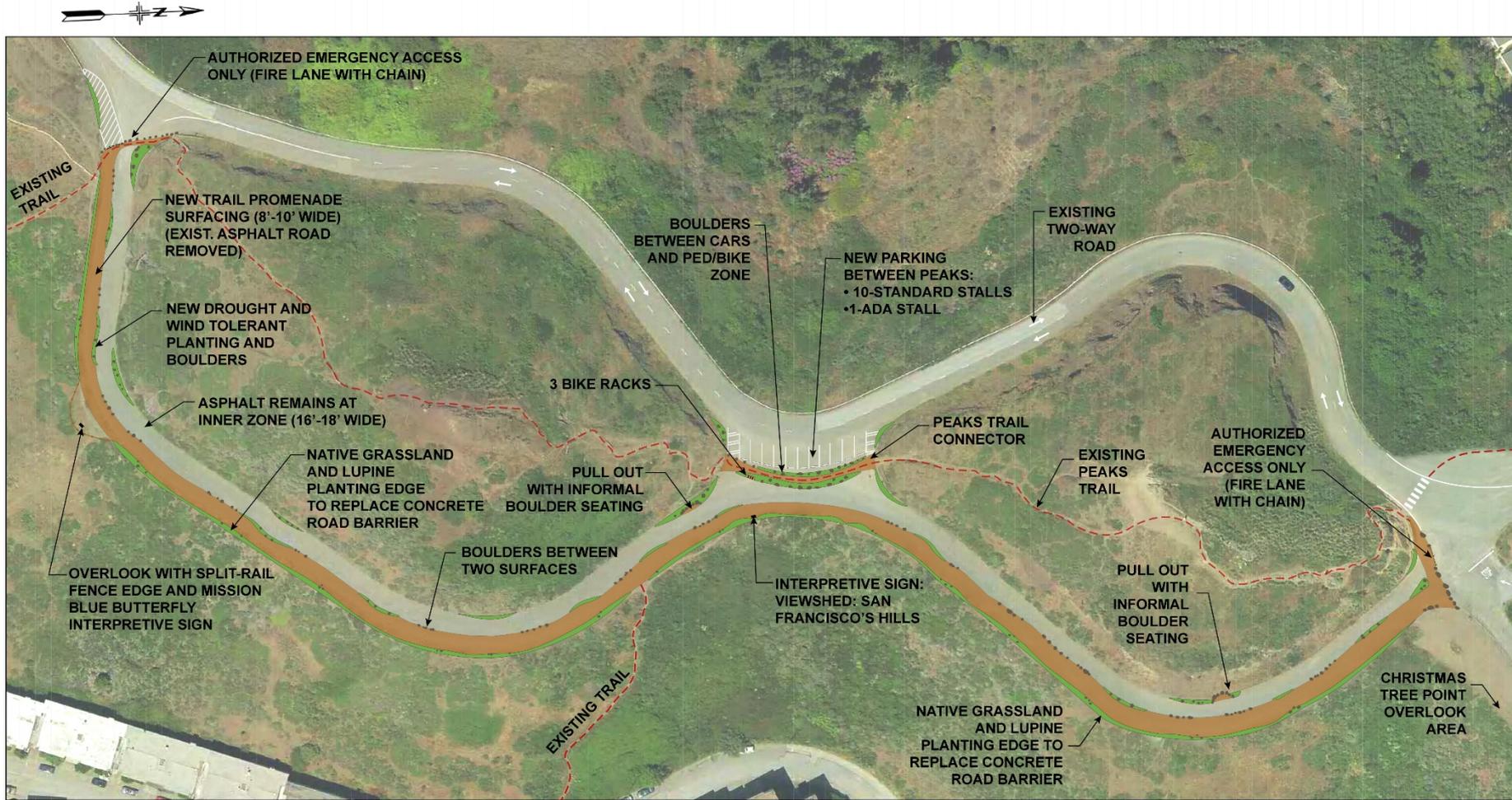
Twin Peaks: Work Planned

Trail Improvements

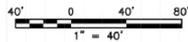


Twin Peaks: Work Planned

Preliminary Promenade Design



JUNE 21, 2018



TWIN PEAKS PROMENADE CONCEPT DESIGN PLAN

Preliminary Promenade Design



PEDESTRIAN TRAIL SURFACING



PARK MAP SIGN



INTERPRETIVE SIGN



MISSION BLUE BUTTERFLY HABITAT



Coyote Bush



Pacific Reed Grass



Cal Fuchsia



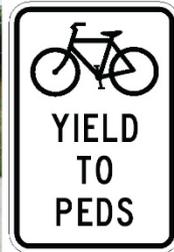
Lizard Tail



California Poppy



BIKE RACKS



SIGNAGE



BOULDER TRAFFIC SEPARATORS



BOULDER SEATING



STONE WALL AT CHRISTMAS TREE POINT

Preliminary Promenade Design

Illustrative Rendering



Community Outreach

Twin Peaks Figure 8 Redesign Project

Opening Twin Peaks to people walking and biking

In July 2016, the SFMTA implemented a pilot project along Twin Peaks Boulevard that re-purposed roadway space for a bike- and pedestrian-only right of way on the eastern half of the "Figure 8" roadway surrounding the peak, eliminating four uncontrolled crossings and creating 123 acres of dedicated bicycle and pedestrian area. As an iconic open space enjoyed by local residents and visitors to San Francisco, providing safe and comfortable access to Twin Peaks ensures the success of this attraction. Since implementation, we have found that public support for making the current configuration permanent is strong, and the safety benefits of the project are clear.



- + People are driving at safer speeds. The number of vehicles driving over 30mph dropped by 77%.
- + More than 56% of people surveyed support making the project permanent. 71% of people walking and 73% of people biking support making the project permanent (compared with 29% of people who drove).
- + While tour bus operators expressed concern over the impacts before the project, no significant increase in queuing or change in traffic volumes was observed, and no complaints were received by tour bus operators since implementation.

WWW.SFMTA.COM

Pre-Pilot Survey (450 responses): 67% support
 During Pilot Survey (433 responses): 58% support
 Feedback Prior to MTA Extension (spring 2018): Overwhelmingly positive

- Concerns:
- Public Safety / Isolation
 - Traffic Safety
 - Eastern Views Closed to Motorists
 - Harder for Non-Motorists to Enjoy Western Views
 - Vandalism

- Positive Feedback:
- Traffic Calming
 - Eliminates need for crosswalks
 - Dedicated, peaceful space for pedestrians and bicyclists
 - Improves hiker / biker connectivity

The concerns listed are with the roadway closure / reconfiguration. We have looked into several concerns and have an opportunity to address others with the concept design for the future.



TWIN PEAKS PROMENADE: WHAT WE'VE HEARD AND SEEN

MAY 8, 2018

Funding

Expended

- ✓ 2008 Clean & Safe Neighborhood Parks Bond
- ✓ State Habitat Conservation Fund (HCF) Grants (2)
- ✓ Priority Conservation Area (PCA) Planning Grant
- ✓ Prop K Transportation Funding

Committed for Remaining Work

- ✓ 2020 Health and Recovery Bond
- ✓ Priority Conservation Area (PCA) Grant

Potential Additional Funding

- Prop 68 Regional Park Program (State) Grant
- Other sources as yet unconfirmed



Next Steps

Trails

- Complete construction documents
- Construction completion anticipated by late 2023 / early 2024

Promenade

- Transfer Roadway to Rec and Park
- Collect and address additional community input (Survey through Nov 7)
- Environmental Review (CEQA)
- Rec and Park Commission approval of concept design
- Confirm funding for construction
(Prop 68 award notification expected late Summer 2022)

Overall

- Determine whether both projects can be completed together



Contact Information

Project Page of the Rec and Park Website

<https://bit.ly/twinpeakstrails>

**Help us by taking a brief survey
about the project by November 7th**

<https://bit.ly/twinpeakssurvey>

Project Manager

**Melinda.Sullivan@sfgov.org
628-652-6648**



Questions and Answers and Discussion



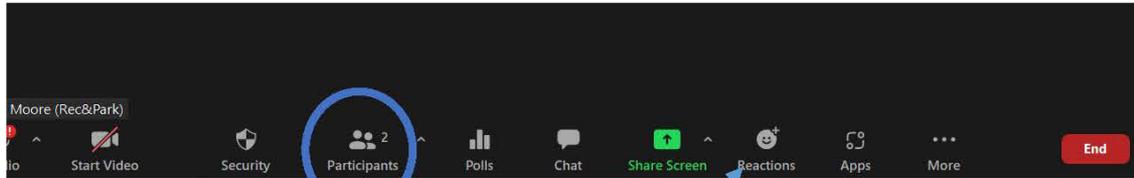
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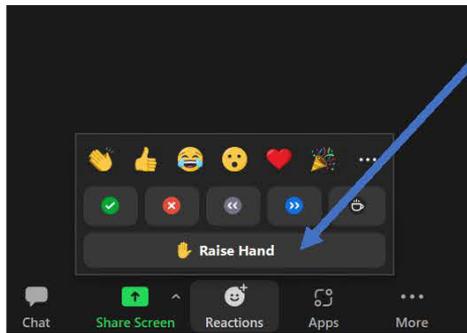


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