



Britney Milton <britney.milton@sfcta.org>

Comment for board meeting

1 message

'**geoffrey moore**' via Clerk <clerk@sfcta.org>
Reply-To: geoffrey moore <moore_geoffrey@yahoo.com>
To: "clerk@sfcta.org" <clerk@sfcta.org>

Tue, Apr 13, 2021 at 7:38 AM

I would like to enter a comment into the record for today's board meeting which should be shared with participants and board members.

I am a resident of the city and I am concerned about the current process that seems to be used to collect and deploy street usage data. While I believe that it is important to collect actionable and accurate data when considering public policy decisions, I am unclear why data that is being collected in the midst of a global pandemic which obviously affects traffic and street usage would be considered as the basis for rendering long-term public policy decisions for our city.

Please kindly ensure that when rendering policy decisions you have included in the record relevant data points that were collected prior to the pandemic. Alternatively, if you do not already have actionable and accurate pre-pandemic data points available that are directly relevant to those public policy decisions that are in scope for review, you should not be rendering long-term public policy decisions that are based upon faulty and incomplete usage during the pandemic.

I'm sure you can understand and appreciate the obvious point that failing to take the appropriate steps for data collection and management could expose the city and its taxpayers, as well as those individual public servants responsible for decision-making, to significant legal challenges and costs. Please kindly check with the city attorney before rendering public policy decisions if you are unclear about the concept of being placed on notice about your responsibilities for properly addressing material legal risks and following applicable law.

Thank you for your public service efforts supporting the best public policy process that we can enjoy as residents of our city.
Geoffrey Moore



San Francisco
County Transportation
Authority

Britney Milton <britney.milton@sfcta.org>

comment for board

1 message

'soul fist' via Clerk <clerk@sfcta.org>
Reply-To: soul fist <soulfistication@yahoo.com>
To: "clerk@sfcta.org" <clerk@sfcta.org>

Tue, Apr 13, 2021 at 7:59 AM

To the sfcta board:

I am concerned that you are making decisions about city street closures and parking restrictions that discriminate against some SF residents who need to drive in the city.

Please don't do that. Thanks.



San Francisco
County Transportation
Authority

Britney Milton <britney.milton@sfcta.org>

Comments of the D4 mobility study

1 message

Catherine Wenzler <acwenzler@gmail.com>

Tue, Apr 13, 2021 at 6:05 AM

To: Matt Ciganek <mattc@vanguardsf.com>

Cc: clerk@sfcta.org, Brian McLain <brianmclain@me.com>, Patricia Arack <parack@ccsf.edu>, Kathryn Van Koughnett <kathryn_v@yahoo.com>, "Mar, Gordon (BOS)" <gordon.mar@sfgov.org>, "Wright, Edward (BOS)" <edward.w.wright@sfgov.org>

As a Resident of the Richmond district, I am very disheartened to see that this so-called study is being used as a means to close a major thorough fare.

I go to the UGH frequently to see how many People are walking and biking on it, but all I see are busy and congested intersections on Lincoln, and frustrated drivers driving over blockades and speeding through the neighborhood. The mitigation efforts are not working.

The world is opening back up and people are getting vaccinated, it's time to face the reality that people will start going back to work and kids are going back to school.

Catherine Masterson

Concerned Resident of the Richmond



Britney Milton <britney.milton@sfcta.org>

Comments on D4 Mobility Report

2 messages

Tony Villa <tvobsf@gmail.com>
To: clerk@sfcta.org

Mon, Apr 12, 2021 at 8:56 PM

Dear SFCTA Board,

The traffic situation in the Richmond D1 and Sunset D4 is getting worse every day! This is no longer an outer Sunset or outer Richmond problem, the entire districts are choking in traffic. Morning and evening rush hours are back. People are going back to work, kids back to school and many back to their house of worship on the weekends. It's a joke trying to cross the park. The Great Highway has to be reopened to relieve the back ups. All the no turns, speed bumps and detours are doing nothing to relieve the pressure! In fact it has made things worse in the outer Sunset. A waste of time and money!

You don't need to spend thousands of dollars to access the problem. All of you should just get in your cars around 5:00pm and cross the park from 43rd and Fulton to 41st and Lincoln via the Chain of Lakes Drive. See how long it takes you. This half mile drive can take a half hour. Better yet, take an Uber and see how much it will cost you, if they will even take you. Open the Great Highway and roads in the park! You have created an empty playground that is not needed.

Tony Villa

San Francisco resident and property tax payer



Fwd: SFCTA Board Meeting April 13, 2021 - General Public Comment Submission

2 messages

Thu, Apr 8, 2021 at 12:49 PM

To

TO: SFCTA Board members

At a previous meeting of the SFCTA Board, the issue of the proposed permanent closure of JFK Drive in Golden Gate Park was discussed.

I have brought up similar issues with SFCTA staff and aides to Supervisor Mar relating to the D4 Mobility Study Virtual Open House.

I have also brought these issues up at the Capital Planning Committee.

At the Capital Planning Committee meeting on April 5, 2021, I commented regarding the RPD capital budget strongly urging a comprehensive EIR which would include the following:

- The proposed permanent closure of JFK Drive.
- The proposed permanent closure of the Great Highway between Lincoln Way and Sloat Boulevard.
- The planned permanent closure of the Great Highway between Sloat Boulevard and Skyline Boulevard as part of the Managed Retreat strategy of the Ocean Beach Master Plan.

As these three areas are all on the Westside and two are contiguous, a comprehensive EIR should be done to study the cumulative impacts.

Eileen Boken
Coalition for San Francisco Neighborhoods*

*For identification purposes only.

Sent from my Verizon, Samsung Galaxy smartphone



Britney Milton <britney.milton@sfcta.org>

Questions / Comments for those responsible for conducting the D4 Mobility Study: April 13 SFCTA Board Meeting

1 message

Matt Ciganek <mattc@vanguardsf.com>

Mon, Apr 12, 2021 at 9:34 PM

To: "clerk@sfcta.org" <clerk@sfcta.org>, Brian McLain <brianmclain@me.com>, Patricia Arack <parack@ccsf.edu>, Kathryn Van Koughnett <kathryn_v@yahoo.com>, Catherine Wenzler <acwenzler@gmail.com>

Cc: "Mar, Gordon (BOS)" <gordon.mar@sfgov.org>, "Wright, Edward (BOS)" <edward.w.wright@sfgov.org>

My name is Matt Ciganek and I am a resident of the Outer Sunset. I have been representing a neighborhood association for nearly the entire period of the emergency order. We, collectively, were the first to organize almost a year ago in response to the poorly considered Great Highway Road Closure. There are now three neighborhood groups and a petition with over 4,500 signatures all opposing the ongoing closure of the Upper Great Highway.

My comment and following questions:

Comment: The problems of the Upper Great Highway closure stem from the failure of the public officials involved to consider or plan for any negative consequences of closing an essential arterial road that was known to carry, on average, over 19,000 cars a day. There was no consideration of any potential negative repercussions nor was there a plan to divert traffic or open the road when traffic resumed. The truth of the matter is that within a few days of the initial closure, the volume and reckless nature of cars and trucks traveling on the Lower Great Highway and throughout the Outer Sunset was substantially higher than any responsible traffic engineer would recommend. You have only to consider how many problems you've had to "mitigate" to know that there were many unforeseen and unknown local issues that hadn't been considered. The current and burgeoning traffic snafus involving Richmond and Sunset District residents traveling in and around Golden Gate park show this failure to understand or anticipate our neighborhood needs continues.

That failure to understand ramifications of your actions is a perfect example of why any "study" of the area's traffic flow and public transportation needs should be placed on hold.

Questions: Why is the study continuing during the Emergency Order? Why isn't it being paused while government officials focus on opening society safely and getting everyone vaccinated and public transportation reestablished? How could we feel confident in a government that has relied on ad-hoc mitigation, which has ultimately proven ineffective, in response to the failure to foresee or plan for any potential safety problems? Why would we feel that those responsible for such a disastrous policy would be proficient at proactively changing anything else in our district in the future?

I stand by my statement and position of the Outer Sunset neighborhood Association and say that the D4 Mobility Study must be paused until well after the order concludes. What I said in January when a vehicle with four passenger flipped and rolled over after hitting an MTA mitigation bump at very high speed, I repeat now. Any conclusions drawn about how we will be living in the future based on our supposed behavior now is nothing short of madness.

Sincerely, Matt Ciganek
Secretary : Outer Sunset Safer Streets Neighborhood Association.



Britney Milton <britney.milton@sfcta.org>

SF Residents Comments for the Record for Transportation Authority Board Meeting on April 13

1 message

'Yasmin Staton' via Clerk <clerk@sfcta.org>

Sun, Apr 11, 2021 at 12:40 PM

Reply-To: Yasmin Staton <ydmello@yahoo.com>

To: clerk@sfcta.org, MTABoard@sfmta.com, Phil.Ginsburg@sfgov.org, Brian.Stokle@sfgov.org

Cc: Mark Staton <msstaton@sbcglobal.net>

Hello,

We are residents of the Sunset neighborhood who, like thousands in the area, have been hugely impacted by the continued, and immensely puzzling, closure of a main traffic artery, the Great Highway.

Despite earlier promises that this was just "temporary" and "for the duration of the lockdown," the Great Highway continues to be shut down even though the rest of San Francisco is opening up, and there exist numerous world-class, taxpayer-funded parks in the immediate vicinity. Furthermore, we're outraged that at this time of tight budgets due to the pandemic, you're actually wasting over \$400,000 of valuable taxpayer money to fund a useless study about traffic on the Great Highway. It was never problem before this, why are you wasting so much of our money to study a non-issue?!

We are adding our voices to the thousands of residents affected not only by this but also by all the other ineffective and dangerous slow street closures in the area. Re-open the Great Highway immediately so that we can get back to some semblance of normalcy, and please don't make an already incredibly difficult and horrendous year even worse than it already is. You are playing with people's lives, livelihoods, and safety, please treat us with the courtesy and respect we deserve.

Thank you,

Mark and Yasmin Staton

San Francisco residents, taxpayers, and voters



Britney Milton <britney.milton@sfcta.org>

Upper Great Highway District 4 Mobility Study

1 message

Maura Lewis <maura.a@gmail.com>

Mon, Apr 12, 2021 at 5:03 PM

To: clerk@sfcta.org, mtaboard@sfmta.com, Phil.Ginsburg@sfgov.org, Brian.Stokle@sfgov.org, Board.of.Supervisors@sfgov.org, ChanStaff@sfgov.org, Matt.Haney@sfgov.org, mandelmanstaff@sfgov.org, Gordon.Mar@sfgov.org, MelgarStaff@sfgov.org, Aaron.Peskin@sfgov.org, dean.preston@sfgov.org, hillary.ronen@sfgov.org, Ahsha.Safai@sfgov.org, Catherine.Stefani@sfgov.org, Shamann.Walton@sfgov.org

Dear Supervisors, Mayor, and Agency Executives,

I recently sat through the presentation of the D4 Mobility Study. It is my understanding that this study will be a primary input to the recommendation to keep the Great Highway closed to cars.

There are a few points I would like to highlight for your consideration as you review the results of the D4 Mobility Study:

- The number of "visitors" is not accurate - the counts are of the number of people who walk or ride past the counter. Multiple passes by the same person(s) are reported as unique visitors. The accurate description is **potential visits**. ("Potential" because the counter may be such that each leg of a person walking is counted
 - The resulting estimates (e.g., 6,000 weekday visitors) is likewise inaccurate.
- The counting began in mid-September. There was a fairly consistent use of the Great Highway from September through the reporting period (the exact dates of data collection were not shared).
 - The conclusion by the study authors is that there is no 'seasonality' to the use of the Great Highway.
 - Because there was only six months of data, it cannot be determined whether there is seasonality.
- Additionally, schools were closed for virtually the entire period of the study.
 - When children are in school, daytime family usage of the thoroughfare will likely diminish tremendously, while there will be a corresponding increase in the need for efficient north-south thoroughfares.
- The authors compared the number of collisions this year compared to the same area last year
 - A more accurate picture would be the percent of collisions D4 had of overall SF collisions within the same time period
 - This would tell us whether closing the Great Highway is contributing to the decline of collisions or if fewer collisions are happening everywhere
- The impact to other areas of the city was not evaluated
 - As a major north-south corridor, the ripple effect must be understood before such drastic action is taken
- The study mentions that people are coming from other parts of the city (and outside the city) to utilize the closed road; however, prior to the closure, many came to enjoy the beach or Golden Gate Park
 - There is no evidence suggesting that the closure draws more people to the west side than pre-closure
 - However, the different options for how best to close the Great Highway do say there will be no additional parking; combined with the slow streets and closed streets, the Great Highway, Ocean Beach, and the west side of Golden Gate Park will become inaccessible to all but those who live in the immediate vicinity (e.g., residents of D4) or the able-bodied who can access these areas without a car (the SFMTA will be negatively impacted according to the study).
- Lastly, the study fails to address the thousands of people who rely on the Great Highway to get to work; those who must commute through D4 are severely impacted by the closure.
 - These people do not have the luxury of working from home; teachers, doctors, nurses, grocery store workers who either work in areas south of D4 or work north of D4 but live outside the district are unduly penalized for a park they cannot enjoy (and relatively few are currently utilizing).
 - The increase in cars going through Golden Gate Park and down residential avenues within D4 is likely increasing pollution in those areas, and is making Golden Gate Park a necessary major artery.
 - An **environmental impact study is warranted** in this situation.

Also, based on a survey that was conducted, nearly one-quarter of Sunset/Parkside residents want the Great Highway open; over half of those in the Richmond also want the highway open to cars.

Many of the accessibility points are true of slow streets as well. Closing and limiting access to parks, beaches and streets benefits those who are younger and able-bodied; the elderly and disabled are largely prevented from enjoying these closures while having to endure the ensuing traffic, congestion, and increased travel time.

4/13/2021

SFCTA Mail - Upper Great Highway District 4 Mobility Study

I understand and support the idea of a less car-dependent city; but it must be done with the proper infrastructure in place and consideration for all

Thank you for your time in reading this. I am happy to provide any other input or discuss further.

Respectfully yours,

Maura Lewis













Apr 7, 2021 3:34:40 PM
Sloat Boulevard
San Francisco County
California



Apr 7, 2021 3:35:03 PM
1693-1699 Upper Great Highway
San Francisco County
California

To All:

I wanted to direct this first question to the intersection Martin Luther King Drive & Crossover. It seems that maybe there has been a new light put in that's a little confusing for people. It looks like now we no longer need that yield to Green Light sign when making left o to NB crossover. It's confusing for drivers because people are now stopping waiting for westbound traffic who actually has a traffic light that separate.

It's holding up NB and EB/ crossover Drive/ Park Presidio traffic coming from Ocean Beach via MLK. Obviously with the traffic from 19th, Sunset Blvd. and the upper Great Highway being closed, slow streets and access through the park more difficult this bottleneck is all the way down to MLK at 25th. Not to mention the South bound traffic jam, picture included.

This light should be rectified to move traffic. Maybe include a green arrow heading NB, so that the long line of cars will continue to move?

For us residents out here in the Outer Sunset it's starting to become a major issue. We know there's lots of fighting about Upper Great Highway. It would be nice if we could come to a **COMPROMISE** maybe open UGH, Monday-Friday and close at Saturday and Sunday but, it seems like non of the City Officials are NOT listening to residents. I'd like to know what is our alternate Emergency route with UGH closed, for Sunset all of this traffic is being pushed into ONE lane, what are our options here?

In the meantime you can't even cross over from 41st from Lincoln to Fulton to get around this hot mess, what used to take 10 minutes is now taking 25, and we're not even open hundred percent yet. FYI, SFUSD opens next week.

I work in the north beach and my kids go to public school and the upper Richmond, I live out near the zoo the traffic is already off the chart. Currently taking me almost an hour to get home from Bay & Mason. On that note, I would also like a response regarding timeline for Sloat/Hwy 35 intersection. I live around the corner from 39th and Sloat on Yorba. I'm curious if I can get an answer when you're going to be addressing that intersection? As of right now people are going approximately 50 miles an hour at that intersection right where it splits to Highway 35. 2019 a car crashed into my neighbors house on Corner of Sloat and 37th Ave, no safety procedures have been put in place to slow down past Sunset boulevard.

There are no HAWK lights from Sunset down to Ocean Beach, it is very dangerous to cross with all the traffic now starting. Can you let me know when they're going to put a light at that intersection? Also, when there will be appropriate Hawk crossing lights? The amount of traffic that has been flooding Sloat to Ocean Beach during this last year has increase the amount of cars motorcycles bikes with limited chances to cross the street safely for my children and disabled mother. Not to mention all the parents with kids in strollers at the End of the Street the at the Zoo.

Please reply to my question, thank you.

Warmly,

Loreen Bernardini

Photo 1 & 2. East bound MLK @ Crossover taken Tues 4/6 12:15 p.m.



Britney Milton <britney.milton@sfcta.org>

Public Comment: Expenditure of Funds on Traffic Calming Measure in the City's West Side

2 messages

'Charles Perkins' via Clerk <clerk@sfcta.org>
Reply-To: Charles Perkins <cperkinssf@yahoo.com>
To: "clerk@sfcta.org" <clerk@sfcta.org>

Sun, Apr 11, 2021 at 3:52 PM

Hello,

The Upper Great Highway spanning the two-mile stretch between Sloat Boulevard and Lincoln Way is a divided four-lane highway. Bordering the ocean, there are no intersections, i.e., no cross-traffic, the entire stretch. As such, the Highway is *by far* the safest north-south route for cars to cross the Sunset District, for pedestrians, bicyclists, and drivers.

In what was supposed to be a temporary measure, the Highway was closed to cars last April through unilateral fiat and with no public input. As a result of the closure, 18,000 cars every day must detour through the residential streets of the Sunset or far out of their way to the significantly more dangerous 19th Avenue--which is undergoing a massive multiyear construction project--or Sunset Boulevard. The effects have been disastrous. Streets are congested or gridlocked at places and frustrated drivers are forced to be in their cars for far longer durations of time, pumping significant additional carbon emissions into the atmosphere. Many once-quiet residential streets have now become thoroughfares for diverted traffic causing exceptional stress and diminished quality of life to the residents. And perhaps most significantly, forcing 18,000 drivers each day to spend more time behind the wheel as they re-route through residential streets already has converted the streets of the Sunset District into death traps--accidents waiting to happen--and is completely antithetical to Vision Zero. The past year already saw an increase in traffic collisions in the several parallel streets nearest to the Highway (despite a significant decrease in traffic during the pandemic, the number of accidents in this area stayed the same or even rose slightly).

Already, tens if not hundreds of thousands of taxpayer dollars have been spent trying to mitigate, or "calm" the extremely dangerous conditions the closure of the Highway has caused, and recently, the expenditure of \$500,000 in Proposition K funds to "study" and attempt to mitigate the cluster of truly disastrous problems the closure of the Highway is causing was approved. This is an absolute waste of money. The pandemic is ending and simply reopening the Highway makes all the problems go away, immediately.

I am fully aware that a behind-the-scenes effort by some to *never* reopen the Highway is afoot. Some on this body may be part of that effort. But that decision has not been made officially (and anyone who gives two cents about the environment, safe streets in San Francisco and minimizing deaths, personal injury, and property damage resulting from automobile accidents, and the quality of life of many, should never support it), and spending money now to try to mitigate problems the closure creates puts the cart before the horse. The closure was "sold" as a temporary measure, and even if some have a different agenda, spending money on problems that may soon go away is government waste at its very worst and truly indefensible.

As conscientious guardians of the public fisc, not another nickel should be approved on "calming measures" designed to address the many new problems the closure of the Highway has created. And prior actions approving that money be spent for that purpose should immediately be rescinded.

Thank you,
Charles Perkins
San Francisco

P.S. I have access to a large library of photographs taken on random days and at random times depicting the 1) extremely low level of use that is made of the closed Highway, and 2) new dangerous conditions in the streets of the the City's west side created by the closure of the Highway. It is ludicrous to keep the Highway closed, but regardless, it is ludicrous to spend money now when the problems immediately cease if this temporary measure ends. A few samples:

04.1.21, 1:52 p.m.



04.01.21, 1:45 p.m.



04.01.21, 1:37 p.m.



04.03.21, 9:38 a.m.







Tue, Apr 13, 2021 at 10:54 AM