

**THE PRESIDIO TRUST
BOARD OF DIRECTORS**

**RESOLUTION 09-19
REVISED TEMPORARY PUBLIC USE LIMITS OF PRESIDIO ROADS**

WHEREAS, the regulation at 36 C.F.R. 1001.5 (Regulation) authorizes the Presidio Trust Board of Directors to impose temporary public use limits and temporarily close all or a portion of the area of the Presidio of San Francisco administered by the Presidio Trust (Area B) to all public use or to a specific use or activity upon a determination that such action is necessary for the maintenance of public health and safety, the protection of environmental or scenic values, the protection of natural or cultural resources, the implementation of management responsibilities, or the avoidance of conflict among visitor use activities; and

WHEREAS, the Regulation requires that the Board of Directors prepare a written determination (Determination) setting forth the reasons the temporary public use limits or closure is necessary and an explanation of why less restrictive measures will not suffice; and

WHEREAS, in Resolution 04-15 the Board of Directors authorized the Executive Director to prepare the Determination; and

WHEREAS, the Executive Director has prepared a Determination to impose temporary public use limits of certain roads in Area B for the reasons set forth in the Determination attached hereto; and

WHEREAS, in Resolution 09-18 the Board of Directors authorized temporary public use limits of certain roads within Area B based upon the Determination and found that such public use limits did not meet the standard required by the Regulation to be published as a rulemaking; and

WHEREAS, the Board of Directors has reconsidered its position and has found that the proposed public use limits meet the standard required by the Regulation to be published as a rulemaking;

NOW, THEREFORE, BE IT RESOLVED, that the Presidio Trust Board of Directors adopts the attached Determination; and

BE IT FURTHER RESOLVED, that this Resolution supersedes and replaces in its entirety Resolution 09-18 adopted by the Board of Directors on June 2, 2009; and

BE IT FURTHER RESOLVED, that the Board of Directors hereby authorizes the Executive Director to make such final decisions, to publish required notices in the Federal

Register, and to take all other action necessary to effect temporarily closure and reopening of certain roads within Area B as identified in the Determination.

Adopted: August 14, 2009

I, Karen A. Cook, General Counsel, hereby certify that I received, on or before August 14, 2009, affirmative responses from all seven members of the Presidio Trust Board of Directors pursuant to Article Four, Section 14 of the Bylaws of the Presidio Trust, adopting this Resolution 09-19.

/signature/

Karen A. Cook
General Counsel



FROM: Craig Middleton
TO: Presidio Trust Board of Directors
TOPIC: Proposed Cut-Through Traffic Reduction Trial Program
DATE: August 11, 2009

RECOMMENDATION AND ACTION REQUESTED:

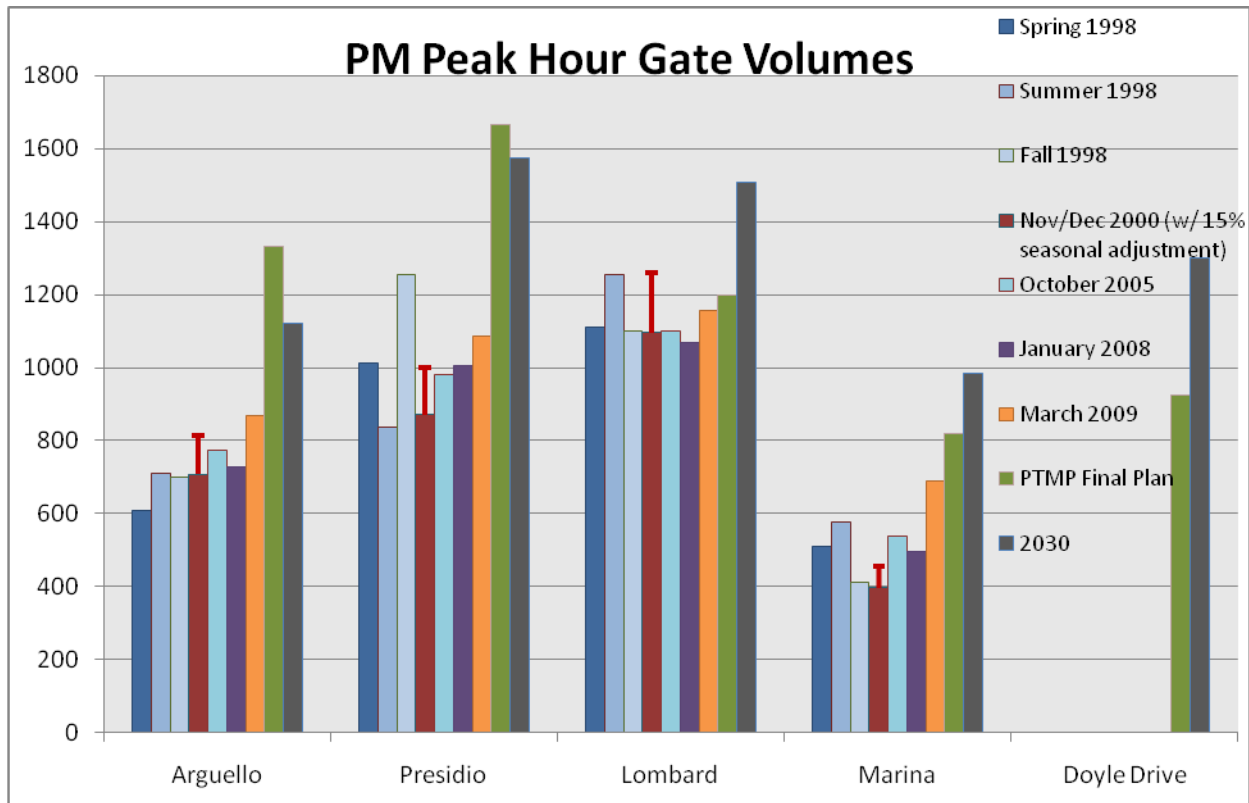
Staff requests that the Board adopt the determination that undertaking temporary traffic-calming and reduction measures in the Presidio, including temporary closures of certain roads, for a specified period is necessary as part of the implementation of the Trust's management responsibilities of the Presidio for the avoidance of conflict among resident, tenant and visitor use activities. Undertaking these measures will allow the Trust to reliably assess various means that may slow traffic through the park and reduce cut-through traffic. In particular, these measures will help us plan for the effect the proposed Girard Street interchange may have on the use of Presidio streets for cut-through traffic.

BACKGROUND:

In the 2002 *Presidio Trust Management Plan*, the Trust committed to mitigate traffic impacts as Presidio occupancy increased and visitation grew. The Trust has implemented a number of strategies, including the PresidiGo shuttle, the Presidio Transportation Demand Management Program (which includes permitted and paid parking programs), and an array of traffic-calming measures, such as speed tables and stop signs.

In March 2009, the Trust took traffic counts at all Presidio gates which allowed us to ascertain what percentage of the cars entering the Presidio simply drove through the park and out another gate. We determined that, while the Trust appears to have succeeded in managing traffic generated by park residents, tenants and visitors, and that the Presidio has sufficient capacity for traffic generated by anticipated Presidio land uses, cut-through traffic has become a major issue representing about 50% of traffic in the Presidio.

Below is a chart showing peak hour traffic counts from various periods including a projected count for 2030.



With the transformation of Doyle Drive, the landscape of the Presidio will be changing and new traffic patterns will emerge. For example, we think that it is likely that the direct on and off ramps to Doyle Drive at Girard will encourage motorists to use Presidio Boulevard to get from the south side of the Presidio to the Golden Gate Bridge. As part of the planning effort required to prepare for these new traffic impacts, we propose to undertake a park-wide traffic management study from approximately September 29 to October 27, 2009, before Doyle Drive construction begins later in the fall. The study will include an array of traffic-calming measures including certain road closures.

This study will help the Trust in implementing its management responsibilities and in avoiding conflicts among resident, tenants and visitor activities by allowing us to analyze the effects of measures that are intended to slow traffic and discourage cut-through traffic on the park's major streets and gateways and through its residential neighborhoods. In particular, it will help us plan for the effect the new Girard Street interchange may have on the use of Presidio streets for cut-through traffic.

As implementation of the Presidio's Trail and Bikeways Master Plan continues, we expect the numbers of pedestrian and cyclists using the park to continue to increase. Ensuring the safety of this growing population means prioritizing the traffic movements of park users over traffic unrelated to park uses. Presidio neighbors have also voiced their concerns about current and future levels of traffic through their neighborhoods. Unable to distinguish between cut-through traffic and Presidio destination traffic, neighbors are more likely to oppose any project or program that they believe will increase traffic to the park. Staff has met with several of these

neighbors and explained that the real issue is cut-through traffic. Neighbors who now understand the cut-through issue are understandably demanding that the Trust take bold steps to reduce it.

Attached is a map showing all of the components of the traffic management study. In preparation of the study, the Trust will undertake a comprehensive outreach campaign in order to minimize public confusion, and generate the patience and support needed to lead to long term traffic solutions. Outreach will include community meetings, education and enforcement by U.S. Park Police and mass-mailing of print materials. Signage throughout the park and at key locations in the City will alert motorists two weeks before the study begins.

PROPOSAL:

From approximately September 29 to October 27, 2009 implement traffic-calming and temporary road closures, including a segment of Presidio Boulevard north of West Pacific and south of Simonds Loop, and monitor the effects (both positive and negative) of these actions. The study is intended to inform a more comprehensive approach to traffic calming and the long term reduction in Presidio cut-through traffic. The study will also give park tenants and residents in the surrounding neighborhoods an opportunity to experience first-hand the effects of such measures so that they can provide informed input to the Trust's decision-making, if they choose.

INADEQUACY OF LESS RESTRICTIVE MEASURES:

Less restrictive measures include the use of speed bumps or tables, chicanes, and pinch points. These have already been implemented on various Presidio roads including roads included in the traffic management study. While these measures have succeeded in controlling vehicular speed in various locations, they have had little effect in reducing the cut-through traffic.

