



Member, Board of Supervisors  
District 4

City and County of San Francisco

## **GORDON MAR**

February 7th 2022

To: Jeff Tumlin, Director of Transportation, SFMTA  
Tom Maguire, Director, Streets Division, SFMTA

CC:  
SFMTA Board of Directors

### **RE: Traffic Engineering Decisions**

Director Tumlin,

On October 21st 2020, we received a letter from a constituent concerned about traffic conditions at the intersection of Lincoln Way and 46th Avenue, and requesting immediate support for the installation of a 3-way stop and speed cushions. We shared these concerns and this letter with SFMTA staff on October 24th 2020, and communicated our strong support for these requests.

With SFMTA staff support, we were able to install speed cushions on 46th Avenue, providing important safety improvements to this residential street, as part of the comprehensive Great Highway and Outer Sunset Traffic Management Project. However, on December 29th 2020, the request for a three-way stop at 46th and Lincoln was denied. In the denial of this request, Sustainable Streets Senior Engineer Thomas Folks stated that "the present arrangement of traffic control is appropriate for this intersection," and that this opinion was "substantiated by the safety record of this intersection."

On January 29th, 2022, Sunset resident and community leader Barry McGrath was killed in a hit-and-run collision while riding in an Uber making the unprotected left turn from Lincoln onto 46th Avenue. Every traffic death is preventable, and preventing a collision like this one was the reason we requested additional stop signs. The safety record of this intersection no longer substantiates inaction, but we cannot reach Vision Zero by waiting for every intersection to count enough collisions to justify design improvements. Preventing collisions before they happen and saving lives before they're lost must be justification enough.

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This is not the only traffic control or traffic calming request our office has made that has been denied citing the safety record of an intersection, even while residents express concern about their lived experiences of a clear lack of safety and need for design improvements — 32nd Avenue at Noriega and 24th Avenue at Judah are additional examples. It is simply the first fatality that has followed these requests being denied.

In hopes that it is the last, I am hereby requesting the following information be submitted by end of day Tuesday, February 15th 2022:

- Any and all records from the traffic engineering review of 46th Avenue and Lincoln
- And and all records from the traffic engineering review of 32nd Avenue and Noriega
- Any and all records from the traffic engineering review of 24th Avenue and Judah
- A description in writing of SFMTA protocols following traffic fatalities
- The criteria or metrics that must be met for a four way stop request to be approved
- The criteria or metrics that must be met for signalization to be approved
- The number of application based traffic calming requests by year and Supervisorial District over the past five years and the number of requests approved and denied

I look forward to reviewing these records, and working in partnership with the SFMTA to prevent traffic fatalities and realize our shared commitment to Vision Zero.

Sincerely,

A handwritten signature in black ink, appearing to be 'GM' with a stylized flourish.

Gordon Mar  
Supervisor, District 4