



Britney Milton <britney.milton@sfcta.org>

Public Comment for distribution to the board members of the SFCTA for July 27 meeting

3 messages

Elfrieda Langemann O'Neill <elf_langemann@hotmail.com>
To: "clerk@sfcta.org" <clerk@sfcta.org>

Mon, Jul 26, 2021 at 1:22 PM

Dear Commissioners and Board Members of the SFCTA,

My name is Elfrieda O'Neill, and I am writing on behalf of a group of people (over 130 strong at this point) who live on the No. 6 Parnassus route (from Judah & 9th to the end of the line at Quintara & 14th), who are concerned about the noise pollution that will occur with the implementation of the 52 Excelsior motor bus in place of the 6 Parnassus electric trolley bus when those two routes are combined. A few years ago, motor buses were substituted while work was being done elsewhere on the line, and the noise created by the motor buses, which have to accelerate while climbing our hills, negatively impacted all of us. The entire route from Judah and 9th to Quintara and 14th is uphill.

We are asking that the plan to combine the 52 and the 6 does not go ahead, even as a temporary measure, and that the No. 6 electric trolley be reinstated OR that you put a trolley bus on a loop from 9th & Judah or Kirkham or Lawton to 14th & Quintara and back until the entire line can be reinstated.

Thank you for the work that you do, and thank you for your kind attention to this matter.

Sincerely,

Elfrieda O'Neill.

Britney Milton <britney.milton@sfcta.org>
To: Maria Lombardo <maria.lombardo@sfcta.org>

Mon, Jul 26, 2021 at 8:44 PM

Where should I place this one?

Britney Milton
(she/her/hers)
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Britney Milton <britney.milton@sfcta.org>

SFCTA - CAC and board meeting comments for Weds. July 28th, 2021

1 message

'Aaron Goodman' via Clerk <clerk@sfcta.org>
Reply-To: Aaron Goodman <amgodman@yahoo.com>
To: Clerk of the Board Alberto Quintanilla <clerk@sfcta.org>

Mon, Jul 26, 2021 at 10:47 PM

CAC meeting agenda items;

1) [great highway](#) - need to link north to south from Judah and Presidio south to lake merced and ongoing domino effect of future projects. (See also SF Zoo, Sloat Garden, Lake Merced Rod and Gun Club, Stonestown, SFSU, Parkmerced, great highway and ocean beach masterplanning)

2) Transit service restoration - slide 38 / 15 Bus, why is there no serious consideration of expanding or creating projects to be funded by infrastructural planning for the T-Line to loop cargo way out to india basin, BVHP, candlestick park to schlage lock factory and up geneva harney to balboa park station? The death spiral is occurring daily as nobody can seriously get across town and is relying on car use. There is a need to step and take a risk here, and not looking at loops links and simple fixes on the LRV system ignores future growth impacts. Slide 41 shows the lacking vision in regards to lake merced, to daly city, out lake merced blvd. or up brotherhood way, or john daly blvd. as an extension of the L line up sloat and on or along the west side of SFSU-CSU, stonestown and parkmerced's future planned growth. Studying the network ignores already very solvable and implementable connections like the 1.8 miles of track from L-Taraval Sloat garden center, as proposed prior to cross over and head up sloat back to west portal station. This services the mall, and stern grove and would allow density on the north and south sides of SLOAT blvd. from 19th down and possibly use the pumpkin patch empty lot as access to an underground station that could be tunneled down along sloat, ramped, and access an intermodal multi-use site there with access to Stern grove and a "T" intersection at 20th vs. 19th, avoiding difficulties in tunneling west portal to stonestown with ramped entry points along Sloat between St. Francis down to the water aquifer along Sloat. We sketched this solution prior, and submitted it to Peter Albert of the SFMTA. Its a simpler solution if the rail engineers would be put to work studying it more seriously as a short link solution that gains significant bandwidth.

3) lastly bike accessibility / mobility for disabled persons. - We still do not have accessible bikes, or bike racks, providing a trike bike or quad wheel bike for those not able to ride two wheeled units. The lacking vision in terms of accessibility/mobility is appalling since they have invented such solutions and implemented them in other areas of the USA, and overseas. As long as you talk about bike-SHARE without any adaptive bikes parked in those parklettes on city public streets, you are negating a whole population that should equitably have access to e-bikes and bike-share programs citywide. The city is shameful in its lacking solutions on mobility when its already visibly in other urban areas.

[Portland Says Adaptive Bike-Share Pilot Was a Win \(nextcity.org\)](#)

[HOME \(adaptivebiketown.com\)](#)

[Let's ride, Detroit - MoGo \(mogodetroit.org\)](#)

[Holland-Cycling.com - Cycling with a disability](#)

Holland-Cycling.com - Cycling with a disability

Steven Staples

Do you have a disability or other health problems? What bikes are there for cyclists who can't ride a regular bi...

[Tricycle wheelchair bike by Van Raam for children and adults | Van Raam](#)

[RallyCap Sports](#)

RallyCap Sports

RallyCap Sports is a non-profit organization dedicated to providing recreational sports programs for people with...