



Britney Milton <britney.milton@sfcta.org>

Public Comments to be included in the SFCTA Meeting Tuesday, 5/11/21 10:00 am2 messages

Judi Gorski <judigorski@gmail.com>

Mon, May 10, 2021 at 11:28 PM

To: clerk@sfcta.org

Cc: camille.guiriba@sfcta.org, Brian Stokle <brian.stokle@sfgov.org>, Mariana Maguire <mariana.maguire@sfmta.com>, Shamann Walton <shamann.walton@sfgov.org>, Gordon Mar <gordon.mar@sfgov.org>, MTABoard <MTABoard@sfmta.com>, Mayor London Breed <MayorLondonBreed@sfgov.org>, connie.chan@sfgov.org, Ahsha.Safai@sfgov.org, phil.ginsburg@sfgov.org, Matt.Haney@sfgov.org, mandelmanstaff@sfgov.org, melgarstaff@sfgov.org, Aaron.Peskin@sfgov.org, Hillary.Ronen@sfgov.org, catherine.stefani@sfgov.org, Dean.Preston@sfgov.org

Dear Commissioners, Supervisors, City Officials and Clerk Britney Milton,

Please include this email as part of the official record of the 5/11/21 meeting. I am writing to request that when the Upper Great Highway (UGH) is allowed to reopen, that it is restored to function as the multi-use shared highway it was designed to be, where it was enjoyed as a vehicular scenic drive with bicycle lanes and a pedestrian path.

Forbidding vehicles to travel on the Great Highway is not promoting the City's Vision Zero's goals of no vehicular fatalities or accidents or less carbon emissions. The result is just the opposite. Vehicles on the highway can travel at 35 mph nonstop between Lincoln and Sloat as the timed traffic lights allow it. In the City streets, they must stop and go and idle in gridlock. The need to travel at a reasonable speed north and south across San Francisco is important to people going for medical care, getting to work, schools, shopping and out of or into town. It's particularly important for emergency vehicles, fire trucks and the police. Stop & go traffic creates more greenhouse gasses than vehicles driving without stopping. With the Highway closed and 19th Avenue under construction for the next 3 years, it is unreasonable to send thousands of vehicles to Sunset Blvd and to throw so many narrower streets into gridlock.

There is no reason to stop sharing the road as we did before the Emergency. Bicyclists have always biked in the existing bicycle lanes or on the parallel streets. Bicycle lanes are plentiful in the Outer Sunset streets and bicyclists have been safe in the past. It is unfair to the general population who own, drive and park vehicles to design streets with bicyclists as the priority when so many thousands of taxpayers and voters do not use bicycles for their daily transportation and couldn't use them even if they wanted to.

As a walkway/bicycle path, the highway is only used 10-12 hours per day at most, and usually on days where the weather is sunny and mild; whereas approximately 18,000-20,000 vehicles per day used it 24/7 in all types of weather including rain and high winds. All night long vehicles drove on the highway instead of noisily past our homes when absolutely no pedestrians or bicycles used it. If the UGH were opened for use to everyone again and better maintained, both in regards to sand removal and keeping the paved pedestrian path free from overgrown landscaping, there would be room and safety for all. The Great Highway is needed for transportation and should continue to be shared by vehicles, bicycles and pedestrians as it was pre-pandemic.

SFCTA says opening even 2 lanes of the UGH to vehicles as suggested in the Ocean Beach Master Plan is "high risk" to pedestrians and bicyclists, but UGH has no cross traffic and has safe pedestrian crosswalks. No evidence has been produced showing a high rate of pedestrian or bicycle collisions with vehicles on the UGH before the closure. No studies were made to indicate the highway was so unsafe pre-Pandemic that there was an outcry to close it for safety reasons in the past. Why now would it be "high risk" to the safety of pedestrians and bicyclists when it wasn't a problem pre-pandemic?

On the other hand, all kinds of dangerous conditions were brought into the quiet unprepared neighborhood by the diverted traffic from the closure of the highway. Serious bodily injuries and property damages escalated due to too many vehicles in too little space with inadequate traffic enforcement. The traffic mitigation efforts unfortunately are not working. Traffic enforcement is insufficient.

There is current photographic and video evidence taken by concerned local residents who have documented a situation that is different from the one depicted by the studies done in October & November, 2020, by SFR&P regarding usage of the UGH by pedestrians and bicyclists. We who live here and jog, run, and walk with or without our dogs on the 10' wide pedestrian path on the east side of the highway do not see 141,000 people per month on the highway; not even close to 1/3 of that. We do not see people in wheelchairs on the highway. The people-counting on the highway and traffic-counting on our streets should have been done by an independent transparent company with comparisons between current traffic and accident statistics and pre-closure numbers.

The automatic counters set up on the highway at Judah and Taraval can easily compute false data as to how many walkers and bicyclists pass by. If a person walks back and forth in front of the counter 10 times, the count might indicate 10 people. If a protest brings out hundreds of people for a few hours, it is not the daily or monthly norm. The public is entitled to see the details of this study and question the people who compiled the data. SFR&P has not been forthcoming with information or access to their studies. Although asked for detailed materials to be produced, they remain undisclosed, perhaps in an attempt to delay production until after June 2021 after the Supervisors have voted. The Board of Supervisors is being provided information that they will rely on to make the decision to permanently close or reopen the highway. Since their decisions may be based on inaccurate data from studies that are being disputed, they should wait on making any decisions about closing the highway permanently. In the meantime, open the gates to the highway, share the road with drivers in vehicles as well as pedestrians and bicyclists and save our neighborhood streets, residents and visitors from toxic greenhouse gasses, traffic injuries and fatalities.

Please acknowledge receipt of this email. Thank you for considering my comments and requests.

Respectfully,

Judi Gorski
D4 Resident, taxpayer
and voter for 40+ years

Member of Concerned
Residents of the Sunset
and in support of Concerned
Residents of the Richmond

Mar, Gordon (BOS) <gordon.mar@sfgov.org>

Tue, May 11, 2021 at 7:49 AM

To: Judi Gorski <judigorski@gmail.com>, "clerk@sfcta.org" <clerk@sfcta.org>

Cc: "camille.guiriba@sfcta.org" <camille.guiriba@sfcta.org>, "Stokle, Brian (REC)" <brian.stokle@sfgov.org>, "Maguire, Mariana (MTA)" <Mariana.Maguire@sfmta.com>, "Walton, Shamann (BOS)" <shamann.walton@sfgov.org>, MTABoard <MTABoard@sfmta.com>, "Breed, Mayor London (MYR)" <mayorlondonbreed@sfgov.org>, "Chan, Connie (BOS)" <connie.chan@sfgov.org>, "Safai, Ahsha (BOS)" <ahsha.safai@sfgov.org>, "Ginsburg, Phil (REC)" <phil.ginsburg@sfgov.org>, "Haney, Matt (BOS)" <matt.haney@sfgov.org>, "MandelmanStaff, [BOS]" <mandelmanstaff@sfgov.org>, "MelgarStaff (BOS)" <melgarstaff@sfgov.org>, "Peskin, Aaron (BOS)" <aaron.peskin@sfgov.org>, "Ronen, Hillary" <hillary.ronen@sfgov.org>, "Stefani, Catherine (BOS)" <catherine.stefani@sfgov.org>, "Preston, Dean (BOS)" <dean.preston@sfgov.org>, "Wright, Edward (BOS)" <edward.w.wright@sfgov.org>, "Marstaff (BOS)" <marstaff@sfgov.org>

Dear Judi,

Thanks for sharing your comments about the temporary closure of the Great Highway to vehicles during the pandemic and upcoming decisions by the Board of Supervisors, SFMTA Board and Recreation and Park Commission on the future of the Great Highway. I agree that pedestrian safety should be a primary consideration in the upcoming decisions.

We expect SFCTA staff to present their analysis of the options for the future of the Great Highway at an upcoming SFCTA Board meeting on June 8th. This will be an informational presentation only and no decisions will be made. I have requested that SFCTA and SFR&P staff make their data on counts of pedestrian and bicycle use of UGH and vehicle traffic on LGH and other nearby streets available to the public and the SFCTA Board prior to the June 8th informational presentation.

Thank you for your advocacy for the neighborhood.

Gordon

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From: Judi Gorski <judigorski@gmail.com>

Sent: Monday, May 10, 2021 11:29 PM

To: clerk@sfcta.org

Cc: camille.guiriba@sfcta.org; Stokle, Brian (REC); Maguire, Mariana (MTA); Walton, Shamann (BOS); Mar, Gordon (BOS);

5/11/2021

SFCTA Mail - Public Comments to be included in the SFCTA Meeting Tuesday, 5/11/21 10:00 am

MTABoard; Breed, Mayor London (MYR); Chan, Connie (BOS); Safai, Ahsha (BOS); Ginsburg, Phil (REC); Haney, Matt (BOS); MandelmanStaff, [BOS]; MelgarStaff (BOS); Peskin, Aaron (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Preston, Dean (BOS)

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