

**From:** [Hannah Denmark](#)  
**To:** [Thor Denmark](#)  
**Cc:** [Board of Supervisors \(BOS\)](#); [Charles Deffarges](#); [Chris Cassidy](#); [Brian Wiedenmeier](#); [Janice Li](#); [leah@visionzeronetwork.org](#); [Reiskin, Ed \(MTA\)](#); [Ronen, Hillary](#); [Cohen, Malia \(BOS\)](#)  
**Subject:** Re: Letter in Opposition to Appeal of Intersection Improvement Project (Agenda Item 25)  
**Date:** Tuesday, November 28, 2017 1:29:02 PM

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Hello everyone,

My husband showed me his comments regarding the appeal against proposed bike and pedestrian improvements. I appreciate his efforts on behalf of people trying to commute safely through San Francisco. I would like to add my voice in support of safer streets for people on bikes and on foot.

The juncture of several major car routes -- 101 and 280, Cesar Chavez, Bayshore, Alemany -- is oriented around the car. When I drive or bike through the area, I see the congestion for cars, I see cross walks in blind curves, and bike lanes coming in from the right when cars are only looking left before making their turns. I have seen people running across Alemany from San Bruno Avenue and there is no crosswalk! Meanwhile it isn't smooth sailing for the cars either. Traffic congestion in the morning gets bogged down when there is any collision on 101. Drivers lose patience and lose their heads (figuratively of course).

Efforts to help bikes and pedestrians have the effect of calming traffic. Bike lanes even give a buffer from traffic for the kids walking into the gymnastics studio on Bayshore. Prioritizing cars in city planning gives priority to a way of life that can't keep growing. There's no more room for more parking. Spare the Air days are announced with an alarming frequency.

While I appreciate citizens wanting to keep things the way they are, I also understand the growing density of the city population, and ask that we adapt for the best version of today.

Please continue your thoughtful efforts to make San Francisco safer for bikes and pedestrians, and to achieve Vision Zero.

Sincerely,  
Hannah Denmark

On Tue, Nov 28, 2017 at 8:45 AM, Thor Denmark <[tdenmark@gmail.com](mailto:tdenmark@gmail.com)> wrote:

To the Clerk of the Board of Supervisors --

Thank you for swiftly prioritizing the safety improvements proposed in and around the area of the intersection between Highway 101 and Cesar Chavez Street, including Bayshore Boulevard and Jerrold Avenue. These are the streets about which I am writing to you -- specifically, I am writing in opposition to the appeal of these improvements.

I cannot speak to the details around ensuring adequate review of city initiatives, but I can speak to the dangers involved with my children's bicycle commute to school through this area of the city. Having commuted by bicycle in San Francisco for 19 years (the past 6 or so with my children) I hope you believe me when I say I can also speak to the life and times of a peaceful, respectful cyclist in our community who is at risk of being hurt or killed by car drivers every day that I choose to ride.

Attached you will find a few pictures capturing the current state of my children's commute. Please review. The kids choose to ride to school because they arrive refreshed and their teachers confirm that they can concentrate and perform better than on days when they're forced to sit in the car in traffic.

This specific portion of our commute is fraught with homeless encampments that keep rusty and sharp objects encroaching on the public right of way (see attached photos); fast cars and large trucks entering and exiting Highway 101; little to no bicycle infrastructure; and a tangle of impatient -- sometimes aggressive -- car traffic trying to make their way to work as swiftly as possible.

In my opinion car traffic and the overall number of cars in San Francisco has become untenable the past 1-3 years. In conjunction with that change it is my feeling that cycling has become MORE dangerous (which is ironic given our pledge to achieve Vision Zero by 2024) and this is due to the increase in car congestion/speed/aggression, swift adoption of rideshare as a mode of transportation, and a growing socioeconomic disparity in our city.

While all of this has happened it makes sense that bicycling as a mode of transportation has been on a tear. I know you are doing everything you can, but my viewpoint as a consumer of your product is that San Francisco is consistently unable to keep up with comparably large dense cities on delivering safe streets, and I'm not sure why.

*If we make cycling a safe and viable option for all areas of the city and to all socio-economic backgrounds, not only will it "kill two birds with one stone" (read: more cyclists means fewer cars and less traffic), but it will also result in fewer killed people.*

I encourage you to proceed with safety improvements in a most expeditious manner in order to transform how people get around the city in a way that shifts away from car use. I don't think bicycles are going away as an efficient and healthy mode of transport, and it seems foolhardy to continue avoiding a perfectly simple and delightful way of getting people around our city.

**Seems like any appellant aiming to gum up the works and slow our progress in this move away from car use works directly against San Francisco's commitment to Vision Zero.**

Thor Denmark  
resident of district 9

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors; BOS Legislation, \(BOS\)](#)  
**Subject:** FW: Letter in Opposition to Appeal of Hairball Intersection Improvement Project: Agenda Item 25  
**Date:** Tuesday, November 28, 2017 10:20:01 AM

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**From:** Erin Boyle [mailto:erin.s.boyle@gmail.com]  
**Sent:** Tuesday, November 28, 2017 10:15 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Cc:** Charles Deffarges <charles@sfbike.org>  
**Subject:** Letter in Opposition to Appeal of Hairball Intersection Improvement Project: Agenda Item 25

Hello to my Supervisor, Jeff Sheehy, as well as the rest of the Board!

I'm writing in opposition to the appeal of the Hairball improvements. Unfortunately I cannot miss work today to come make remarks in person.

As a cyclist who bikes through the Hairball often, I am very eager to see safety improvements come to the area. Jerrold St is clearly a serious safety hazard. Routing cyclists onto a sidewalk that is actively used by pedestrians, and has obstacles (street lights and often other debris), is just not a safe solution. I have experienced having to leave the sidewalk and enter the street without a proper lane (with traffic going the wrong way!). It's also clear cars aren't sufficiently aware of the bikes and pedestrians crossing the road, and need paint and signage to know to slow down.

Please don't let this appeal delay bringing critical safety improvements to the people passing through this area! Thank you very much.

- Erin Boyle, District 8

**From:** [Board of Supervisors, \(BOS\)](#)  
**To:** [BOS-Supervisors](#); [BOS Legislation, \(BOS\)](#)  
**Subject:** FW: Letter in Opposition to Appeal of Intersection Improvement Project (Agenda Item 25)  
**Date:** Tuesday, November 28, 2017 10:20:51 AM

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**From:** Thor Denmark [mailto:tdenmark@gmail.com]  
**Sent:** Tuesday, November 28, 2017 8:45 AM  
**To:** Board of Supervisors, (BOS) <board.of.supervisors@sfgov.org>  
**Cc:** Charles Deffarges <charles@sfbike.org>; Chris Cassidy <chris@sfbike.org>; Brian Wiedenmeier <brian@sfbike.org>; Janice Li <janice@sfbike.org>; Leah <leah@visionzeronetwork.org>; Reiskin, Ed (MTA) <Ed.Reiskin@sfmta.com>; Ronen, Hillary <hillary.ronen@sfgov.org>; Cohen, Malia (BOS) <malia.cohen@sfgov.org>  
**Subject:** Letter in Opposition to Appeal of Intersection Improvement Project (Agenda Item 25)

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