File No. 220875 **Committee Item No.** 1
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation Committee **Date** November 28, 2022

Board of Supervisors Meeting **Date** _____

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Completed by: Erica Major **Date** November 22, 2022
Completed by: Erica Major **Date** _____

[Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions]

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Background and Findings.

(a) In April 2020, the City temporarily closed the four-lane limited access Upper Great Highway between Lincoln Way and Sloat Boulevard (hereafter, "the Upper Great Highway") to private motor vehicles, in response to the unprecedented COVID-19 pandemic, to ensure the safety and protection of persons using the Upper Great Highway to safely recreate. On August 15, 2021, with reduced pandemic restrictions and people resuming in-person work and school, the City modified the vehicular restrictions to apply only between Fridays at noon and Mondays at 6 a.m., and on holidays.

(b) The restrictions on private motor vehicles have enabled people of all ages and all walks of life to safely use the Upper Great Highway as a recreational promenade for

walking, jogging, biking, scooting, and rolling. From April 2020 until May 2022, there were an estimated two million visits or more to the Upper Great Highway, with a total of 3,700 average daily visits during the period when the Upper Great Highway was closed to private vehicles and the recreational promenade was open at all times. There have been an estimated 3,300 average daily weekend visits since August 2021 when the weekend and Friday afternoon promenade was instituted. The New York Times listed the promenade as one of 52 places to go in the world in 2022, writing that a "Great Highway has become a unique destination – in a city full of them – to take in San Francisco's wild Pacific Ocean coastline by foot, bike, skates or scooter, sample food trucks and explore local cafes, restaurants, record stores, bookstores and more."

(c) In 2012, the Ocean Beach Master Plan was released, calling for six key infrastructure improvements for the City to implement for a sustainable "managed retreat" on the length of Ocean Beach needed as a result of the anticipated impacts of climate change to the western waterfront. As a result, the San Francisco Public Utilities Commission is planning the Ocean Beach Climate Change Adaptation Project ("OBCCAP"), to improve the City's stormwater infrastructure near Ocean Beach and make it resilient to climate change and erosion. This project includes converting the Great Highway Extension roadway between Sloat Boulevard and Skyline Boulevard to a multi-use pathway. The project will protect key stormwater infrastructure with a buried seawall, and will enhance recreational access to the corridor with a multi-use path bridging a link in the Coastal Trail between Fort Funston and Ocean Beach, new beach access points, and a new parking lot.

(d) Under this ordinance, the weekend and holiday vehicle restrictions on the Upper Great Highway that were instituted on August 15, 2021 would be extended for a pilot period expiring December 31, 2025. These proposed restrictions are consistent with the following policies:

(1) Section 4.113 of the Charter, which states that park land, which includes the Upper Great Highway, shall be used for recreational purposes.

(2) The Recreation and Park Department Strategic Plan, which calls for developing more open space and improving access to existing facilities to address population growth in high-need and emerging neighborhoods; and strengthening the City's climate resiliency by protecting and enhancing San Francisco's precious natural resources through conservation, education, and sustainable land and facility management practices.

(3) The Transit First Policy, codified at Section 8A.115 of the Charter, which encourages the use of public right-of-way by pedestrians, bicyclists, and public transit, and strives to reduce traffic and improve public health and safety; calls for enhanced pedestrian areas, to improve the safety and comfort of pedestrians and to encourage travel by foot; and promotes bicycling by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

(4) San Francisco's General Plan Transportation Element, which classifies the Great Highway as a recreational street under Objective 18 with the major function to provide for slow pleasure drives and cyclist and pedestrian use; more highly valued for recreational use than for traffic movement. According to Objective 18, the order of priority for these streets should be to accommodate: 1) pedestrians, hiking trails, or wilderness routes, as appropriate; 2) cyclists; 3) equestrians; 4) automobile scenic driving. The General Plan specifies that the design capacity of the Great Highway should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles, and safe pedestrian crossings.

(5) The 2021 Climate Action Plan, which calls for creating a complete and connected active transportation network that shifts trips from automobiles to walking and biking; and restoring and enhancing parks, natural lands, and large open spaces.

(e) On June 10, 2021, the Recreation and Park Commission and the San Francisco Municipal Transportation Agency Board of Directors held a joint meeting regarding the weekend and holiday restrictions on private vehicles using the Upper Great Highway. After considering staff presentations and public comment, each body recommended that staff pursue a pilot closure of the Upper Great Highway. Based on the foregoing and on the further information presented to the Board of Supervisors, the Board finds that the closures set forth herein are consistent with California Vehicle Code Section 21101, and that:.

(1) The pilot project leaves a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic.

(2) The pilot project is necessary for the safety and protection of persons who are to use those parts of the streets during the closure or traffic restriction.

(3) Staff have done outreach and engagement for abutting residents and property owners, including facilities located along the Upper Great Highway and surrounding neighbors of the project.

(4) The City maintains a publicly available website with information about the pilot program that identifies the streets being considered for closure and provides instructions for participating in the public engagement process.

(5) Prior to implementing the pilot project, the Recreation and Park Department shall provide advance notice of the pilot project to residents and owners of property abutting those streets and shall clearly designate the closures and restrictions with appropriate signage consistent with the California Manual on Uniform Traffic Control Devices.

(f) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of

Supervisors in File No. 220875 and is incorporated herein by reference. The Board affirms this determination.

(g) On September 28, 2022, the Planning Department determined that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts this determination as its own. A copy of said determination is on file with the Clerk of the Board of Supervisors in File No. 220875, and is incorporated herein by reference.

(h) Upon enactment of this ordinance, the Recreation and Park Department intends to apply to the Planning Department for a permit to ensure compliance with any applicable coastal development requirements. The Planning Commission will review the application at a public hearing to determine whether the permit will be issued, as required by law.

(i) In conjunction with the restrictions on private vehicular traffic imposed by this ordinance, the Recreation and Park Department and the Municipal Transportation Agency shall study transportation and recreational impacts of weekend and holiday vehicle restrictions, including multi-modal transportation usage, open-space usage, and traffic impacts to adjacent intersections. City staff shall engage in public outreach and collect data, to inform a final decision by the Board of Supervisors at or near the end of the pilot program established by this ordinance.

Section 2. Article 6 of the Park Code is hereby amended by adding Section 6.13, to read as follows:

SEC. 6.13. RESTRICTING MOTOR VEHICLES ON THE UPPER GREAT HIGHWAY.

(a) ***Findings and Purpose.*** *In 2022, following the temporary closure of the Great Highway between Lincoln Way and Sloat Boulevard (hereafter, the "Upper Great Highway") due to the COVID-*

19 pandemic, and on recommendation of the Recreation and Park Commission and San Francisco Municipal Transportation Agency ("SFMTA") Board of Directors, the Board of Supervisors found that it would be appropriate to restrict private vehicles from the four-lane limited-access Upper Great Highway at certain times, as described herein, due to the need to ensure the safety and protection of persons who are to use those streets; and because the restrictions would leave a sufficient portion of the streets in the surrounding area for other public uses including vehicular, pedestrian, and bicycle traffic.

(b) ***Restrictions on Private Vehicles.*** *The Recreation and Park Department shall restrict private vehicles from the Upper Great Highway from Friday afternoons until Monday mornings at 6:00 a.m., and on holidays, as set forth herein. These closures shall remain in effect until December 31, 2025, unless extended by ordinance. The temporary closure of the Upper Great Highway due to the COVID-19 pandemic from April 2020 until the commencement of the pilot project is hereby ratified.*

(c) ***Public Notice and Engagement.***

(1) The Recreation and Park Department shall include on its website a map depicting the street segments subject to the street closures and traffic restrictions authorized in subsection (b), and such other information as it may deem appropriate to assist the public; and shall provide advance notice of any changes to these street closures or traffic restrictions to residents and owners of property abutting those streets.

(2) The Recreation and Park Department and SFMTA shall collect and publicly report data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and surrounding streets at regular intervals throughout the duration of the pilot program established in this Section 6.13.

(3) SFMTA shall develop and release draft recommendations for traffic management no later than July 31, 2023. The draft recommendations shall build upon past traffic management measures and past traffic studies, and shall be updated during the pilot program based on data

monitoring, traffic conditions, and community outreach. SFMTA shall also develop final recommendations which may propose traffic management measures for after the pilot period, with a description of potential improvements to the surrounding circulation system, cost estimates, and an implementation schedule for accommodating any future vehicular traffic restrictions that may be in the public interest.

(4) The Recreation and Park Department, in coordination with SFMTA, shall engage in community outreach during the pilot period to gain public input on the effectiveness of the pilot program and inform the development of the Westside Traffic Management Plan.

(5) Public Works or its successor agency shall develop an Upper Great Highway Sand Management Plan by no later than January 1, 2023. This plan shall detail how Public Works will manage and maintain an Upper Great Highway free of sand incursions, along with any resource or policy changes needed to accomplish this.

(d) ***Exempt Motor Vehicles.*** *The following motor vehicles are exempt from the restrictions in subsection (b):*

(1) Emergency vehicles, including but not limited to police and fire vehicles.

(2) Official City, State, or federal vehicles, or any other authorized vehicle, being used to perform official City, State, or federal business pertaining to the Upper Great Highway or any property or facility therein, including but not limited to public transit vehicles, vehicles of the Recreation and Park Department, and construction vehicles authorized by the Recreation and Park Department.

(3) Authorized intra-park transit shuttle buses, paratransit vans, or similar authorized vehicles used to transport persons along the Upper Great Highway.

(4) Vehicles authorized by the Recreation and Park Department in connection with permitted events and activities.

(e) ***Emergency Authority.*** *The General Manager of the Recreation and Park Department shall have the authority to allow vehicular traffic on segments of the Upper Great Highway that would otherwise be closed to vehicles in accordance with this Section 6.13 in circumstances which in the General Manager's judgment constitute an emergency such that the benefit to the public from the vehicular street closure is outweighed by the traffic burden or public safety hazard created by the emergency circumstances.*

(f) ***Promotion of the General Welfare.*** *In enacting and implementing this Section 6.13, the City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation for breach of which it is liable in money damages to any person who claims that such breach proximately caused injury.*

(g) ***Severability.*** *If any subsection, sentence, clause, phrase, or word of this Section 6.13 or any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions or applications of Section 6.13. The Board of Supervisors hereby declares it would have passed this Section and each and every subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional without regard to whether any other portions of Section 6.13 or application thereof would be subsequently declared invalid or unconstitutional.*

(h) ***Sunset Clause.*** *This Section 6.13, and the temporary closures of the Upper Great Highway authorized herein, shall expire by operation of law on December 31, 2025, unless extended by ordinance. If not extended by ordinance, upon expiration the City Attorney is authorized to remove this Section 6.13 from the Code.*

Section 3. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the

ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

APPROVED AS TO FORM:
DAVID CHIU, City Attorney

By: /s/
MANU PRADHAN
Deputy City Attorney
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FILE NO. 220875

LEGISLATIVE DIGEST

[Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions]

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

Existing Law

The Upper Great Highway is under the jurisdiction of the Recreation and Park Department, and before 2020 was used for private vehicle traffic. In April 2020, due to the COVID-19 emergency, the Recreation and Park Department temporarily restricted private vehicles from the Upper Great Highway between Sloat Boulevard and Lincoln Way, seven days a week. The Recreation and Park Department later modified the closures to be in effect only on holidays and on weekends (Fridays at 12:00 p.m. until Mondays at 6:00 a.m.).

Amendments to Current Law

The ordinance would approve a pilot program for closing the Upper Great Highway between Sloat Boulevard and Lincoln Way. The closures would be in effect from Friday afternoons until Mondays at 6:00 a.m. and on holidays. During this pilot program, the Recreation and Park Department and Municipal Transportation Agency would study the transportational and recreational impacts of the closures, and provide recommendations to inform possible future decisions by the Board of Supervisors. The pilot program would end on December 31, 2025, unless extended by a subsequent ordinance.

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San Francisco Planning

49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103
628.652.7600
www.sfplanning.org

CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
The Great Highway Project		
Case No.		**Permit No.**
2022-007356ENV		
■ **Addition/ Alteration**	☐ **Demolition (requires HRE for Category B Building)**	☐ **New Construction**

Project description for Planning Department approval.

The San Francisco Recreation and Parks Department (RPD) proposes the Great Highway Project, which would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

See attachments for a full project description and project plans.

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).

☐	**Class 1 - Existing Facilities.** Interior and exterior alterations; additions under 10,000 sq. ft.
☐	**Class 3 - New Construction.** Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
☐	**Class 32 - In-Fill Development.** New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. **FOR ENVIRONMENTAL PLANNING USE ONLY**
■	**Other ____** Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached Senate Bill 288 Eligibility Checklist
☐	**Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).** It can be seen with certainty that there is no possibility of a significant effect on the environment. **FOR ENVIRONMENTAL PLANNING USE ONLY**

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

☐	**Air Quality:** Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (*refer to The Environmental Information tab on the San Francisco Property Information Map)*
☐	**Hazardous Materials:** If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential? **Note that a categorical exemption shall not be issued for a project located on the Cortese List** *if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to The Environmental Information tab on the San Francisco Property Information Map)*
☐	**Transportation:** Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?
☐	**Archeological Resources:** Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.
☐	**Subdivision/Lot Line Adjustment:** Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (*refer to The Environmental Information tab on the San Francisco Property Information Map*) **If box is checked, Environmental Planning must issue the exemption.**
☐	**Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:** Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (*refer to The Environmental Planning tab on the San Francisco Property Information Map*) **If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.**
☐	**Seismic Hazard:** ☐ **Landslide or** ☐ **Liquefaction Hazard Zone:** Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? *(refer to The Environmental tab on the San Francisco Property Information Map)* **If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.**
Comments and Planner Signature (*optional*):	

STEP 3: PROPERTY STATUS - HISTORIC RESOURCE

TO BE COMPLETED BY PROJECT PLANNER

PROPERTY IS ONE OF THE FOLLOWING: *(refer to Property Information Map)*	
☐	**Category A:** Known Historical Resource. **GO TO STEP 5.**
■	**Category B:** Potential Historical Resource (over 45 years of age). **GO TO STEP 4.** NOT APPLICABLE
☐	**Category C:** Not a Historical Resource or Not Age Eligible (under 45 years of age). **GO TO STEP 6.**

STEP 4: PROPOSED WORK CHECKLIST

TO BE COMPLETED BY PROJECT PLANNER

Check all that apply to the project.	
☐	1. **Change of use and new construction.** Tenant improvements not included.
☐	2. **Regular maintenance or repair** to correct or repair deterioration, decay, or damage to building.
☐	3. **Window replacement** that meets the Department's *Window Replacement Standards*. Does not include storefront window alterations.
☐	4. **Garage work.** A new opening that meets the *Guidelines for Adding Garages and Curb Cuts*, and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
☐	5. **Deck, terrace construction, or fences** not visible from any immediately adjacent public right-of-way.
☐	6. **Mechanical equipment installation** that is not visible from any immediately adjacent public right-of-way.
☐	7. **Dormer installation** that meets the requirements for exemption from public notification under *Zoning Administrator Bulletin No. 3: Dormer Windows*.
☐	8. **Addition(s)** that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
☐	Project is not listed. **GO TO STEP 5.**
☐	Project **does not conform** to the scopes of work. **GO TO STEP 5**.
☐	Project involves **four or more** work descriptions. **GO TO STEP 5.**
☐	Project involves **less than four** work descriptions. **GO TO STEP 6.**

STEP 5: ADVANCED HISTORICAL REVIEW

TO BE COMPLETED BY PRESERVATION PLANNER

Check all that apply to the project.	
☐	1. **Reclassification of property status**. *(Attach HRER Part I)* ☐ Reclassify to Category A a. Per HRER b. Other *(specify)*: ☐ Reclassify to Category C *(No further historic review)*
☐	2. Project involves a **known historical resource (CEQA Category A)** as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
☐	3. **Interior alterations to publicly accessible spaces that do not** remove, alter, or obscure **character defining features**.
☐	4. **Window replacement** of original/historic windows that are not "in-kind" but are consistent with existing historic character.
☐	5. **Façade/storefront alterations** that do not remove, alter, or obscure character-defining features.

☐	6. **Raising the building** in a manner that does not remove, alter, or obscure character-defining features.
☐	7. **Restoration** based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
☐	8. **Work consistent** with the *Secretary of the Interior Standards for the Treatment of Historic Properties* (*Analysis required*):
☐	9. **Work compatible** with a historic district (Analysis required):
☐	10. **Work that would not materially impair** a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
☐	**Project can proceed with exemption review**. The project has been reviewed by the Preservation Planner and can proceed with exemption review. **GO TO STEP 6.**
Comments (*optional*):	
Preservation Planner Signature:	

STEP 6: EXEMPTION DETERMINATION

TO BE COMPLETED BY PROJECT PLANNER

■	**No further environmental review is required. The project is exempt under CEQA.**	
	Project Approval Action: Approval via majority YES Vote of Board of Supervisors	**Signature:** Ryan Shum 09/28/2022
	Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:	
☐	Result in expansion of the building envelope, as defined in the Planning Code;
☐	Result in the change of use that would require public notice under Planning Code Sections 311 or 312;
☐	Result in demolition as defined under Planning Code Section 317 or 19005(f)?
☐	Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption?
If at least one of the above boxes is checked, further environmental review is required	

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

☐	The proposed modification would not result in any of the above changes.

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

Planner Name:	**Date:**

San Francisco Planning

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www.sfplanning.org

Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: September 28, 2022
Record No.: 2022-007356ENV, **The Great Highway Project**
Project Sponsor: Jordan Harrison, San Francisco Recreation and Parks Department
Staff Contact: Ryan Shum, ryan.shum@sfgov.org, (628) 652-7542

PROJECT DESCRIPTION

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

The full project description and additional project information is attached to this checklist as Attachment A. Project plans are included as Attachment B.

Constructed by:	Contracted through:
☐ Public Works	☐ Public Works
☐ SFMTA	☐ SFMTA
☒ RPD	☒ RPD

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b) The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
☒	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, "bicycle facilities" include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
☐	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
☐	(3) Transit prioritization projects.
☐	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
☐	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
☐	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board's Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
☐	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
☐	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
☐	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c) The project must meet **all** the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
☒	(1) A public agency is carrying out the project and is the lead agency for the project.
☒	(2) The project is located in an urbanized area.
☒	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
☒	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
☒	(5) The construction of the project shall not require the demolition of affordable housing units.
☒	(6) The project would **not** exceed one hundred million dollars ($100,000,000) in 2020 United States dollars.[1]
[1] If the project exceeds $100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	
Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d) In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
☐	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
☐	A portion of the project would be constructed by SFMTA and/or Public Works Shops and this portion would not require the use of contractors for labor.
☒	Not Applicable. The project would be entirely constructed by RPD, SFMTA and/or Public Works Shops and would not require the use of contractors for labor.

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

(1) **"Affordable housing"** means any of the following:

(A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.

(B) Housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power.

(C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

(2) **"Highway"** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. "Highway" includes a street.

(3) **"New automobile capacity"** means any new lane mileage of any kind other than sidewalks or bike lanes.

(4) **"Project labor agreement"** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

(5) **"Skilled and trained workforce"** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

(6) **"Transit lanes"** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

(7) **"Transit prioritization projects"** means any of the following transit project types on highways:

(A) Signal coordination.
(B) Signal timing modifications.
(C) Signal phasing modifications.
(D) The installation of wayside technology and onboard technology.
(E) The installation of ramp meters.
(F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

(8) **"Very high occupancy vehicle"** means a vehicle with six or more occupants.

(9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. "Bikeway" means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:

(a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is "a general term denoting improvements and provisions made to accommodate or encourage walking."[2] This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

[2] U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devises for Streets and Highways*. See page 17. Online at https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf. Accessed December 21, 2020

Attachment A: Great Highway Project Information

Pilot Project Summary

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles[1]. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

- Promenade: Friday afternoons (exact time of private vehicular closure to be determined) to Monday at 6:00am, plus holidays
- Vehicular Roadway: Monday 6:00am to Friday closure time

At the time the roadway is closed to private motor vehicles, the roadway would become a bicycle and pedestrian promenade used for active transportation modes, including bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs, etc.

The location of the project is shown in Map 1.

Approval Action and Pilot Period

The San Francisco Board of Supervisors approval of legislation for the pilot (board file number 220875) would constitute the Approval Action for the project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h). The pilot would begin upon such legislative approval, which is anticipated Fall 2022 and would end on December 31, 2025, unless extended by ordinance. The project would include data collection during this pilot period, as described below.

Project Background

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. The Upper Great Highway is a four-lane vehicular roadway. There are existing swing gates located at the intersection of Sloat Boulevard and Upper Great Highway to block the northbound lanes and at the intersection of Lincoln Way and Upper Great Highway to block the southbound lanes. The gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use pathway located within the median between the Upper and Lower Great Highway is used by walkers and cyclists. An existing dirt pathway located west of the Upper Great Highway along Ocean Beach is used by walkers.

In April 2020, the roadway was closed to private vehicles by the Recreation and Parks Department (RPD) General Manager under an emergency action. This was in response to the COVID-19-related shelter-in-

[1] Examples of permitted vehicles include official City, State, or federal vehicles being used to perform official City, State, or federal business (e.g., sand removal), intra-park shuttle busses, paratransit vans, and others as defined by the legislation.

place order to provide people more space outdoors while social distancing. In August 2021, the General Manager issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm, excluding holidays.

The Great Highway extension south of Sloat Boulevard is currently open to vehicular traffic; however, this stretch is planned to be permanently closed to vehicular traffic in 2024 as part of the Ocean Beach Climate Change Adaptation Project (Planning Department case number 2019-020115ENV).

The San Francisco County Transportation Authority conducted a "Great Highway Concepts Evaluation Report" (September 2022) for the long-term future of the Upper Great Highway. This pilot would be an extension of that report and would support pedestrian and bicyclist usage based on an evaluation in the report.[2]

Pilot Physical Changes:

To create a protected bicycle and pedestrian promenade on weekends and holidays, the project would install new swing gates with road closure signage on Upper Great Highway to restrict private vehicle access. The existing swing gates may be modified for reuse with this project, or removed and replaced.

At the intersection with Sloat Boulevard and Upper Great Highway, the project would install swing gates at the entry of the northbound lanes. The new swing gates would be arranged in a chicane layout (i.e., staggered and on opposite sides of the roadway) at the exit of the south-bound lanes.

At the intersection with Lincoln Way and Upper Great Highway, there are two options being considered, a chicane and the median pass through. With the "chicane" option, the project would install new gates in a chicane layout at the exit of the south-bound lanes. With the "median pass through" option, the project would install swing at the entry of the southbound lanes and about 100 feet south of the exit of the northbound lanes. The project would install a paved segment in the median between the north and southbound lanes just north of the new gates in the northbound lanes. The median pass through would also include hatching in the newly paved median, delineators along the east side, a pair of double yellow lines on each side of median, and thru arrows on the northbound approach to the intersection. The project may install red rectangular pavement markers along the outside of crosswalk facing the intersection. See Existing and Proposed illustrations of the two intersections, attached.

The chicane and median would allow emergency vehicles and other permitted vehicles to access the western-most lanes of the roadway without needing to stop and open the gates. This would allow emergency vehicles to better respond to calls from Ocean Beach and would support the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

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[2] For example, section 2.2 of the report evaluates the bicycle and pedestrian usage of five different concepts for the Great Highway. The section identifies a four-lane roadway for vehicles projected to have the lowest bicycle and pedestrian usage of the concepts (which is pre-COVID-19 conditions), and a timed promenade (which is this pilot) having a medium amount of bicycle and pedestrian usage, or more bicycle and pedestrian usage than a four-lane roadway. https://www.sfcta.org/sites/default/files/2022-09/SFCTA_Great-Highway-Evaluation-Report_2021-07-13_FINAL_a.pdf.

The project would maintain vehicle access on the Great Highway north of Lincoln Way, along the Lower Great Highway, and other areas (e.g., throughout the Sunset District). The project would not change the existing multi-use pathway within the median between the Upper and Lower Great Highway or the dirt path west of Upper Great Highway along Ocean Beach.

Pilot Data Collection

Throughout the duration of the pilot program, RPD and San Francisco Municipal Transportation Agency (SFMTA) staff would collect and publicly report data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and surrounding streets at regular intervals. The pilot does not propose any changes to traffic management (e.g., changing traffic signal timings) or parking. The pilot would collect data on promenade users (detailed list below), conduct public outreach, and conduct network analysis of the broader circulation system to inform recommendations for the future use of the Upper Great Highway, including consideration of data collected because of permanent closure of vehicular traffic on the Great Highway extension south as part of the Ocean Beach Climate Change Adaptation Project (anticipated in 2024). Data collection would include:

1. Vehicular traffic counts, speeds, travel times, and turning movements using tube counts, video counts, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
2. Bicycle counts using tube counts, video counts, infrared counters, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
3. Pedestrian and other mode counts using video counts, infrared counters, observation, and/or disaggregated cellular data along the Great Highway and nearby intersections.
4. Length of stay by all modes using cellular data, intercept surveys, and/or public life study methodology.
5. Design efficacy and safety assessing whether vehicles are yielding to pedestrians and pedestrians and bicyclists are complying with traffic signals using video data and/or observation.
6. Surveys of non-motorized users and drivers; solicit suggestions from all users; solicit user demographics.

RPD and SFMTA would determine exact locations for data collection after the San Francisco Board of Supervisors approval of the pilot.

Map 1: Great Highway Project Location



EXISTING CONDITIONS

SLOAT BOULEVARD

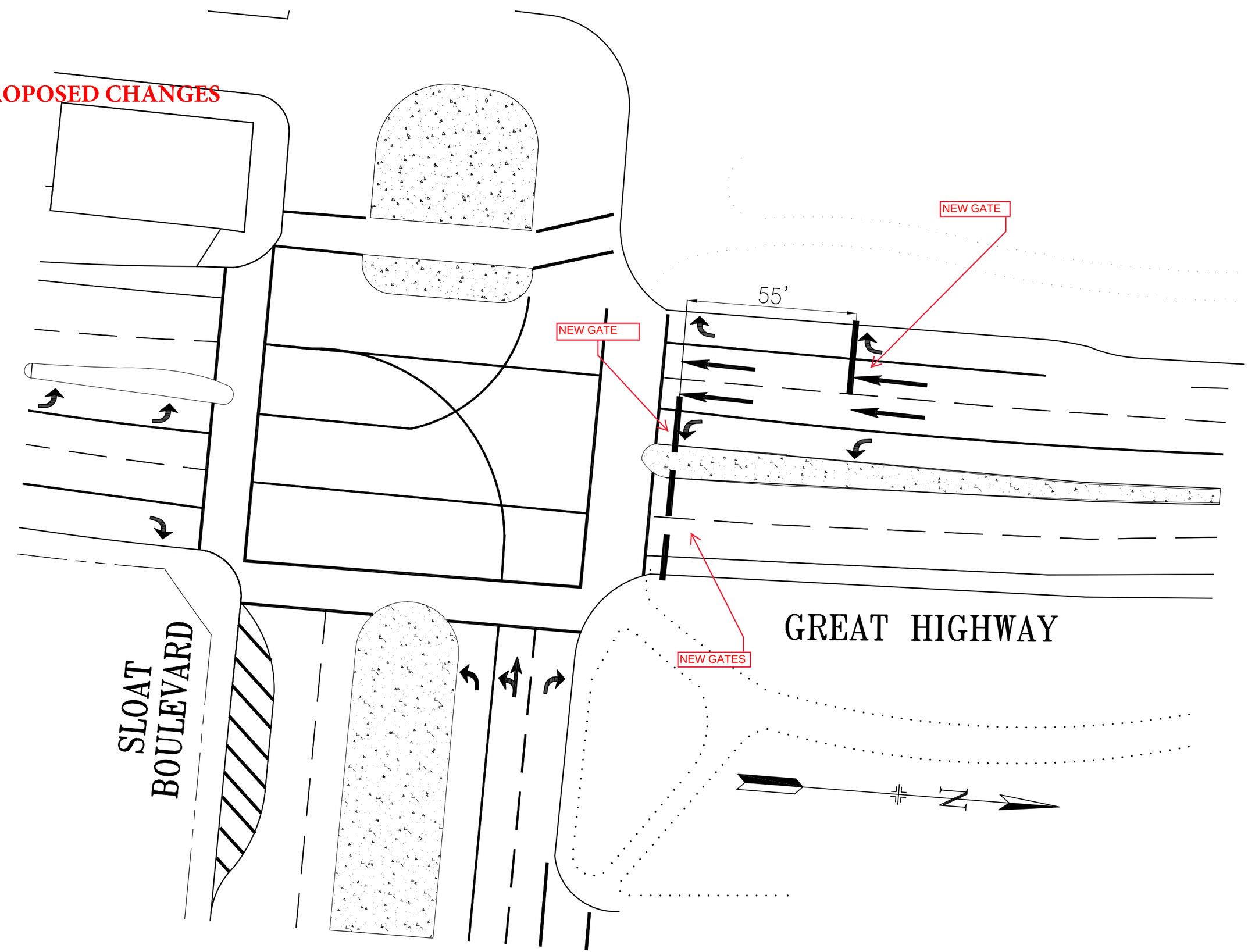
GREAT HIGHWAY

EXISTING GATES

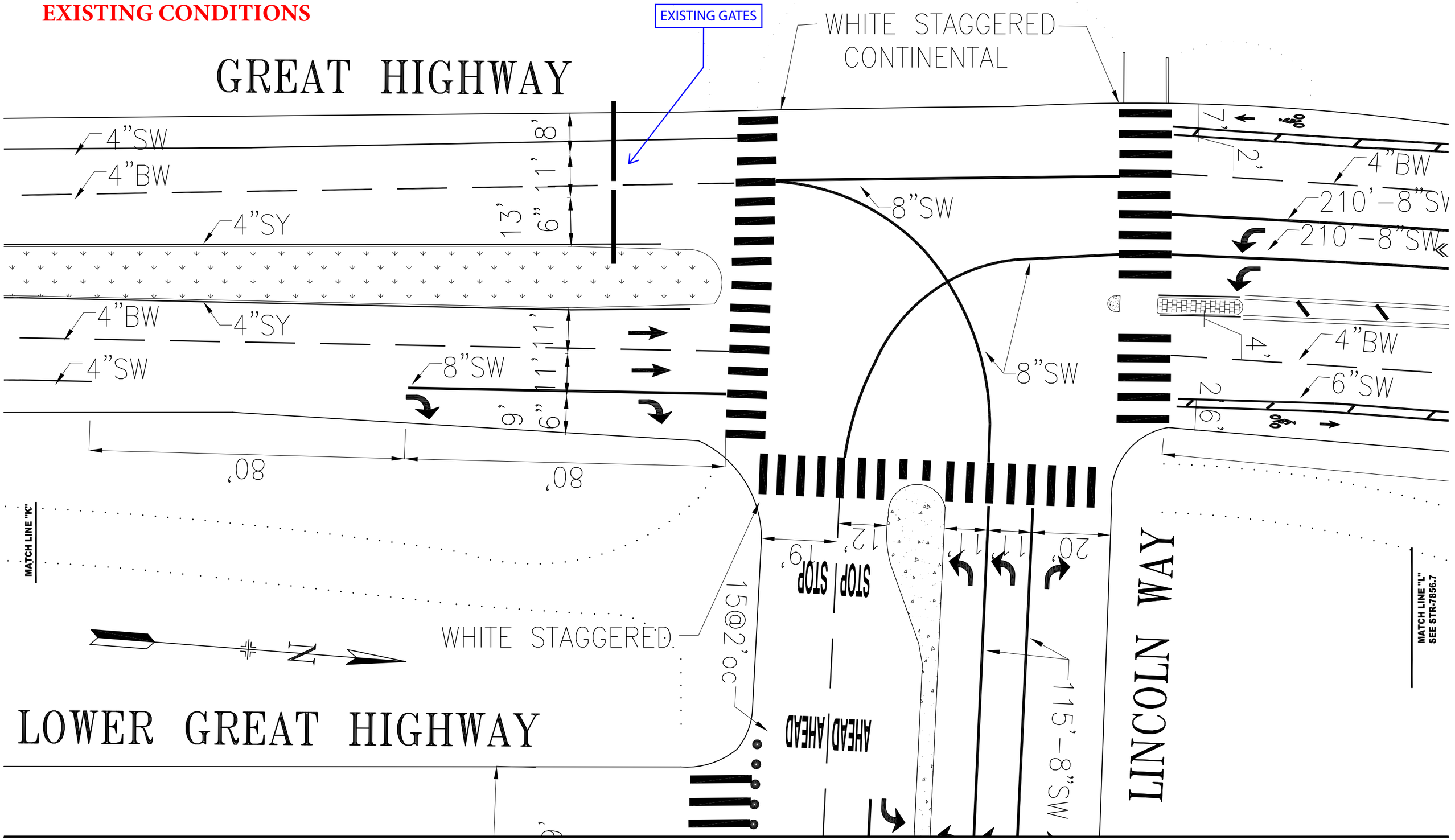
LOC 13-6907

10'
12'
28'6"
12'
6"
12'
20'
10'
11'
11'
11'
124'-8"SW
4"BW
200' - 8"SW
13'
12'
6'
4"BW
4"SW
15'
15'
14'
12'
12'
35'
10'
14'
14'
8'
100'-8"SW
8"SW
12'
12'
4'

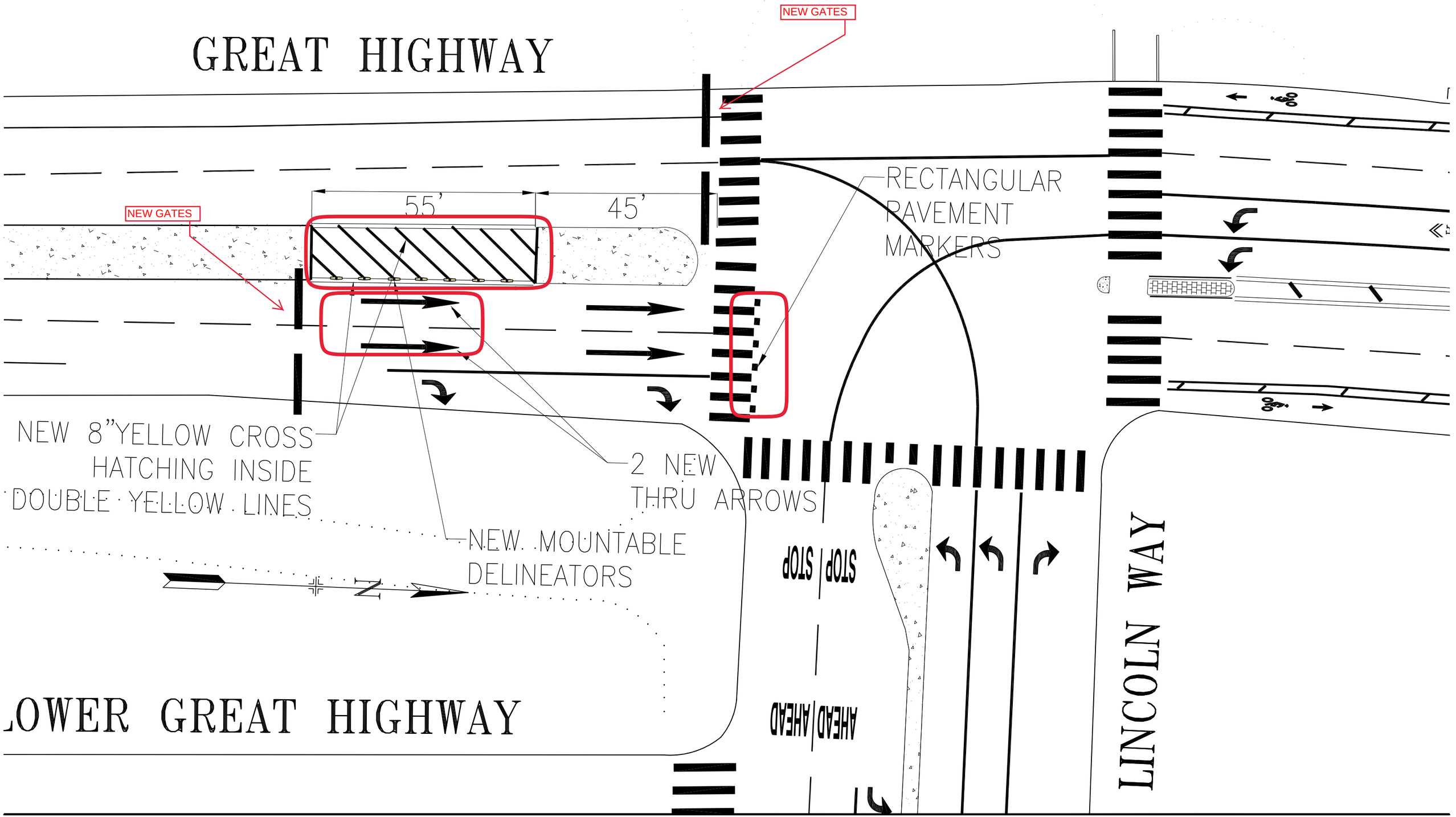
PROPOSED CHANGES



EXISTING CONDITIONS



PROPOSED CHANGES



San Francisco Planning

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San Francisco, CA 94103
628.652.7600
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GENERAL PLAN REFERRAL

September 28, 2022

Case No.:	2022-008878GPR
Block/Lot No.:	Upper Great Highway between Lincoln and Sloat
Project Sponsor:	City and County of San Francisco, Recreation and Parks Dept
Applicant:	Jordan Harrison (628) 652-6614 jordan.harrison@sfgov.org
Staff Contact:	Trent Greenan (415) 575-9097 trent.greenan@sfgov.org
Recommended By:	AnMarie Rodgers, Director of Citywide Policy for Rich Hillis, Director of Planning

Recommendation: Finding the project, on balance, is **in conformity** with the General Plan

Project Description

The Great Highway Pilot project will transition the current temporary status of "car-free" Great Highway during specified times into a permanent designation. The project would create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed, the roadway will be available to pedestrians, bicyclists, maintenance vehicles, permitted vehicles, and emergency vehicles. The roadway will continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time. This Pilot is proposed as a three-year study to enable more recreational use and data gathering that could inform future actions.

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. In March 2020, the roadway was closed to private vehicles by the RPD General Manager (GM) under an emergency ordinance. This was in response to the COVID-19-related shelter-in-place order to provide people more space to recreate outdoors while social distancing. Ultimately, the road was incorporated into part of the Slow Streets initiative, which continues as a temporary emergency response while San Francisco remains under a State-of-Emergency amidst the ongoing COVID-19 pandemic. In August 2021, the GM issued a directive reopening the

Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm. This pilot will maintain these hours of closure and will begin upon legislative approval of the private vehicle restrictions by the SF BOS (anticipated Fall 2022) and end on December 31, 2025.

The re-purposing of the Great Highway during the previous closures has resulted in surge in walking and bicycling along the Great Highway, breaking the record for daily visits three times and setting a record at 11,661 people accessing the promenade in a single day.

Please see attachment A for project description narrative.

Environmental Review

On 9/28/2022, the project was determined to be statutorily exempt from the CEQA per Public Resources Code section 21080.25 (Planning Case No. 2022-007356ENV).

General Plan Compliance and Basis for Recommendation

As described below, the temporary closure of the Great Highway between Lincoln and Sloat is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, in conformity with the Objectives and Policies of the General Plan.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 1
ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

POLICY 1.1
Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

The continued closure of the Great Highway maintains the transformation of a high-speed auto thoroughfare (45 mph speed limit) into a dynamic, inviting promenade with an intimate relationship with Ocean Beach that does not otherwise exist. The project maintains car-free usage during peak recreational times and accommodates a large volume of residents and visitors with for a range of recreational opportunities.

POLICY 1.5
Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

Ocean Beach is one of the city's great open spaces but is currently underutilized. Opening the Great Highway to pedestrians and bicycles on a pilot basis improves the physical and experiential link between the city and beach, encouraging more activity and utilization of an immense public amenity.

POLICY 1.10
Ensure that open space is safe and secure for the City's entire population.

Keeping the Great Highway open to pedestrians and cyclists during peak recreational hours will reduce the risk of injury that would otherwise result from walking across four lanes of traffic to reach the beach. Additionally, the large number of visitors that the closure attracts fosters a safer environment by making pedestrians more visible and therefore more anticipated user of the roadway. Emergency vehicles will continue to have access to the roadway while closed to autos.

OBJECTIVE 2
INCREASE RECREATION AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION

POLICY 2.2
Provide and promote a balanced recreation system which offers a variety of high quality recreational opportunities for all San Franciscans.

Ocean Beach is the closest major open space for much of the west side of the city. When the Great Highway is dedicated to fast-moving vehicular traffic, a barrier is created between the communities and beach. The project will greatly improve this connection.

POLICY 2.4
Support the development of signature public open spaces along the shoreline.

The permanent closure creates a type of open space that does not currently exist in the city. The project provides a vast, paved promenade enabling a wide range of recreational opportunities and furthers the city's goal of creating continuous open spaces along the ocean.

OBJECTIVE 3
IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

POLICY 3.1
Creatively develop existing publicly-owned rights-of-way and streets into open space.

The Great Highway closure is a milestone in furthering the city's goals to use city owned streets as open space. The need to create additional open space to accommodate social distancing during the pandemic identified a larger opportunity to capture public roadway as an amenity for residents and visitors. The closure demonstrated a demand beyond the original intent for dynamic new type of open space.

POLICY 3.2

Establish and implement a network of Green Connections that increases access to parks, open spaces, and the waterfront.

The closure provides a crucial pedestrian and cycling linkage between the Golden Gate Park and the extensive coastal open space to the south.

POLICY 3.4
Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

The opening up of the roadway to pedestrians and cyclists will substantially encourage non-auto modes of transportation. San Francisco has a transit first policy emphasizing the importance of providing and prioritizing transportation via transit, walking, and bicycling for all trips in the City including to parks and open spaces. The Project would open up walking and cycling along one of the city's biggest open spaces. The current Great Highway endangers pedestrians, limits access to open space, and endangers plant and animal life.

TRANSPORTATION ELEMENT

OBJECTIVE 1
MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.2
Ensure the safety and comfort of pedestrians throughout the city.

The project improves pedestrian safety and comfort by eliminating the need for individuals to cross four lanes of high-speed traffic to reach Ocean Beach during closure hours.

OBJECTIVE 2
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.2
Reduce pollution, noise, and energy consumption.

By promoting cycling and walking over auto use during the closure the project will reduce pollution, noise, and energy consumption, however, by maintaining automobile use the peak commute hours the project does not advance this policy as much as a complete transition would.

POLICY 2.4
Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

OBJECTIVE 10
DEVELOP AND EMPLOY METHODS OF MEASURING THE PERFORMANCE OF THE CITY'S TRANSPORTATION SYSTEM THAT RESPOND TO ITS MULTI-MODAL NATURE.

POLICY 10.1
Assess the performance of the city's transportation system by measuring the movement of people and goods rather than merely the movement of vehicles.

The pilot will examine how the Upper Great Highway between Lincoln Way and Sloat Boulevard is used by pedestrians, bicyclists, vehicles, and other modes during the pilot period. The pilot does not propose any changes to traffic management or parking. The pilot will collect promenade user data, conduct public outreach, and will conduct network analysis of the broader circulation system to inform recommendations for future use of the Upper Great Highway. The pilot is proposed from late 2022 through December 2025 to provide a comparison of the data both before and after the Great Highway Extension is permanently closed as part of the Ocean Beach Climate Change Adaptation Project (estimated in 2024). Data collection will begin in 2023 and continue during the length of the pilot. The schedule and frequency of data collection is to be determined. The data will be used by the supervisor and RPD to develop recommendations for the use of the Upper Great Highway after the pilot is finished, based on a combination of how well used the promenade is and what effects it might have on neighboring streets.

OBJECTIVE 12
DEVELOP AND IMPLEMENT PROGRAMS IN THE PUBLIC AND PRIVATE SECTORS, WHICH WILL SUPPORT CONGESTION MANAGEMENT AND AIR QUALITY OBJECTIVES, MAINTAIN MOBILITY AND ENHANCE BUSINESS VITALITY AT MINIMUM COST.

POLICY 12.1
Develop and implement strategies which provide incentives for individuals to use public transit, ridesharing, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.

The pilot project does not directly advance this policy as it avoids disruptions to automobile traffic during peak commute hours. However, as a pilot project, that includes an assessment phase, information gained from this pilot may be used to inform more transformative designs, policies and outcomes in the future.

OBJECTIVE 18
ACHIEVE STREET SAFETY FOR ALL

POLICY 18.1
Prioritize safety in decision making regarding transportation choices and ensure safe mobility options for all in line with the City's commitment to eliminate traffic fatalities and severe injuries.

San Francisco adopted Vision Zero in 2014, a policy that commits us to ending traffic fatalities. "Vision Zero San Francisco commits city agencies to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives". This project supports this goal by separating cyclists and

pedestrians from automobiles, eliminating potential conflicts during closure. Care should be given to ensure that safety is prioritized during during commute hours as well as during hours of closure to vehicular traffic.

OBJECTIVE 19
ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STRET ARE CONSISTENT WITH THE CHARATER AND USE OF ADJACENT LAND.

Table 3, "Guide to the Vehicle Circulation Plan" under Objective 19 describes the design policy for the Great Highway: "The design capacity of this road should be reduced substantially to correspond with its recreational function; emphasis to be on slow pleasure traffic, bicycles and safe pedestrian crossings:" The pilot program will further the goal of enabling the Great Highway to meet its recreational function and test the right-of-way uses and configuration proposed for the pilot period.

POLICY 19.1
Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

While partial closure of the subject segment of the Great Highway represents taking intermittent reductions of a major road facility for vehicles, it intermittently opens the same facility for other non-vehicular users, and thereby providing recreational and other benefits to those users as described throughout this General Plan Referral. Moreover, in addressing the need to limit through traffic on nearby residential streets, the City implemented a series of traffic calming measures in 2020 and 2021 which were delivered to improve safety conditions for all users and to encourage traffic to use other high-capacity arterials, such as Lincoln Way, Sunset Boulevard and Sloat Boulevard.

POLICY 19.5
Mitigate and reduce the impacts of automobile traffic around parks and along shoreline recreation areas.

Closing the segment of the Great Highway between Sloat and Lincoln to vehicular traffic on a pilot basis will reduce the impacts of auto traffic to pedestrians and bicyclists.

OBJECTIVE 29
ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 29.1
Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

The project greatly expands bicycle access on the west side of the city and combined with other routes creates a more comprehensive cycling network.

POLICY 29.9
Identify and expand recreational bicycling opportunities.

The project creates an expansive ocean-front cycling and pedestrian promenade during peak recreational hours that does not exist in the city.

OBJECTIVE 31
CITY GOVERNMENT SHOULD PLAY A LEADERSHIP ROLE IN INCREASING BICYCLE USE.

POLICY 31.1
Consider the needs of bicycling and the improvement of bicycle accommodations in all city decisions.

The proposed three-year pilot study continues the re-use of the roadway as public open space that originated from a need to provide for safe, physically distant exercise during the city emergency that subsequently became part of the Slow Streets Program.

POLICY 31.4
Encourage non-cyclists to become cyclists and encourage cyclists to ride more often.

The Great Highway closure allows for new cyclists or those that may not be comfortable riding on city streets the opportunity to enjoy an extensive ride without the concern for conflict with automobiles. These new riders may subsequently incorporate cycling into their daily routing as part of commuting or recreation. It also encourages existing cyclists to take advantage of closure to ride more often.

WESTERN SHORELINE AREA PLAN

OBJECTIVE 3
ENHANCE THE RECREATIONAL CONNECTION BETWEEN GOLDEN GATE PARK AND THE BEACH FRONTAGE.

POLICY 3.1
Strengthen the visual and physical connection between the park and beach. Emphasize the naturalistic landscape qualities of the western end of the park for visitor use. When possible eliminate the Richmond-Sunset sewer treatment facilities.

The project will add gates or other physical control devices and signage/ paint to direct vehicular, pedestrian and bike traffic at Lincoln Way and Sloat Boulevard, improving the connection between Golden Gate Park and Ocean Beach.

Planning Code Section 101 Findings

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

The proposed changes would not remove existing retail uses or impact future opportunities for resident employment. Increased bicycle and pedestrian activity as a result of the improvements is expected to increase patronage of local businesses relative to private vehicles passing-through.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

   The proposed changes would not change the existing housing and neighborhood character surrounding the Upper Great Highway because the Project's physical changes are limited in nature and do not substantially change the appearance the roadway.

3. That the City's supply of affordable housing be preserved and enhanced;

   The proposed changes would not affect the supply of affordable housing surrounding the Upper Great Highway or in the City because the Project would not negatively impact, remove, or prevent construction of affordable housing.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

   The proposed changes would not impede Muni transit service as they would not reroute or introduce any obstructions to existing Muni service to the area. The project would not result in the removal of any parking spaces.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

   The proposed changes would not affect the industrial or service sectors because there is no proposal for, or inducement of, commercial office development associated with the Project.

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

   The proposed changes would not negatively impact the City's preparedness in the event of an earthquake. The Project may create additional safe spaces to reconvene post-earthquake.

7. That the landmarks and historic buildings be preserved;

   There are no identified landmark or historic buildings affected by the Project.

8. That our parks and open space and their access to sunlight and vistas be protected from development;

   The Project would not impede access to sunlight or vistas. The Project would increase the opportunity for visitors to gain access to sunlight and vistas in the vicinity by increasing the area available for outdoor

recreation.

Recommendation: Finding the project, on balance, is in conformity with the General Plan

Attachment A: Great Highway Project Information

Pilot Project Summary

The Great Highway project would implement a pilot program to create a car-free bicycle and pedestrian promenade on weekends, holidays, and a portion of Fridays by restricting private vehicle access to the Upper Great Highway between Lincoln Way and Sloat Boulevard (2.0 miles). When closed to private vehicles, the roadway would become a separated right-of-way promenade for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles[1]. The roadway would continue to operate as a four-lane vehicular roadway on weekdays from Monday to the Friday closure time.

- Promenade: Friday afternoons (exact time of private vehicular closure to be determined) to Monday at 6:00am, plus holidays
- Vehicular Roadway: Monday 6:00am to Friday closure time

At the time the roadway is closed to private motor vehicles, the roadway would become a bicycle and pedestrian promenade used for active transportation modes, including bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs, etc.

The location of the project is shown in Map 1.

Approval Action and Pilot Period

The San Francisco Board of Supervisors approval of legislation for the pilot (board file number 220875) would constitute the Approval Action for the project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h). The pilot would begin upon such legislative approval, which is anticipated Fall 2022 and would end on December 31, 2025, unless extended by ordinance. The project would include data collection during this pilot period, as described below.

Project Background

The Great Highway has been under the jurisdiction of the Recreation and Park Commission since the 1870s. The Upper Great Highway is a four-lane vehicular roadway. There are existing swing gates located at the intersection of Sloat Boulevard and Upper Great Highway to block the northbound lanes and at the intersection of Lincoln Way and Upper Great Highway to block the southbound lanes. The gates are closed when excessive amounts of sand blown onto the road make it unsafe for car travel. An existing multi-use pathway located within the median between the Upper and Lower Great Highway is used by walkers and cyclists. An existing dirt pathway located west of the Upper Great Highway along Ocean Beach is used by walkers.

In April 2020, the roadway was closed to private vehicles by the Recreation and Parks Department (RPD) General Manager under an emergency action. This was in response to the COVID-19-related shelter-in-

[1] Examples of permitted vehicles include official City, State, or federal vehicles being used to perform official City, State, or federal business (e.g., sand removal), intra-park shuttle busses, paratransit vans, and others as defined by the legislation.

place order to provide people more space outdoors while social distancing. In August 2021, the General Manager issued a directive reopening the Upper Great Highway to private vehicles weekdays starting Monday at 6:00am through Friday at 12:00pm, excluding holidays.

The Great Highway extension south of Sloat Boulevard is currently open to vehicular traffic; however, this stretch is planned to be permanently closed to vehicular traffic in 2024 as part of the Ocean Beach Climate Change Adaptation Project (Planning Department case number 2019-020115ENV).

The San Francisco County Transportation Authority conducted a "Great Highway Concepts Evaluation Report" (September 2022) for the long-term future of the Upper Great Highway. This pilot would be an extension of that report and would support pedestrian and bicyclist usage based on an evaluation in the report.[2]

Pilot Physical Changes:

To create a protected bicycle and pedestrian promenade on weekends and holidays, the project would install new swing gates with road closure signage on Upper Great Highway to restrict private vehicle access. The existing swing gates may be modified for reuse with this project, or removed and replaced.

At the intersection with Sloat Boulevard and Upper Great Highway, the project would install swing gates at the entry of the northbound lanes. The new swing gates would be arranged in a chicane layout (i.e., staggered and on opposite sides of the roadway) at the exit of the south-bound lanes.

At the intersection with Lincoln Way and Upper Great Highway, there are two options being considered, a chicane and the median pass through. With the "chicane" option, the project would install new gates in a chicane layout at the exit of the south-bound lanes. With the "median pass through" option, the project would install swing at the entry of the southbound lanes and about 100 feet south of the exit of the northbound lanes. The project would install a paved segment in the median between the north and southbound lanes just north of the new gates in the northbound lanes. The median pass through would also include hatching in the newly paved median, delineators along the east side, a pair of double yellow lines on each side of median, and thru arrows on the northbound approach to the intersection. The project may install red rectangular pavement markers along the outside of crosswalk facing the intersection. See Existing and Proposed illustrations of the two intersections, attached.

The chicane and median would allow emergency vehicles and other permitted vehicles to access the western-most lanes of the roadway without needing to stop and open the gates. This would allow emergency vehicles to better respond to calls from Ocean Beach and would support the continued safe recreational use of Ocean Beach while enhancing the safe recreational use of the roadway by pedestrians and bicyclists during private vehicular closure times.

---

[2] For example, section 2.2 of the report evaluates the bicycle and pedestrian usage of five different concepts for the Great Highway. The section identifies a four-lane roadway for vehicles projected to have the lowest bicycle and pedestrian usage of the concepts (which is pre-COVID-19 conditions), and a timed promenade (which is this pilot) having a medium amount of bicycle and pedestrian usage, or more bicycle and pedestrian usage than a four-lane roadway. https://www.sfcta.org/sites/default/files/2022-09/SFCTA_Great-Highway-Evaluation-Report_2021-07-13_FINAL_a.pdf.

The project would maintain vehicle access on the Great Highway north of Lincoln Way, along the Lower Great Highway, and other areas (e.g., throughout the Sunset District). The project would not change the existing multi-use pathway within the median between the Upper and Lower Great Highway or the dirt path west of Upper Great Highway along Ocean Beach.

Pilot Data Collection

Throughout the duration of the pilot program, RPD and San Francisco Municipal Transportation Agency (SFMTA) staff would collect and publicly report data on pedestrian and cyclist usage and vehicular traffic on the Upper Great Highway and surrounding streets at regular intervals. The pilot does not propose any changes to traffic management (e.g., changing traffic signal timings) or parking. The pilot would collect data on promenade users (detailed list below), conduct public outreach, and conduct network analysis of the broader circulation system to inform recommendations for the future use of the Upper Great Highway, including consideration of data collected because of permanent closure of vehicular traffic on the Great Highway extension south as part of the Ocean Beach Climate Change Adaptation Project (anticipated in 2024). Data collection would include:

1. Vehicular traffic counts, speeds, travel times, and turning movements using tube counts, video counts, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
2. Bicycle counts using tube counts, video counts, infrared counters, and/or disaggregated cellular data along the Great Highway and nearby intersections and side streets.
3. Pedestrian and other mode counts using video counts, infrared counters, observation, and/or disaggregated cellular data along the Great Highway and nearby intersections.
4. Length of stay by all modes using cellular data, intercept surveys, and/or public life study methodology.
5. Design efficacy and safety assessing whether vehicles are yielding to pedestrians and pedestrians and bicyclists are complying with traffic signals using video data and/or observation.
6. Surveys of non-motorized users and drivers; solicit suggestions from all users; solicit user demographics.

RPD and SFMTA would determine exact locations for data collection after the San Francisco Board of Supervisors approval of the pilot.

Map 1: Great Highway Project Location



EXISTING CONDITIONS

SLOAT BOULEVARD

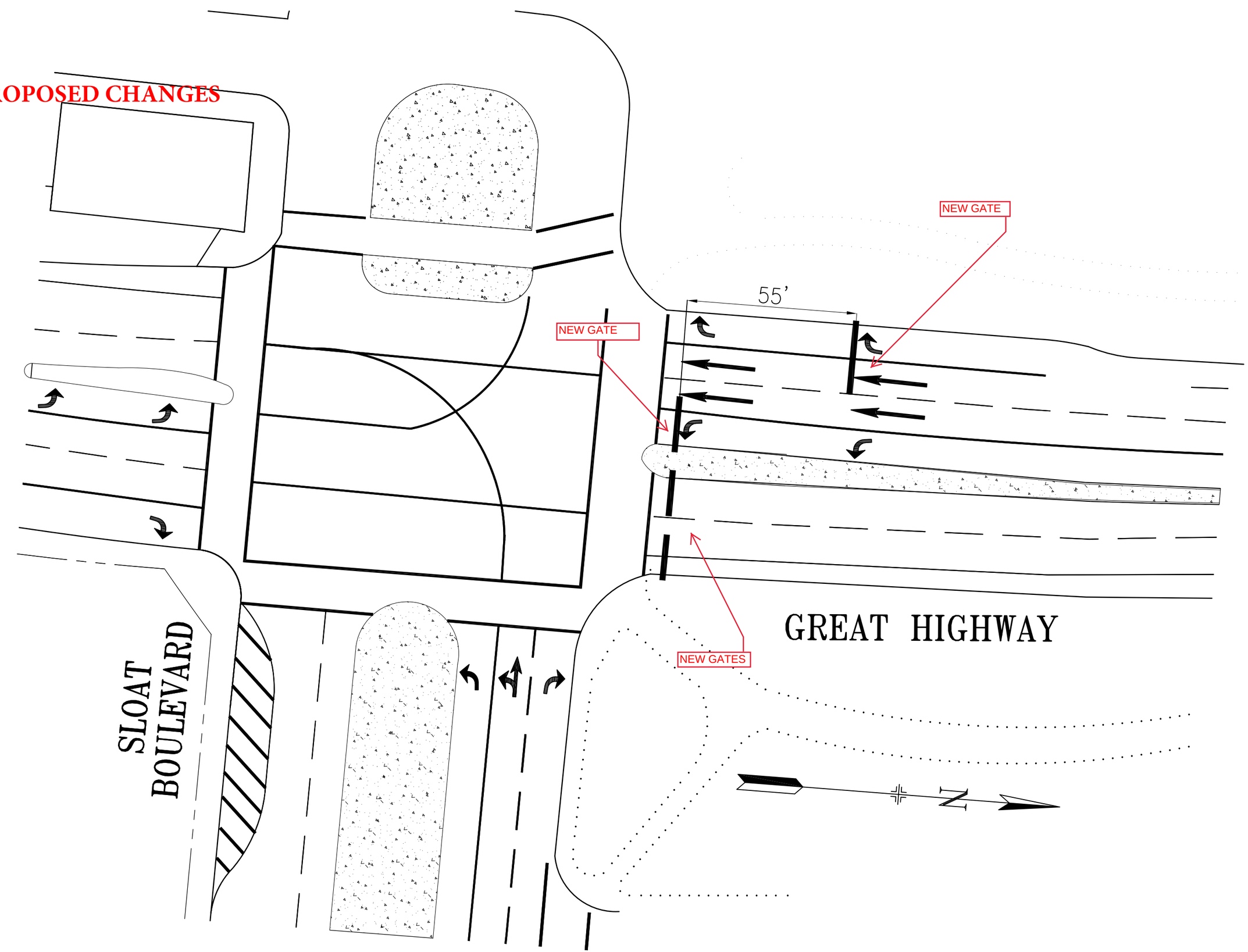
GREAT HIGHWAY

EXISTING GATES

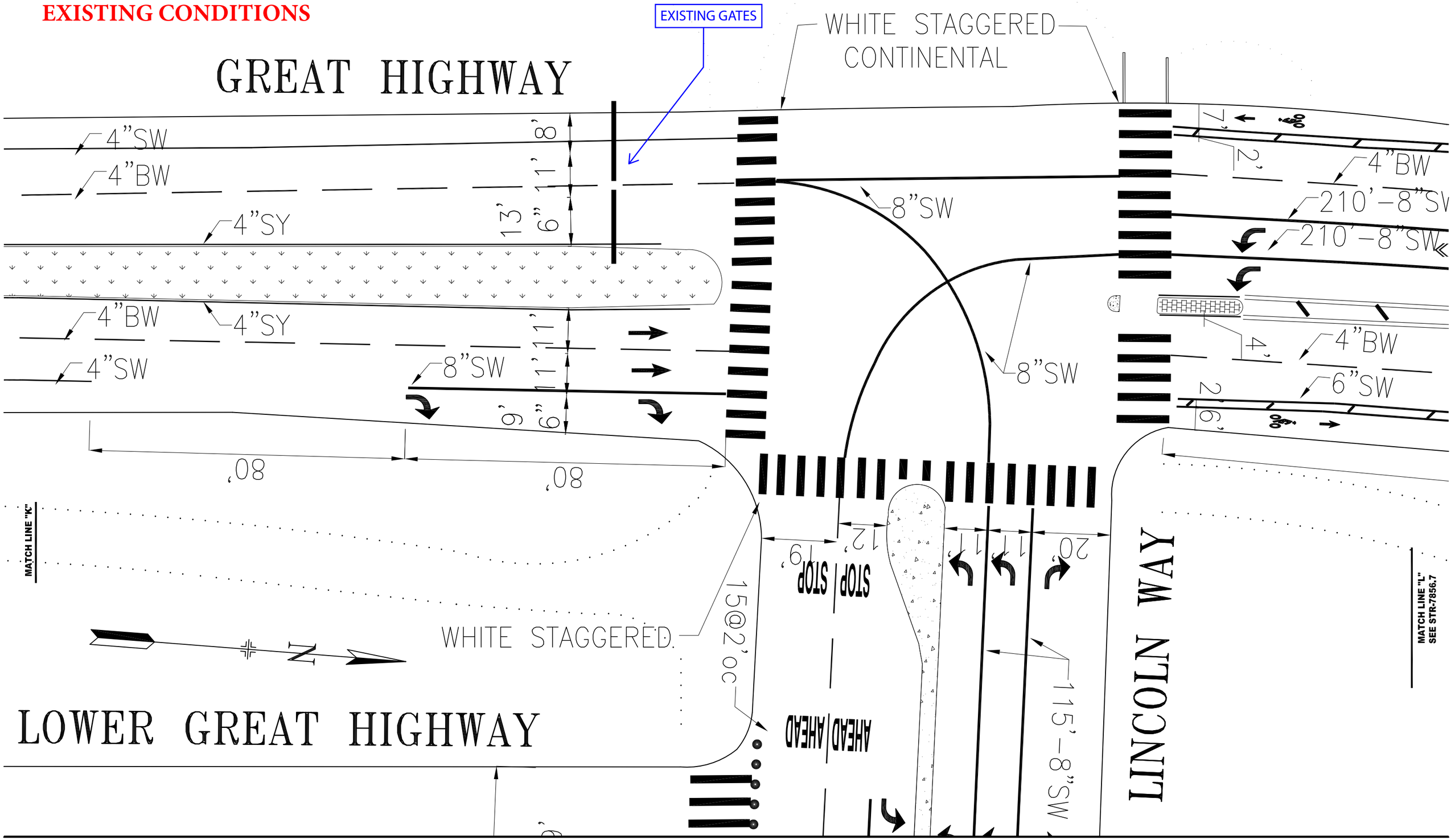
LOC 13-6907

10'
12'
28'6"
12'
6"
12'
20'
10'
11'
11'
11'
124'-8"SW
4"BW
200' - 8"SW
13'
12'
6'
4"BW
4"SW
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12'
35'
10'
14'
14'
8'
100'-8"SW
8"SW
12'
12'
4'

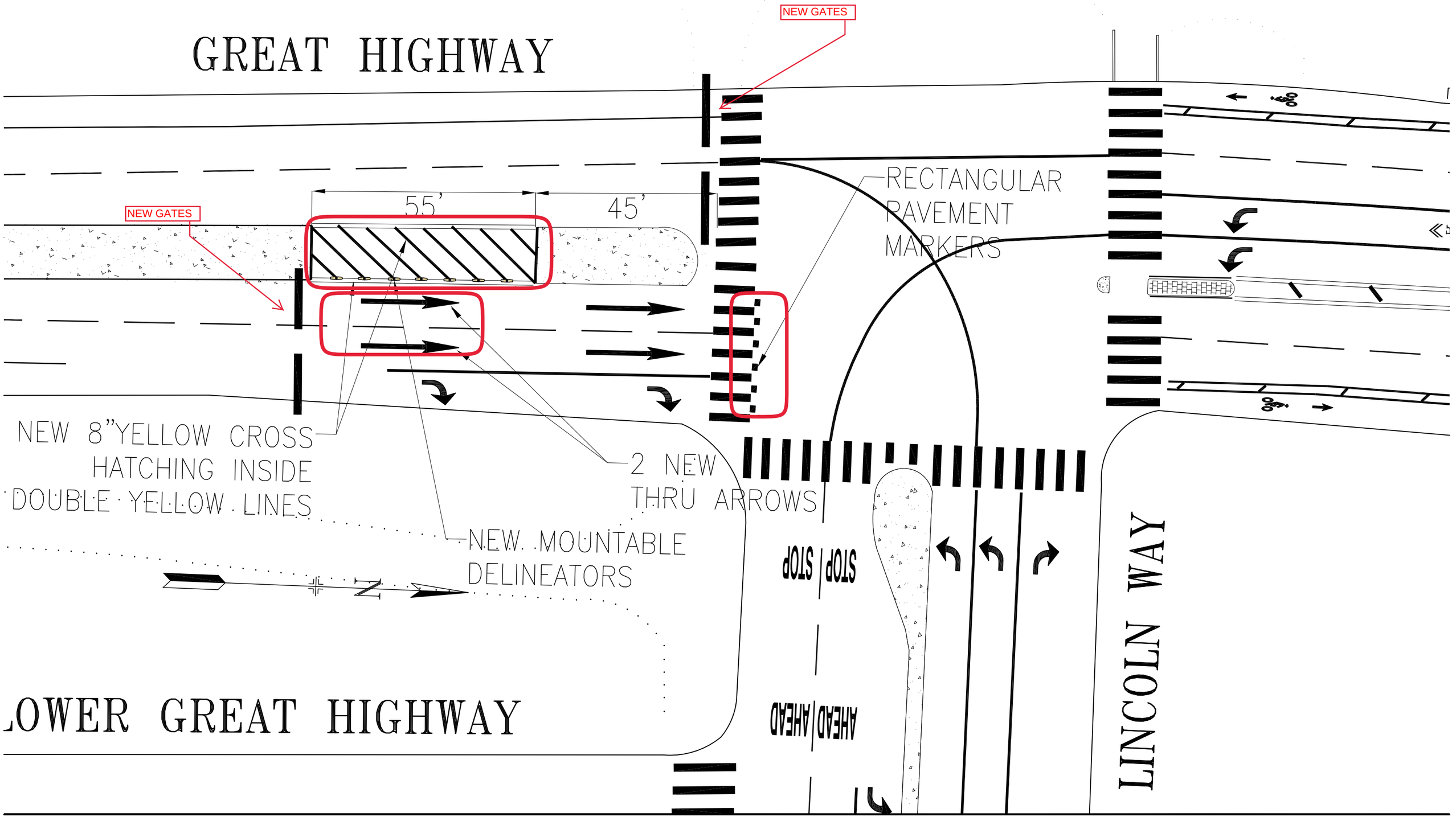
PROPOSED CHANGES



EXISTING CONDITIONS



PROPOSED CHANGES



GREAT HIGHWAY AT SLOAT BOULEVARD (looking north)



GREAT HIGHWAY AT LINCOLN WAY (looking south)





Great Highway Concepts Evaluation Report

San Francisco County Transportation Authority
Neighborhood program

Final Report: July 2021

Acknowledgments

The Great Highway Concepts Evaluation was conducted as part of the District 4 Mobility Study, which was funded through the San Francisco County Transportation Authority's Neighborhood Program at the request of Commissioner Gordon Mar. The Neighborhood Program was established to fund community-based efforts in San Francisco neighborhoods, especially in underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). The Neighborhood Program is made possible with San Francisco's half-cent sales tax for transportation funds.

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1. Introduction

In Summer 2020, Commissioner Gordon Mar requested that the Transportation Authority conduct an evaluation of the long-term future of the Upper Great Highway from Sloat Blvd to Lincoln Way. His request followed the Recreation and Park's conversion of the roadway to a promenade temporarily under the COVID-19 emergency order in April 2020.

This evaluation was initially conducted as part of the District 4 Mobility Study, and was later split out as a separate report at the request of Commissioner Mar. Transportation Authority staff collaborated with the San Francisco Municipal Transportation Agency (SFMTA) and the Recreation and Parks Department throughout the study.

1.1 BACKGROUND

The Upper Great Highway is a four-lane roadway and coastal trail under the management of the Recreation and Park Department and maintained by Public Works. Traffic on the Great Highway and the surrounding street network and multimodal transportation system is managed by SFMTA. The San Francisco Public Utilities Commission has critical wastewater infrastructure under the Great Highway while the National Park Service manages Ocean Beach within the Golden Gate National Recreation Area. The California Coastal Commission has jurisdiction along the city's coastal zone. Finally, Caltrans manages Skyline Boulevard as State Route 35. Decisions about permanent changes to the configuration of the street rest with the Board of Supervisors.

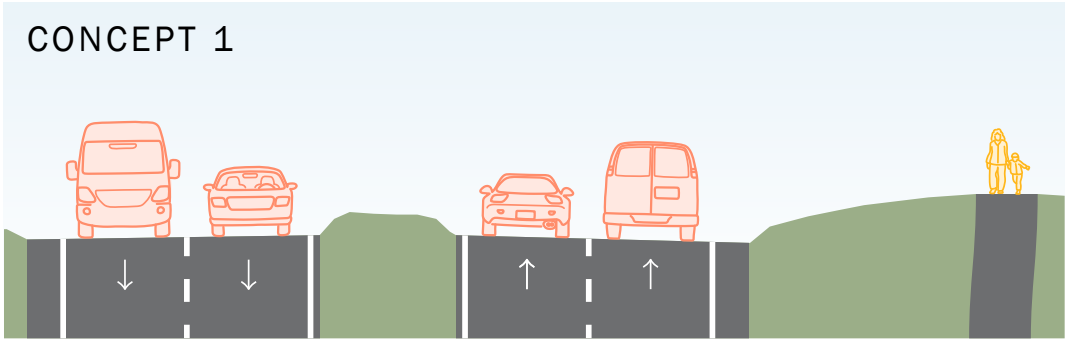
The Upper Great Highway has long been impacted by sand build-up. Over the long term it is anticipated that climate change will exacerbate these challenges. Reducing the width of the Upper Great Highway is one of six key moves identified in the Ocean Beach Master Plan, an effort completed by SPUR in partnership with various City agencies and the Transportation Authority in 2012. The reduction of the roadway's vehicular function was recommended to provide space for the inland migration of sand dunes as sea level rise sets in – a strategy called "managed retreat".

South of the study area for this evaluation report, the Great Highway Extension has been the primary connection between Skyline Blvd/Highway 35 and the Upper Great Highway. Due to erosion of the cliff and roadway, the Great Highway Extension is slated to close by 2023 as part of the San Francisco Public Utilities Commission (SFPUC) led South Ocean Beach Climate Change Adaptation Project. As of the publishing of this report, the SFPUC project is undergoing environmental review.

1.2 CONCEPT DESCRIPTIONS

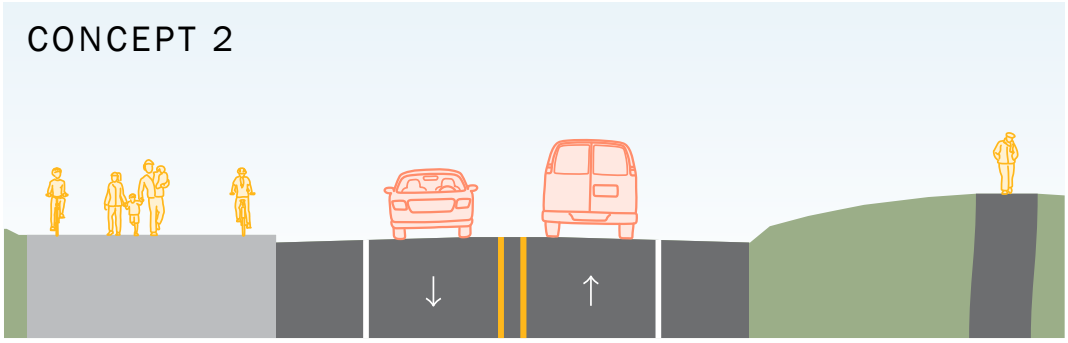
This evaluation is focused on the long-term future of the Upper Great Highway, after the Great Highway Extension is closed, and assuming 'normal' travel patterns in 2019, not pandemic-impacted travel patterns. We studied five concepts for the future of the Upper Great Highway.

Figure 1-1. Concept 1: Four-Lane Roadway



Under Concept 1, the Upper Great Highway would be maintained as a four-lane roadway with two vehicle lanes in each direction. Bicyclists are allowed on the roadway but must share the lanes with vehicles. No pedestrians are allowed on the roadway except to cross.

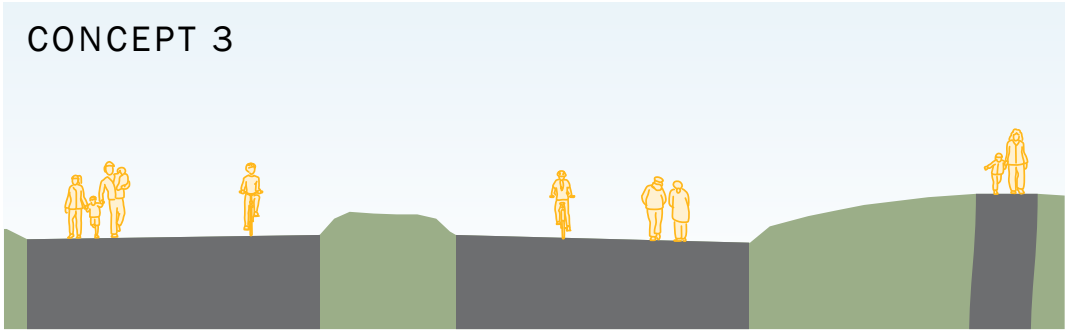
Figure 1-2. Concept 2: Promenade/Two-Way Roadway



Concept 2 reduces the vehicle capacity of the Upper Great Highway to two lanes, one in each direction, and using the balance of the right of way for a promenade. This concept was originally introduced in the Ocean Beach Master Plan (2012). For the purposes of traffic safety, Concept 2 would require reconstructing the roadway and removing part of the median between the two sets of lanes to accommodate the following features:

- 12 ft. travel lanes in each direction
- 8 ft. shoulders to allow space for vehicles to pull over in emergencies
- A minimum 2 ft. median buffer between the travel lanes

Figure 1-3. Concept 3: Full Promenade/Complete Vehicle Closure



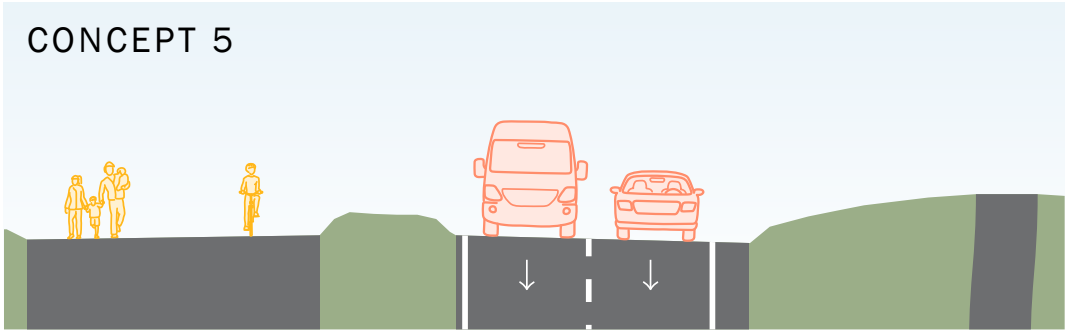
Concept 3 would close the Upper Great Highway completely to vehicle traffic. The roadway's four lanes would be open to people walking, running, biking and rolling.

Figure 1-4. Concept 4: Timed Promenade (Weekends)



Concept 4 would provide a full promenade on weekends. Other options considered included a seasonal closure or closure at certain times of day. A weekend closure was selected for this option because bicycle/pedestrian usage data was not lower during winter months. Early analysis of user data indicating that the factors that most affected usage were the presence of smoke from wildfires, rain and wind. A peak period closure was not considered due to the significant additional cost and complexity of opening and closing the road multiple times of day, leading to confusion for people driving.

Figure 1-5. Concept 5: Promenade/One-Way Roadway



In Concept 5, the promenade is located in the current southbound lanes. Two vehicle lanes in one direction would be provided in the current northbound lanes. Like Concept 2, this is a combination roadway/promenade concept but with the one-way traffic there is no need to reconstruct the roadway. Based on traffic patterns, the two vehicle lanes would carry southbound traffic.

1.3 BASELINE ASSUMPTIONS ACROSS CONCEPTS

Several network improvements that are anticipated that were included consistently across all concepts.

In response to diverted traffic on local residential streets and at the request of Supervisor Mar, the SFMTA implemented a series of traffic calming measures over two phases, with Prop K sales tax funds from the Transportation Authority, among other sources. Phase 1 included four speed tables that were implemented in late 2020 as part of the Lower Great Highway Pedestrian Improvement Project. Phase 2 installed 12 stop signs, 24 speed cushions and a speed table along with placing six changeable message signs at strategic locations. Completed in April 2021, these measures help improve safety and divert traffic to higher capacity streets, such as Lincoln Way and Sunset Boulevard (Figure 1-6). SFMTA has been collecting data on volume and speed in various locations nearby to monitor the effectiveness of these installations. Findings from their data collection were not available at the time of this publication.

Figure 1-6. Outer Sunset Traffic Calming Measures



The study team assumed that the Great Highway Extension was closed in all five of the concepts, consistent with the proposed South Ocean Beach Climate Change Adaptation Project. This change is slated to begin implementation in 2023. Staff also assumed that planned improvements at the Sloat/Skyline and Skyline/Great Highway Extension intersection would be implemented consistent with the Adaptation Project and associated planning.

2. Evaluation of Concepts

To evaluate future Upper Great Highway concepts, staff considered factors related to several City policies and goals. These included:

- Climate change/Resiliency
- Recreation, health and well-being
- Transit First/Sustainable mode choices
- Vision Zero/Safety
- Economic Vitality/Mobility

Staff also estimated planning-level costs for each concept.

2.1 CLIMATE CHANGE/RESILIENCY

The Ocean Beach Master Plan identified the need for managed retreat including closing the Great Highway Extension and reducing the width of the Great Highway over time. The Master Plan highlighted the threat of sea level rise and storm surge contributions to the erosion of the dunes thus exposing hard structures to the elements such the Upper and Lower Great Highway. Over more than a century, the beach has been moved more than 200 feet inland. Neighborhoods, roads, parks and municipal infrastructure have been built along the dunes and close to the coastline, and seawalls and other structures have been installed to protect them from strong, dynamic coastal forces.

As the coastline continues to recede, it will be harder to maintain the Great Highway as a roadway. As the Ocean Beach Master Plan identified, repurposing all or part of the roadway as a park can be part of a managed retreat strategy.

For each concept, we evaluated the Climate Change/Resiliency benefit based on the potential for add park acreage (Table 2-1).

Table 2-1. Additional Park Acreage

CONCEPT 1: Four-Lane Roadway	**0 ACRES** No roadway would be repurposed into additional park space.
CONCEPT 2: Promenade / Two-Way Roadway	**6.7 ACRES** About half in area size as Dolores Park.
CONCEPT 3: Full Promenade / Complete Vehicle Closure	**17 ACRES** Similar in area size as Dolores Park.
CONCEPT 4: Timed Promenade (Weekends Only)	**17 ACRES** Similar in area size as Dolores Park but only accessible on weekends.
CONCEPT 5: Promenade / One-Way Roadway	**6.7 ACRES** About half in area size as Dolores Park.

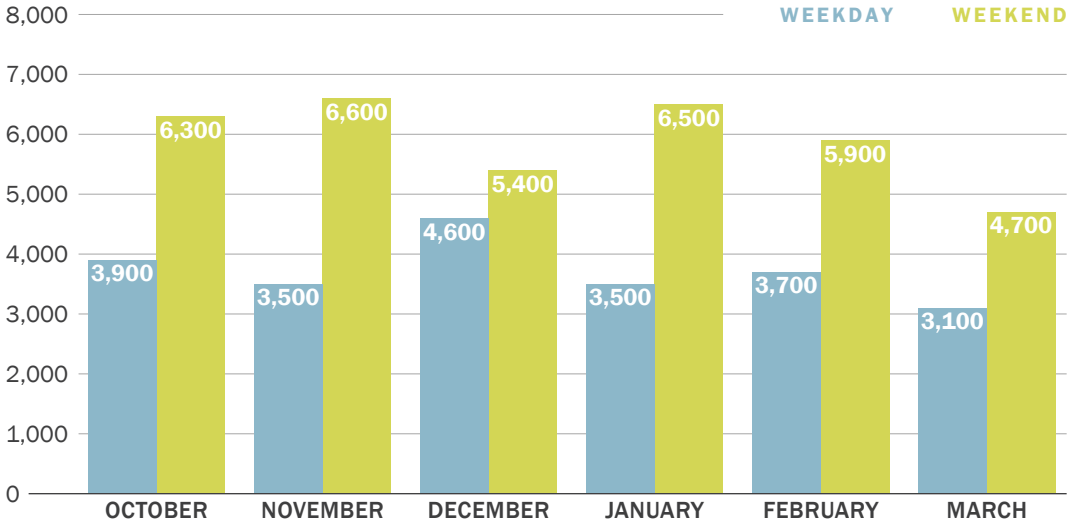
The project team estimates that the full promenade would provide about 17 acres of new park space, with the timed promenade providing that benefit only when in operation. For the combination concepts, staff estimates the additional acreage to be about 6.7 acres.

2.2 RECREATION, HEALTH & WELL-BEING

The addition of park acreage can support City recreation, health and well-being goals. This is best illustrated by potential for bicycle and pedestrian usage. Regular cycling and walking can reduce individuals' mortality rates.[1] Staff considered data collected by the Recreation and Parks to estimate bicycle/pedestrian under future Great Highway concepts. In addition to being related to recreation, this evaluation factor is related to the City's Transit First policy to encourage the use of sustainable modes.

Future visitor rates are challenging to estimate because the temporary promenade has been in place entirely during the COVID-19 pandemic. To develop estimates, we considered the number of users on the promenade and at a similar facility.

Figure 2-1. Upper Great Highway Average Daily Bike and Pedestrian Use



From October 2020 to March 2021, the Upper Great Highway had on average 3,200 weekday bicycle and pedestrian users and 5,200 weekend day users (see Figure 2-1). This is about 26,400 weekly visitors.

By comparison, the Golden Gate Promenade which is the pathway next to the water at Crissy Field saw about 2,000 people on weekdays and 3,750 on weekends in September 2020, averaging about 17,500 weekly visitors.

1 Kelly, Paul, et al. Systematic review and meta-analysis of reduction in all-cause mortality from walking and cycling and shape of dose response relationship (2014). https://ijbnpa.biomedcentral.com/articles/10.1186/s12966-014-0132-x

Because we expect long-term weekday use to be lower than the usage observed during the pandemic with more people returning to office work, the project team assumed that low-end weekday usage may be more similar to Crissy Field usage at 2,000 people per weekday. For a low-end weekend day visitor number, the project team assumed this to be 4,700 or similar to the lowest weekend day monthly average observed in March 2021. For the higher end of the estimated range, we used the average weekday and weekend day usage from October 2020 to March 2021.

Given the above assumptions, the project team estimates the Full Promenade/ Complete Vehicle Closure (Concept 3) to generate about 19,400 – 26,400 weekly visitors. For the Timed Promenade (Concept 4), the project team estimates of 4,700 – 5,200 visitors per weekend day, or about 9,400 – 10,400 weekly visitors for a weekend only closure.

For Concepts 2 and 5, the promenade/roadway combinations, we estimate lower usage due to reduced space for walking and biking, the need to cross two lanes of traffic to access the promenade, and the proximity of fast-moving traffic. No precise estimate is available for these two concepts, but we anticipate half or fewer of the users as in the full closure.

For the Four-Lane Roadway (Concept 1), which provides the least amount of space dedicated for bicycles and pedestrians, we expect the fewest visitors, and no more visitors than used the Upper Great Highway before it was closed to vehicles.

Table 2-2. Upper Great Highway Bicycle/Pedestrian Usage Estimates

CONCEPT 1: Four-Lane Roadway	**LOW** Least pedestrian space and bicyclists share road with vehicles.
CONCEPT 2: Promenade / Two-Way Roadway	**MEDIUM** Reduced bike/ped space, adjacent to traffic, crossing two lanes of traffic to access
CONCEPT 3: Full Promenade / Complete Vehicle Closure	**HIGH** Most bike/ped space, no traffic on promenade. Estimated 19,400 – 26,400 weekly visitors
CONCEPT 4: Timed Promenade (Weekends Only)	**MEDIUM** Part-time space with no traffic on promenade. Estimated 9,400 – 10,400 weekly visitors
CONCEPT 5: Promenade / One-Way Roadway	**MEDIUM** Reduced bike/ped space, adjacent to traffic, crossing two lanes of traffic to access

2.3 VISION ZERO/SAFETY

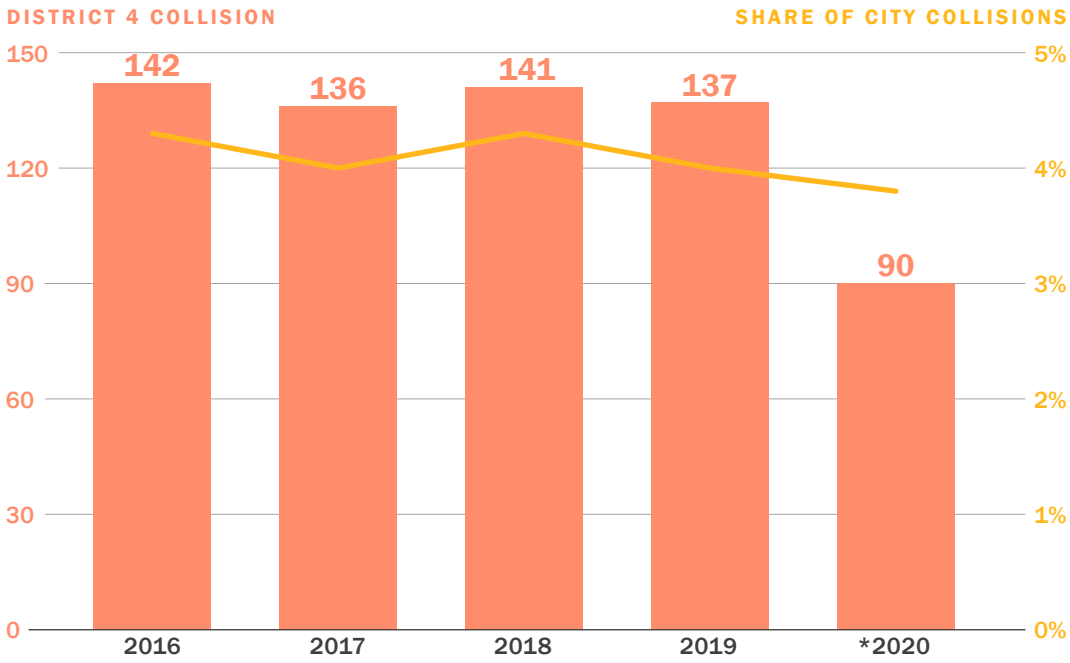
San Francisco adopted Vision Zero in 2014 and set a goal to achieve zero traffic fatalities by 2024. This evaluation factor considers the recent collision history and any features of the concepts that may impact traveler safety.

Collision History

The project team examined the number of collision reports near the Upper Great Highway and District 4 overall during the pandemic and in the years prior (January 2016 to December 2020). These represent any reported collision between any modes whether it be between two vehicles, vehicles/pedestrians, vehicles/bicyclists, or bicyclists/pedestrians. These data are drawn from the SF Department of Public Health, which integrates data from police and hospital reports to provide a more comprehensive view of traffic collisions in San Francisco.

District 4 has low overall rates of traffic collisions. District 4 represent 9% of the City's population, but only 3% of total collisions (Figure 2-2).

Figure 2-2. Collisions in District 4, 2016 – 2020



* 2020 data are preliminary

On the Upper Great Highway, Lower Great Highway, and La Playa, there were few reported collisions either before or during the pandemic; about 5 – 6 each year. However, District 4 overall saw a 47% decline in collisions during the pandemic while citywide there was a 27% decline.

It is not possible to draw strong conclusions from this small data set, but it is important to flag that Upper Great Highway, Lower Great Highway, and La Playa collisions remained the same while the District 4 collision numbers declined. SFMTA has installed several traffic calming improvements during the temporary promenade, but they have not been in place long enough for a thorough evaluation. Ongoing monitoring of collision data is warranted as traffic patterns continue to change during economic recovery.

More information about safety, see Appendix A.

Potential for multi-modal conflicts

In addition to reviewing collision data, we evaluated the potential for multi-modal conflicts based on each conceptual design. Each of the concepts introduce potential risks that may need to be addressed with infrastructure improvements.

Staff identified Concept 1 (the four-lane roadway) risks related to the need for pedestrians to cross four vehicle lanes to access the beach and because cyclists share the road with vehicles. There are several signalized crossings along the Upper Great Highway that provide protection for pedestrians. Note that there were no vehicle-pedestrian or vehicle-bicycle fatality along the Upper Great Highway in the years leading up to the current closure.

Under the partial promenade alternatives (Concepts 2 and 5), risk may be reduced somewhat for pedestrians as they only cross two vehicle lanes to access the promenade or the beach. Bicyclists would have space separate from vehicles along the Upper Great Highway, significantly reducing conflicts. These partial concepts also have the advantage of somewhat less risk of traffic diverting on neighborhood streets (in comparison to a Full Promenade). Concept 2 could generate an additional risk of head-to-head vehicle collisions, depending on the final design. As will be identified in what follows, a safer design of a two-way roadway requires reconstruction of the median and the southbound roadbed to ensure that the design would meet requirements for a signalized roadway, which includes some degree of median separation. Simply striping a two-way roadway on one side of the roadway without any other changes would significantly increase collision risks.

The project team assessed the Full Promenade (Concept 3) and found that, while pedestrians would no longer experience conflicts with vehicles on the Upper Great Highway, there may be increased risk of collisions on residential streets if pass through traffic is not diverted to larger arterials.

Finally, under Concept 4 (the timed promenade), pedestrians would still need to cross the four lanes on the five weekdays, and there may be risk of collision among drivers who may not be aware of the part-time roadway closure schedule.

The following table summarizes the risks and advantages of each of the five concepts (Table 2-3).

Table 2-3. Potential Safety Risks and Advantages of Concept Designs

	RISKS	ADVANTAGES
CONCEPT 1: Four-Lane Roadway	Pedestrian cross four-lane roadway. Cyclists ride with vehicles	Less traffic on local streets
CONCEPT 2: Promenade / Two-Way Roadway	Potential for head-on vehicle collisions. Some traffic on local streets	Somewhat less traffic on local streets
CONCEPT 3: Full Promenade / Complete Vehicle Closure	Increased traffic/speed on local streets.	Complete separation from traffic of people walking and biking along the Upper Great Highway and crossing.
CONCEPT 4: Timed Promenade (Weekends Only)	Peds cross four-lane roadway on weekdays. Schedule confusion may cause collision.	Walking and biking separate from traffic on weekends.
CONCEPT 5: Promenade / One-Way Roadway	Some traffic on local streets.	Somewhat less traffic on local streets

Emergency Response

SFMTA has been in conversation with the San Francisco Fire Department (SFFD) to understand emergency access issues under potential closure scenarios. SFFD has stated that roadway configuration is not an access issue. The Fire Department has keys for the closed gates on each end at Sloat and Lincoln or alternatively can use the opposite side of the roadway that is not gated. The main access concern for the Fire Department is the sand build up on the roadway. For this reason, under any concept, sand should be cleared regularly from the roadway. In addition, emergency response times should be monitored under any scenario where all or part of the roadway is closed to traffic.

2.4 ECONOMIC VITALITY/MOBILITY

Smooth and efficient traveler circulation for all modes impacts our social and economic access to work/school, shopping and recreational opportunities. Vehicular traffic impacts not only mobility for drivers, but also people using transit, biking and walking on those congested streets.

For this part of the evaluation, the project team conducted transportation and traffic modeling of the concepts under pre-pandemic traffic conditions and volumes. There were three key elements in this process:

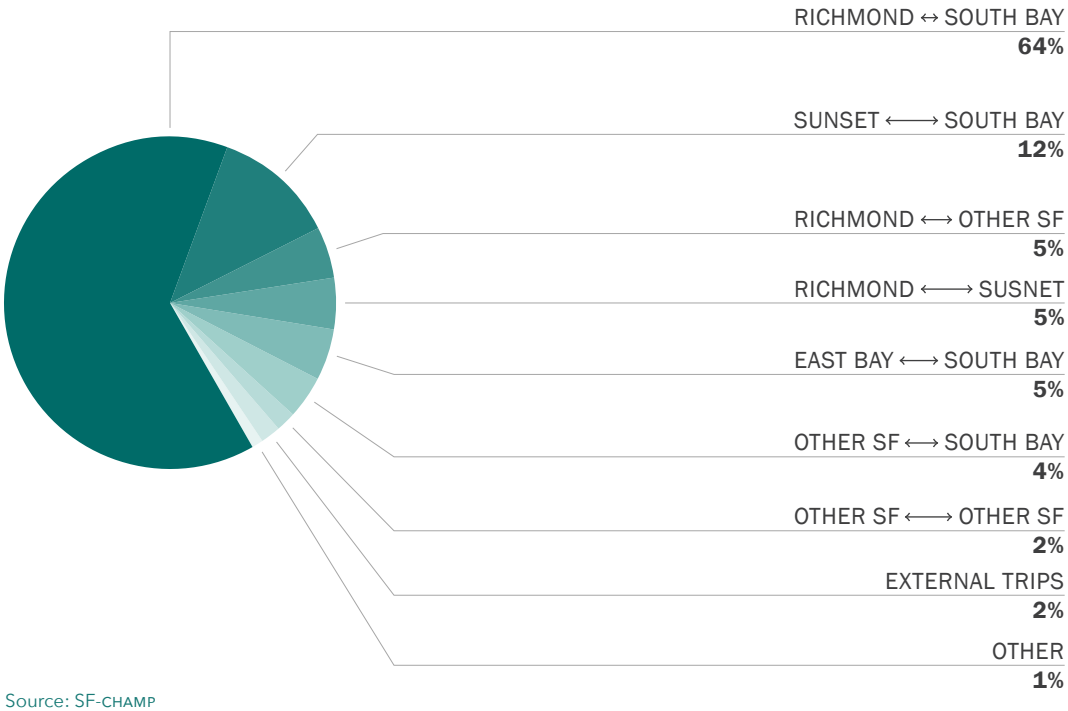
- **Traffic Volumes:** Transportation network modeling to identify how travel patterns would change with and without the Great Highway in the network, with a focus on where vehicles are expected to travel under the several scenarios.

- **Network Speeds:** This network analysis also identified expected changes in traffic speeds on the streets that have increased vehicle volumes from diverted traffic.
- **Intersection Delay:** Intersection traffic analysis that considers how specific intersections on the network operate given potential increases in traffic volumes.
- **Transit Performance:** Evaluation of how these traffic changes would impact transit routes in the study area.

Changes in Traffic Volumes/Diversions

The project team used the San Francisco Chained Activity Modeling Process (SF-CHAMP) to evaluate how traffic patterns would change under various closure scenarios. We first used the model to understand who used the Upper Great Highway prior to its closure. We examined the origins and destinations of people driving on the Great Highway using data from SF-CHAMP (Figure 2-3). Nearly two-thirds of people driving on the Upper Great Highway in 2019 were traveling between the Richmond and South Bay (San Mateo and Santa Clara Counties), and in particular between the Outer Richmond and the northern Peninsula communities. The second largest set of users are people traveling between the Sunset and the South Bay, indicating that these users actually travel somewhat out of their way to get to the Upper Great Highway, because there is no local access from the Sunset to the Upper Great Highway.

Figure 2-3. Travel Patterns for Motorists of the Upper Great Highway

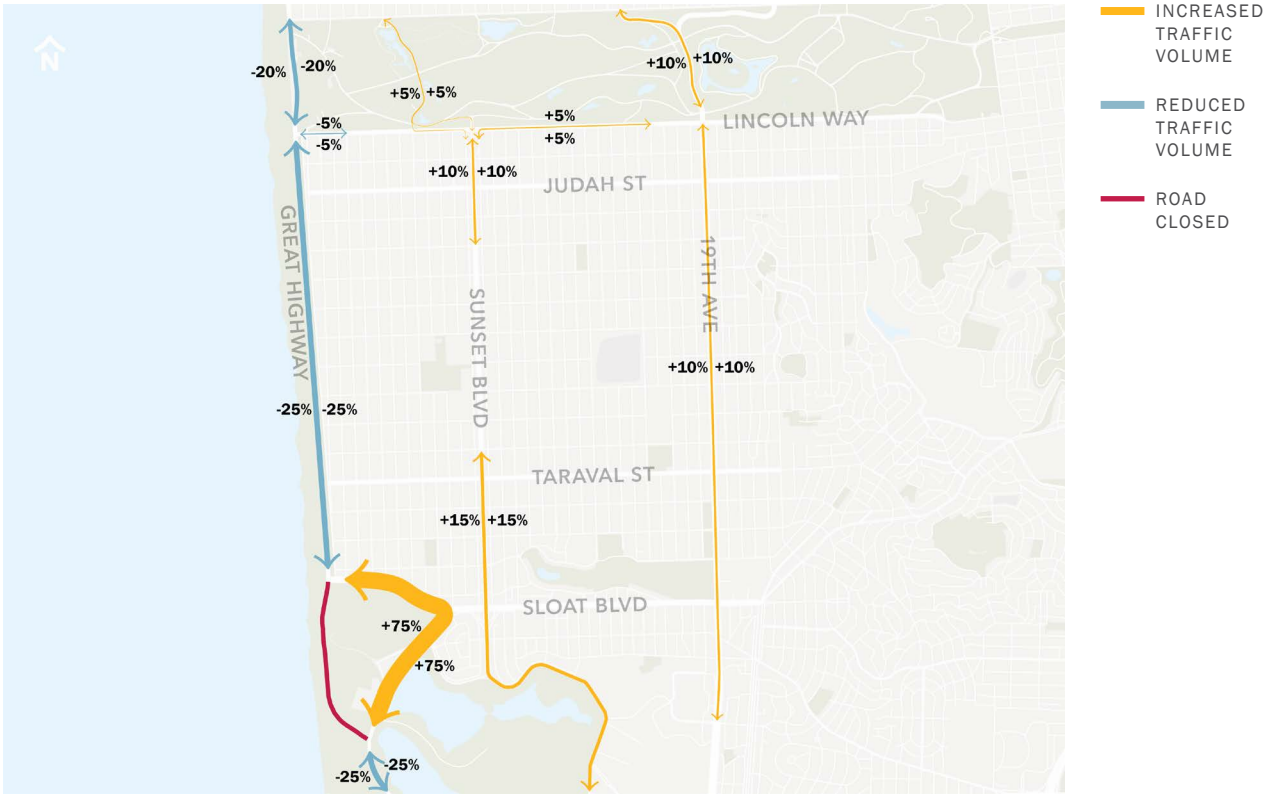


Source: SF-CHAMP

The project team then began to estimate how these vehicle trips may change based on the proposed long-term closures. As previously noted, the Great Highway Extension is planned for closure due to erosion. We first developed a baseline scenario that includes the closure of this segment of road.

We estimate that Upper Great Highway volumes would decline by up to 25 percent as a result of the closure of the Great Highway Extension. Most of the traffic that was on the Great Highway Extension (75 percent) would use the Sloat/Skyline intersection to travel between the Upper Great Highway and Skyline, while the remaining vehicles use Sunset and 19th Avenues. We do also expect a shift of vehicle volumes from the segment of the Great Highway adjacent to Golden Gate Park to other north-south roads through the park, in particular Chain of Lakes and Crossover (Figure 2-4).

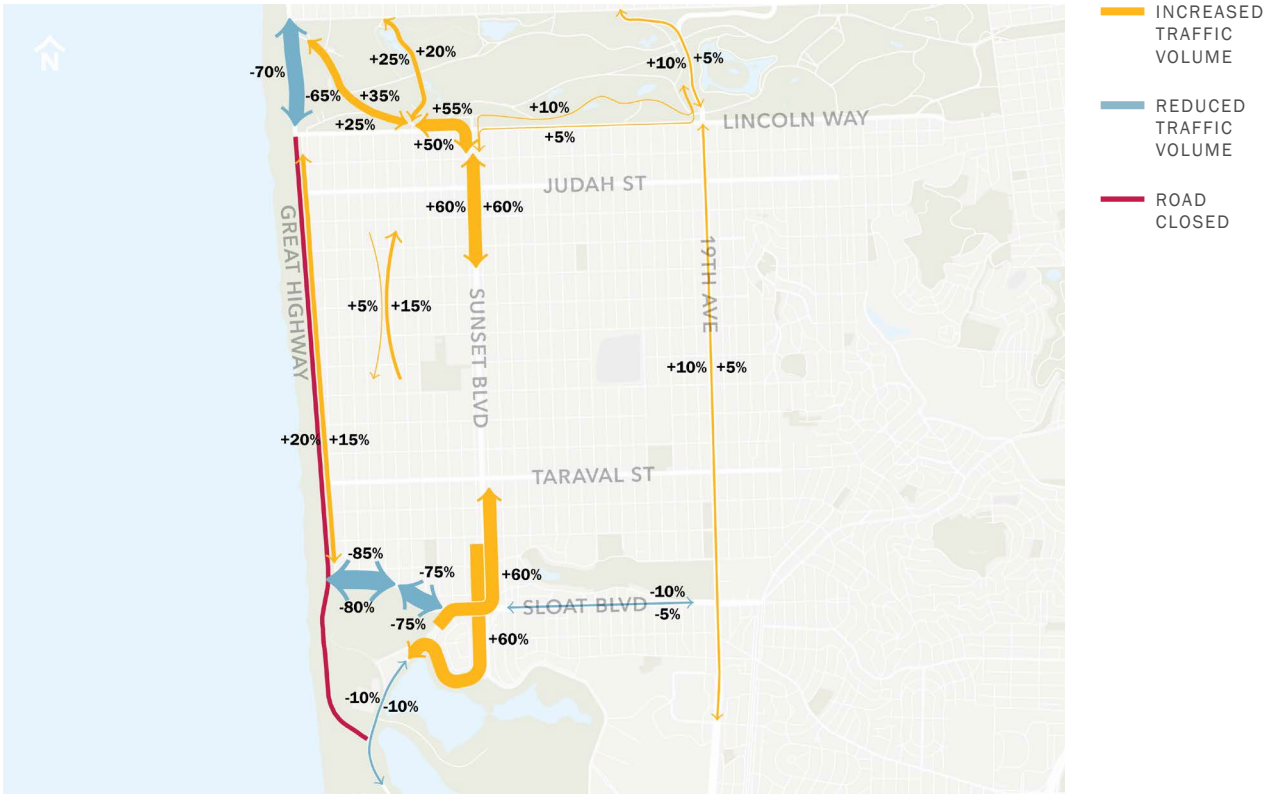
Figure 2-4. Traffic Diversions in the Baseline (Great Highway Extension Closed)



We next used SF-CHAMP to estimate additional travel pattern changes with the Upper Great Highway also closed (Figure 2-5). We estimate that most (60 – 70%) of diverted traffic would use Sunset and that the remaining would use local streets between Lower Great Highway and Sunset (about 20 – 25%) or 19th Ave (about 5 – 10%). We also anticipate further increases in traffic across Golden Gate Park, especially at Chain of Lakes, but also along John F Kennedy Drive and 47th Avenue. It is also expected that

much of the Southbound travel on Sunset will use Lake Merced Blvd to reach Skyline Blvd. In the east-west directions, we anticipate increased volumes on Lincoln between Chain of Lakes and Sunset and on Sloat Blvd in the vicinity of the ramps between Sloat Blvd and Sunset Blvd.

Figure 2-5. Traffic Diversions with the Upper Great Highway Closed



Network Performance – Vehicle Speeds

SF-CHAMP provides estimates of travel speeds for vehicles based on volumes and the capacity of the roads. These are demand projection-based estimates and do not fully account for potential delay generated by specific intersection operations, especially where there are many complex travel movements and modes at an intersection. However, they give a general indication of traffic flow effects of potential closure scenarios, especially in comparison with one another.

To understand the network impact on vehicle speeds, we evaluated four scenarios:

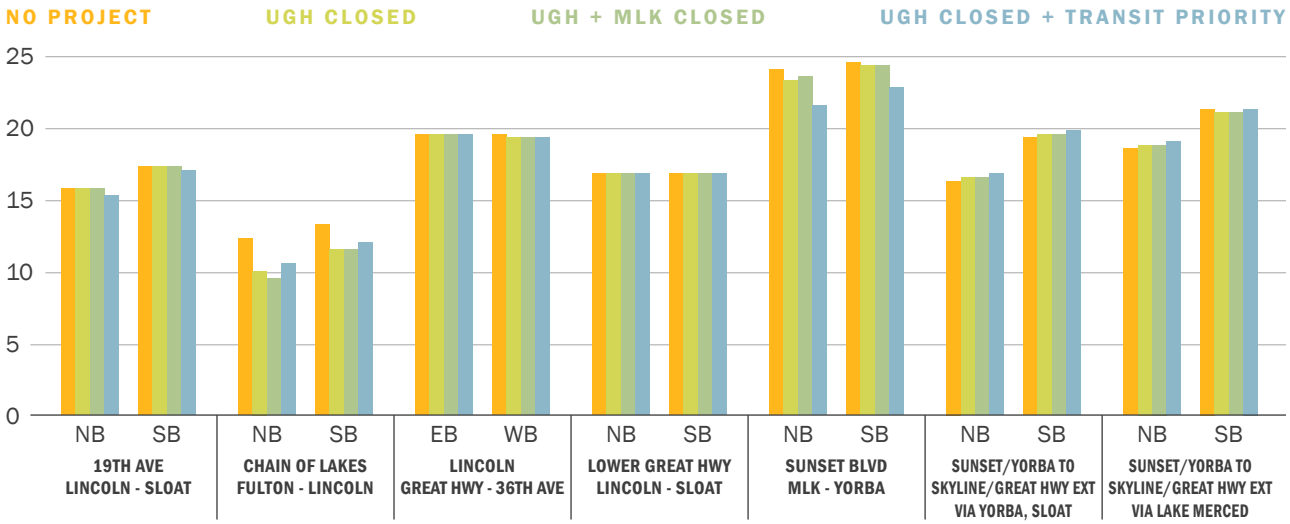
1. **Baseline (Concept 1):** Upper Great Highway is open to vehicles, but the Great Highway Extension is closed. All conceptual scenarios assume this baseline.
2. **Concept 3:** Upper Great Highway is closed to vehicles

3. **Concept 3, variation 1:** Upper Great Highway and Martin Luther King, Jr. Dr (an east-west street in Golden Gate Park) are closed to vehicles to represent a potential maximum long-term road network closure scenario)
4. **Concept 3, variation 2:** Upper Great Highway is closed to vehicles, but transit improvements have been implemented on Sunset Blvd (bus only lanes and signal priority) and 19th Ave (2+ high occupancy vehicle lanes). This variant also includes the addition of an express bus connecting the outer Richmond to the northwestern San Mateo Peninsula (the largest Origin/Destination travel pattern)

Most street segments in this analysis have similar travel speeds in the closure scenarios as they do in the baseline no project scenario (Figure 2-6). Findings of note include:

- Speeds on 19th Avenue are nearly 10 miles below the posted speed limit. While not expected to change significantly due to the small increase in vehicle volumes anticipated with the Upper Great Highway closure, these intersections would need ongoing monitoring and signal timing evaluation. It will also be critical to evaluate any impacts on the 28 19th Avenue bus route, which already experiences significant delays along 19th Ave.
- Chain of Lakes experiences slow travel speeds in the baseline scenario at under 15 miles per hour, consistent with observations made by SFMTA staff in 2020 and early 2021. The combination of the closure of the Upper Great Highway and 2019 traffic volumes would reduce speeds on this road by 2 to 3 miles per hour. This improves slightly with transit enhancements, which include some mode shift.
- Sunset Blvd also experiences some reduction in vehicle speeds with the Upper Great Highway closed, especially in the Northbound direction. However, vehicle speeds remain above 20 miles per hour in each direction. Even when one lane is converted to a bus and right turn lane, average vehicle speeds remain above 20 mph.

Figure 2-6. Vehicle Travel Speeds on Road Segments by Scenario



Source: SF-CHAMP

Intersection Operations Analysis

The network analysis findings are not able to capture the detailed operations of intersections. This section reviews traffic analysis work that was conducted to understand these questions. The intersection traffic analysis was conducted by Mott MacDonald using a microsimulation analysis tool called Transmodeler. This model simulates travel through several intersections 10 separate times to understand how natural variations in travel patters impact the functioning of these intersections.

We generated three measures of intersection performance from this model:

1. Overall intersection delay – average minutes of delay per vehicle
2. Intersection delay by approach – average minutes of delay per vehicle at each approach to the intersection (i.e., East, North, West, and South, though some intersections have unique geometry).
3. Queueing by approach – average distance of the longest vehicle queue at each approach to the intersection

The initial set of findings focuses on two scenarios: (1) **baseline no project** scenario (with Great Highway Extension closed) and (2) **Upper Great Highway closed** scenario. Consistent with observations, overall delay was experienced in the baseline scenario primarily at Chain of Lakes and along 19th Ave (Figure 2-7). With the Upper Great Highway closed, we find additional delay along Chain of Lakes, as well as new delay on Sunset at Lincoln and Martin Luther King, Jr. Dr and at Skyline Blvd and Lake Merced Blvd (Figure 2-8).

Figure 2-7. Intersection Delay – Baseline Condition

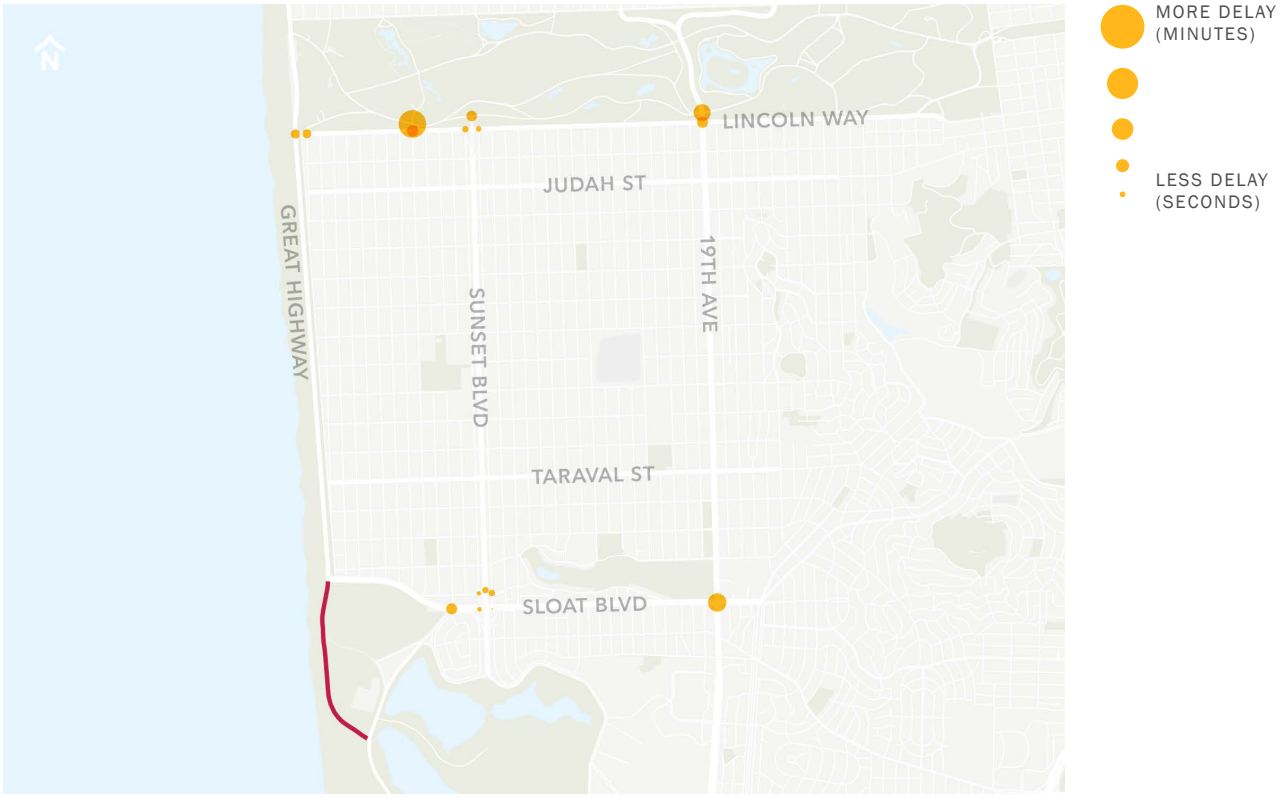
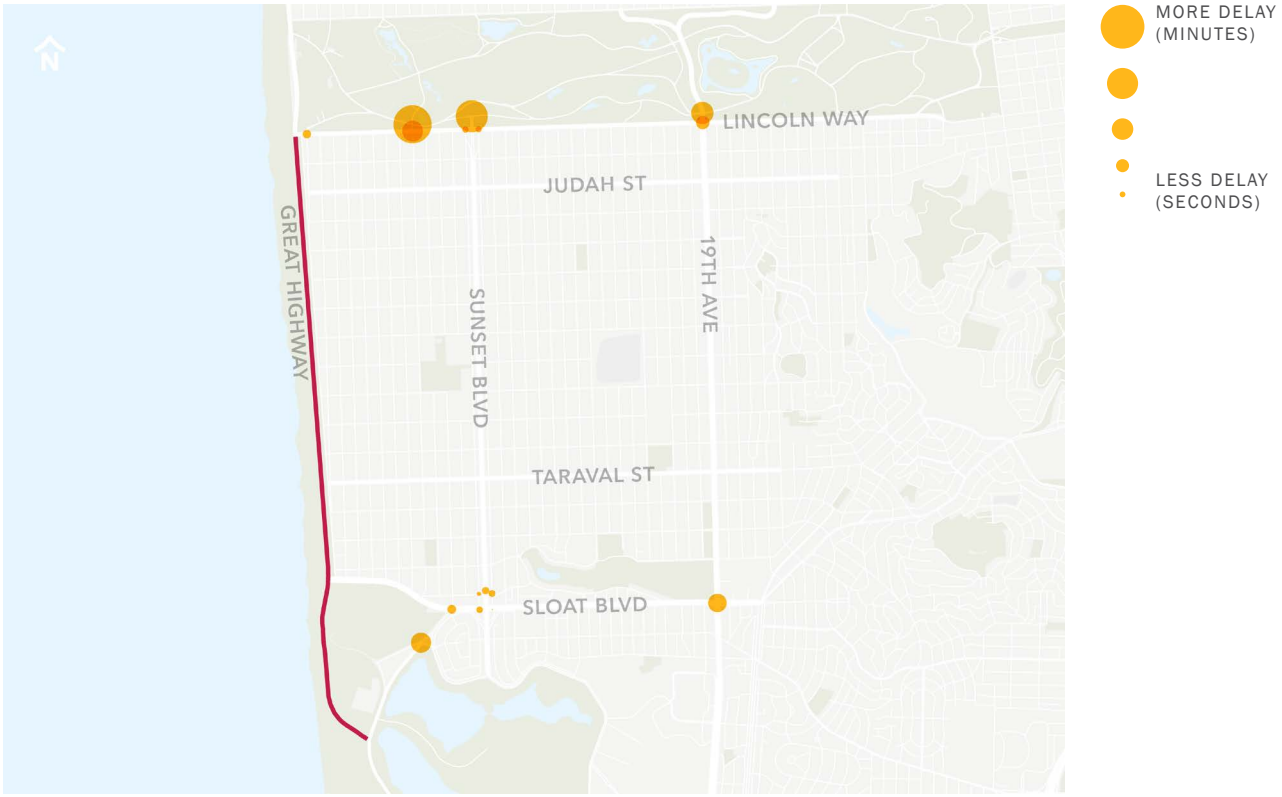


Figure 2-8. Intersection Delay – Upper Great Highway Closed



Using a combination of the initial analysis, staff observations, and feedback from the public, four key areas were identified for more detailed analysis:

- Northern end of study area, including Chain of Lakes intersections with Lincoln Way and Martin Luther King, Jr. Dr and Sunset intersection with Lincoln Way (including 36th/37th Ave access between Lincoln Way and Sunset) and Sunset Blvd & Martin Luther King, Jr. Dr
- Southern end of study area, including Sloat Blvd & Skyline Blvd, Lake Merced Blvd & Skyline Blvd, and Sunset Blvd & Sloat Boulevard
- Local streets between Upper Great Highway and Sunset Blvd
- 19th Avenue corridor, including intersections at Martin Luther King, Jr. Dr, Lincoln Way, and Sloat Blvd

SFMTA is also conducting area-wide operational analyses of north-south traffic across and around Golden Gate Park using micro-simulation traffic models to evaluate some of these effects in more detail. This work was in progress at the time this report was completed and all findings from this study were shared with the SFMTA team.

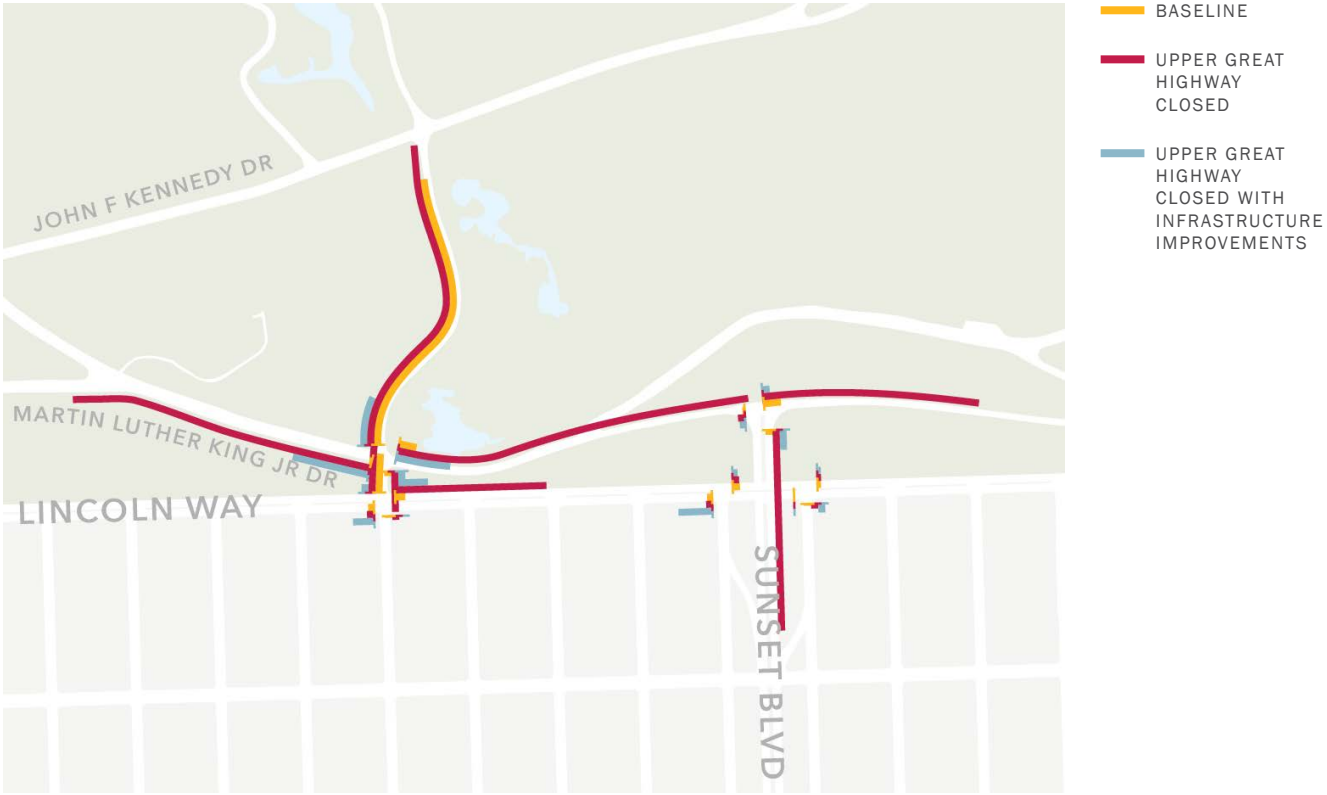
Northern End of Study Area – Chain of Lakes and Northern Sunset

Lincoln and Martin Luther King, Jr. Dr are about 75 feet apart along Chain of Lakes, so the operations at one intersection directly impact the other. These intersections experience significant delay and queueing (Figure 2-9) in the baseline scenario.

In the baseline scenario, there are over 5 minutes of delay on southbound Chain of Lakes approach Martin Luther King, Jr. Dr and vehicles queue for over 1,100 feet. With the Upper Great Highway closed, delay increases by 2.5 minutes per vehicle and the queue increases somewhat. Queues and delays are anticipated to increase substantially at the East and West approaches along Martin Luther King, Jr. Dr with the Upper Great Highway closed.

We also evaluated a scenario with Martin Luther King, Jr. Dr closed permanently, consistent with the temporary closure in place today. This scenario shifts traffic to Lincoln Way to travel between Chain of Lakes and Sunset, creating delays and queues at 37th Avenue and Lincoln and shifting the delays and queues along Chain of Lakes to the Lincoln intersection (from the Martin Luther King, Jr. Dr intersection).

Figure 2-9. Vehicle Queueing in the Northern Study Area



There are two primary connections between Chain of Lakes and Sunset Blvd – (1) Martin Luther King, Jr. Dr and (2) Lincoln and 36th Ave/37th Ave. Martin Luther King, Jr. Dr is the more direct route because of the grade separation of Lincoln Way and Sunset Blvd. Martin Luther King, Jr. Dr is currently closed to vehicles west of Sunset Blvd as part of an emergency order related to the coronavirus pandemic.

None of these intersections experiences significant delay or queueing in the baseline scenario. Closing the Upper Great Highway to vehicles is expected to create delay at Martin Luther King, Jr. Dr and Sunset (especially the northbound and westbound movements), a stop-controlled intersection that warrants consideration for signalization in the baseline/"no project" scenario. Under the scenario under which Martin Luther King, Jr. Dr is also closed to vehicles, that delay transfers to the intersection of Lincoln Way and 37th Ave, the primary remaining path to access Chain of Lakes.

We then evaluated infrastructure improvements to address the findings for each scenario. Potential vehicle-handling capacity enhancement ideas include:

1. Adding a traffic signal at the intersections that experience the most delay (Figure 2-10). This likely includes Lincoln Way & Chain of Lakes, Martin Luther King, Jr. Dr & Chain of Lakes, and Martin Luther King, Jr. Dr & Sunset Blvd. This could also include restricting left turn movements from Lincoln Way to Chain of Lakes/41st and restricting travel to from 41st Ave consistent with a proposal to make 41st Ave a neighborway that limits access to vehicles.
2. Closing Martin Luther King, Jr. Dr to vehicles, adding a traffic signal at the intersection of Lincoln Way & Chain of Lakes, and striping additional space for left turns at 37th Ave SB to Lincoln Way WB and increasing signal timing at this intersection to allow more vehicles to use this movement (Figure 2-11).
3. Closing Chain of Lakes to vehicles between Lincoln Way and Martin Luther King, Jr. Dr and allowing vehicle travel on Martin Luther King, Jr. Dr between Sunset Blvd and Chain of Lakes (Figure 2-12). This would allow north-south travel between the Richmond and the Sunset and the Peninsula a relatively unimpeded path via Chain of Lakes, Martin Luther King, Jr. Dr, and Sunset. It may require additional traffic calming to manage speeds and active transportation mode safety and circulation impacts along Martin Luther King, Jr. Dr.

Figure 2-10. Improvement Idea 1 – Northern Study Area



Figure 2-11. Improvement Idea 2 – Northern Study Area



Figure 2-12. Improvement Idea 3 – Northern Study Area



Table 2-4 summarizes the strengths and challenges of each of these ideas:

Table 2-4. Summary of Northern Study Area Improvement Ideas

1 - Two New signals on Chain of Lakes and one on Sunset Blvd and Martin Luther King Jr. Dr, Turn Restrictions on Lincoln Way	2 - Upper Great Highway and Martin Luther King Jr. Dr closed, signalized 41st & Lincoln	3 - Chain of Lakes closed b/t Martin Luther King Jr. Dr & Lincoln, Martin Luther King Jr. Dr open b/T Sunset & Chain of Lakes
STRENGTHS		
• Most options for vehicle travel, reducing delay at individual intersection	• Continuous slow street along Middle and JFK • Reduces the number of conflict points	• No new signals needed (lowest cost) • Potential to realign bike crossing away from Martin Luther King, Jr. Dr / Chain of Lakes intersection • Balances use of Great Highway and Chain of Lakes
CHALLENGES		
• 3 new signals likely needed (significant cost) • Requires investment to create a continuous path of travel for bikes through Golden Gate Park	• Lincoln would need traffic calming for pedestrian safety • 1 new signal needed (moderate cost) and signal retiming at 37th/Lincoln • Challenging crossing for bikes at Martin Luther King, Jr. Dr given proximity to Lincoln • Potential impact to the 29 Sunset, which uses 36th Ave to access Lincoln Way	• May need traffic calming for pedestrian safety • Requires investment to create a continuous path of travel for bikes through Golden Gate Park • Converts park road to a primary vehicle through route • May cause some diversion to Irving to access Chain of Lakes via Sunset & Martin Luther King, Jr. Dr • Diverts some vehicles to Great Highway for some north-south trips

We evaluated Ideas 1 and 2 using the traffic analysis model and found the following:

- Idea 1 reduced delay at all approaches to the affected intersections, reducing delays at southbound Chain of Lakes at Martin Luther King, Jr. Dr to under a minute (from over 5 minutes in the baseline) and queueing to around 180 feet (from over 1,100 feet). With Martin Luther King, Jr. Dr open, some delay remains in the EB direction of Martin Luther King, Jr. Dr due to a preference for the much heavier southbound to eastbound travel pattern.
- Idea 2 (w/Martin Luther King, Jr. Dr closed) also reduced delays at all approaches to the affected intersections. The Martin Luther King, Jr. Dr intersections are closed to vehicles in this iteration and experience no delay, though bicycle and pedestrian safety measures would likely be needed at the Martin Luther King, Jr. Dr / Chain of Lakes intersection if this remains a primary bicycle and pedestrian crossing.

- Idea 3 was not directly modeled due to time and resource constraints. However, it is apparent from other scenarios that this scenario would reduce delays – with Martin Luther King, Jr. Dr only handling through north-south vehicles between Sunset Blvd and Chain of Lakes, there would be fewer conflicts with turning movements. Some vehicles would divert to Lincoln, but scenario 2 (with Martin Luther King, Jr. Dr closed) indicates that there is capacity on Lincoln to accommodate expected east-west vehicle volumes, though additional analysis is needed to evaluate pedestrian and bicycle safety and transit operations. A signal would not be needed at Chain of Lakes because it would no longer allow vehicles, simplifying this travel pattern. The signal at 37th Ave and Lincoln Way would need ongoing monitoring to determine if this changed traffic patten is supported. Finally, an upgrade to the bicycle and pedestrian connection from Middle Ave to Martin Luther King, Jr. Dr would likely be needed, but we anticipate it would cost less than the signals required to address the impacts of the other two ideas.

In summary, each of these ideas presents feasible improvements if the Upper Great Highway is closed permanently and when traffic volumes and patterns return to what was experienced before the pandemic. As the economy reopens, we recommend that these concepts be included in area-wide network planning and operational analyses being conducted by the SFMTA and the Recreation and Park Department.

Southern End of Study – Sunset/Sloat/Skyline

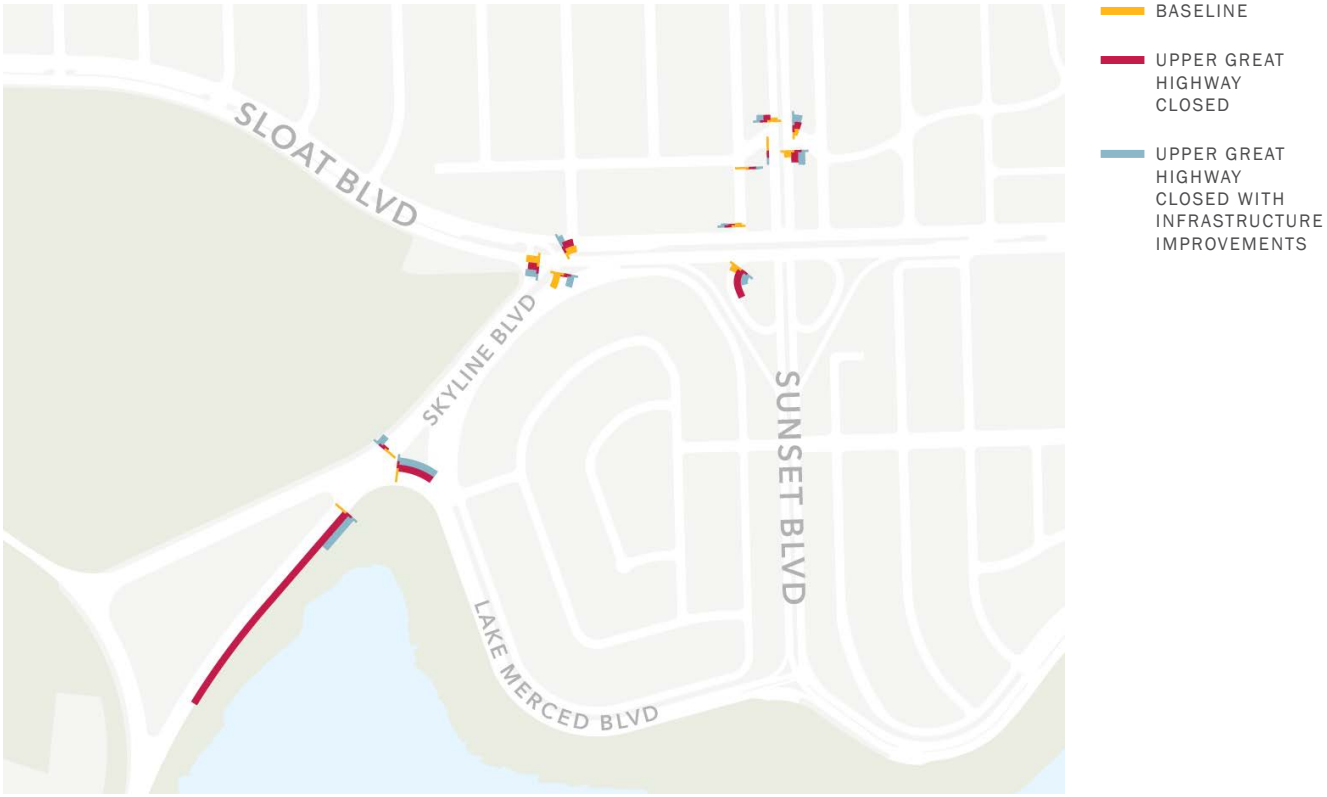
The primary paths of diversions expected with the Upper Great Highway closure are:

- In the southbound direction, Sunset to Lake Merced Blvd to Skyline Blvd
- In the northbound direction, Skyline Blvd to Sloat Blvd to Sunset Blvd via the cloverleaf ramp across from 36th Ave

As noted above, the closure of the Great Highway Extension as part of the South Ocean Beach Climate Change Adaptation Project includes planned addition of signals of the Sloat Ave/Skyline Blvd intersection and the Skyline Blvd/Great Highway Extension intersection.

None of the intersections in this part of the study area is expected to have significant delay or queueing in the baseline condition assuming signalization of Sloat/Skyline (or equivalent improvement) and other supporting measures. With the closure of the Upper Great Highway, we expect a significant increase in delay and queueing at Skyline Blvd & Lake Merced Blvd and some delay on the ramp from southbound Sunset Blvd to eastbound Sloat Blvd (Figure 2-13).

Figure 2-13. Vehicle Queueing in the Southern Part of the Study Area



We investigated potential improvements at the Skyline/Lake Merced intersection that could address the increased delay and queueing at this location. There is significant space at this intersection, creating an opportunity to consolidate the intersection and add a second left turn lane from Lake Merced westbound to Skyline Blvd southbound (Figure 2-14). We modeled this idea, which showed significant reduction in delay and queueing at this intersection due to quicker clearing of the intersection.

There is a potential impact at this location to the Muni 18 46th Avenue that should be evaluated. The 18 line uses the piece of Lake Merced Blvd proposed to be closed in this concept to travel between Skyline Blvd and Lake Merced Blvd. This could increase travel time for the 18 line. There is a potential to use the closed piece of road as a bus only lane.

Figure 2-14. Potential Skyline/Lake Merced Improvement



We also explored ideas that might direct vehicle travel to Sloat/Sunset instead of Lake Merced/ Skyline. Sloat Blvd and Skyline Blvd are State Highway 35 and are intended to carry regional vehicle travel. Bicycle and pedestrian safety and comfort on Lake Merced Blvd are also a focus of two recent studies. The Lake Merced Pedestrian Safety Community Based Transportation Plan (CBTP) is focused on pedestrian safety and the recently completed Lake Merced Bikeway Feasibility Study identified potential off street and on street improvements to make a continuous biking path around the lake. We see one idea that could reduce vehicle travel on Lake Merced Blvd and identified additional ideas that may improve bicycle and pedestrian safety on Sloat Blvd (Figure 21):

- Convert 37th Ave to one-way southbound operation from Yorba St to Sloat Blvd to facilitate travel from southbound Sunset to westbound Sloat Blvd (and the connection to Skyline Blvd). This would create a double left from 37th Ave to Sloat Blvd that may need to be signalized. This addition could help balance vehicle travel between Sloat Blvd and Lake Merced Blvd.
- Adjust the median on Sloat Blvd to allow left turns from 37th Ave to Sloat Blvd eastbound. This would require addition of a signal and would allow removal of the current cloverleaf ramp from Sunset southbound to Sloat eastbound.
- Further adjust the median to allow a double left turn from Sloat eastbound to 36th Ave northbound to access Sunset Blvd northbound. This would require making 36th Ave one way northbound from Sloat Blvd to Yorba St and would require additional signalization. It would also allow the removal of the other cloverleaf ramp from Sloat eastbound to Sunset northbound with associated pedestrian and bicycle circulation benefits.

Figure 2-15. Potential Sloat/Sunset Improvements



IDEAS:

1. 37th Ave one way SB from Yorba to Sloat — improves Sunset → Sloat → Skyline connection.
2. Allow left turn from 37th Ave SB to Sloat EB. Close Sunset SB to Sloat EB ramp.
3. Also install 2 left turns from Sloat EB to 36th Ave. 36th Ave NB only to Yorba. Close Sloat EB to Sunset NB ramp.

While the Sloat/Sunset ideas were not included in our model runs, we did conduct preliminary analyses that confirmed that these improvements appear feasible and may be worth further study as SFMTA evaluates improvements to connections between Sunset Blvd and Sloat Blvd.

For the Lake Merced Pedestrian Safety CBTP, SFMTA should consider the findings of this analysis as they develop recommendations for pedestrian improvements.

Table 2-5 summarizes the expected strengths and challenges of each of these options.

Table 2-5. Summary of Southern Study Area Improvement Ideas

1 - Lake Merced & Skyline Consolidation	2 - Sloat/Sunset		
	2a - 37th one way SB from Yorba-to Sloat	2b - Add left turn from 37th Ave SB to Sloat EB	2c - Add left from Sloat EB to 36th NB
STRENGTHS			
• Intersection improvement needed to support safer bike connection	• Reduces traffic volume on Lake Merced Blvd	• Allows closure of cloverleaf ramp from Sunset SB to Sloat EB — some bike safety improvement	• Allows closure of cloverleaf ramp from Sloat EB to Sunset NB — bike safety improvement
CHALLENGES			
• Potential for increased traffic on Lake Merced (should be considered in Lake Merced Pedestrian Study) • May impact 18 46th Avenue, should be carefully evaluated • Medium cost improvement	• Potential local impact to residents on 37th Ave b/t Sloat and Yorba • Cost includes new signal (2 directions only)	• Potential local impact to residents on 36th Ave b/t Sloat and Yorba • Significant cost to alter median and signalize all directions • May increase delays for bikes and peds on north side of Sloat	• Potential local impact to residents on 36th Ave b/t Sloat and Yorba • Significant cost to remove median, install new turn lanes • May increase delays for bikes & peds • Need to evaluate significant weaving movement from Skyline and Sloat Blvd to Sloat Blvd and 36 Ave

Local Outer Sunset Streets

One of the concerns raised during the current closure has been the impact of diversions on the Lower Great Highway and parallel avenues between the Lower Great Highway and Sunset Blvd. In the diversion scenarios identified above, we expect some increase in traffic volumes on Lower Great Highway and relatively small volume increases on the other parallel avenues between Lower Great Highway and Sunset Blvd. From a traffic standpoint, we did not find increases in delays at these intersections.

The concern about these increased volumes relates more directly to speeds and safety on these local streets. As described above, SFMTA has implemented two sets of traffic calming improvements to address these safety concerns. SFMTA is monitoring these improvements currently and may need to make additional improvements on other

streets as new traffic patterns emerge with the Upper Great Highway closed. Up to $200,000 in additional traffic calming need is assumed.

19th Avenue Corridor

19th Avenue is California Highway 1 under the jurisdiction of Caltrans. In 2019, it carried between 60,000 and 70,000 vehicles on a typical weekday (all day) and between 2,500 and 3,000 in the peak hour. The closure of Upper Great Highway is expected to add only between 100 and 200 vehicles to 19th Avenue, a small proportion of the vehicles already using the street in the peak period

Our initial analysis showed potential queueing and delay in the baseline condition at the three main intersections potentially impacted by the closure of the Upper Great Highway – Martin Luther King, Jr. Dr, Lincoln Way, and Sloat Blvd. In the baseline condition, there is substantial delay and queueing at the two northern intersections, consistent with the existing volumes on these roads. At Sloat Blvd and 19th Ave, we also observed delays in the eastbound direction due to the short left-turn pocket and the lack of signal time available for this movement.

The signals along 19th Ave are coordinated and vehicle progress through those signals is controlled to manage the overall flow across the state highway. To be able to accurately evaluate traffic at these three intersections, the model would have needed to incorporate the several signalized intersections between Lincoln Way and Sloat Blvd, as well as signalized intersections to the north and south. Intersection controls help vehicles approach these intersections at more regular intervals, making it challenging to accurately estimate delays without modeling all intersections in the corridor as a system. Because the resources of this project could not support evaluation of all intersections and because relatively few additional vehicles are expected to divert to 19th Ave, especially relative to the number of vehicles using 19th Ave in 2019, we did not investigate specific improvements along this corridor.

We recommend ongoing monitoring of 19th Ave to identify if the small addition of traffic requires any changes to signal timing.

Partial Closure

While the focus of our intersection operations analysis is on the full closure scenarios, we did also evaluate the potential traffic impacts of Concept 5, which provides a promenade on one side of the road and one direction of vehicle travel. We evaluated southbound travel because that is the predominant movement and because it experiences more significant impacts in the evaluation of the full closure concept.

The findings of this scenario include:

- Chain of Lakes SB at Martin Luther King, Jr. Dr continues to have substantial delays and queues, but is unchanged from the baseline condition. This also creates delays westbound at Martin Luther King, Jr. Dr and Chain of Lakes and westbound at Lincoln Way and Chain of Lakes. Improvements along Chain of Lakes appear to be required regardless of the closure of the Upper Great Highway.
- Northbound delay is still experienced at Sunset Blvd and Martin Luther King, Jr. Dr, which also creates delay for westbound vehicles on Martin Luther King, Jr. Dr.

For the northern study area, some of the improvements identified for the full closure would also be needed for Concept 5 (one-way operation). Improvements at Chain of Lakes have been identified as needed in the baseline scenario, and we anticipate that one of the three ideas identified above for the northern study area could be applied:

- For the scenario where both Lincoln Way and Martin Luther King, Jr. Dr are open to vehicles, southbound vehicle volumes on Chain of Lakes create delays in the baseline condition. As a result, signalization of these three intersections may be required
- If Martin Luther King, Jr. Dr is closed, signal adjustments would be needed at 36th Ave/Lincoln Way and a new signal at Lincoln Way/ Chain of Lakes, similar to the full closure scenario.
- There may be an opportunity to combine one way vehicle operation with partial closure of Martin Luther King, Jr. Dr to vehicles. Ideally this would be from northbound Sunset Blvd to westbound Martin Luther King, Jr. Dr to northbound Chain of Lakes. This would likely require additional safety measures to minimize conflicts between vehicles and bicycles.

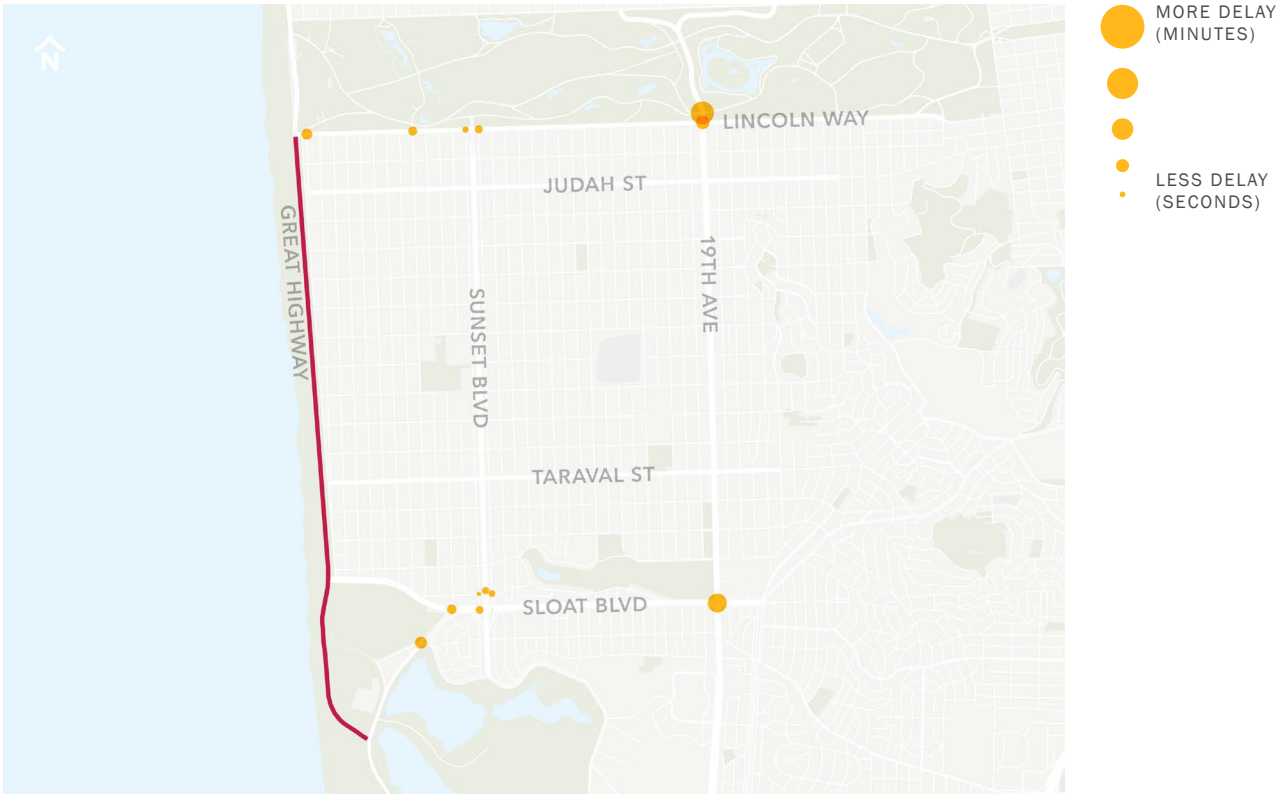
Because one direction of travel is more heavily impacted than the other, there may be hybrids of the above options that were not explored with the full closure. These would need further study.

There are not significant impacts at the southern study area intersections for this Concept 5, which would reduce the need for improvements at Skyline/Lake Merced or Sloat/Sunset. We also anticipate somewhat less impact on the local streets between the Upper Great Highway and Sloat Blvd, though some additional northbound traffic is expected for the one-way closure. As with the full closure, ongoing monitoring of the local streets is appropriate and additional traffic calming may be needed, though potentially at a reduced cost.

Traffic Impacts Summary

Promenade options will contribute to traffic issues both within and beyond the District 4 study area. With improvements to the transportation system, the impact of the diversion is expected to reduce delay to levels similar or better than existing conditions (Figure 2-16). More information on the costs of these improvements is provided in following sections.

Figure 2-16. Intersection Delay – with Infrastructure Improvements



Additional detail of the traffic analysis findings is available in Appendix B.

Transit Impacts

Vehicle congestion also impacts transit. In the Outer Sunset, the Muni 29 and 28 bus routes operate on the streets expected to experience increased traffic from diversions. Based on the changes in network speeds and congested locations identified above, we expect the following impacts for the full closure (Concept 3):

- Vehicle speeds drop slightly along Sunset Blvd (1 – 2%). We expect somewhat larger declines in bus speeds as a result, due to the need to pick up passengers along the route. Average speeds on Sunset Blvd exceed 20 MPH, so these changes may not be significantly noticeable to passengers.

- The 29 bus uses 36th Ave to turn right on to Lincoln Way. Under scenarios where Martin Luther King, Jr. Dr is also closed, we anticipate significant additional volumes at this intersection. While proposed signal changes appear to be effective in facilitating traffic through this intersection, bus operations at this intersection should be evaluated and any impacts should be addressed with transit priority treatments.
- Vehicle speeds are 12 to 15 mph on 19th Ave in the peak period. SFCTA's Congestion Management Program estimates that bus speeds were below 10 mph in 2019.
- The closure could also impact the 18 46th Ave, depending on the amount of traffic diverted to local residential streets.

We estimated potential transit impacts from other scenarios as follows:

- **Concept 2 (Two lane, two-way road)** was not evaluated due to the significant additional cost.
- **Concept 4 (Weekend closure)** would not have impacts during the peak period when traffic is greatest.
- **Concept 5 (One way southbound)** would impact northbound bus travel on Sunset and 19th Ave.

Without further transit priority improvements, we expect the most significant transit impacts and risks under Concept 3 – Full Promenade concept. Potential transit priority improvements have been identified by the District 4 Mobility Study and ConnectSF Transit Strategy.

For ConnectSF, both Sunset Blvd and 19th Ave are part of the proposed 5-Minute network, which is intended to provide fast, frequent, and prioritized transit service. Achieving the five-minute network requires street improvements such as transit signal priority and lanes dedicated to buses. On 19th Ave, a pilot of high occupancy vehicle lanes that would benefit both buses and carpools is under consideration. On Sunset Blvd, this would likely include a bus only lane and transit priority.

The District 4 Mobility Study evaluated these improvements in the local context. To supplement transit in this north-south market, the project team paired increased service on the 28 and 29 with a conceptual peninsula express bus that would serve: the Richmond, the Sunset, and the Northern Peninsula (Daly City, Colma, and South San Francisco). The findings of this analysis included:

- 4.5% increase in transit trips to, from and within D4
- 2,100 more daily riders on 28/28R 19th Ave

- 11,600 more daily riders on 29/29R – Sunset Blvd
- Additional benefits include travel time savings and improved reliability for new and existing riders. We expect that bus speeds would increase on 19th Ave by 6 to 7 percent and on Sunset Blvd by 7 to 10 percent with transit priority in this corridor and increased traffic volumes with the Upper Great Highway closed.

Table 2-6. Summary of Transit Impacts

CONCEPT 1: Four-Lane Roadway	No impact on existing transit speeds.
CONCEPT 2: Promenade / Two-Way Roadway	Not evaluated
CONCEPT 3: Full Promenade / Complete Vehicle Closure	Potential for reduced speeds of the 29 Sunset, especially if Martin Luther King, Jr. Dr is also closed. Potential bottleneck at 36th Ave and Lincoln without more detailed mitigation. Small potential to increase existing delays on the 28 19th Ave. Potential impact to the 18 46th Ave.
CONCEPT 4: Timed Promenade (Weekends Only)	Slower 29 Sunset on weekends. Potential to exacerbate existing delays on the 28 19th Ave on weekends. Potential impact to the 18 46th Ave on weekends.
CONCEPT 5: Promenade / One-Way Roadway	Slower 29 Sunset northbound, exacerbated if Martin Luther King, Jr. Dr is closed. Potential to exacerbate existing delays on the 28 19th Ave.
CONCEPT 3, 4, OR 5 WITH TRANSIT INVESTMENTS	Transit priority on Sunset Blvd and HOV lanes on 19th Ave do provide modest improvements in transit speeds.

2.5 COSTS OF NEEDED IMPROVEMENTS

There are several types of costs associated with this evaluation:

- Baseline improvements that are needed regardless of any future change to the Upper Great Highway
- Upper Great Highway improvements
- Improvements needed to address the impacts from a closure
- Operating costs for all scenarios

Baseline Improvements

Several street improvements that are expected under all concepts:

- Lower Great Highway: As noted above, SFMTA implemented traffic calming improvements to Lower Great Highway in early 2021. Additional traffic management improvements to support future closure scenarios are assumed as follows:

- Sloat and Upper Great Highway: This intersection will receive a redesign as part of the planned South Ocean Beach Climate Adaptation Project, which includes closure of the Great Highway extension roadway south of Sloat. SFPUC estimates the cost of improvements to this intersection, including a new traffic signal and other changes at around $2,000,000.
- The Sloat/Skyline intersection was also identified by the South Ocean Beach Climate Change Adaptation Project to be updated. SFMTA is considering multiple options for this intersection, which could include signalizing the intersection or installing a roundabout. For the purposes of this project, we assumed that the current stop-controlled intersection would be replaced by a signalized intersection. This would also include substantial reconstruction of the intersection. Due to the complexity of the project, we estimate the cost to upgrade this intersection around $3,000,000 – $4,000,000.

Capital Costs of Upper Great Highway Improvements

Under each of the concepts, various improvements are needed to the Upper Great Highway, immediately adjacent streets, and streets on the approach to the Upper Great Highway. Table 2-7 outlines the improvements needed for each concept. Costs for direct Upper Great Highway Improvements are comparable across the scenarios with the exception of Concept 2 which requires much higher costs to due to the need to reconstruct the roadway to ensure a safe design.

Table 2-7. Upper Great Highway Improvement Costs (dollar amounts in thousands)

	CONCEPT 1: Four-Lane Roadway	**CONCEPT 2:** Promenade / Two-Way Roadway	**CONCEPT 3:** Full Promenade / Complete Vehicle Closure	**CONCEPT 4:** Timed Promenade	**CONCEPT 5:** Promenade / One-Way Roadway
Traffic signals replacement*	$2,500	$2,500	N/A	$2,500	$2,500
Traffic signal removal	N/A	N/A	$1,500	N/A	N/A
Roadway reconstruction	N/A	$15,600	N/A	N/A	N/A
Lincoln & Upper Great Highway Intersection Improvements	N/A	$2,000	$1,500	N/A	$1,500
Additional improvements (i.e. wayfinding signs, changeable message signs, speed tables)	N/A	$156	$196	$175	$114

* SFMTA has a project on hold to design and install these upgrades

For more detail about the baseline and Upper Great Highway improvements cost estimates, see Appendix C.

Network Improvements due to Diversions

Based on the analysis , staff expects that there are additional network improvements beyond the immediate Great Highway area. Some of these additional improvements are covered by existing projects.

Table 2-8 identifies potential costs for network improvements needed to reduce the impacts of the potential diversions. These are preliminary, planning level costs that would need to be updated as specific concepts moved forward. Costs for additional network improvements for Concept 2 are not included in this table as this scenario was not estimated due to the high costs needed on improving Upper Great Highway itself.

Table 2-8. Costs for Network Improvements Due to Traffic Diversions

COSTS IN $M	CONCEPT 1: Four-Lane Roadway	CONCEPT 3: Full Promenade/ Complete Vehicle Closure	CONCEPT 4: Timed Promenade	CONCEPT 5: Promenade/One-Way Roadway
Sunset/Sloat or Sunset/Lake Merced	N/A	$0.5 – $4.9	$0.5 – $4.9	
Lincoln/Upper Great Highway	N/A	$0.1 – $0.25	$0.1 – $0.25	$0.1 – $0.25
Lincoln/36th Ave	N/A	$0 – $0.3*		
Lincoln & 41st Ave	$0.3 – $2.1	$0.3 – $2.1	$0.3 – $2.1	$0.3 – $2.1
Subtotal of improvement costs	$0.3 – $2.1	$1.7 – $5.7	$1.3 – $5.4	$0.4 – $2.4

*Need for improvement at Lincoln/36th Ave is only needed for the version of Concept 3 that also includes closure of Martin Luther King, Jr. Dr

Annual Operating and maintenance costs

Operating and maintenance costs are similar across most concepts (Table 2-9). Concept 4 notably has additional operating costs due to the need for SFMTA Parking Control Officers to provide oversight each weekend. Concepts that are expected to have more bicycle and pedestrians users require increased gardening, litter removal, restroom cleaning, and park ranger presence. These costs scale with the estimated number of visitors.

Table 2-9. Annual Operating and Maintenance Costs

COST DESCRIPTION	CONCEPT 1: Four-Lane Roadway	CONCEPT 2: Promenade / Two-Lane Two-Way Roadway	CONCEPT 3: Full Promenade / Complete Vehicle Closure	CONCEPT 4: Timed Promenade / four-lane Roadway	CONCEPT 5: Promenade/ One-Way Roadway
Intersection open/closure	N/A	N/A	N/A	$13,000	N/A
PCO oversight	N/A	N/A	N/A	$457,600	N/A
Signal maintenance	$45,000	$45,000	$10,000	$45,000	$45,000
Roadway maintenance	$200,000	$100,000	$20,000	$200,000	$100,000
Structural maintenance	$93,000	$93,000	$93,000	$93,000	$93,000
Street sweeping	$255,000	$255,000	$255,000	$255,000	$255,000
Sand clearing	$230,000	$230,000	$230,000	$230,000	$230,000
Recology garbage	$100.000	$100,000	$100.000	$100.000	$100.000
Gardening/litter removal	$446,000	$530,000	$656,000	$526,000	$530,000
Median landscaping	$29,000	N/A	$29,000	$29,000	$29,000
Restrooms/custodial	$103,000	$120,000	$145,000	$119,000	$120,000
Security	N/A	$22,000	$55,000	$21,000	$22,000
SUBTOTAL	**$1,501,000**	**$1,495,000**	**$1,593,000**	**$2,088,600**	**$1,524,000**

For more detail about the operating and maintenance cost estimates, see Appendix C.

Summary of Costs

These estimates are cumulative of baseline and Great Highway Improvements for each scenario.

Table 2-10. Summary of Concept Costs

	BASELINE AND CAPITAL	NETWORK IMPROVEMENTS DUE TO DIVERSION	MAINTENANCE AND OPERATIONS
CONCEPT 1: Four-Lane Roadway	**$$** $5M	$0.3 – $2.1	$1.5M
CONCEPT 2: Promenade / Two-Way Roadway	**$$$$** $22.8M	Not explored due to high baseline & capital costs	$1.5M
CONCEPT 3: Full Promenade / Complete Vehicle Closure	**$$** $5.6M	$1.7 – $5.7	$1.6M
CONCEPT 4: Timed Promenade (Weekends Only)	**$$** $5.2M	$1.3 – $5.4	$2.1M
CONCEPT 5: Promenade / One-Way Roadway	**$$** $6.6M	$0.4 – $2.4	$1.5M

3. Outreach Summary

3.1 OUTREACH EVENTS

Town Hall in November 2020

Project staff presented updates on traffic management for the Great Highway and five roadway configuration options for the long-term future of the Great Highway. Throughout the event, check points were held to provide the audience with opportunities to share questions and comments and to engage with poll questions.

There were approximately 500 attendees who participated in this outreach event.

Open House in March 2021

Project staff presented updates on the evaluation of the five concepts that were introduced at the November 2020 town hall during the first half of the event. The event also introduced concepts to improve transportation options in the Outer Sunset and Parkside Neighborhoods which will be summarized in the District 4 Mobility Study Final Report. The updates related to the Great Highway included a high-level synthesis of the responses from the survey and factors involved in the evaluation approach. The factors that were considered as part of the evaluation approach align with City policies and included climate change resiliency, well-being and health, transit first/sustainable mode choices, equity, Vision Zero, and economic vitality. Staff also presented the estimated costs associated with each of the concepts. Throughout the event, check points were held to provide the audience with opportunities to share questions and comments and engage with poll questions.

There were approximately 190 attendees who participated in this outreach event.

What We Heard

During the outreach events, common comments we received were related to the following topics:

- Impact of closure options on traffic and congestion
- Safety considerations for the Upper Great Highway and adjacent neighborhood streets
- Questions about the decision-making process for the future of the Upper Great Highway
- Questions about data collection and methods of the study

The project team has worked to the provide more detail and insight to the above comments and questions through the evaluation factors and this report.

Following the November Town Hall, the Transportation Authority opened a public survey to gain an understanding of community preferences related to the configuration options for the long-term future of the Great Highway. The survey was distributed through our website, email, and social media and closed in January 2021. We received a total of 3,989 responses to the survey with about 95% of respondents described as residents of San Francisco (Figure 3-1).

Figure 3-1. Respondents to Transportation Authority Survey by Zip Code

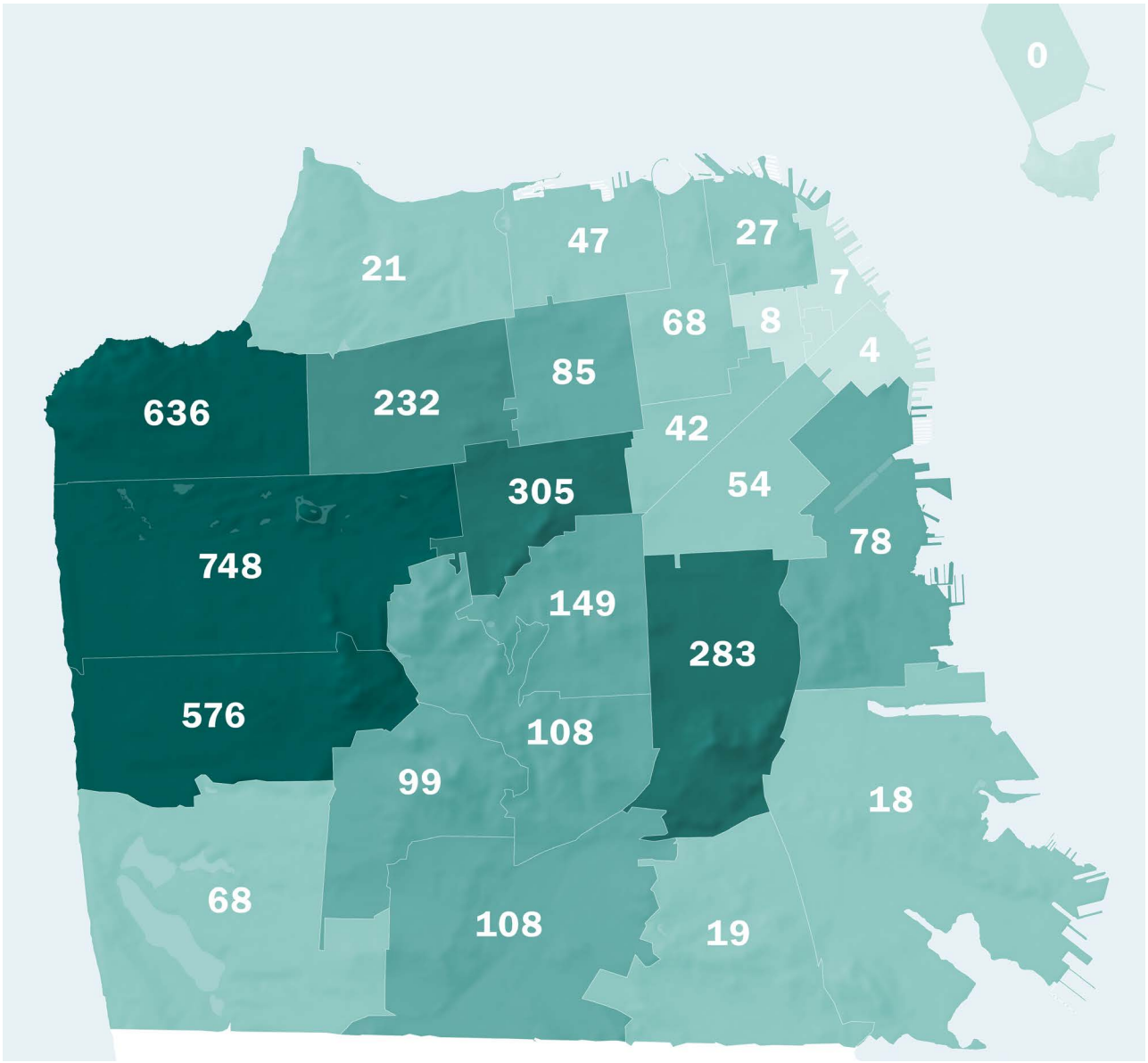
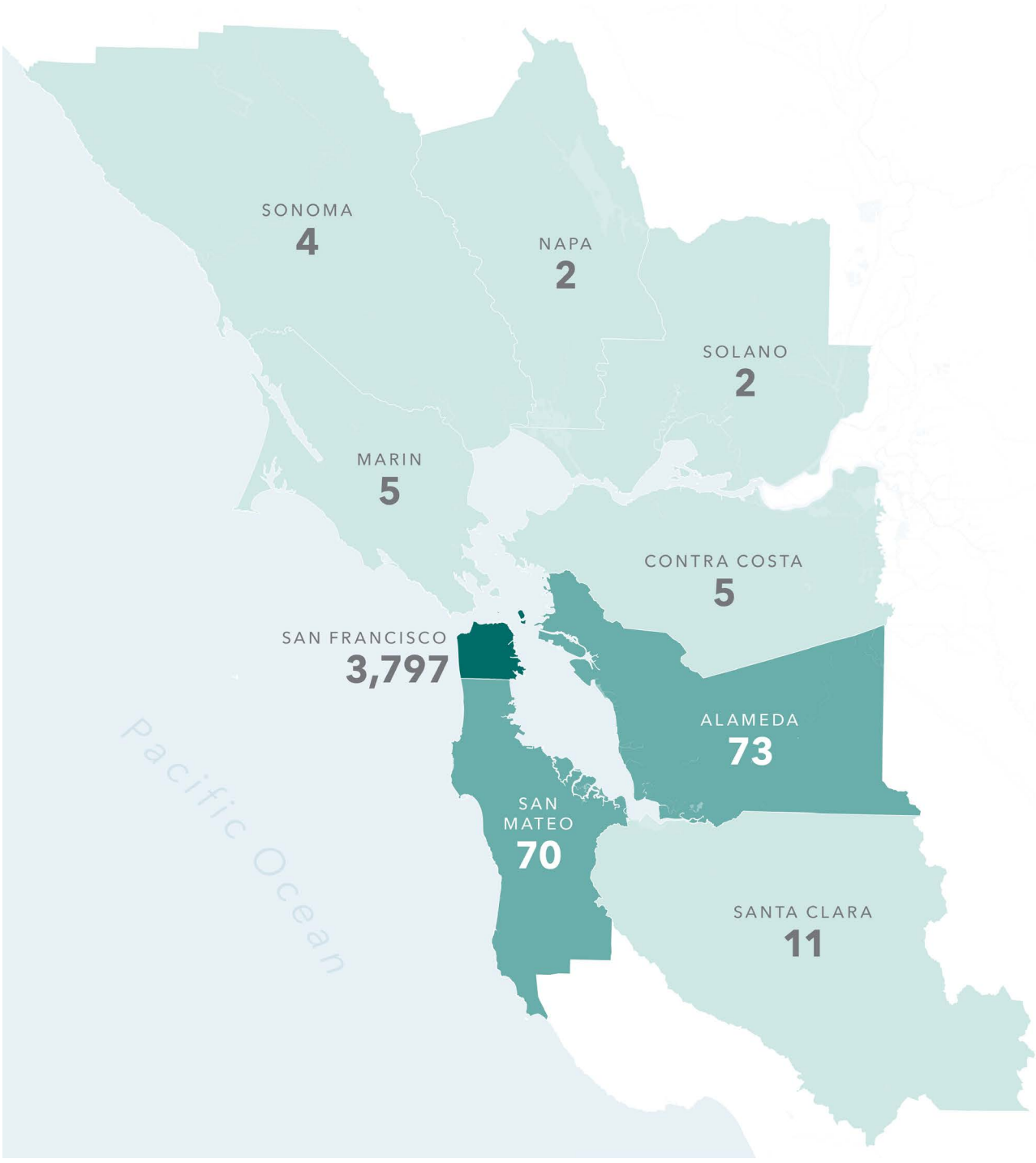


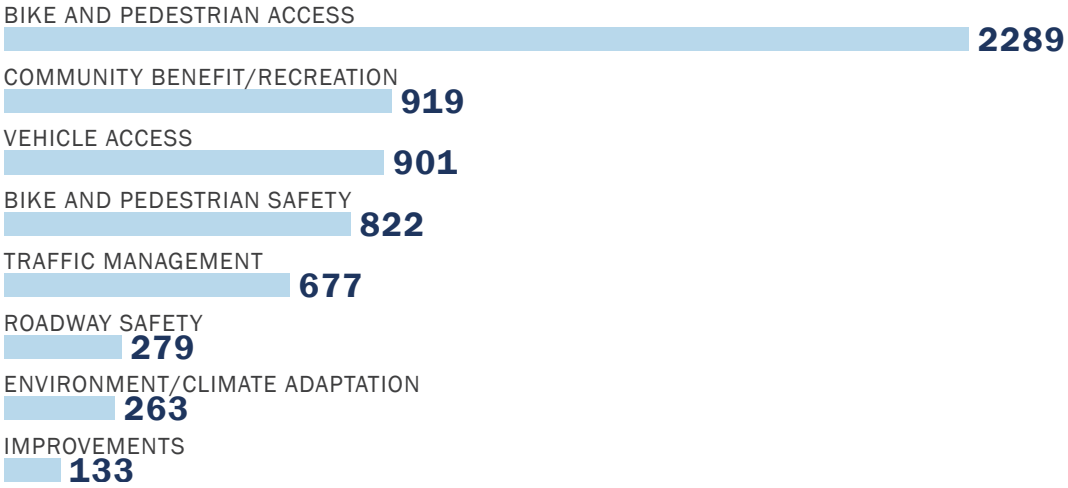
Figure 3-2. Respondents to Transportation Authority Survey by county



Respondent Priorities

As part of the survey, we asked residents about their priorities for the Upper Great Highway and the surrounding neighborhood (Figure 3-3). The residents identified a variety of topics including access, safety, parking and enforcement. After coding their feedback, we identified the following themes in order of highest to lowest total mentions. The most common priority shown in the responses was bicycle and pedestrian access, then community benefit and recreation, vehicle access, bike and pedestrian safety, and traffic management. Other topics mentioned include the following: Business/economics, Transit, Parking, Enforcement , Disability Access, and Wayfinding.

Figure 3-3. Respondents' Priorities for Upper Great Highway and Surrounding Neighborhood



Note: Many comments were coded as having multiple priorities, while some only mentioned a single priority. The data above contains some overlap where some comments fall into multiple categories.

Concept preferences

The most cited preferred concepts were Concepts 3 and 1, which represent a full promenade/vehicle closure and a full return of vehicles, respectively. About 53% of all respondents cited Concept 3 (full promenade) as their preferred scenario. Concept 1, returning to a four-lane roadway, was second most cited preference, with 21% of total responses.

About 33% of the total respondents were residents of the Sunset, while 16% were residents of the Outer Richmond. These two neighborhoods are located nearest to the Upper Great Highway. About 52% of residents of the Sunset expressed support for Concept 3 (Full Promenade), while 52% of Outer Richmond residents support Concept 1 (Four-Lane Roadway).

Table 3-1. Concept Preferences of Survey Respondents

	ALL RESPONDENTS	SUNSET (94116/94122)	OUTER RICHMOND (94121)	OTHER SAN FRANCISCO RESIDENTS
CONCEPT 1: Four-Lane Roadway	21%	22%	**52%**	11%
CONCEPT 2: Promenade / Two-Way Roadway	10%	7%	10%	11%
CONCEPT 3: Full Promenade / Complete Vehicle Closure	**53%**	**52%**	22%	**64%**
CONCEPT 4: Timed Promenade (Weekends Only)	13%	15%	13%	12%

The project team focused on analyzing comments and concerns on the top two cited concepts, Concepts 1 and 3. The primary comments about Concept 1 (Four-Lane roadway) were that:

- it is perceived as unsafe,
- bicyclists and drivers sharing the roadway is a safety issue, and
- it is seen as giving too much room for cars.

For Concept 3 (Full promenade), the main comments were that it:

- it is perceived as increasing traffic in the area,
- it could increase safety on the Upper Great Highway, and
- it could decrease safety on surrounding streets requiring traffic calming.

More details about the survey are available in Appendix D.

3.2 PUBLIC PETITIONS

In response to the temporary promenade and planning efforts, the Transportation Authority and other City partners received several petitions. These petitions and their known number of signees are listed below. Related efforts were also organized, including a protest and a rally.

Table 3-2. Great Highway Related Petitions

PETITIONS	NUMBER OF SIGNATURES
Open the Great Highway	8,141 (as of 6/9/21)
Open the Upper Great Highway	626 (as of 6/9/21)
Great Highway Park	~4,600 (as of 6/18/21)
Save Kid Safe Great Walkway	318 (as of 6/9/21)

3.3 CORRESPONDENCE FROM THE PUBLIC

Throughout the course of the study, the Transportation Authority received over 1,200 emails. The sentiments of emails we received are summarized in the table below.

Table 3-3. Great Highway Emails Received by Transportation Authority

SENTIMENT	NUMBER OF EMAILS RECEIVED
In support of four-lane roadway	120
In support of full promenade	1,047
Other (questions, public records requests, alternative concepts)	39

4. Findings and Recommendations

4.1 FINDINGS

The study team finds that partial and full promenade concepts are feasible in the long-term though each has tradeoffs between benefits, risks and costs.

Concept 3: Full Promenade/Complete Vehicle Closure

- This concept has significant benefits of increased climate/change resiliency, recreation/open space, increased well-being associated with bicycle/pedestrian activity, and a more connected bicycle/pedestrian network.
- A full promenade also is a significant change that has different impacts on different groups. Some Sunset residents adjacent to the Upper Great Highway during the temporary closure to vehicles have experienced significant impacts in terms of additional traffic on local streets and speeding. Richmond residents have lost access to this route to access the Peninsula. SFMTA has made substantial investments in traffic calming on Outer Sunset streets. Further investment may be needed based on ongoing monitoring.
- From a network perspective, there is sufficient capacity to absorb the diversion of traffic from the Upper Great Highway, with Sunset Blvd able to absorb most of the diverted traffic. However, several intersections would experience increased vehicle delays and associated conflicts for all other modes.
- While costs of mitigations and improvements to the Upper Great Highway and adjacent areas are comparable to other concepts, this concept is expected to require the highest level of costs for network improvements to address the traffic diversion impacts (in the range of $1.7 – $5.7M). There are also schedule risks associated with delivering these improvements, due to the conceptual nature of these ideas and better understanding needed of site conditions at these locations.

Concept 4: Timed Promenade

- This concept provides the recreation/open space and bicycle/pedestrian network benefits of the Full Promenade on a part-time basis (two days a week in a weekend only promenade).

- While this concept would only be operating on a part-time basis, it would still require significant improvements to other parts of the network to address impacts of traffic diversion on the weekends. These additional network improvements would cost in the range of $1.3 – $5.4M, close to the range of additional improvements needed for a Full Promenade. Decision-makers would have to consider if the part-time benefits justify this potential cost.
- A Timed Promenade may be more useful as an interim step prior to a long-term decision to help alleviate traffic impacts that are expected in the peak weekday commute periods.

Concept 5: Promenade/One-Way Roadway

- With this concept, there are fewer traffic impacts on southern end of the study area, but existing traffic issues would remain at Chain of Lakes Drive.
- There are some network improvements needed to address impact of traffic diversion. These improvements would be in the range of $0.4 – $2.4M, which is lower than the additional network improvement costs that accompany a Full Promenade or a Timed Promenade. Additional investment would be required at the intersections on each end on the Upper Great Highway to facilitate the travel of southbound vehicles on the current northbound lanes.
- Prior to intersection alignment needed on the two ends, a one-way southbound concept could be operable on the west side of roadway where the southbound lanes currently operate. In the long-term, the traffic should eventually be transferred to the existing northbound lanes to the east to support the strategy of managed retreat of infrastructure from the coast as outlined in the Ocean Beach Master Plan.

Our analysis focused on the activity and traffic levels consistent with pre-pandemic levels. We believe this does a good job of representing the next several years given relative stable traffic volumes in the Outer Sunset over time. However, the timing of the return to these levels is uncertain given changing population, employment, transit provision and telecommuting dynamics. One thing to note is that Transportation Authority post-COVID scenario testing work indicates that even the most dramatic changes to these factors is not likely to impact traffic volumes much on the west side of town.

4.2 RECOMMENDATIONS

Considering the tradeoffs in our evaluation findings, staff recommends that a full promenade (Concept 3) or Promenade/One-Way Roadway (Concept 5) be pursued in the long-term, assuming availability of funding to implement associated traffic, transit and safety mitigations and needed network improvements. We do not recommend a timed promenade for the long term because it has nearly all of the costs of the full promenade but only a portion of the potential benefits.

Through this evaluation, the project team has outlined the overall benefits and costs of each of these concepts and a number of improvement ideas that can be considered as short- and long-term decisions are made by RPD, SFMTA, and the Board of Supervisors.

Monitoring

Any closure will require both monitoring and further improvements. If the Upper Great Highway remains closed as part of a pilot, we recommend monitoring several metrics to help shape ongoing improvements and inform long-term decision-making:

- **Safety:** Collision incidents and trends on streets associated with the project Upper Great Highway, Lower Great Highway/La Playa, and other adjacent streets.
- **Traffic:** Volumes, delays, and vehicle queues issues at key intersections and corridors where Upper Great Highway traffic is expected to be diverted.
- **Transit:** Performance of 29 Sunset, 28 19th Avenue and 18 46th Avenue bus lines.
- **Parking:** availability of parking for local and visitor use, and need for time limit or price management.

We recommend identifying clear metrics and thresholds of performance to determine if an interim closure is working or not and, if needed, that a pilot be re-evaluated/re-designed as necessary in a timely way. Potential metrics would include: crash/collision data, chronic increased traffic queueing (considering total person-trips and not just vehicle trips for a given corridor, e.g. where HOV or bus priority measures are in place), and transit travel time increases/delays on the Muni 28 and 29 lines, as well as public feedback.

Other issues

There is a separate effort by the city considering whether Martin Luther King, Jr. Drive in Golden Gate Park should be closed to vehicles in the long-term. We expect this area, especially at Chain of Lakes, to be impacted by traffic diversions from the Upper Great Highway. The ideas for additional network improvements needed for potential Great

Highway promenade/vehicle closure scenarios should be considered in tandem with long-term decision-making for Martin Luther King, Jr Drive.

In addition, over the next few years, the 19th Avenue Combined City project will be underway. This is a long-overdue investment to replace the aging roadway infrastructure on Highway 1 / 19th Avenue and will include ongoing construction through February 2023. While the project team expects most traffic to divert to other routes, the small addition of traffic in combination with the reduction of lanes during construction may cause further congestion and delay at key intersections on this corridor. The construction team is monitoring traffic impacts of the project. If traffic increases or changes in tandem with an Upper Great Highway pilot, this may call for adjustments to signal timing/phasing and lane configuration.

4.3 NEXT STEPS

SFMTA and RPD will be considering the concepts, network improvement ideas, and findings in this report and are developing an outreach process to gather more public input for near-term design options for the Upper Great Highway. This effort began with a joint hearing of the RPD Commission and SFMTA Board of Directors on June 10, 2021. They will be conducting further analysis and collecting more community feedback to prepare to propose a near-term recommendation by fall 2021.

Any near-term or long-term action on the Upper Great Highway would need to be approved by the Board of Supervisors before it can be implemented.

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San Francisco County Transportation Authority
Neighborhood program

Appendix A: Safety

The project team examined the number of collision reports near the Upper Great Highway and District 4 overall during the pandemic and in the years prior (January 2016 to December 2020). The source of this data is Transbase, the collision database managed by the Department of Public Health that consolidates police and hospital records. These represent any reported collision between any modes whether it be between two vehicles, vehicles/pedestrians, vehicles/bicyclists, or bicyclists/pedestrians.

Great Highway Pre-COVID Collision Data (January 2016 – February 2020)

Table A-1. Collisions on Upper Great Highway , Lower Great Highway, and La Playa (January 2016 – February 2020)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	MONTHLY AVERAGE
2016	1			1	2		2	3	1		2	1	13	1.1
2017	1	1			1		1	1		1			6	0.5
2018	1	1		1				2	1				6	0.5
2019	2				1			1	2			1	7	0.6
2020	1	1											2	1.0
Total													**34**	

Table A-2. Collisions by Pedestrian Involvement

	COLLISIONS
Crossing in Crosswalk at Intersection	3
Crossing Not in Crosswalk	1
In Road, Including Shoulder	3
No Pedestrian Involved	27
Total	**34**

Most incidents did not involve pedestrians.

Great Highway COVID Data (March – December 2020)

Table A-3. Collisions on Upper Great Highway , Lower Great Highway, and La Playa (March 2020 – December 2020)

	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	MONTHLY AVERAGE
2020			2		1	1			1		**5**	0.5

During the pandemic, collision data shows similar rates of incidents on Upper and Lower Great Highway + La Playa as prior to the pandemic (about 1 every other month).

Even when excluding the early months of the pandemic when there was less traffic, the monthly average was still 0.5 from July – December.

Table A-4. COVID Collisions by Pedestrian Involvement

	COLLISIONS
Crossing Not in Crosswalk	1
In Road, Including Shoulder	1
No Pedestrian Involved	3
Total	**5**

Similar to pre-COVID, most incidents did not involve pedestrians.

Other District 4 Streets Pre-COVID Collision Data (January 2016 – February 2020)

Table A-5. Collisions on all other D4 streets (excludes Upper and Lower Great Highway & La Playa)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	MONTHLY AVERAGE
2016	10	12	11	9	8	6	5	7	14	18	11	18	129	10.8
2017	8	15	13	10	12	11	11	7	9	14	7	13	130	10.8
2018	11	13	12	8	11	10	7	9	10	16	14	14	135	11.3
2019	15	8	13	16	12	13	4	7	10	16	9	7	130	10.8
2020	5	11											16	8.0
Total													**540**	

Other District 4 Streets COVID Data (March – December 2020)

Table A-6. Collisions on all other D4 streets (excludes Upper and Lower Great Highway & La Playa)

	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL	MONTHLY AVERAGE
2020	7	3	4	4	7	6	5	11	6	14	**67**	6.7

Elsewhere in the district, rates of collisions were lower than the monthly averages of recent years at 6.7 collisions per month. This could be attributed to a number of factors such as a decrease in traffic due to the pandemic or the presence of Slow Streets.

When excluding the early months of the pandemic when there was less traffic, the monthly collision average from July – December was still lower than past averages at 8.2 collisions per month.

Appendix B: Traffic analysis

The project team conducted a microsimulation traffic analysis of the study area using Transmodeler. Each simulation included 10 model runs to account for normal variation in traffic levels and behaviors.

Complete data for three metrics is provided in this appendix:

- Average delay per intersection (Table B-1) – these results include results from a Highway Capacity Model (HCM) approach that does not consider the interaction between intersections and the Transmodeler (TSM) Simulation.
- TSM Simulation delay estimates for each intersection approach (Table B-2). Not all intersections have every approach, so some cells are hatched out in the tables that follow.
- Average longest queue by intersection approach (Table B-3). For available approaches, this shows the average of the longest queue across the 10 simulations runs. The longest queue is applied because intersections sometimes have multiple lanes.

Data are provided for eight distinct model runs:

A. Existing Conditions – Great Highway Extension Open – this was used to validate the model.

B. Baseline – Great Highway Extension Closed. All other scenarios are compared to this baseline for analysis purposes.

C. Concept 3 – Upper Great Highway Full Closure.

D. Concept 3 – Variant 1 – Full Closure + More Traffic Diverted to Sunset. For this scenario, 95 percent of the traffic that was diverted to local streets under Concept 3 was reassigned to the Sunset to evaluate any additional impact on Sunset Blvd.

E. Concept 3 – Variant 2 – Full Closure + MLK Jr. Dr also Closed. For this scenario, MLK Jr. Dr was closed from Sunset Blvd to Lincoln Way.

F. Concept 3 with Improvements – Upper Great Highway Closed. Improvements in this scenario included

G. Signalizing intersections at Lincoln Way and Chain of Lakes, MLK Jr. Dr and Chain of Lakes, and MLK Jr. Dr and Sunset Blvd

H. Restricting left turns from Lincoln Way to Chain of Lakes or 41st Ave.

I. Consolidating the intersection at Lake Merced Blvd and Skyline Blvd and adding an additional turn lane

J. Concept 3 – Variant 2, with Improvements – Full Closure + MLK Jr. Dr also closed. Improvements in this scenario included:

K. Signalizing intersections at Lincoln Way and Chain of Lakes

L. Increasing signal time at 36th Ave and Lincoln and striping an additional left turn lane

M. Consolidating the intersection at Lake Merced Blvd and Skyline Blvd and adding an additional turn lane

N. Concept 5 – One Way Closure

For all scenarios, traffic volumes were derived from SF-CHAMP highway assignments that redistributed vehicles to the network based on removals of network links, specifically the Great Highway Extension (for baseline), the Upper Great Highway (for most Concept 3 scenarios), MLK Jr. Dr (for the Concept 3 variants that also remove MLK Jr. Dr), and just the northbound direction of the Upper Great Highway (for Concept 5)

Table B-1. Level of Service Results – Intersection Level

CORRIDOR @ INTERSECTION OVERALL INTERSECTION LOS		EXISTING CONDITION Great Highway Extension Open				BASELINE Great Highway Extension Closed				CONCEPT 3 Upper Great Highway Full Closure				CONCEPT 3 - VARIANT 1 Full Closure + More Traffic on Sunset				CONCEPT 3 - VARIANT 2 Full Closure + MLK Jr. Dr Closed				CONCEPT 3 + IMPROVEMENTS Upper Great Highway Closed				CONCEPT 3 - VARIANT 2 + IMPROVEMENTS Full Closure + MLK Jr. Dr Closed				CONCEPT 5 One Way Closure			
		HCM		TSM SIMULATION		HCM		TSM SIMULATION		HCM		TSM SIMULATION		HCM		TSM SIMULATION		HCM		TSM SIMULATION		HCM		TSM SIMULATION		HCM		TSM SIMULATION		HCM		TSM SIMULATION	
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
Lincoln @ Upper Great Highway	Signalized	B	15.3	B	13.1	B	14.8	B	12.6																					B	13.1	A	9.5
Lincoln @ MLK	AWSC	A	9.6	B	12.1	A	9.3	B	11.8	A	9.5	B	10.9	A	9.6	B	11.5	B	12.4	B	14.2	B	12.5	C	18.4	A	9.6	B	13.7	A	9.5	B	11.3
Sloat @ Upper Great Highway	Signalized	**D**	**38.4**	C	24.8																												
Sloat @ Skyline	AWSC**	B	12.9	C	22.5	C	21.5	B	18.7	C	20.4	B	11.9	C	29.0	B	12.3	C	20.4	B	11.9	C	20.6	B	13.9	B	14.9	B	15.9	C	21.0	B	16.7
Sloat @ 36th Sunset NB Entrance	TWSC			A	0.3			A	0.3			A	0.2			A	0.2			A	0.2			A	0.2			A	0.2			A	0.2
Sloat @ 37th Sunset SB Exit	TWSC			A	2.7			A	3.0			A	6.6			A	5.5			A	5.5			A	9.1			A	3.3			B	12.4
Yorba @ 37th	Partial AWSC			A	2.5			A	2.6			A	2.6			A	2.6			A	2.6			A	2.6			A	2.6			A	2.5
Yorba @ Sunset	Signalized	A	7.1	A	5.7	A	7.3	A	6.2	A	8.5	A	8.0	A	9.1	**D**	**41.0***	A	8.5	A	7.8	A	8.5	A	8.1	A	9.1	A	9.1	A	7.7	A	7.8
Yorba @ 36th	Partial AWSC			A	6.0			A	6.2			A	7.2			A	6.8			A	7.1			A	6.6			A	7.2			A	6.9
Skyline @ Great Highway Extension	AWSC***	C	18.0	**F**	**75.6***																												
Skyline @ Lake Merced (South)	Signalized^									C	34.7	**E**	**63.9***	C	34.2	**F**	**103.1***	C	34.7	**E**	**73.7***	C	29.3	C	22.5	**D**	**38.4**	**D**	**35.8**				
MLK @ Chain of Lakes	AWSC	C	24.7	**F**	**111.5***	**F**	**63.4**	**F**	**120.3***	**F**	**N/A^^**	**F**	**231.1***	**F**	**N/A^^**	**F**	**250.9***									**D**	**47.7**	C	44.4	**F**	**N/A^^**	**F**	**183.8***
Lincoln @ 41st Chain of Lakes	AWSC	B	12.3	C	19.5	B	12.7	C	20.0	C	23.0	**F**	**68.1***	C	23.0	**F**	**114.3***	**E**	**48.6**	**F**	**297.0***	C	22.9	B	12.2	**D**	**47.7**	C	24.0	B	14.4	**F**	**64.1***
Lincoln @ 37th	Signalized	A	6.8	A	5.9	A	7.2	A	6.2	A	10.0	A	6.0	C	20.1	A	5.8	C	27.4	A	6.2	B	13.9	A	5.9	C	20.1	B	11.5	A	6.7	A	5.2
Lincoln @ 36th	Signalized	A	7.3	A	4.3	A	7.9	A	4.7	A	9.9	A	5.7	B	16.6	**D**	**51.0***	**D**	**43.6**	**F**	**196.4***	B	16.0	A	9.7	B	16.6	A	6.4	A	9.9	A	5.5
MLK @ Sunset	AWSC	B	11.1	C	19.4	B	11.4	C	17.1	C	18.7	**F**	**163.5***	C	18.7	**F**	**185.2***									C	21.1	B	19.7	C	15.5	**F**	**142.2***
MLK @ Crossover/19th	Signalized	B	18.6	C	29.2	B	19.4	**D**	**45.5***	C	20.4	**E**	**78.7***	C	20.4	**E**	**76.4***	C	20.0	**F**	**87.8***	C	20.0	**F**	**83.9***	C	20.4	**F**	**83.7**	B	19.7	**E**	**73.4***
Lincoln @ 19th	Signalized	**D**	**40.9**	B	18.0	**D**	**43.0**	B	19.2	**D**	**45.9**	C	27.5	**D**	**45.9**	C	26.5	**D**	**47.0**	C	25.9	**D**	**47.0**	C	27.8	**D**	**45.9**	C	25.8	**D**	**43.5**	C	27.0
Sloat @ 19th	Signalized	**D**	**44.0**	**D**	**44.4**	**D**	**45.4**	**D**	**53.0**	**D**	**46.2**	**D**	**53.9**	**D**	**46.2**	**D**	**49.9**	**D**	**46.2**	**D**	**53.4**	**D**	**46.2**	**E**	**56.6**	**D**	**46.2**	**E**	**57.0**	**D**	**45.8**	**D**	**50.4**

Delay reported in seconds/vehicle
All TransModeler LOS results are an average of 10 unique simulation runs

* TransModeler LOS results impacted by intersection queue spillback
** Sloat @ Skyline is signalized in No Project and All Alternatives Analyses
*** Skyline @ Great Highway Ext is TWSC in No Project and All Alternatives Analyses

^ Insufficient volume for accurate analysis in Existing Condition and No Project
^^ V/C exceed 1.0 on all approaches in HCM Analysis

Table B-2. Delay Estimate by Intersection Approach

CORRIDOR @ INTERSECTION TSM LOS BY MOVEMENT		EXISTING CONDITION Great Highway Extension Open				BASELINE Great Highway Extension Closed				CONCEPT 3 Upper Great Highway Full Closure				CONCEPT 3 - VARIANT 1 Full Closure + More Traffic on Sunset				CONCEPT 3 - VARIANT 2 Full Closure + MLK Jr. Dr Closed				CONCEPT 3 + IMPROVEMENTS Upper Great Highway Closed				CONCEPT 3 - VARIANT 2 + IMPROVEMENTS Full Closure + MLK Jr. Dr Closed				CONCEPT 5 One Way Closure			
		EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB
Lincoln @ Upper Great Highway	Signalized		B 12.6	B 12.6	B 16.2		B 11.9	B 12.1	B 16.5																							A 8.9	B 11.6
Lincoln @ MLK	AWSC	B 10.5	A 8.7	A 9.4	C 17.9	B 10.6	A 8.7	A 9.2	C 18.0	A 9	A 8.8	A 9.1	C 17.6	A 9.5	B 10.7	A 9.2	C 17.9	B 12.8	B 14.4	C 17	C 16.0	A 9.5	A 8.8	B 12	C 24.6	C 15.0	C 16.9		C 24.4	A 9.6	A 9.2	A 9.1	C 18.0
Sloat @ Upper Great Highway	Signalized	D 50.4	C 26.4	C 24.5	B 18.6																												
Sloat @ Skyline	AWSC**	C 17.7	C 18.4		D 33.9	C 27.3	A 8.3		C 31.2	C 24.9	A 1.9		C 30.9	C 30.3	A 1.4		C 30.9	C 25	A 1.9		C 30.7	D 38.4	A 9.6		B 16.8	C 21.3	A 6.0		D 35.7	C 27.5	A 3.7		C 30.6
Sloat @ 36th Sunset NB Entrance	TWSC			A 8.9				A 8.2				A 7.9				A 7.8				A 7.8				A 8.0				A 7.9			A 8.2	
Sloat @ 37th Sunset SB Exit	TWSC		A 9.5	B 13.3			C 19.2	B 11.4			F 65.0	B 10.9			F 55.5	B 12.4			F 52.0	B 10.8			D 27.9	B 10.9			F 99.7	B 11.1			F 147.9	B 10.7	
Yorba @ 37th	Partial AWSC	A 6.8	A 7.1	A 6.7		A 7.0	A 7.2	A 7.1		A 7.0	A 7.1	A 6.6		A 6.7	A 6.7	A 6.7		A 6.6	A 7.2	A 7.1		A 6.8	A 7.2	A 6.6		A 6.3	A 7.2	A 7.1		A 6.8	A 6.9	A 6.9	
Yorba @ Sunset	Signalized	B 19.4	A 5.9	A 3.8	C 21.3	B 17.9	A 6.8	A 4.1	C 23.8	C 23.1	A 9.4	A 5.6	C 25.5	C 24.6	B 14.9	F 67.7	C 26.1	C 23.4	A 9.1	C 25.9	A 5.4	C 26.0	B 11.1	A 6.2	C 25.6	C 22.4	A 9.7	A 5.6	C 24.7	B 19	A 9.6	C 24.4	A 4.2
Yorba @ 36th	Partial AWSC		A 9.8	A 7.2	A 7.0		A 9.7	A 6.5	A 6.9		B 10.8	A 5.7	A 8.3		B 10.2	A 6.6	A 7.8		B 10.6	A 5.8	A 7.6		B 10.7	A 6.4	A 7.7		A 10.0	A 5.9	A 8.1		B 10.4	A 6.3	A 7.9
Skyline @ Great Highway Extension	AWSC***	A 0.6	F 135.5	F 329.7		C 14.8	C 21.6			C 16.5	C 25.0			C 15.5	C 22.2			C 16	C 24.2			C 15.5	C 24.7			C 15.7	C 24.2			C 17.8	C 18.1		
Skyline @ Lake Merced (South)	Signalized^										F 108.5	A 8.2	B 17.1		F 189.2	A 5.0	B^^ 13.0		F 127.5	A 8.1	B 17.0		C 27.4	C 24.9	D 53.4		C 24.7	B 14.5	C 25.3				
MLK @ Chain of Lakes	AWSC	B 14.5	B 11.6	F 283.8	D 28.9	C 18.0	B 12.7	F 309.0	F 52.3	F 233.1	C 23.3	F 455.9	F 291.7	F 317.7	C 18.3	F 517.7	F 282.9					F 83.8	A 8.8	D 49.3	C 23.6					B 13	C 23.6	F 316.4	F 273.8
Lincoln @ 41st Chain of Lakes	AWSC	C 16.1	B 11.7	D 25.6	C 20.1	C 16.5	B 12.2	D 27.2	C 20.3	C 19.3	C 21.6	D 31.2	F 130.9	D 33.5	C 17.3	D 33.5	F 246.1	F 448.7	B 13.2	F 51.8	F 332.2	D 38.8		A 4.5	D 40.1	B 13.4		B 10.3	B 12.5	C 17.6	C 21.3	C 24.6	F 123.8
Lincoln @ 37th	Signalized	A 8.2			A 4.3	A 8.3			A 4.9	A 9.0			A 4.1	B 18.1			A 3.1	B 10.4			A 2.5	C 20.5			A 3.0	A 9.0			A 3.1	A 8.3			A 3.4
Lincoln @ 36th	Signalized	A 0.9	A 6.5		A 5.7	A 1.0	A 6.5		A 6.0	A 1.0	A 7.9		A 6.4	A 1.1	D 35.2		F 81.1	A 1.3	E 74.0		F 376.1	A 1.9	A 10.0		A 6.3	A 2.0	B 11.9		B 12.2	A 1	A 8.7		A 6.0
MLK @ Sunset	AWSC	B 11.2	C 15.8		D 28.4	B 11.5	C 15.6		C 22.7	C 15.3	F 206.2		F 213.7	B 10.9	F 201.1		F 268.4					B 12.6	C 28.0		B 14.1					B 13.3	F 196.7		F 122.7
MLK @ Crossover/19th	Signalized	D 54.2	A 2.4	D 36.5	F 145.4	D 48.8	A 2.4	E 61.6	F 344.2	D 47.9	A 2.2	F 138.1	F 308.8	D 50.2	A 2.3	F 136.7	F 259.6	F 272.8	A 2.1	F 140.3	F 370.2	E 68.2	A 2.2	F 149.8	F 361.1	D 39.1	A 2.2	F 155.1	F 383.8	D 52.9	A 2.2	F 127.1	F 417.3
Lincoln @ 19th	Signalized	C 29.4	C 20.0	A 6.4	C 32.5	C 29.1	C 22.8	A 7.5	C 31.5	C 30.6	C 28.1	A 8.0	E 69.0	C 29	C 25.8	A 7.7	E 70.7	C 28.9	C 25.8	A 8	E 69.6	C 29.7	C 29.2	A 8.3	D 53.8	C 29.3	C 34.6	A 8.8	D 52.6	C 30.9	C 28.9	A 8.3	E 62.2
Sloat @ 19th	Signalized	F 116.3	C 30.6	C 28.0	D 45.9	F 157.2	C 31.9	C 29.4	D 47.9	F 163.7	C 32.2	C 31.2	D 46.4	F 140.3	C 32.2	C 30.8	D 47.1	F 163.8	C 32.3	C 30.5	D 45.7	F 180.0	C 32.2	C 31.7	D 46.2	F 182.3	C 32.1	C 30.6	D 46.5	F 141.7	C 32.2	C 29.5	D 46.4

Delay reported in seconds/vehicle
All TransModeler LOS results are an average of 10 unique simulation runs

** Sloat @ Skyline is signalized in No Project and All Alternatives Analyses
*** Skyline @ Great Highway Ext is TWSC in No Project and All Alternatives Analyses

^ Insufficient volume for accurate analysis in Existing Condition and No Project
^^ V/C exceed 1.0 on all approaches in HCM Analysis

Table B-3. Queues by Intersection Approach

CORRIDOR @ INTERSECTION QUEUE LENGTHS	EXISTING CONDITION Great Highway Extension Open				BASELINE Great Highway Extension Closed				CONCEPT 3 Upper Great Highway Full Closure				CONCEPT 3 - VARIANT 1 Full Closure + More Traffic on Sunset				CONCEPT 3 - VARIANT 2 Full Closure + MLK Jr. Dr Closed				CONCEPT 3 + IMPROVEMENTS Upper Great Highway Closed				CONCEPT 3 - VARIANT 2 + IMPROVEMENTS Full Closure + MLK Jr. Dr Closed				CONCEPT 5 One Way Closure			
	AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)				AVG. QUEUE (LONGEST SPILLBACK) (FT)			
	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB	EB	NB	SB	WB
Lincoln @ Upper Great Highway		23.1	36.8	19.7		22.6	35.3	17.2																								
Lincoln @ MLK	15.1	5.4	5.8	8.4	14.6	7.1	6.2	7.6	8.4	12.2	3.9	5.3	15.0	10.2	4.6	6.2	38.7	36.1		8.8	50.1	44.3		42.2	15	8	10	23	11	13	4	7
Sloat @ Upper Great Highway	12.5	35.6	75.8	19.2																												
Sloat @ Skyline	23.6	207.2		60.0	49.4	59.7		45.8	40.8	10.5		46.0	44.3	7.0		42.6	41.9	10.1		43.4	36.1	44.3		50.8	49	45		21	51	27		43
Sloat @ 36th Sunset NB Entrance			2.2				2.0				1.7				1.8				1.7				2.0				2			3	
Sloat @ 37th Sunset SB Exit		13.9	19.0			27.2	15.1			111.3	12.4			79.7	17.6			86.0	15			184.1	16.5			41	15			287	14	
Yorba @ 37th	0.5	2.3	0.6		0.6	2.3	0.6		0.5	1.7	0.5		0.6	1.7	0.4		0.4	1.8	0.4		0.5	1.5	0.7		0	2	0		0	2	0	
Yorba @ Sunset	2.4	22.5	14.8	24.1	1.8	26.1	16.0	23.3	2.8	45.4	25.5	31.2	3	56.3	654.3	26.7	2.7	33.3	24.7	27.6	3.1	44.4	29.3	25.1	4	53	27	34	3	40	17	27
Yorba @ 36th		8.4	0.1	0.4		7.7	0.2	0.2		8.8	0.1	0.0		8.2	0.1	0.3		10.2	0.1	0.3		8.6	0.1	0.4		10	0	0		10	0	0
Skyline @ Great Highway Extension	3.2	534.2	674.0																													
Skyline @ Lake Merced (South)										899.8	14.8	136.3		1552.6	5.3	148.7		1059.1	15.4	145.7		136.3	53.4	116.6		152	43	152				
MLK @ Chain of Lakes	8.7	13.9	1081.9	103.2	13.0	19.0	1123.2	206.7	1130.6	152.6	1200.8	1326.2	1372.3	112.6	1202.7	1346.4									289	53	184	68	9	149	1136	1273
Lincoln @ 41st Chain of Lakes	21.7	8.5	133.1	37.5	25.0	9.8	143.6	40.1	30.6	17.7	236	559.6	94.9	13.5	294.9	1082.2	1492.6	9.2	730.3	1517.4	37.2		71.1	49.2	82		34	127	29	19	154	568
Lincoln @ 37th	18.5			18.7	20.5			29.4	25.7			28.6	27.3			214.1	40.1			553.2	44.8			33.0	128			23	17			26
Lincoln @ 36th	3.0	6.5		15.4	2.8	9.3		16.1	1.9	22.3		18.4	2	303.4		426.1	2.7	620.6		2276.4	4.9	54.0		40.3	5	38		18	3	23		13
MLK @ Sunset	11.9	20.7		88.6	11.9	21.2		67.1	28.8	746.9		799.4	12.4	684.3		1028.8									25	77		31	14	677		377
MLK @ Crossover/19th	64.7	21.9	110.4	98.1	52.2	21.8	191.5	197.3	57.3	24.1	437.2	128.1	58.8	24.2	423	126.3	248.2	24.5	496	145	40.0	26.4	573.8	165.3	107	23	405	165	68	26	495	124
Lincoln @ 19th	78.2	114.8	68.3	109.8	82.4	143.6	77.1	111.1	80.3	196.1	117.3	256.2	73.6	163.1	125.2	253.4	60.7	184.5	147.1	243.5	83.6	265.2	158.8	187.5	89	187	94	195	84	214	127	220
Sloat @ 19th	383.0	148.8	213.9	93.9	518.0	165.2	250.1	104.5	579.4	179	250.8	98.5	504.9	171.1	242	103.7	551.2	161.3	236.6	102.9	582.6	161.1	238.3	105.0	582	168	266	101	487	175	239	99

^ Insufficient volume for accurate analysis in Existing Condition and No Project

Appendix C: Cost Estimates for Baseline and Upper Great Highway Improvements

This appendix provides more detail on the estimated order of magnitude costs for capital costs and operating/maintenance costs of each concept being considered in the Great Highway Evaluation. The capital costs covered in this appendix are related to baseline improvements that are needed regardless of any future change to the Upper Great Highway and Upper Great Highway improvements needed on the roadway itself, immediately adjacent streets and streets on the approach to the Upper Great Highway.

C-1. Cost assumptions

To compare costs across alternative concepts, staff first identified the necessary capital investments that each would necessitate. As the purpose of this cost assessment is to estimate order of magnitude costs for the purposes of comparisons across alternatives, such capital improvements were identified at a fairly high level.

Capital costs

- Traffic signal replacements
- Roadway reconstruction (Concept 2 only)
- Intersection upgrade at Sloat & Upper Great Highway
- Intersection change at Lincoln & Upper Great Highway
- Traffic Management tools (traffic diverters, delineators, safe hit posts, speed tables, speed cushions, stop signs etc.)

These capital improvements, such as new traffic signals, would require maintenance over time, as would existing elements of the Great Highway, such as the road surface. In addition, due to the location and unique nature of the Great Highway, there are particular operational costs that likely vary across concepts. Italicized costs with an asterisk (*) are required costs whose amounts do not vary for each of the concepts. They are included in each of the concept cost tables to show that they are actual costs, but they are colored with a gray background to show that they are static across concepts.

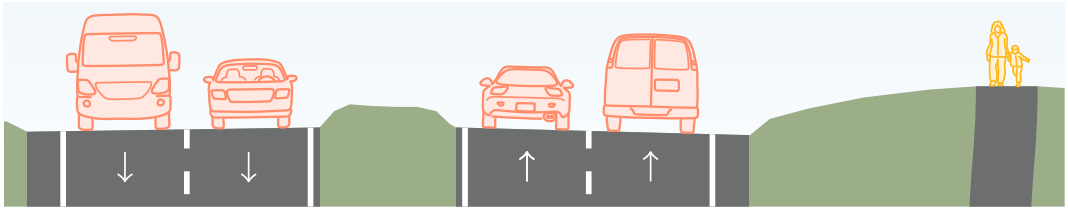
Operating & maintenance costs

- Signal maintenance
- Roadway maintenance
- Structural maintenance*
- Street sweeping*
- Sand clearing*
- Trash removal*
- Gardening & litter clean-up
- Median landscaping
- Restroom maintenance
- Security

C-2. Profiles of Concepts

In order to itemize and compare costs across concepts for the Great Highway, these capital and maintenance costs are profiled below in snapshots. An infographic accompanies each concept to showcase the differences in a cross-section, and a summary of highlights the distinguishing costs of each.

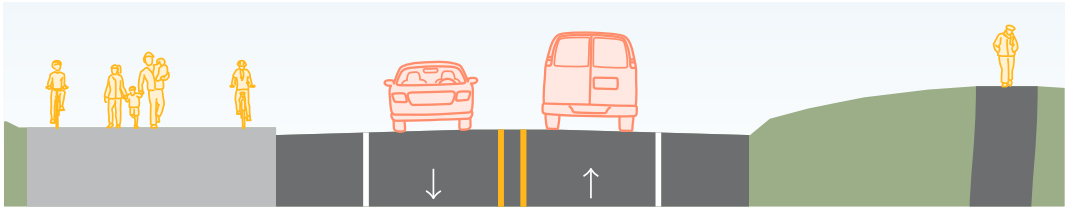
Concept 1: Four-Lane Roadway



This concept returns the Upper Great Highway to its pre-COVID-19 state in 2019, when all lanes of the highway were open to vehicular traffic. There are no additional operational costs as found in other concepts. The significant capital costs are the planned replacement of 8 traffic signals from Vicente to Lincoln, and an intersection upgrade at Sloat/Upper Great Highway as part of the South Ocean Beach Climate Adaptation Project. The maintenance costs of Concept 1 reflect conditions prior to COVID-19.

ITEM	DESCRIPTION	COST
CAPITAL (ONE TIME)		
Traffic signal replacements	8 deteriorating signals replaced with new signals along Upper Great Highway from Vicente to Lincoln	$2.5M
Intersection upgrade @ Sloat/Upper Great Highway	Signal upgrade and civil work at Sloat/ Upper Great Highway previously planned for all lanes open to vehicular traffic	$2M
Intersection change @Lincoln/ Upper Great Highway	Not necessary for this concept – uses not changing	N/A
Roadway reconstruction	Not necessary for this concept – uses not changing	N/A
2021 Traffic Calming Strategy	2021 package approved for installation: 24 speed cushions, 1 speed table, 12 stop signs, 6 changeable message signs	$0.5M
	TOTAL CAPITAL	**$5M**
OPERATING AND MAINTENANCE (ANNUALIZED)		
Roadway maintenance	Order of magnitude estimate for 15-block length of roadway maintenance – involving grinding & paving and necessary repairs – on annual basis x 2 roadway segments	$200k
Signal maintenance	Estimated annual signal maintenance cost x 9 signals	$45k
Structural maintenance	Assorted task orders to maintain parks infrastructure	$93k
Street sweeping	Nightly cost to street sweep this length of Great Highway x 260 weeknights a year	$255k
Sand clearing	Recommended annual cost projection for DPW to remove sand from street and promenade through BSSR unit	$230k
Median landscaping	DPW estimated annual cost cutting back ice plant	$29k
Restrooms/custodial	2019 costs to Rec & Parks to maintain restrooms by Upper Great Highway	$103k
Recology trash removal	Regular collection of trash bins by Recology	$100k
Gardening/litter removal	2019 collection of additional litter beyond regular garbage collection by Rec & Parks plus gardening, in staffing time	$446k
Security	No need for park rangers	N/A
	TOTAL OPERATING AND MAINTENANCE (annualized)	**$1.5M**

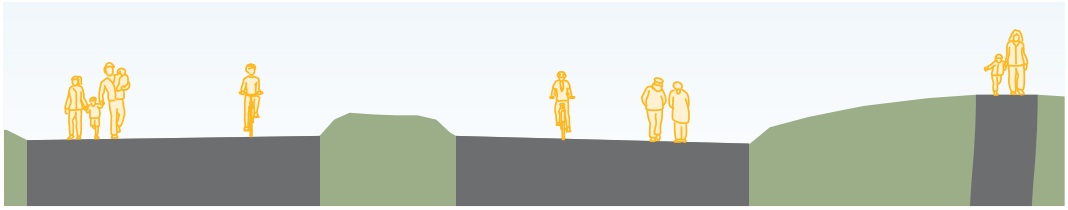
Concept 2: Promenade / Two-Way Roadway



This concept reflects the most drastic transformation of the roadway, requiring significant civil engineering work across the full extent of the Upper Great Highway. That roadway reconstruction as estimated adds millions in capital costs – making Concept 2 the most expensive. The gateway intersections at Lincoln and at Sloat will also need to change, and traffic signals will need to be replaced. Though the annual roadway repair costs should be reduced as only half the lanes will be used by vehicles (and landscaping costs will be eliminated with the removal of the median), there are likely increases in the costs of restroom maintenance, litter removal, and security due to increased recreational use.

ITEM	DESCRIPTION	COST
CAPITAL (ONE-TIME)		
Traffic signal replacements	8 deteriorating signals replaced with new signals along Upper Great Highway from Vincente to Lincoln	$2.5M
Intersection upgrade @ Sloat/Upper Great Highway	Signal upgrade, with signals aligned to new lane uses, and civil work	$2M
Intersection change @ Lincoln/ Upper Great Highway	Civil changes to curb and bike/ped path accommodation	$2M
Roadway reconstruction	Civil engineering work to widen roadway, reduce median, reconstruct curbs to create new travel lanes and divider	$15.6M
2021 Traffic Calming Strategy	2021 package approved for installation: 24 speed cushions, 1 speed table, 12 stop signs, 6 changeable message signs	$0.5M
Additional Traffic Mitigation Measures	5 Guidance signs, 2 Changeable Messages Signs, 6 speed humps/ tables, 2 turn restrictions, 2 Painted Safety Zones	$0.156M
	TOTAL CAPITAL	**$22.8M**
OPERATING AND MAINTENANCE (ANNUALIZED)		
Roadway maintenance	Order of magnitude estimate for 15-block length of roadway maintenance – involving grinding & paving and necessary repairs – on annual basis for 1 roadway segment	$100k
Signal maintenance	Estimated annual signal maintenance cost x 9 signals	$45k
Structural maintenance	Assorted task orders to maintain parks infrastructure	$93k
Street sweeping	Nightly cost to street sweep this length of Great Highway x 260 weeknights a year	$255k
Sand clearing	Recommended annual cost projection for DPW to remove sand from street and promenade through BSSR unit	$230k
Median landscaping	No longer median to maintain	N/A
Restrooms/custodial	Projected costs to Rec & Parks to maintain restrooms	$120k
Recology trash removal	Regular collection of trash bins by Recology	$100k
Gardening/litter removal	Projected costs of additional litter removal beyond regular garbage collection by Rec & Parks staff plus gardening	$530k
Security	Park Ranger presence, between 2019 and 2020 levels	$22k
	TOTAL OPERATING AND MAINTENANCE (annualized)	**$1.5M**

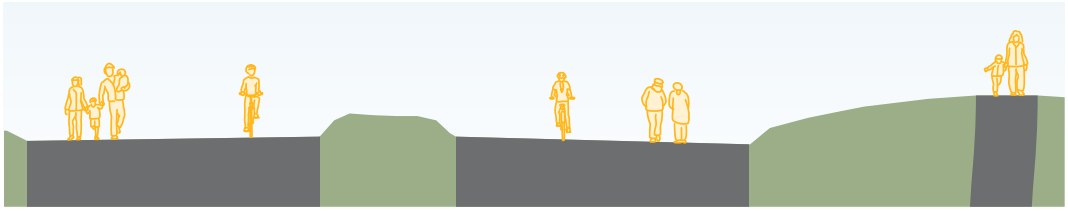
Concept 3: Full Promenade



This concept represents a condition where all lanes allow bicyclists and pedestrians full access to all lanes of the roadway in a car-free environment. Capital costs include civil work at both the intersections at Sloat and Lincoln, which would probably still require traffic signals. The seven traffic signals between these intersections could be removed, however, which represents a one-time cost but is less than full replacement and reduces the ongoing maintenance costs. Concept 3 also nearly eliminates the need for near-term roadway repair due to the absence of vehicles. The Full Promenade is expected would lead to the highest volumes of bicycle and pedestrian use, and this would result in higher security, litter, and restroom operational costs.

ITEM	DESCRIPTION	COST
CAPITAL (ONE-TIME)		
Traffic signal removal	One-time removal of 7 Upper Great Highway signals between Lincoln & Sloat	$1.5M
Intersection upgrade @ Sloat/Upper Great Highway	Civil changes and potential signal replacement	$1.9M
Intersection change @Lincoln/ Upper Great Highway	Civil improvements	$1.5M
Roadway reconstruction	Not necessary for this concept — roadway not changing	N/A
2021 Traffic Calming Strategy	2021 package approved for installation: 24 speed cushions, 1 speed table, 12 stop signs, 6 changeable message signs	$0.5M
Additional Traffic Mitigation Measures	7 Guidance signs, 4 Changeable Messages Signs, 6 speed humps/ tables, 5 turn restrictions, 5 Painted Safety Zones	$0.196M
	TOTAL CAPITAL	**$5.6M**
OPERATING AND MAINTENANCE (ANNUALIZED)		
Roadway maintenance	Estimated annual cost for occasional roadway paving and graffiti abatement on roadway signage	$20k
Signal maintenance	Estimated annual signal maintenance cost x 2 signals	$10k
Structural maintenance	Assorted task orders to maintain parks infrastructure	$93k
Street sweeping	Nightly cost to street sweep this length of Great Highway x 260 weeknights a year	$255k
Sand clearing	Recommended annual cost projection for DPW to remove sand from street and promenade through BSSR unit	$230k
Median landscaping	DPW estimated annual cost cutting back ice plant	$29k
Restrooms/custodial	Projected annual costs to Rec & Parks to maintain restrooms based on 2020 staffing figures during full promenade	$145k
Recology trash removal	Regular collection of trash bins by Recology	$100k
Gardening/litter removal	Costs of litter removal beyond regular garbage collection by Rec & Parks staff plus gardening based on 2020 needs	$656k
Security	Park Ranger presence based on 2020 needs	$55k
	TOTAL OPERATING AND MAINTENANCE (annualized)	**$1.6M**

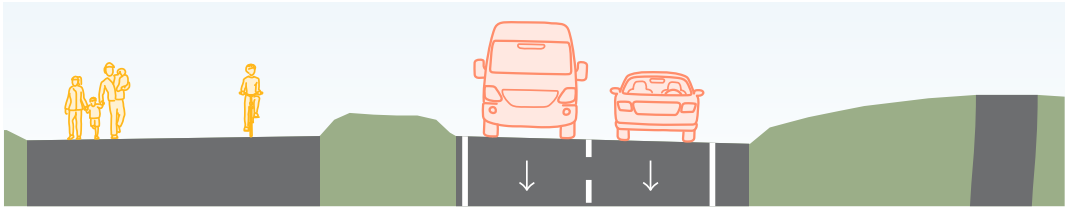
Concept 4: Timed Promenade



Concept 4 proposes a car-free promenade on weekends, and four-lane roadway for vehicles on weekdays. It will still require the previously planned replacement of eight deteriorating traffic signals with new signals, and scoped changes to the Sloat/Upper Great Highway intersection. The maintenance costs are significant, reflecting the need to repair and maintain the entire roadway for vehicle use. The existence of a promenade on weekends will increase recreational activity and therefore increase costs of restroom maintenance, litter removal, and security. Concept 4 has the added staffing costs related to opening and closing the roadway every weekend, as well as enlisting Parking Control Officers (PCOs) to help manage/guide traffic for the initial launch of this scenario.

ITEM	DESCRIPTION	COST
CAPITAL (ONE-TIME)		
Traffic signal replacements	8 deteriorating signals replaced with new signals along Upper Great Highway from Vincente to Lincoln	$2.5M
Intersection upgrade @Sloat/ Upper Great Highway	Signal upgrade and civil work at Sloat/Upper Great Highway previously planned for all lanes open to vehicular traffic	$2M
Intersection change @Lincoln/ Upper Great Highway	Not necessary for this concept – all lanes still used for vehicles	N/A
Roadway reconstruction	Not necessary for this concept – roadway not changing	N/A
2021 Traffic Calming Strategy	2021 package approved for installation: 24 speed cushions, 1 speed table, 12 stop signs, 6 changeable message signs	$0.5M
Additional Traffic Mitigation Measures	7 Guidance signs, 4 Changeable Messages Signs, 6 speed humps/tables, 3 turn restrictions, 3 Painted Safety Zones	$0.175M
	TOTAL CAPITAL	**$5.2 M**
OPERATIONS & MAINTENANCE (ANNUALIZED)		
Roadway maintenance	Order of magnitude estimate for 15-block length of roadway maintenance – involving grinding & paving and necessary repairs – on annual basis x 2 roadway segments	$200k
Signal maintenance	Estimated annual signal maintenance cost x 9 signals	$45k
Structural maintenance	Assorted task orders to maintain parks infrastructure	$93k
Intersection opening/closure	Projected staff cost to open & close roadway 52 weekends	$13k
PCO initial oversight	Parking Control Officer staffing closures both days of the weekends	$457.6k
Street sweeping	Nightly cost to street sweep this length of Great Highway x 260 weeknights a year	$255k
Sand clearing	Recommended annual cost projection for DPW to remove sand from street and promenade through BSSR unit	$230k
Median landscaping	DPW estimated annual cost cutting back ice plant	$29k
Restroom maintenance	Estimated costs to Rec & Parks to maintain restrooms	$119k
Recology trash removal	Regular collection of trash bins by Recology	$100k
Gardening + Litter clean up	Gardening and supervisor staff time which also includes removal of additional litter, projection over baseline levels	$526k
Security	Park Ranger presence	$2.1k
	TOTAL OPERATING AND MAINTENANCE (annualized)	**$2.1 M**

Concept 5: Promenade / One-Way Roadway



Though this concept may operationally differ only slightly from Concept 2, it presents significant cost differences by avoiding reconstruction of the roadway. In addition to new traffic signals and an upgraded Sloat/Upper Great Highway intersection, this concept will require one-time civil work at the Lincoln/Upper Great Highway to address the new uses of the SB lanes. Concept 5 will similarly experience increases in the costs of restroom maintenance, litter removal, and security due to increased recreational use, which might be offset by the reduction in annual roadway repair costs.

ITEM	DESCRIPTION	COST
CAPITAL (ONE-TIME)		
Traffic signal replacements	8 deteriorating signals replaced with new signals along Upper Great Highway from Vincente to Lincoln	$2.5M
Intersection upgrade @ Sloat/Upper Great Highway	Signal upgrade, with signals aligned to new lane uses, and civil work	$2M
Intersection change @Lincoln/ Upper Great Highway	Civil work to align SB approaches to current NB segment	$1.5M
Roadway reconstruction	No roadway re-engineering necessary if maintaining NB as is	N/A
2021 Traffic Calming Strategy	2021 package approved for installation: 24 speed cushions, 1 speed table, 12 stop signs, 6 changeable message signs	$0.5M
Additional Traffic Mitigation Measures	2 Guidance signs, 2 Changeable Messages Signs, 4 speed humps/ tables, 1 turn restriction, 2 Painted Safety Zones	$0.114M
	TOTAL CAPITAL	**$6.6M**
OPERATING AND MAINTENANCE (ANNUALIZED)		
Roadway maintenance	Order of magnitude estimate for 15-block length of roadway maintenance — involving grinding & paving and necessary repairs — on annual basis for 1 roadway segment	$100k
Signal maintenance	Estimated annual signal maintenance cost x 9 signals	$45k
Structural maintenance	Assorted task orders to maintain parks infrastructure	$93k
Street sweeping	Nightly cost to street sweep this length of Great Highway x 260 weeknights a year	$255k
Sand clearing	Recommended annual cost projection for DPW to remove sand from street and promenade through BSSR unit	$230k
Median landscaping	DPW estimated annual cost cutting back ice plant	$29k
Restrooms/custodial	Projected costs to Rec & Parks to maintain restrooms	$120k
Recology trash removal	Regular collection of trash bins by Recology	$100k
Gardening/litter removal	Projected costs of additional litter removal beyond regular garbage collection by Rec & Parks staff plus gardening	$530k
Security	Park Ranger presence, between 2019 and 2020 levels	$22k
	TOTAL OPERATING AND MAINTENANCE (annualized)	**$1.5M**

Appendix D: Summary of Great Highway Public Survey Findings

This appendix summarizes the responses received from the D4 Mobility Study Great Highway public survey that was open from December 6, 2020 – January 10, 2021. A copy of the survey is attached to this appendix. We received a total of 3,989 responses to the survey. This analyzes the geographic distribution of responses, priorities of respondents, and preferred scenarios. This memo will focus on feedback regarding scenarios 1 and 3, as they received the greatest interest.

Key Findings

- The highest number of respondents cited a full promenade as their preferred scenario, with 53% of total respondents.
- Returning to a four-lane highway was second most cited preference, with 21% of responses.
- 95.3% of respondents were residents of San Francisco.
- Residents of San Mateo County and Alameda County had the second highest amount of responses in the region, with 70 and 73 respectively.
- When asked their priorities for the Upper Great Highway, respondents highest priority was bicycle and pedestrian access, followed by community benefit/recreation, vehicle access, and bicycle and pedestrian safety.
- The primary comments and concerns about Concept 1 (Four-Lane roadway) were that it was seen as unsafe, asking drivers to share the roadway was an issue, and that it gives too much room for cars.
- For Concept 3 (Full promenade), the main concerns were increased traffic in the area due to closure, safety, and the need for traffic calming on surrounding streets.

Table D-1. Total Concept Preferences

	ALL PARTICIPANTS		SUNSET (94116, 94122 ZIP CODES)		OUTER RICHMOND (94121 ZIP CODE)		OTHER SAN FRANCISCO RESIDENTS	
	TOTAL	% OF ALL PARTICIPANTS	TOTAL	% OF SUNSET RESIDENTS	TOTAL	% OF OUTER RICHMOND RESIDENTS	TOTAL	% OF OTHER SF RESIDENTS
Concept 1: Four-Lane Roadway	838	21%	292	22%	328	52%	197	11%
Concept 2: Promenade/Two-Way Roadway	380	10%	89	7%	62	10%	202	11%
Concept 3: Full Promenade	2,117	53%	692	52%	141	22%	1172	64%
Concept 4: Timed Promenade	533	13%	200	15%	82	13%	228	12%
None Stated	121	3%	51	4%	23	4%	38	2%
TOTALS	**3,989**		**1,324**		**636**		**1,837**	

Zip Code Analysis

During our survey period we received 3,989 responses from various parts of San Francisco, the Bay Area, and onward. Of the total responses 95.3% were residents of San Francisco. About 33% of the total respondents were residents of the Sunset, while 16% were residents of the Outer Richmond. These two neighborhoods are located nearest to the Upper Great Highway. About 52% of residents of the Sunset expressed support for Concept 3 (Full Promenade), while 52% of Outer Richmond residents support Concept 1 (Four-Lane Roadway).

Figure D-1. San Francisco Survey Respondents by Zip Code

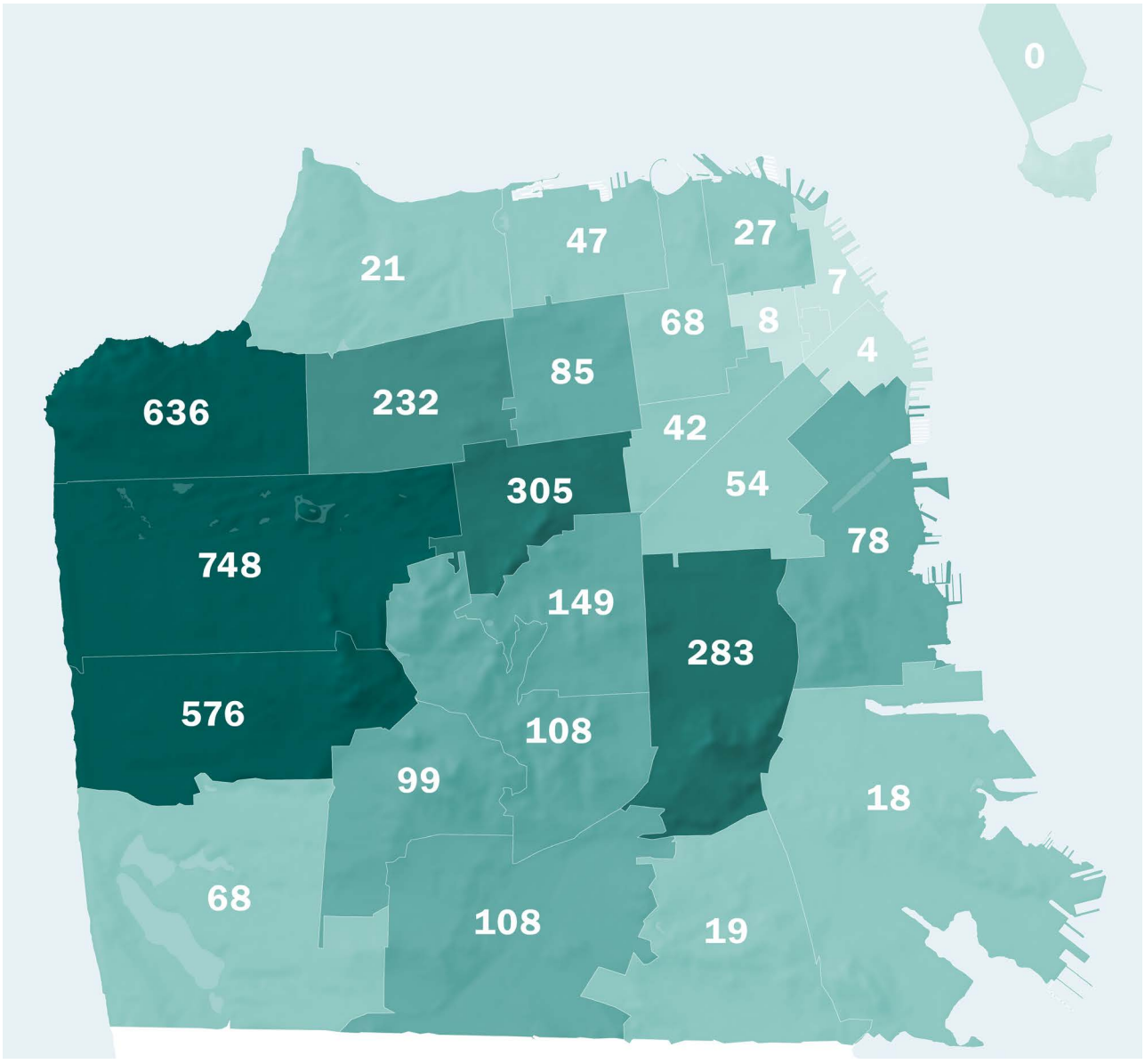
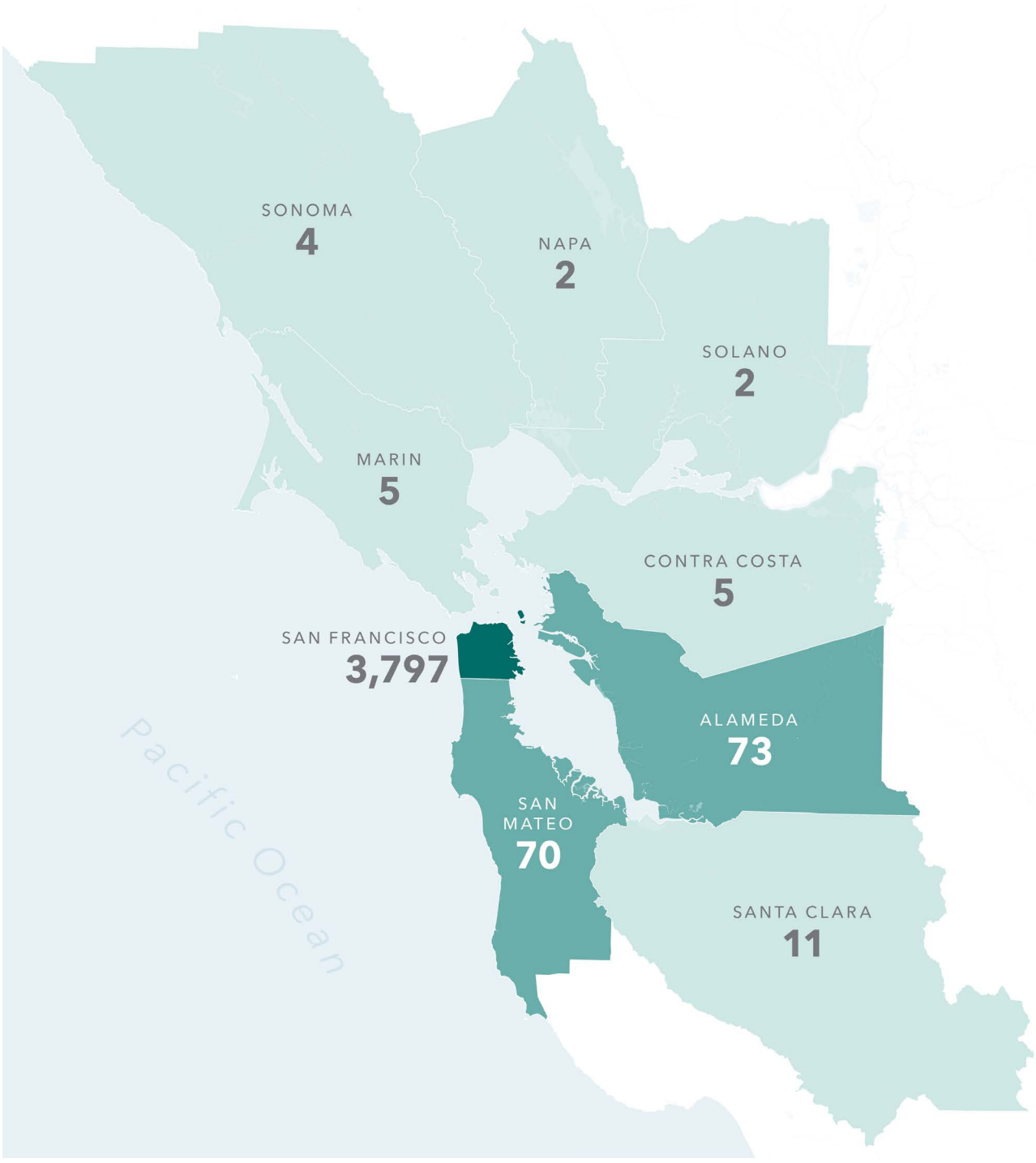


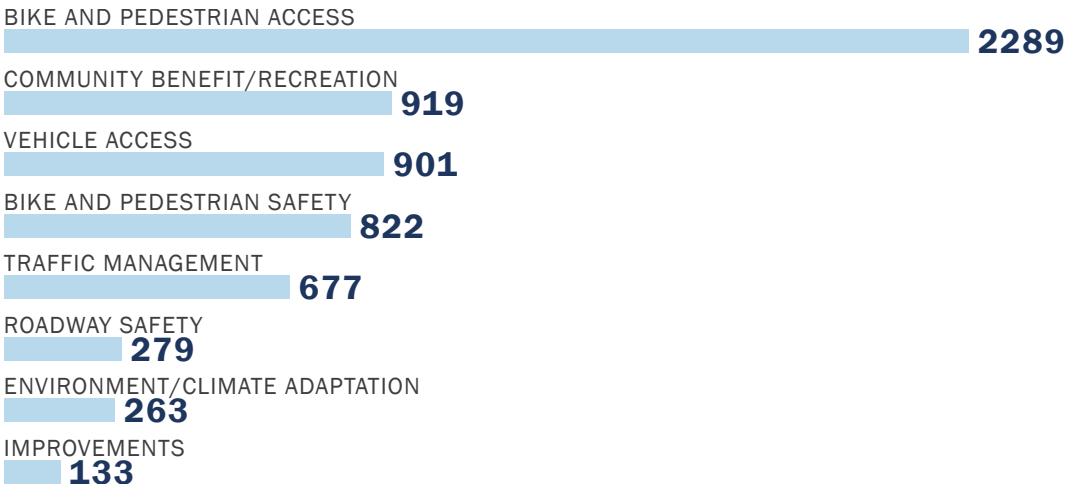
Figure D-2. Total Respondents in the Bay Area by County



Priorities

As part of the survey, we asked residents about their priorities for the Upper Great Highway and the surrounding neighborhood. The residents identified a variety of topics including access, safety, parking and enforcement. After coding their feedback, we identified the following themes in order of highest to lowest total mentions. The most common priority shown in the responses was bicycle and pedestrian access, then community benefit and recreation, vehicle access, bike and pedestrian safety, and traffic management. Other topics mentioned include the following: Business/ economics, Transit, Parking, Enforcement , ADA, and Wayfinding.

Figure D-3. Respondents' Priorities for Upper Great Highway and Surrounding Neighborhood



Note: Many comments were coded as having multiple priorities, while some only mentioned a single priority. The data above contains some overlap where some comments fall into multiple categories.

Bike and Pedestrian Access (2,289)

The most common priority amongst respondents was bicycle and pedestrian access, totaling 2,289 mentions. Overall, the majority of responses were in favor of continuing bicycle and pedestrian access on the Upper Great Highway. Included in these responses were the desire for a partial closer and weekend closure however, the overwhelming sentiment was support for permanent closure of the Upper Great Highway.

Community Benefit/Recreation (919)

The second largest theme that respondents mentioned was community benefit and recreation. This category encompasses all mentions of positive impact of the closure on the community. The most salient themes being the health benefits of the closure, the opportunity for families to recreate openly, and expansion of the city's open space network.

Vehicle Access (901)
The third highest category was vehicle access. The idea shared within these responses remained consistent – advocating for vehicle access for various reasons including traffic overflow onto residential street, convenience of the Upper Great Highway, and general safety on the surrounding streets. The most common concern was the rerouting of traffic through residential neighborhoods, which has increased concerns of safety for those who live in the area.

Bike and Pedestrian Safety (822)
Bicycle and pedestrian safety was also mentioned a total of 822 times. The majority of responses mentioned feeling they had a safe place to walk, bike, and recreate now that the Great Highway is closed. There was also a considerable amount of concern over safety on residential streets now that traffic has been diverted.

Traffic Management (677)
Traffic management was also a key concern in the responses, with a total of 677 mentions. Key concerns mentioned were the need for the Upper Great Highway to be open to vehicles as a means of reducing traffic on nearby streets, highlighting the need for improvements to traffic management if the great highway were to remain closed, and general comments about traffic being a key concern. Respondents specifically cited 19th Avenue, 45th – 48th Avenues, and Sunset Boulevard as being primary streets where traffic has worsened during the closure.

Roadway Safety (279)
General roadway safety was also a concern for many respondents. Responses highlighted concerns about safety due to increased traffic on local streets. Many who support the permanent closure of the Upper Great Highway also feel that roadway safety should be a priority.

Environment/Climate Adaptation (263)
Responses mentioned concern for the environment, stating that permanent closure would allow for the city to better achieve its climate goals. Respondents were also aware of the need for climate adaptation, and support long-term closure as a way to align with goals of managed retreat due to sea level rise.

Improvements (133)
A total of 133 responses highlighted the need for improvements in the area to address various issues including traffic congestion, roadway safety, sand removal, and addition of facilities such as restrooms, trash and recycling.

D-1. Concept Preferences

The greatest number of respondents cited Concepts 1 and 3 as their preferred scenarios, which represent a full return of vehicles and a full promenade/vehicle closure, respectively. We coded responses to these two concepts and identified key concerns that include safety, roadway configuration and traffic calming. Other notable themes that were not as prominent, but were commonly noted include wayfinding, environmental concerns, and enforcement.

Concept 1

Concept 1 maintains the Great Highway as a four-lane roadway with two vehicle lanes in each direction. No pedestrians are allowed on the roadway. Bicyclists are allowed to share the roadway lanes. People submitted 3,647 comments for Concept 3. Based on the comments, 1,084 people support the concept and 2,359 oppose it.

Considers Concept 1 unsafe (485)
A common concern that 485 people raised is that they consider the Concept 1 design unsafe. Some people consider it unsafe for pedestrians because of the speeding cars and wide road. Others consider it unsafe for bicyclists because of the sand on the road and conflicts with cars.

Asking bicyclists and drivers to share the roadway lanes is an issue (324)
324 stated that they did not like the part of the Concept 1 design that asks drivers and bicyclists to share the roadway. The bicyclists said that they would feel unsafe competing with drivers and that they would prefer to have a proper bike lane, although the bike lanes are also an issue because they are often covered in sand forcing them to swerve into the road. Drivers seem just as uncomfortable with the idea as bicyclists because they believe the bicyclists are too slow to keep up with the cars. Some drivers agree with the idea of having a bike lane while others want bicyclists off the road altogether.

Concept 1 gives too much space for cars and not enough space for other modes (284)
284 people believe that Concept 1 gives too much priority and space for cars. Instead, people would like to see more of the roadway dedicated to other modes like walking and bicycling.

Supports Concept 1: 1,084
Opposes Concept 1: 2,359
Non answer: 204
Considers Concept 1 unsafe: 485
Asking bicyclists and drivers to share the roadway lanes is an issue: 324
Concept 1 gives too much space for cars and not enough space for other modes: 284

Concept 3

Concept 3 closes the Great Highway completely to vehicle traffic. The four lanes would be open for walking, biking, and other non-motorized use. It requires major traffic calming and diversions to address increased traffic on local streets. People submitted 3,597 comments for Concept 3. Based on the comments, 2,349 people support the concept and 1,174 oppose it.

Concerned with Increase in Neighborhood Traffic (575)
A common concern that 575 people raised is that they are afraid that Concept 3 will divert drivers into the surrounding streets of the neighborhood and increase the traffic on those streets.

Safety (201)
201 people believe that Concept 3 would increase overall safety, especially for people walking and biking, because they would avoid conflicts with cars on the Great Highway. On the other hand, 51 people believe that Concept 3 would decrease the safety of the neighborhood because of the traffic diverted through residential streets.

Traffic Calming Needed (163)
Since people are worried about speeding traffic in the neighborhood, another common sentiment shared by 163 people is that they will only support this concept if they feel that it will properly implement extensive traffic calming in the area.

Supports Concept 3: 2,349
Opposed Concept 3: 1,174
Non answer: 74
Concerned with Increase in Neighborhood Traffic: 575
Traffic Calming Needed: 163
Increase in Safety for Walkers and Bikers: 201

SAN FRANCISCO'S

CLIMATE ACTION PLAN 2021



ACKNOWLEDGEMENTS

The 2021 San Francisco Climate Action Plan (CAP) is the result of a multi-year process developed by the San Francisco Department of the Environment with support and collaboration from many individuals and institutions. We would like to sincerely thank all our colleagues, organizations, and residents who were generous with their time and ideas.

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Jobs Analysis
Inclusive Economics

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MESSAGE FROM MAYOR LONDON N. BREED

In keeping with our role as a leader in sustainability, I am pleased to present the City and County of San Francisco's updated Climate Action Plan. Since adopting our initial Climate Action Plan in 2004, San Francisco has made great strides in reducing our greenhouse gas emissions. We have achieved this success by working with residents, community-based organizations, and businesses to use cleaner electricity, invest in energy efficiency, and recycle and compost more materials.

In the years since we created the first Climate Action Plan, we have seen marked consequences of a warming planet. Natural disasters like fires throughout California, dramatic hurricanes in the South, and devastating floods in the Midwest have exposed the massive human and economic toll climate-related disasters bring to our communities. These unfolding catastrophes demonstrate the need to accelerate our response to a changing climate — and to do all we can to mitigate the threat while preparing our City to be more resilient.

As of 2019, we have cut our emissions 41% below 1990 levels — reaching our goal six years ahead of schedule. Now we have a responsibility to keep moving forward, to reduce emissions by 61% below 1990 levels by 2030 and reach net-zero emissions by 2040. To reach these ambitious targets, we need to tackle climate change from all angles: housing, transportation and land use, energy, buildings, zero waste, and healthy ecosystems.

Climate change is one of our greatest challenges and meeting these new targets will not be easy. However, there is room for optimism. If our response to the COVID-19 pandemic has shown us anything, it is that when San Franciscans stand together, we can meet any challenge. I am proud of the courage we have shown. We listened to the scientists and took care of our most vulnerable neighbors. We had the drive to meet the pandemic head on and we will do the same in our ongoing response to climate change.

As we seek to reduce our emissions and reach net-zero, it is imperative that we advance climate action goals that will also build a more just, equitable society. One of San Francisco's greatest assets is our diversity, and the steps we take to address climate change must be rooted in equity and ensure that all our communities are supported throughout the transition to a climate-just future. While moving forward demands that we continue reducing emissions, strategies in this plan have multiple benefits for our most vulnerable communities — reduced asthma and respiratory illnesses, access to nature, housing security, and improved access to fresh food for all San Franciscans.

This Climate Action Plan was created with the input and feedback from a diverse cross-section of San Franciscans. Thank you to the thousands of residents, businesses, City agencies, and community institutions that gave their time to create this ambitious plan. We are grateful to have had the engagement of those with decades of experience on the front lines of the environmental movement. Now we must continue to work together to protect our communities, save our planet, and achieve a healthier, more just and sustainable future. I hope that you will join me in implementing this Climate Action Plan and adding to the collective courage required to create a future built on justice, equal opportunity, and environmental protection.



SF Environment

MESSAGE FROM DIRECTOR DEBBIE RAPHAEL

The 2021 San Francisco Climate Action Plan is the result of meticulous work and collaboration among City agencies, community members, local businesses, consultants, and international subject matter experts. The strategies outlined in this report present opportunities to ensure we continue building a city that serves all San Franciscans.

While we have made substantial progress in reducing our emissions, we know there is much more to do. In the last year, we have been asked to reckon with systemic racism built into our institutions while confronting a global pandemic. We have seen just how fragile our societal bonds can be. This past year has taught us that it is truly a moral imperative to create strategies that benefit all of us and our 2021 Climate Action Plan is grounded in equity and inclusion. It recognizes our combined power to ensure that no one is left behind as we deliver on our climate goals.

The Plan articulates strategies that get us to our goals of sending zero waste to landfills; making 80% of all our trips outside of our cars; powering our homes, vehicles, and businesses with 100% renewable energy; and drawing down carbon from the atmosphere. With its focus on equity, the Plan uses our climate goals to create more equitable housing and increase our green infrastructure to draw down carbon. It recognizes the tremendous strength in our communities and allows us to develop even more opportunities to drive implementation and create jobs.

And while it is exciting to see our federal administration stepping up and to witness the tremendous international commitment to climate action, we know that cities will continue leading the way to a carbon-free future. We are proud to join cities across the globe in taking responsibility for our greenhouse gas emissions.

I express my sincere appreciation to the residents, community organizations, city departments and businesses who participated in creating, guiding, and assembling this update. Join us in our commitment and lend your expertise to making sure San Francisco remains a vibrant and livable city for generations to come.



LAND ACKNOWLEDGEMENT[1]

The Commission on the Environment acknowledges that we occupy the unceded ancestral homeland of the Ramaytush Ohlone peoples, who are the original inhabitants of the San Francisco Peninsula. We recognize that the Ramaytush Ohlone understand the interconnectedness of all things and have maintained harmony with nature for millennia. We honor the Ramaytush Ohlone peoples for their enduring commitment to wahrep, mother earth. As the indigenous protectors of this land and in accordance with their traditions, the Ramaytush Ohlone have never ceded, lost, nor forgotten their responsibilities as the caretakers of this place, as well as for all peoples who reside in their traditional territory. We recognize that we benefit from living and working on their traditional homeland. As uninvited guests, we affirm their sovereign rights as First Peoples and wish to pay our respects to the Ancestors, Elders and Relatives of the Ramaytush Community. As environmentalists, we recognize that we must embrace indigenous knowledge in how we care for San Francisco and all its people.

DISCLAIMER

This Climate Action Plan (CAP) articulates broad policy objectives to achieve equitable climate action. The CAP does not approve, fund, or authorize implementation of any specific projects. Each implementation project will be reviewed and approved over time and follow protocols and best practices for adoption, which may require additional public review, review by City decision-makers, and/or environmental review under the California Environmental Quality Act. As a result of those reviews, there may be alternatives and mitigation measures developed that may be implemented as well.

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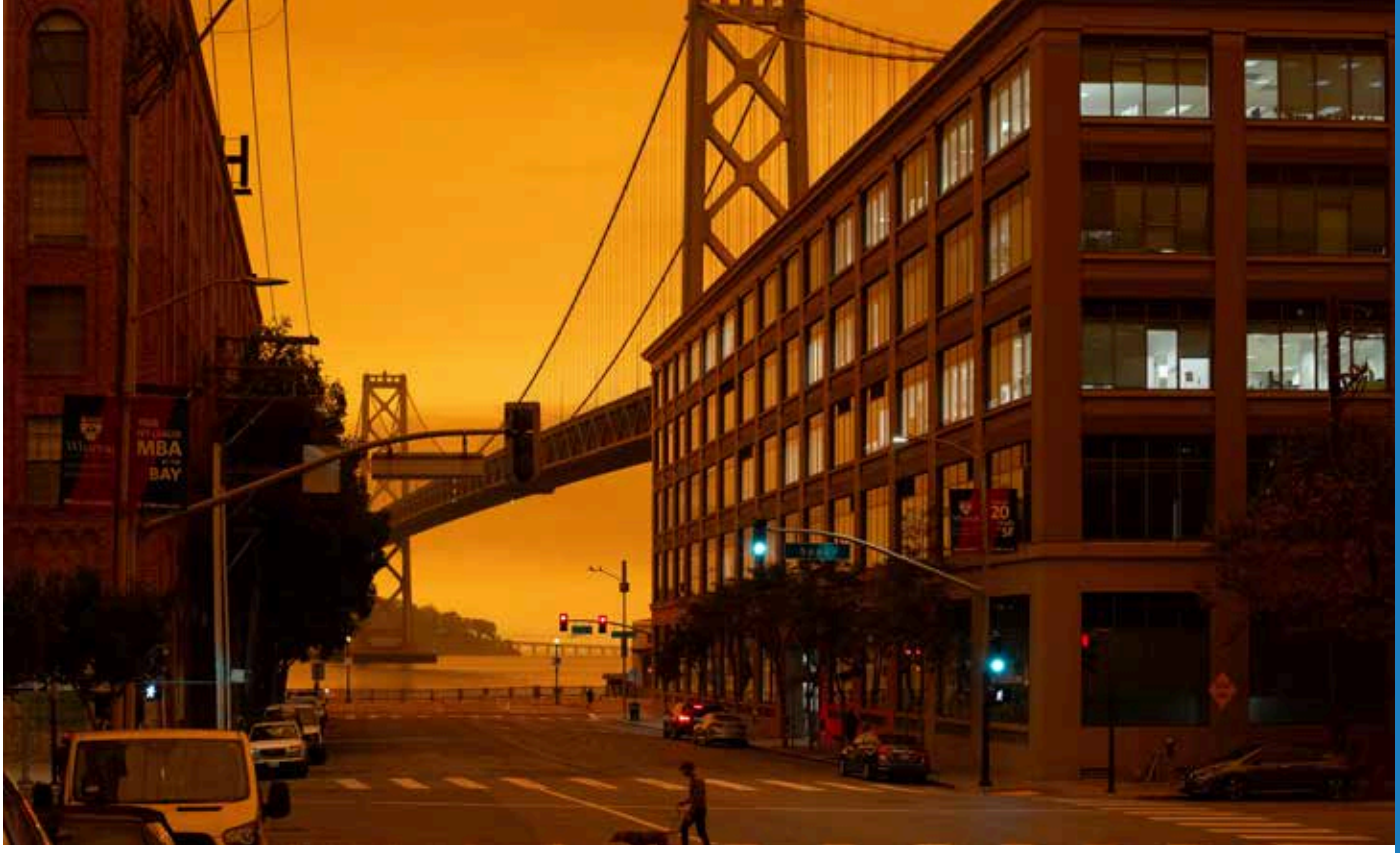
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SECTION 1:

EXECUTIVE SUMMARY



The consequences of a changing climate are all around us. Rising seas and extreme weather are creating increased flooding and more frequent heat waves, which inflict the most harm on the city's most vulnerable populations. Reduced snowpack in the Sierra Nevada mountains is threatening the City's water and hydropower supplies. Ever more destructive fires are polluting the air throughout the state and overwhelming its emergency resources and ability to respond to multiple disasters.

San Francisco, like cities around the world, is faced with the threat of a climate emergency, coupled with long-standing challenges of economic inequality and racial injustice. Local skies have turned orange from wildfires, fueled by decades of unchecked carbon pollution. The American economy is more precarious for working people than it has been in decades, with inequities exacerbated by COVID-19. Demands for action are growing louder, including calls for climate justice, racial justice, disability justice, and economic justice. The most recent Intergovernmental Panel on Climate Change (IPCC) report, an international scientific assessment of the threats presented by climate change, was released in August 2021 and indicates that the window in which to act continues to shrink. The most important thing to limit the worst impacts is to rapidly reduce greenhouse gas (GHG) emissions, especially carbon dioxide and methane. This summer, Mayor London Breed sponsored legislation to address the urgent threat of climate change and set new, ambitious goals to slash GHG emissions in San Francisco and reach net-zero emissions by 2040.

While San Francisco is proud of its record on local climate action and pursuit of environmental justice, there is an opportunity to make San Francisco a more affordable, equitable, just and sustainable city for all. The window to avoid climate catastrophe is closing, but there is still time to act. There is an urgent need — and opportunity — to not only reduce emissions, but to build equity,

resilience, and opportunity for the entire city. Bold climate action must give everyone a seat at the table to create a more just society and ensure communities can thrive by guaranteeing clean air and access to good jobs, green space, and healthy housing, and by developing and implementing a shared vision of how to live better together in the face of the growing climate crisis.

LEADING ON CLIMATE ACTION

Since its first Climate Action Plan in 2004, San Francisco has been leading the way on local climate action, environmental justice, and launching innovative community programs and outreach campaigns for residents and businesses.

For decades, San Francisco has created plans, implemented policies, and crafted engaging frameworks to reduce emissions. As of 2019, the city has achieved a 41% reduction in emissions from 1990 levels, while its economic productivity as measured by gross domestic product (GDP) has increased by 199%, and its population has grown by 22%. Its emissions reductions have been driven primarily by cleaner electricity supply, improved energy codes, and city-wide energy efficiency. This progress has not just reduced emissions, but has also come with additional important benefits, such as cutting air pollution and limiting other environmental stressors.



Cities are rapidly growing across the world. Most people live in cities and the cities, in turn, create 70% of global emissions. This means cities have great responsibility and great potential for providing solutions. Further, cities are engaged in international diplomacy on climate change and as a respected leader on the world stage, San Francisco has a vital role to play in modeling climate action for cities around the world.

CLIMATE ACTION PLAN OVERVIEW

Net-Zero Emissions means cutting the overwhelming majority of emissions to zero while relying on biological and technological solutions and offsets to balance out remaining emissions

Tackling the interwoven climate, equity, and racial justice challenges we face has been the driving force for the development of this Climate Action Plan (CAP). It provides a summary of progress through existing programs, and a detailed list of priority actions that San Francisco can take that will have the greatest potential to reduce emissions, while also having the greatest potential to provide an equitable distribution of benefits. The process of creating the CAP brought City departments, residents, community-based organizations, and businesses together to craft a plan focused on science and equity and grounded in compassion and lived experience. This data-driven, community-based plan outlines a detailed list of strategies and actions to achieve net-zero emissions by 2040, while creating solutions that serve intersectional challenges of racial and social equity, public health, economic recovery, and resilient communities (Figure 1).

FIGURE 1: SAN FRANCISCO'S CLIMATE ACTION FRAMEWORK

SAN FRANCISCO'S
CLIMATE ACTION FRAMEWORK

Net-Zero Emissions Citywide By 2040
Racial, Social & Economic Equity

SECTORS

RESPONSIBLE PRODUCTION & CONSUMPTION

GOALS:

By 2030:

1) Reduce solid waste generation 15% below 2015 levels

2) Reduce disposal to landfill 50% below 2015 levels

KEY AREAS:

- Embodied carbon in materials
- Consumption of goods & services
- Diet & food waste
- Air travel

TRANSPORTATION & LAND USE

GOALS:

1) By 2030, 80% of trips taken by low-carbon modes

2) By 2030, at least 25% of all vehicles registered in SF are electric, reaching 100% by 2040

KEY AREAS:

- Shift to low-carbon modes; align land use with climate and equity goals
- Advance electric vehicles

ENERGY SUPPLY

GOALS:

1) 100% renewable electricity by 2025,

2) 100% renewable energy by 2040 (no fossil fuels)

KEY AREAS:

- Renewable electricity via Hetch Hetchy and CleanPowerSF
- Grid readiness and resilience
- Local clean energy jobs

BUILDING OPERATIONS

GOALS:

1) Zero emisisons new construction by 2021

2) All large commerical buildings are zero emissions by 2035

3) All buildings zero emissions by 2040

KEY AREAS:

- New construction
- Existing commercial
- Existing municipal
- Existing residential

HEALTHY ECOSYSTEMS

GOALS:

Sequester residual emissions through nature based solutions

KEY AREAS:

- Soil health & sequestration
- Urban forest
- Ecosystem management & restoration

HOUSING

GOALS:

Build at least 5,000 new units per year, with no less than 30 percent affordable, focus on rehab of existing housing

KEY AREAS:

- Equity and affordability
- Production
- Preservation and rehab

0 **80** **100** **ROOTS** **ALL**

THE PATH TO REACH NET-ZERO BY 2040

The imperative to address climate change is simple: cut emissions as quickly as possible. But achieving these goals is complex and demands an integrated approach across society. San Francisco's approach to reaching net-zero emissions is first and foremost grounded in equity. The most significant consequences of climate change will be felt by Black, Indigenous, and People of Color (BIPOC) communities, people with disabilities, and other vulnerable populations. Climate action must also prioritize a just transition, which calls for a strategic, people-focused approach to phasing out polluting industries while creating employment pathways for workers in those industries and a new generation of workers to transition to quality jobs that support economic and climate justice. Further, communities that have been and will continue to be most harmed by climate change have not historically benefited from climate solutions in the past.

To advance climate justice, the CAP makes four core commitments:

- Build greater racial and social equity
- Protect public health
- Increase community resilience
- Foster a more just economy

By integrating these four climate justice commitments, the CAP proposes two ambitious and achievable climate emission reduction targets:

- An interim target of cutting sector-based emissions 61% below 1990 levels by 2030; and
- Net-zero sector-based emissions by 2040, a 90% reduction from 1990 levels

Sector-based emission inventories track traditional emissions in categories produced within municipal boundaries such as transportation, energy use in buildings, and solid waste. The City is beginning to account for the impacts of its "upstream" emissions, which include emissions from the consumption of services and goods produced outside San Francisco. In essence, these emissions are outsourced to other communities, generating harmful climate pollution and exacerbating environmental injustice. In keeping with its commitment to equity, San Francisco is determined to reduce the impacts of these outsourced emissions and has set two targets:

- A 40% reduction in consumption-based emissions by 2030
- An 80% reduction in consumption-based emissions by 2050
- In total, the Climate Action Plan provides an innovative framework to reach its sector-based (Figure 2) and consumption-based emission targets, while also removing carbon from the atmosphere.

ENGAGING OUR DIVERSE COMMUNITIES

Led by the San Francisco Department of the Environment (SF Environment), crafting the CAP was a highly collaborative process, which engaged expert City staff, community-based organizations, residents, businesses, and other stakeholders to identify high-impact opportunities to reduce emissions and support equity. The CAP public engagement process brought together San Francisco residents with honesty, transparency, and respect. It reached hundreds of thousands of people through social media, websites, surveys, web-based workshops and presentations, and online open houses. Over the course of four months, SF Environment hosted a kick-off webinar with Mayor London Breed, which was followed by eleven public workshops, including in-language sessions in Spanish and Chinese, and eleven additional community presentations. Further, the Department received more than 1,400 comments on the online open house platform as well as nine emailed comment letters from different stakeholder groups. This process ensured the community could identify new actions and integrate their priorities, data, and best practices into the plan.

SAN FRANCISCO'S
CLIMATE ACTION GOALS

BUILDINGS

By 2021, require zero onsite fossil fuel emissions from all new buildings; By 2035, require zero onsite fossil fuel emissions from all large existing commercial buildings and all buildings by 2040

'21

'25

CLEAN ENERGY

By 2025, supply 100% renewable electricity, and by 2040, supply 100% renewable energy

ZERO WASTE

By 2030, reduce solid waste generation by at least 15% and reduce the amount of solid waste disposed of by incineration or landfill by at least 50% below 2015 levels

'30

TRANSPORTATION

'30

By 2030, increase low-carbon trips to at least 80% of all trips and increase EVs to at least 25% of all private vehicles registered, and by 2040, increase EVs to 100% of all private vehicles registered

ROOTS

Sequester carbon through ecosystem restoration, including increased urban tree canopy, green infrastructure, and compost application

HOUSING

Build at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, and with an emphasis on retaining and rehabilitating existing housing

PRIORITY SOLUTIONS

Through this robust engagement process the CAP identified 31 strategies (Table 1) and 159 supporting actions for San Francisco to achieve its climate and equity goals across six key areas, or sectors: Energy Supply, Building Operations, Transportation and Land Use, Housing, Responsible Production and Consumption, and Healthy Ecosystems.

Along with stakeholder input, key criteria used to inform the development of the strategies and supporting actions included their emissions reduction potential and their contribution to the four lenses of racial and social equity, public health, community resilience, and a just economy. While the CAP identifies hundreds of possible pathways needed to reach San Francisco's slated target of achieving net-zero emissions by 2040, not all have the same impact. The most critical stand-alone or subsets of strategies and actions have been summarized in the **top ten climate solutions:**

Energy Supply: Use 100% renewable electricity and phase out all fossil fuels

Building Operations: Electrify existing buildings

Transportation and Land Use:

- Invest in public and active transportation projects
- Increase density and mixed land use near transit
- Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure
- Utilize pricing levers to reduce private vehicle use and minimize congestion
- Implement and reform parking management programs

Housing: Increase compact infill housing production near transit

Responsible Production and Consumption: Reduce food waste and embrace plant-rich diets

Healthy Ecosystems: Enhance and maintain San Francisco's urban forest and open space

Now that San Francisco has laid the foundation for a new, more inclusive climate agenda, it is time to move forward from planning to execution. New approaches will be needed to spur action across City departments and change underlying systems to embed climate considerations into municipal operations and ensure the timely delivery of projects.

TRANSPARENCY AND REPORTING

The CAP is not a "stand-alone" document. It leverages progress and momentum from complementary plans and policy initiatives, such as CleanPowerSF; building electrification code efforts; the Housing and Transportation Element updates of the General Plan; urban forest and biodiversity plans; and zero waste work. These other plans and policies give the CAP a solid platform to help the city meet these pressing issues.

The CAP must and will be revisited and updated regularly, with a formal update every five years. Transparency is crucial for creating a plan that serves all San Franciscans. Further, the CAP is not just a summary of actions government will take on its own. Addressing climate change will require ongoing engagement with the entire community. Indeed, residents are parts of the implementation process too. To that end, the City will create a robust and accessible monitoring, evaluation, and reporting system to track and review the intended results and real progress of the targets, goals, strategies, and actions. This is essential to monitoring the success and effects of climate actions across the city, quantifying the benefits of the policies, and ensuring stakeholders can actively contribute to progress toward our climate goals.

TABLE 1: STRATEGIES IN 2021 CLIMATE ACTION PLAN

ENERGY SUPPLY (ES)	
ES 1	Supply 100% renewable electricity to residents and businesses.
ES 2	Invest in local renewable energy and energy resilience projects.
ES 3	Design and develop the reliable and flexible grid of the future.
ES 4	Develop workforce capacity to deliver clean energy resources.
ES 5	Plan for the equitable decommissioning of the City's natural gas system.
BUILDING OPERATIONS (BO)	
BO 1	Eliminate fossil fuel use in new construction.
BO 2	Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types.
BO 3	Expand the building decarbonization workforce, with targeted support for disadvantaged workers.
BO 4	Transition to low-global warming potential refrigerants.
TRANSPORTATION & LAND USE (TLU)	
TLU 1	Build a fast and reliable transit system that will be everyone's preferred way to get around.
TLU 2	Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.
TLU 3	Develop pricing and financing of mobility that reflects the carbon cost and efficiency of different modes and projects, and correct for inequities of past investments and priorities.
TLU 4	Manage parking resources more efficiently.
TLU 5	Promote job growth, housing, and other development along transit corridors.
TLU 6	Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.
TLU 7	Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.
HOUSING (H)	
H 1	Anchor BIPOC families and advance their return to San Francisco through robust housing and stabilization programs.
H 2	Support vulnerable populations and underserved communities through both the preservation and rehabilitation of existing housing and new housing development that serves their needs.
H 3	Advance zoning and implementation improvements that support new housing production sufficient to meet goals, especially sustainable, small, mid-sized, family, and workforce housing in lower density neighborhoods.
H 4	Expand subsidized housing production and availability for low-, moderate-, and middle-income households.
RESPONSIBLE PRODUCTION & CONSUMPTION (RPC)	
RPC 1	Achieve total carbon balance across the buildings and infrastructure sectors.
RPC 2	Reduce the carbon footprint of the food system by reducing waste, promoting climate friendly diets, and getting excess food to communities in need.
RPC 3	Promote reduction, reuse, repair, and recovery of goods and materials.
RPC 4	Lead the aviation sector by reducing emissions across the airline passenger journey.
HEALTHY ECOSYSTEMS (HE)	
HE 1	Advance citywide collaboration to continually refine nature-based climate solutions that sequester carbon, restore ecosystems and conserve biodiversity.
HE 2	Increase equitable community participation and perspectives in nature-based climate solutions, including meaningful efforts to prioritize Indigenous science and Traditional Ecological Knowledge.
HE 3	Restore and enhance parks, natural lands and large open spaces.
HE 4	Optimize management of the city's entire urban forest system.
HE 5	Maximize trees throughout the public realm.
HE 6	Maximize greening and integration of local biodiversity into the built environment.
HE 7	Conduct carbon sequestration farming pilot projects and research.

ACTION MOVING FORWARD

In addition to reducing emissions to net-zero over the next 18 years, the CAP strives to ensure all San Franciscans have the skills, knowledge, and resources to meet the challenges of climate change that lie ahead. Communication will be key to engaging businesses, residents, and communities in ongoing action and ensuring that all San Franciscans benefit from climate action. Climate change is inherently a complicated challenge: it encompasses major sectors of the economy, draws heavily on scientific research and data, merges private and public interests, and has outsized equity implications.

Funding the strategies and actions in the CAP is imperative for success. While the expected initial cost of implementing CAP strategies will be immense, research and the experience of cities already being confronted by climate change show that the financial consequences of inaction will be even worse.[2] In mid-2021, after strong advocacy from local residents inspired to act by the unfolding climate emergency, the City committed funding to develop high-level accounting of the cost of implementation and perform in-depth research and analysis to identify successful funding models to support implementation of the strategies included in this CAP.

The City must implement policies and creative financing mechanisms to provide ongoing and stable funding and build on support from the private sector and philanthropy, as well as federal, state, and regional agencies. It must continue to illustrate the case for climate action and secure commitments from a range of diverse stakeholders to invest in solutions, while creating incentives to support these investments. As a leader in global sustainability, San Franciscans have a chance to prove to the world that a net-zero future is achievable, advances justice, and creates a vibrant, diverse city where people can thrive.

A CALL TO ACTION

This path forward will be challenging. San Franciscans will need to be bold and courageous to achieve our vision of a city that provides adequate and healthy housing, safe transportation, green space in every community, and expansive employment opportunities. While individual action is important, including each City department, business, and resident working to reduce emissions, collective action will be vital. That includes rapidly getting off fossil fuels, understanding the science of climate change, and helping others grasp the magnitude of the threats to where we live, work, worship and play. Collective action includes listening to and learning from each other, lifting one another up to move forward together, and showing the entire world that San Francisco can lead the way in addressing the climate crisis.

Photo Credit: Mary Martin DeShaw, volunteer affiliate photographer with ProBonoPhoto, 350.org


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SECTION 2:

OVERVIEW



Over the past twenty years, cities around the globe have responded to the call for local action to address the climate crisis. This Climate Action Plan proposes focused solutions to eliminate greenhouse gas emissions while advancing related goals, such as racial and social equity, health, economic recovery, and resilience.

The climate crisis is putting San Francisco's communities at risk by directly threatening infrastructure, natural resources, and public health. While the City is proud of its record on local climate action, more needs to be done. The changes brought on by the global COVID-19 pandemic, growing economic inequality, and powerful calls for racial and social justice require a renewed vision for the city and a plan that responds to the scale of the crises we face, while leaving no one behind.

VISION AND VALUES

Time is running out. Climate change is accelerating as global emissions increase, causing havoc and destruction to every part of the globe. Transformational change is needed to rapidly cut emissions and limit further damage. San Francisco's future will be shaped by its response to climate change, as well as to other global crises such as the COVID-19 pandemic, systemic racism, and increasing income inequality. These interconnected challenges demand focused, flexible, and bold responses.

At the same time, scientific understanding of the climate crisis has deepened. In August 2021, the United Nations Intergovernmental Panel on Climate Change (IPCC) published the first part of its sixth assessment report which updates policymakers on our baseline understanding of

climate change. This sobering report unequivocally states human action is warming the planet, finds that many changes are already irreversible, and concludes that to stabilize the climate we must reach net-zero emissions to limit further warming. Now, more than ever, it is urgent that San Francisco take aggressive and equitable action to mitigate the catastrophic impacts of climate change.

Driven by these scientific and moral imperatives, San Francisco has embarked on a path to turn its climate challenges into opportunities and ensure that solutions work for everyone.

This need for a holistic approach is at the heart of San Francisco's response to climate change. The 2021 Climate Action Plan (CAP) charts a path to eliminate emissions while simultaneously committing to racial equity, social justice, health, resilience, and a just economy.

The CAP identifies actions to address inequities across sectors, including in housing and transportation. It supports communities that have been most impacted by climate change yet have not historically benefited from climate solutions. By centering racial equity and focusing on what matters most to San Francisco's diverse communities, implementing the CAP will create good jobs that are tied to meaningful work. The CAP also prioritizes sustainable economic recovery so that San Francisco can withstand crisis-level shocks while creating resilient, healthy, and equitable communities.

The CAP will shape San Francisco's response to the climate crisis for decades to come. Achieving this goal is not just up to scientists or the government; it will require active participation from everyone and therefore focuses on empowering communities to take action.

CHALLENGES IN UNPRECEDENTED TIMES

San Francisco's commitment to climate solutions must create opportunities that achieve sustainable and broad-based economic growth. The pandemic's impact on the economy has been severe, particularly harming the city's service and hospitality sector, commercial real estate, and public transit. COVID-19 also exposed significant racial and economic inequities, compounding existing income disparities.

While the COVID-19 pandemic is not expected to have a long-term direct effect on emissions, indirect effects will linger for years. In the transportation sector, these impacts might include less air travel and commuting as businesses rely more on telework, but such changes can also lead to less use of public transportation. In the commercial building sector, there are increased vacancies for office space, shops, and restaurants. This may result in less tax revenue, which could hinder the level of investment cities are willing to commit to climate action. At the same time, this may provide an inflection point for reimagining how we use these spaces for residents, communities, and other businesses.

Throughout the pandemic, San Francisco had to adapt quickly to circumstances and quickly implemented innovative new programs to protect public health and spur economic recovery. For instance, many streets were transformed into pedestrian-friendly, car-free recreational areas for people to safely exercise while keeping their distance. Neighborhood restaurants and cafes were allowed to create outside dining areas, an accommodation that will extend beyond the pandemic with the Shared Spaces program. While presenting challenges, these unprecedented times have also required a new way of thinking and shown that we need collective action to create a healthier and more sustainable future.

Implementation of pandemic solutions occurred quickly because of the urgency at hand. Similar urgency can apply to climate action, and inclusive implementation planning is also needed. As the prevalence and severity of climate changes grows, so does the need for awareness, diversity and inclusion.

CLIMATE ACTION: PAST, PRESENT, AND FUTURE

San Francisco is synonymous with environmental action. Its first Sustainability Plan in 1994 was prescient. That plan grappled with climate change and identified the need to assess the true costs of relying on fossil fuels. San Francisco was also one of the first cities to truly embrace the power of municipalities to effect change. In the face of decades of federal inaction on climate, it has bolstered its reputation as a leader in national and

international sustainability efforts such as the Urban Sustainability Directors Network and C40, which bring cities from around the nation and the world together to share best practices and drive advancements in climate action.

In the more than two decades since its first environmental plan, the City has adopted progressively more ambitious policies to reduce emissions while simultaneously decoupling emissions from economic growth. Since 1990, San Francisco has reduced emissions by 41%, while its population has grown by 22% and gross domestic product (GDP) has increased 199% (Figure 3), showing that environmental action can coincide with and even drive economic growth. While San Francisco's economy has grown, it has also seen some of the widest income disparities in the United States,[3] exacerbating race and class divides that are evident in both the pandemic and environmental injustices.

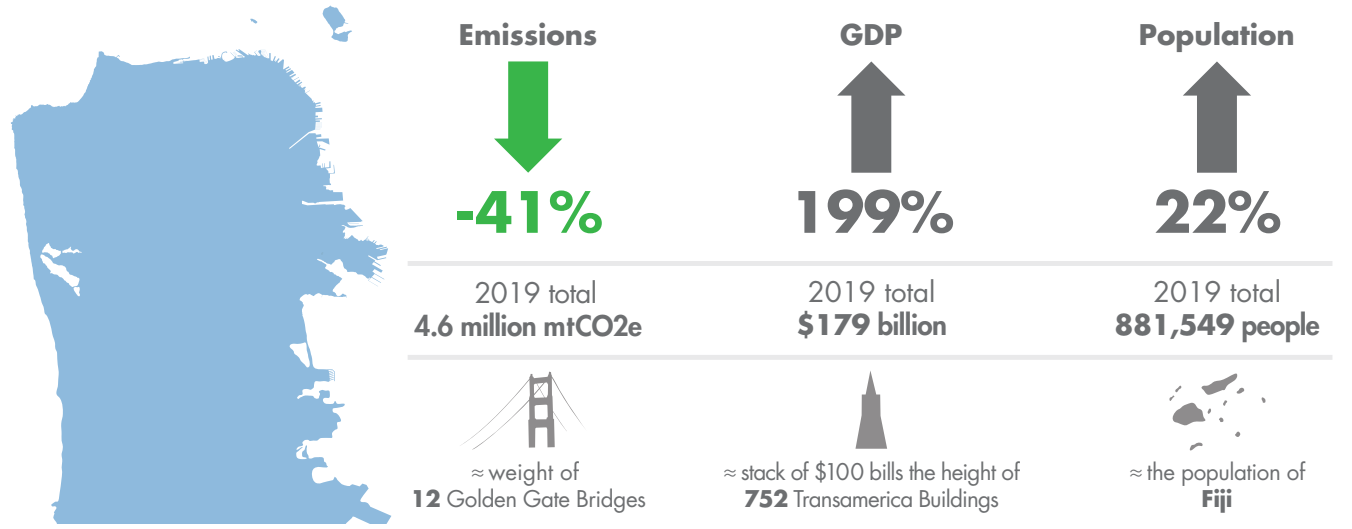


FIGURE 3: 1990-2019 SAN FRANCISCO GHG EMISSIONS AND GROWTH TRENDS

TABLE 2: SAN FRANCISCO'S KEY CLIMATE MILESTONES

YEAR	MILESTONE
2004	San Francisco's First Climate Action Plan
2013	San Francisco's updated Climate Action Plan
2015	0-50-100 Roots Climate Action Framework Launched
2016	Emissions Reduced by 30% Below 1990 Levels
2017	50% Low Carbon Trips Achieved–New Goals Set to 80%
2018	Mayor Breed Commits to Net-Zero Emissions by 2050
2019	San Francisco Board of Supervisors Declares a Climate Emergency
2019	100% Renewable Electricity Requirement for Large Commercial Buildings
2019	Emissions Reduced by 41% Below 1990 Levels (6 years ahead of schedule)
2020	Natural Gas Banned in New Construction
2021	Mayor Breed Advances Updates to Climate Action Goals in Chapter 9 of the Environment Code, Commits to Net-Zero Emissions by 2040, San Francisco Board of Supervisors Approves

Today, the country has a federal administration and Congress that are prioritizing climate action, but cities must continue to lead the way. For decades, San Francisco has created plans, implemented policies, and crafted engaging frameworks to address climate change and mitigate the impacts of air pollution and other environmental stressors. Table 2 shows some of key milestones that the City has assumed to meet its climate goals.

MAJOR CLIMATE IMPACTS

Burning fossil fuels has caused global temperatures to rise and weather to become more extreme. Today, global climate change is directly affecting San Francisco, including higher temperatures, more extreme heat days, more extreme storms with heavier rainfall and flooding, sea level rise, severe droughts, and poorer air quality. These conditions have left California susceptible to catastrophic wildfires, directly threatening homes, businesses, and protected areas, and blanketing the city, state, many other parts of the nation with hazardous smoke.

Climate change has both direct and indirect consequences. Direct consequences lead to health and economic challenges such as heat stroke, injuries from extreme storms, and respiratory illness from poor air quality. Indirect downstream consequences include food insecurity caused by poor agricultural output; income and property loss; housing and job insecurity due to drought, flooding and wildfires; and increased rates of anxiety and depression because of these disruptive consequences of climate change.

Table 3 summarizes historic and future direct climate impacts out to the late century.[4] It is difficult to predict the exact increase in future emissions and the climate's response to specific emissions levels. This table highlights projected climate impacts from three scenarios.

Climate Impact Spotlight: Droughts

Climate change projections indicate that droughts will intensify in many areas of the United States in the 21st century. Already, historic drought conditions in California are necessitating mandatory water restrictions for residents, businesses, and farms. Several consecutive years with little precipitation and low snowpack have left all of California's reservoirs significantly under capacity, and vegetation dry and highly combustible. Drought conditions such as low precipitation and high temperatures impact air quality by extending the blooming season for ragweed and other allergens, increasing exposure to ground-level ozone and fine particulates, and greatly increasing the likelihood of catastrophic wildfires that spread extremely unhealthy smoke to adjacent communities. These impacts exacerbate respiratory illness, allergies, and asthma and will be worse for children whose developing lungs and rapid breathing increases exposure to respiratory triggers. San Francisco must invest significant resources to prepare for the multiple threats posed by droughts and their harmful effects.

TABLE 3: MAJOR CLIMATE IMPACTS

HAZARD	HISTORICAL PATTERN	LATE CENTURY (2070 - 2099)	
	Observed 30yr Average (1961-1990)	Medium Emissions Scenario (RCP4.5)[5]	Very High Emissions Scenario (RCP8.5)[6]
Extreme Heat[7] Days	4 days	**30-year average:** 6 days / year 30-year range: 4 – 11 days / year	**30-year average:** 12 days / year **30-year range:** 6 – 28 days / year
Maximum Length of Dry Spell[8]	111 days	**30-year average:** 118 days **30-year range:** 95 – 136 days	**30-year average:** 123 days **30-year range:** 96 – 153 days
Maximum 1-Day Precipitation	1.695 inches	**30-year average:** 1.741 inches **30-year range:** 1.440 – 2.094 inches	**30-year average:** 1.814 inches **30-year range:** 1.408 – 2.335 inches
	BASELINE YEAR	**END OF CENTURY (2100)**	
	2000	Low Emissions Scenario (RCP2.6)[10]	Very High Emissions Scenario (RCP8.5)
Sea Level Rise[9]		66% probability sea-level rise is between 1.0 - 2.4 ft 5% probability sea-level rise meets or exceeds 3.2 ft	66% probability sea-level rise is between 1.6 - 3.4 ft 5% probability sea-level rise meets or exceeds 4.4 ft

SAN FRANCISCO'S APPROACH

Communicating About Climate Change

Climate change encompasses major sectors of the economy, draws heavily on scientific research and data, merges private and public interests, and has outsized equity implications. Effective communication will be key to achieving the City's climate action goals and ensuring that all San Franciscans can participate and benefit.

Climate action must therefore be multi-dimensional: it must be bold and science-based; it must be explicitly anti-racist and move society toward a more just and equitable world; it must embody shared values of mutual aid, support and protection; it must speak to diverse communities in languages that are their own, and amplify the voices of communities that have been historically disenfranchised; and it must lift up communities on the front lines of climate harm, many of which are among the least responsible for climate emissions and least resourced to respond.

Since its first CAP in 2004, San Francisco has been leading the way on local climate action, environmental justice, and developing and implementing innovative community-facing programs and outreach campaigns to engage with community stakeholders from all walks of life. Transparent annual reporting of community-wide emissions shows that the City has stayed ahead of targets set by the State of California and included in international climate protocols.

The 2013 CAP summarized the city's progress and shared examples of successful policies and programs and outlined an initial set of actions to be taken by citizens, businesses, and government to strive toward emission reductions. Several years later, San Francisco introduced the "0-80-100-Roots" climate action framework, where:

- 0 stands for zero waste to landfills and incineration, and zero toxics
- 80 stands for 80% of trips taken by low-carbon modes such as walking, biking, and transit
- 100 stands for 100% renewable energy and a complete phase out of fossil fuels, and
- Roots means using natural systems to sequester carbon from the atmosphere

As the dangerous consequences of climate change continue to harm people, it is important for San Francisco to deploy new communication tools and approaches that will increase community resilience in the face of challenges that lie ahead. An educated and committed public will be vital to participating directly in solutions as well as building and maintaining the political will to enact climate policies.

CAP Development Process

Given the urgency of the climate crisis, any CAP must prioritize actions that will have the greatest potential to reduce emissions and a strong likelihood of realization. In April 2019, the Board of Supervisors passed the Climate Emergency Resolution which called on SF Environment to issue a technical feasibility analysis, the Focus 2030 report, released three months later. Afterward, SF Environment outlined a process for updating the 2021 CAP. Early activities included: identifying partners, developing governance structures, identifying future technical tasks such as emissions impact analyses, conducting targeted stakeholder engagement, and preparing for general coordination for the many aspects of the CAP. This was initiated as the COVID-19 pandemic unfolded.

From there, the CAP update process followed the steps outlined below:

1. **Follow the Data** – The annual emissions inventory and supporting data serve as the foundation for identifying key focus areas for emissions reduction. Additionally, the city's Consumption-Based Emissions Inventory (CBEI), which expands

the inventory process to address other sources of emissions, was also analyzed and used to inform the development of "Responsible Production and Consumption" strategies.

2. **Build on Experience** –With a history of administering credible and effective sustainability and climate programs over the past 20 years, San Francisco enjoys a high level of expertise for implementing climate strategies. Leveraging and growing from this experience will accelerate emissions reductions. However, given more ambitious goals driven by the unfolding climate emergency and the need to center equity in planning and implementation, new approaches will be needed and they must be responsive to today's challenges and opportunities.

3. **Center Equity** –In addition to eliminating emissions, equity is a co-equal priority for the CAP. To support transparency and rigor, SF Environment created the Racial and Social Equity Assessment Tool (R-SEAT) especially for the CAP, which is discussed in depth in **Section 4: Planning for People**, as well as in **Appendix D: R-SEAT Summary Findings.** SF Environment also launched the Community Climate Council, composed of leaders from key community organizations including the American Indian Cultural Center, Business Council on Climate Change, Chinatown Community Development Center, Community Youth Center, El Centro Bayview, Emerald Cities, Interfaith Power and Light, Livable City, PODER, Sutro Stewards, and SPUR. Members were convened and compensated to advise on the CAP and the best methods for reaching the city's diverse population. SF Environment also outlined various methods to ensure a range of voices could contribute to the CAP.

4. **Leverage Complementary Efforts** –The extent of the climate emergency means all complementary efforts must be leveraged to their fullest extent. The CAP leverages many other plans and policy initiatives. Examples include the growth of CleanPowerSF; building electrification codes; ConnectSF, San Francisco's long range transportation plan and pricing studies; the Electric Vehicle Roadmap; Housing and Transportation element updates of the General Plan; urban forest and biodiversity plans; and ongoing zero waste efforts.



Anchor Partner Network Meeting on Equitable Decarbonization of Affordable Housing, Fall 2019

5. **Convene and Engage** -SF Environment convened Technical Working Groups (TWGs) composed of staff from key City departments who contributed significant time, creativity, and knowledge to the process. The department and partner agencies also implemented various forms of targeted stakeholder engagement. This engagement included the Transportation and Land Use sector focus groups, recurring updates to policy bodies such as the Urban Forest Council, and convening the Zero Emissions Buildings Task Force, which included the Anchor Partner Network, a focused process to identify equity priorities for residential building decarbonization.

6. **Draft Initial Strategies and Analyze Impacts** – TWGs and key stakeholders identified high-impact opportunities to reduce emissions, informed by a mix of existing department goals and opportunistic leverage points. Based on early drafts, preliminary emissions reductions for buildings and transportation, comprising approximately 90% of total emissions, were calculated. Throughout the process the R-SEAT was applied to surface and sharpen equity priorities. Other data, such as high-



CAP Community Engagement Outreach Flier, January 2020

level costs, feasibility, and capacity to implement, were also documented.

Following this phase, a broad-based community engagement process was implemented.

Community Engagement

After developing draft strategies, the public engagement process was initiated to 1) inform residents about the proposed strategies, including how equity was incorporated; and 2) consult residents to identify missing elements and get ideas for implementation. Detailed information about the community engagement process can be found in **Appendix B**.

To ensure the CAP serves the needs, goals, and preferences of its constituents, SF Environment sought the participation of a diverse cross-section of the public, including communities of color, neighborhood and tenant groups, youth, workers, and seniors. Multilingual staff supported a specialized consultant team to engage with non-English-speaking residents. Further, the Department relied on members of the Community Climate Council to provide additional culturally competent outreach and engagement.

This process was conducted from mid-December 2020 to the end of March 2021, during the height of the pandemic. New approaches were needed, and innovative uses of digital technology were deployed to reach as many San Franciscans as possible, with a strong commitment to connect with traditionally underrepresented populations and fostering an open and engaging atmosphere for all attendees. In February 2021, workshops started offering American Sign Language interpretation and specific outreach was conducted to the Mayor's Disability Council and The California Aging and Disability Alliance.

Overall, the engagement process reached 238,845 people, including those who saw social media posts or visited the website. Ultimately 5,777 people took at least one of the following actions: filled out the online survey, attended a virtual workshop or presentation, provided comments on the online open house platform, or interacted with social media content. Additionally, SF Environment hosted a kick-off webinar with Mayor Breed, followed with 11 public workshops (including one in Spanish and one in Chinese), and 11 community presentations. More than 1,400 comments were posted



to the online open house platform, and nine emailed comment letters were received from stakeholder groups. City staff addressed major themes of the comments and feedback received and integrated the changes into the final CAP.

A summary of major themes and community priorities captured from the engagement process include:

- **Evidence-based Efforts** –Provide rigorous, transparent, and consistent analyses to show potential effectiveness of actions, and ensure implementation does not inadvertently increase emissions or exacerbate inequities.
- **Cost Burdens** –Community members expressed concerns about the affordability of climate action and who will have to pay costs. Lack of affordable alternatives to a fossil fuel-based economy is a major potential barrier to success.
- **Balance of Agency** –There is desire for more education and outreach to empower communities. The onus for climate action should be on major institutions, including the government and corporations, not individuals.
- **Alignment** –The City should prioritize existing relevant projects or clarify how the CAP would interact with these policies and programs for a more holistic approach.
- **Workforce** –There is desire to see the City further supporting workforce development within local, low-income, and BIPOC communities.

The CAP must be viewed as a living document that will be revisited and updated regularly moving forward based on external factors, with a formal update every five years, all in acknowledgement of rapidly changing times. Progress on CAP strategies will be tracked through climate and equity metrics. Draft metrics are proposed in **Section 5: Solutions: A Path Forward."** Outreach and engagement will be imperative to success and will continue throughout implementation (see **Section 6: Next Steps for Implementing the CAP,** for more on this).

SECTION 3:

TOWARDS A NET-ZERO FUTURE



The science is clear: the planet is warming, primarily due to burning fossil fuels and destroying tropical forests. Emissions inventories provide a quantifiable means for measuring progress toward reducing emissions over time. This section includes: **(1) Current emissions profiles -** San Francisco's current emissions inventory, baseline, and historical data; **(2) Emission reduction pathways -** a forecast business-as-usual (BAU) inventory and inventory projections; and **(3) Emission targets and climate goals –** specific targets and goals for emission reductions.

CURRENT EMISSIONS PROFILE

The City of San Francisco's most recent sector-based emissions inventory is for the year 2019. The major sources of emissions are those generated by energy consumption from buildings, transportation, and water/wastewater management. Energy–related emissions are those generated by electricity use and burning natural gas. These emissions are primarily from consumption that occurs within residential and commercial buildings as well as municipal activities. Transportation emissions include burning gasoline or diesel fuel for vehicle travel and equipment use. Emissions from landfills come from decomposition of organic materials that produce methane, a powerful heat-trapping gas. Emissions from agriculture are allocated to the city proportionally from the Bay Area Air Quality Management District's regional inventory.

San Francisco's emissions are categorized into five sectors in the 2019 inventory (Figure 4): Transportation, Buildings (Residential and Commercial), Landfilled Organics, Municipal, and Agriculture and Wastewater. San Francisco's baseline inventory is set to 1990 levels and serves as a reference against which progress in reducing emissions over time may be measured. The 1990 level baseline inventory year is consistent with the State of California.

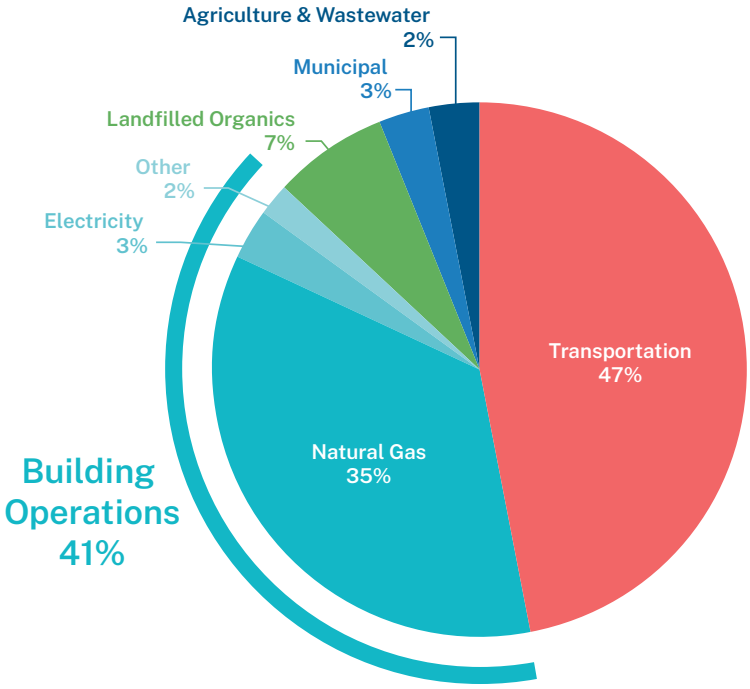


FIGURE 4: SAN FRANCISCO'S 2019 GHG INVENTORY

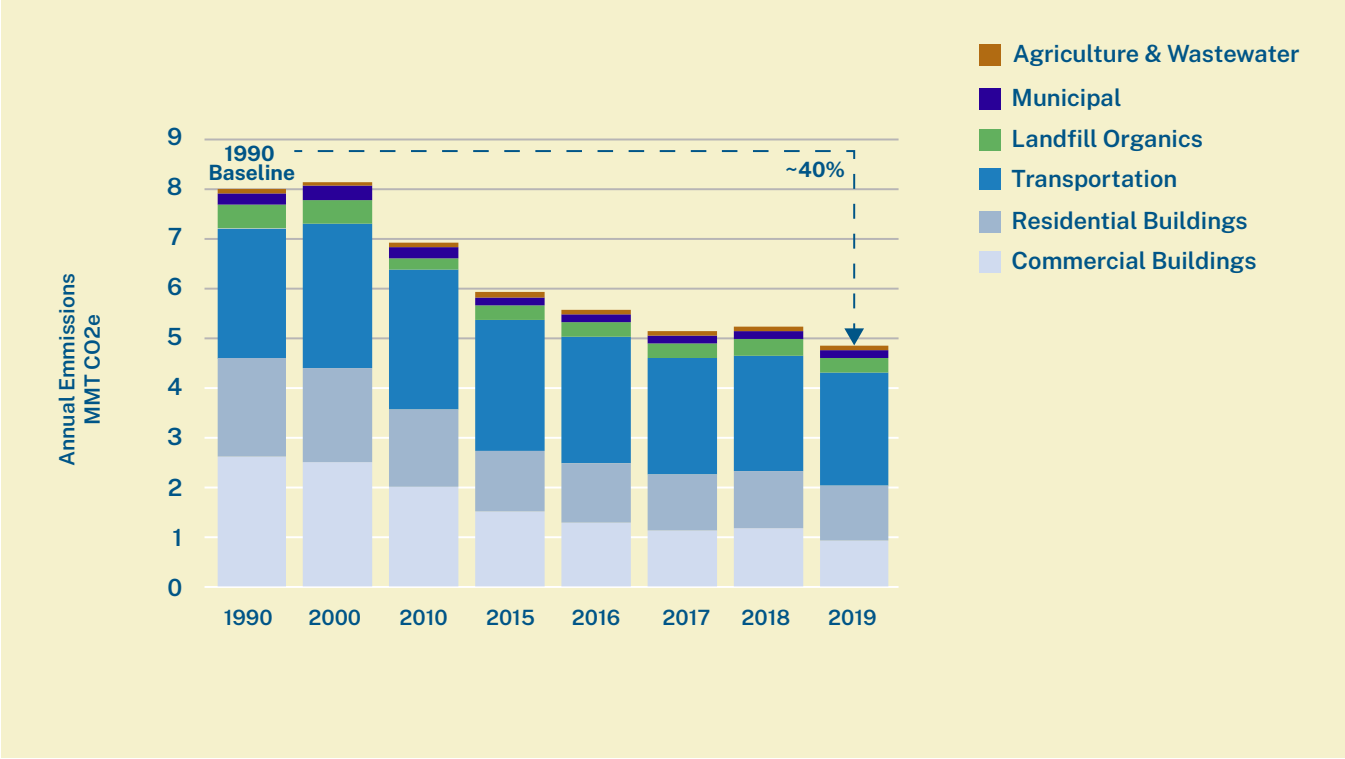


FIGURE 5: EMISSIONS: BASELINE (1990) TO CURRENT DAY (2019)

TABLE 4: 2019 EMISSIONS COMPARED TO 1990 LEVELS

SECTOR	PERCENT CHANGE FROM 1990
Residential Buildings	**47% decline**
Commercial Buildings	**67% decline**
Transportation	**16% decline**
Landfilled Organics	**35% decline**
Municipal	**32% decline**
Agriculture	**9% increase**
Wastewater	**26% increase**

San Francisco's emissions declined by 41% between 1990 and 2019, from 7.9 to 4.6 million metric tons of carbon dioxide (mtCO2e[11]) (Figure 5). San Francisco has consistently seen decreases in almost every sector (Table 4).

Transportation: In 2019, emissions in the Transportation sector totaled 2.20 million mtCO2e, accounting for 47% of San Francisco's emissions. Emissions from the Transportation sector have declined 16% below 1990 levels, mainly due to lower vehicle pollution and cleaner vehicle fuels mandated by the State of California. Emissions from public transportation, such as Muni and commuter ferries, have fallen as fossil-fuel diesel has been replaced by renewable diesel starting around 2016. Gasoline used by the Transportation sector was responsible for the largest share of emissions (72%), followed by diesel (21%), other fuels (6%), electricity (1%), and renewable diesel (<1%). Broken down by vehicle type, privately-owned passenger vehicles generated 72% of emissions, at 1.59 million mtCO2e. Maritime ships and boats accounted for 19% of emissions and off-road equipment produced 6% of emissions. The remaining 3% of sector emissions were from public transportation.

Buildings: In 2019, emissions from the Building sector totaled 2.02 million mtCO2e, accounting for 41% of San Francisco's emissions. Of these, emissions from Residential buildings totaled 1.05 million mtCO2e, comprising 23% of San Francisco's emissions.

Emissions from Residential buildings have declined 47% since 1990 — driven primarily by cleaner electricity supply, improved energy codes, and city-wide energy efficiency programs. Residential sector emissions are generated from fossil fuels used to heat households, provide hot water, dry clothes, and cook. They result primarily from burning natural gas (96%), followed by electricity use (2%), and other fuel consumption (2%).

In 2019, emissions from the Commercial buildings sector totaled 831,000 mtCO2e, accounting for 18% of San Francisco's emissions. This includes commercial and industrial, direct access, district, and steam loop customers. Emissions from the Commercial sector have declined 67% since 1990. Like Residential buildings, this decrease was mainly due to a combination of cleaner electricity supply, improved energy codes, and city-wide energy efficiency programs. Commercial natural gas use was responsible for the largest share of emissions (85%), followed by steam (8%), and electricity (7%).

Landfilled Organics: In 2019, emissions from Landfilled Organics totaled 308,000 mtCO2e, accounting for 7% of San Francisco's emissions. Organic materials sent to landfills decompose and release methane emissions. Emissions from Landfilled Organics have declined 45% below 1990 levels due to improved resource recovery.

Municipal: In 2019, emissions from the Municipal sector totaled 156,000 mtCO2e, accounting for 3% of San Francisco's total emissions. In the Municipal sector, 86% of emissions were generated from City-owned buildings and 14% from the City's fleet of non-revenue vehicles. Municipal sector emissions declined 31% below 1990 levels. The steepest decline occurred between 2010 and 2012 when all City-owned buildings began to fully source 100% emission-free electricity generated by San Francisco Public Utilities Commission's Hetch Hetchy Power system.

Agriculture: In 2019, emissions from the Agriculture sector totaled 84,000 mtCO2e, accounting for 2% of San Francisco's emissions. These emissions have increased 9% from 1990 levels and are generated mostly from animal waste, with the remainder from managing urban soils.

Wastewater: In 2019, emissions in the Wastewater sector totaled 5,400 mtCO2e, accounting for just one tenth of a percent of San Francisco's emissions. Wastewater sector emissions have increased 26% from 1990 levels, mainly due to a 22% increase in population, which increases the volume of wastewater treated at

the City's water pollution control plants. Wastewater sector emissions occur mainly from fugitive emissions, or emissions that are released as effluent is discharged into a body of water.

EMISSIONS REDUCTIONS PATHWAYS

Global

In 2016, the IPCC estimated that to remain under a 1.5°C increase in average global temperature CO2 emissions would need to fall by 45-75% from 2010 levels and cumulative global emissions after the end of 2017 must be less than 420 GtCO2. In 2018, scientists prepared a subsequent report to document progress towards long-term goals of the Paris Agreement and inform preparation of nationally determined contributions. The report found that limiting global temperature increase to 1.5° C would require rapid transitions in energy, transportation and land use, industry, and buildings. It notes that global net human-caused emissions must reach net-zero around 2050, which means remaining emissions will need to be balanced though carbon sequestration. Global organizations such as C40 and One Planet City Challenge (OPCC) provided specific guidance for cities based on these IPCC reports, and recommended a 57%-68% reduction from baseline emissions inventories to meet a global 2030 target.

In August 2021, IPCC released its latest report, documenting the most up-to-date and comprehensive review on the science and expected impacts of climate change. The report states that humans are unequivocally responsible for global warming and that human-induced climate change is already affecting many weather and climate extremes in every region across the globe. Unless there are immediate, large-scale emissions reductions, it will be impossible to limit warming to close to 1.5°C. While the IPCC's synthesis of regional information will not be published until September 2022, it has released a fact sheet highlighting findings for urban areas. Cities, especially coastal cities, will be hotspots of global warming.

State of California

In 2018, Governor Jerry Brown signed a non-binding executive order (B-55-18) which ordered, "A New Statewide Goal to be established to achieve carbon neutrality as soon as possible, and no later than 2045." At the same time, Senate Bill (SB)100 was signed into law requiring 100% of the state's electricity to be produced by zero-carbon resources by 2045. The law addresses the electricity portion of the State's emissions but does not address vehicle fuels and natural gas.

Currently, the California Global Warming Solutions Act of 2016: Emissions Limit, or SB 32, is a state law that codifies statewide emissions reduction targets to 40% below 1990 levels by 2030. SB 32 expanded upon Assembly Bill 32, which was passed in 2006 and established statewide goals to reduce emissions to 1990 levels by 2020.

The State of California has concurred that limiting global warming will require a 45% reduction in global emissions from 2010 levels by 2030 which is proportionate to the State's goal of a 40% reduction from 1990 levels by 2030 and reaching net-zero emissions by mid-century. The State is currently evaluating a pathway to achieve net-zero emissions by 2045.

In October of 2020, the California Air Resources Board (CARB) consulted with Energy + Environmental Economics to develop ***Achieving Carbon Neutrality in California – PATHWAYS Scenarios Developed for the California Air Resources Board.*** This study evaluated three scenarios that could potentially achieve carbon neutrality in California by 2045 and was designed to align with California's Executive Order B-55-18. Analysts examined carbon neutrality differently in each scenario, ranging from 80-92% reduction in emissions by 2045, with remaining emissions being removed from the atmosphere using a combination of carbon sequestration strategies.



San Francisco, CA

It is clear that San Francisco's response to the climate crisis must be swift and acknowledge the imperative of accelerating emissions reductions. In February 2019, San Francisco's Board of Supervisors approved a resolution declaring a climate emergency and directed SF Environment to issue a report detailing the steps San Francisco can take to reduce its carbon emissions. In July 2019, SF Environment released Focus 2030: A Pathway to Net-Zero Emissions, which was a foundational step in San Francisco's progress toward addressing the climate crisis. This technical report quantified potential emissions reductions consistent with reaching a net-zero goal.

Building upon the Focus 2030 report to meet reduction targets, additional analysis was conducted to develop comprehensive understanding of the emissions reduction potential of various strategies and actions to achieve those targets.

A business-as-usual (BAU) baseline scenario was created to project the effect of emissions reduction strategies. The BAU assumptions, in which demographic and economic changes — namely population and job growth — serve as the primary drivers of changes in emissions, resulted in a scenario that showed emissions steadily increasing over time, rising 21% above 2017 levels. Continuing with business-as-usual is not an option if San Francisco is serious about meeting its climate commitments and avoiding the worst consequences of climate change.

From this baseline, a variety of emissions-reducing strategies and actions are applied to San Francisco's emissions forecast. These are described in **Section 5**. Details about the methods used for the Transportation and Land Use and Building Operations sectors are in **Appendix C**. Emissions reduction approaches vary in the targeted sectors. Local city data and applicable sector decarbonization rates were used to provide tailored analyses to understand emission reduction potential.



Photo Credit: C Matt Jalbert

San Francisco's emissions reduction target:

Net-zero sector-based emissions by 2040

Based on prior commitments, the CAP development process originally contemplated net-zero emissions by 2045 as the overall target. More recently, legislation sponsored by Mayor London Breed that updated Chapter 9 of the Environment Code accelerated the net-zero goal to 2040 and it also specifies net-zero as a 90% reduction below San Francisco's baseline year of 1990.

Current projections show that if all the strategies in the CAP were implemented based on the specified timelines, San Francisco would see an 80% reduction from 1990 levels by 2040, an 87% reduction by 2045, and a 94% reduction by 2050.

Peer review by external technical experts concluded the CAP puts forth an exhaustive set of strategies, and indicated that the main way to achieve the 2040 net-zero goal would be to accelerate implementation. Staff-led technical working groups concluded that the proposed strategies had considered aggressive implementation timelines, and any further acceleration would be possible only with significant assistance and support from external entities. Initial solutions to the projected 2040 shortfall include: receiving large amounts of heavily subsidized capital from non-city sources, aligned transformative policies from the state and federal government, and tapping into new science and tools to quantify the carbon sequestration effects of Healthy Ecosystems strategies, which are currently not accounted for within the emissions reduction projections. These are discussed in more detail in **Section 6: Next Steps for Implementing the CAP.**

If San Francisco successfully implemented all CAP strategies and actions, the City would achieve a 61% reduction in emissions by 2030 and an 87% reduction by 2045. More aggressive reductions by 2030 are challenged by the need for legislation and differing regulatory, financial, social, and equity considerations that must be developed in partnership with stakeholders. Major shifts are beginning to happen, as innovation and capital investment in climate technologies are on the rise, while securing new long-term funding and vigilantly prioritizing climate justice are also needed for success. Based on this data, analysis, and consideration of external factors, San Francisco has proposed the bold and aggressive goal of equitably reaching net-zero sector emissions by 2040, with a 61% reduction by 2030 (Figure 6).

To expand San Francisco's view of emissions, a Consumption-Based Emissions Inventory (CBEI) was conducted for the years spanning 1990–2015 by SF Environment in partnership with Lawrence Berkeley Lab's CoolClimate Network in April 2019. The results were released in October 2020. One recommendation from that study was that San Francisco should establish consumption-based emission reduction targets to accompany the existing sector-based emission-reduction targets for 2030 and 2050.

A CBEI measures emissions that occur throughout the supply chain. It includes goods, such as materials, consumer goods, and food as well as services, including healthcare, education, and entertainment (Figure 7). The methodology then ascribes the final emissions demand to consumers, defined as households and government in San Francisco. A CBEI differs from a sector-based inventory because it includes emissions generated outside city borders to produce goods and services for consumption by residents. Thus, a CBEI provides insights about where local consumption gives rise to emissions outside a city, leading to additional opportunities for reducing emissions and avoiding inequities associated with outsourcing high-emissions activities to other communities, locally, regionally, and internationally.

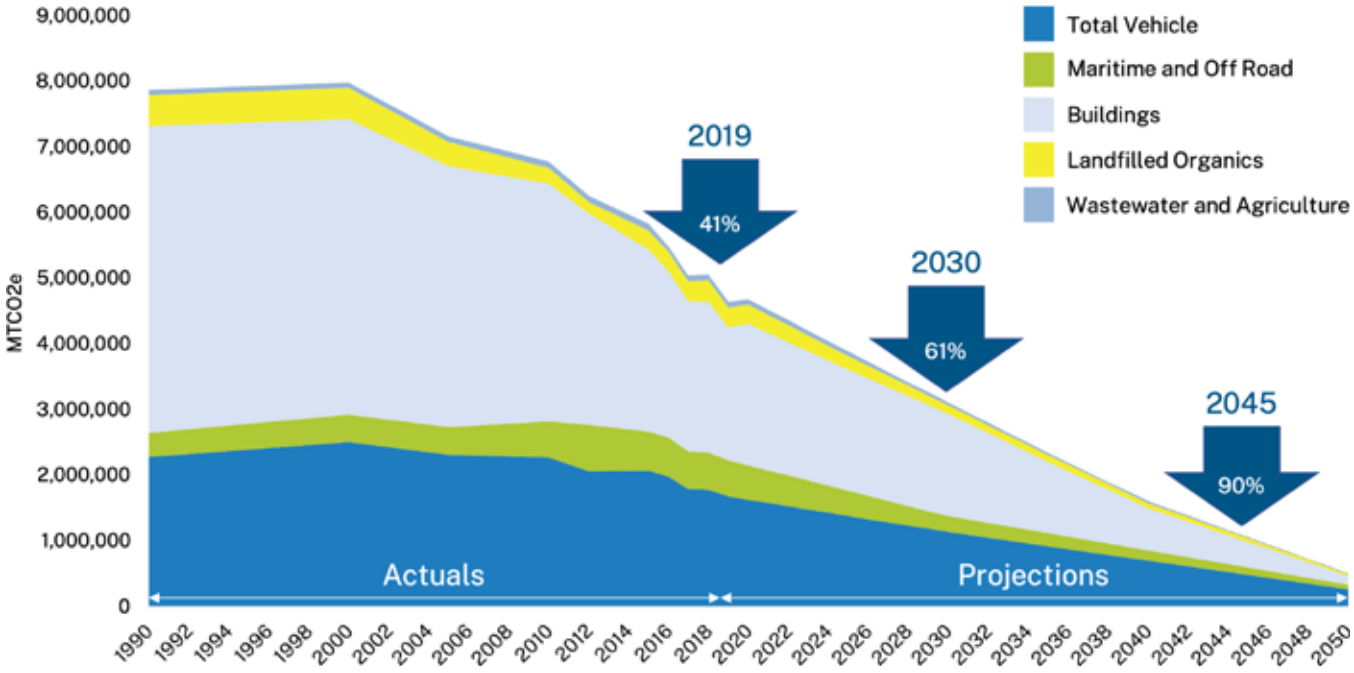


FIGURE 6: SECTOR-BASED GHG PROJECTIONS

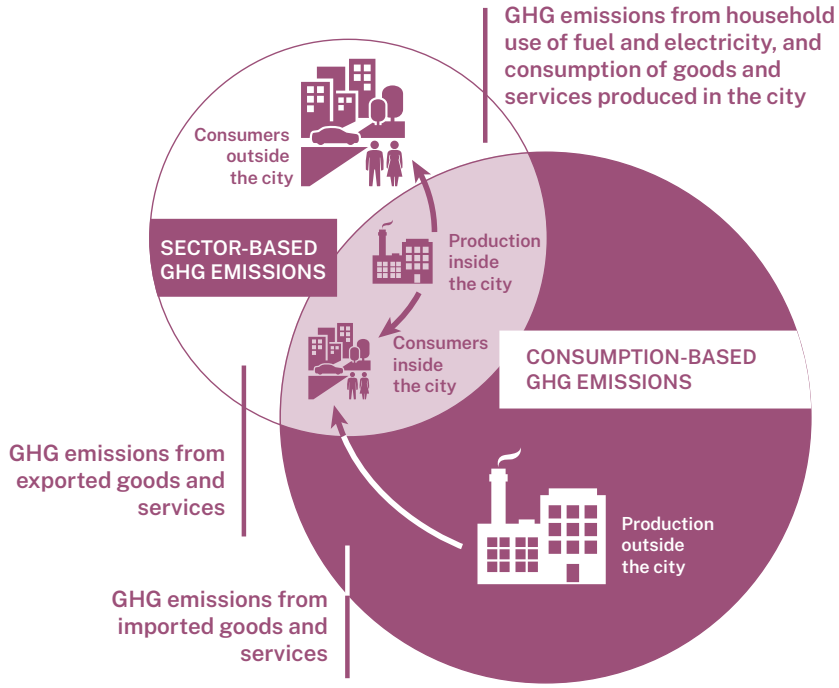


FIGURE 7: THE RELATIONSHIP BETWEEN SECTOR-BASED AND CONSUMPTION-BASED GHG INVENTORIES

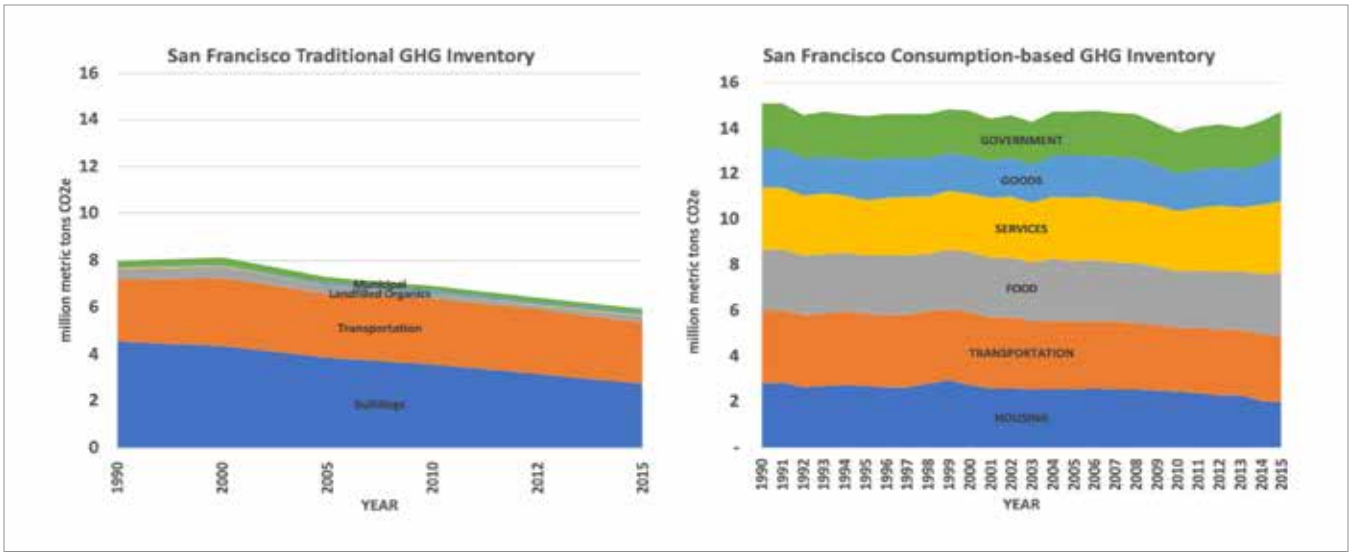


FIGURE 8: SAN FRANCISCO'S SECTOR-BASED AND CONSUMPTION-BASED GHG INVENTORY, 1990–2015

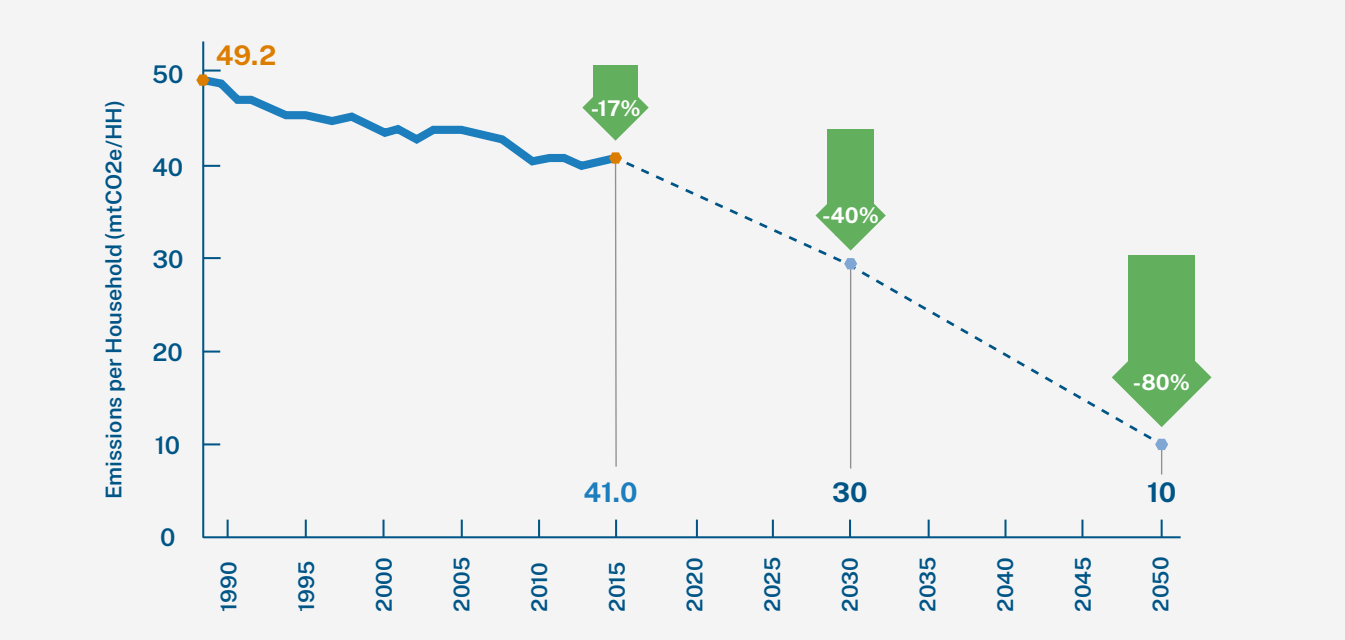


FIGURE 9: HISTORICAL (1990-2015) AND PROJECTED 2030 AND 2050 CONSUMPTION-BASED EMISSION REDUCTION TARGETS

According to the CBEI, San Francisco emitted 14.72 mtCO2e, which is 2.5 times higher than the 5.93 million metric tons in the sector-based emissions inventory (Figure 8). Total city-wide Consumption-Based Emissions (CBEs) decreased 2% between 1990 and 2015 even as the city's population increased.

Between 1990 and 2015 CBEs were reduced 17%, from 49.2 to 41.0 mtCO2e as measured on a per household basis (Figure 9). Policy-based CBE targets for San Francisco that align with SB 32 and recommendations from the CoolClimate Network suggest reducing emissions 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. These targets were adopted in by San Francisco in the updated version of Chapter 9 of the Environment Code. With aggressive state and local action between 2015 and 2030, San Francisco can reduce CBEs from 41 to 30 mtCO2e per household, an ambitious yet appropriate goal.

EMISSIONS TARGETS AND CLIMATE GOALS

City staff, with community input, developed goals to reduce San Francisco's emissions to achieve its sector-based and consumption-based targets (Table 5). Goals (Table 6) are consistent with international protocols from science-based targets, statewide reductions required under SB 32, and regional and global emissions goals.

TABLE 5: 2021 CLIMATE ACTION TARGETS

SECTOR-BASED EMISSION REDUCTION TARGETS	CONSUMPTION-BASED EMISSION REDUCTION TARGETS
By 2030, reduce emissions by at least 61% compared to 1990 levels	By 2030, reduce consumption-based emissions to less than 30 mtCO2e per household, equivalent to a 40% reduction compared to 1990 levels
By 2040, achieve net-zero emissions by reducing emissions at least 90% compared to 1990 levels and sequester any residual emissions through nature-based solutions	By 2050, reduce consumption-based emissions to less than 10 mtCO2e per household, equivalent to an 80% reduction compared to 1990 levels

TABLE 6: 2021 CLIMATE ACTION GOALS

ENERGY	By 2025, supplying 100% renewable electricity, and by 2040, supplying 100% renewable energy (no more fossil fuels).
BUILDINGS	By 2021, requiring zero onsite fossil fuel emissions from all new buildings, and by 2035, requiring zero onsite fossil fuel emissions from all large existing commercial buildings.
TRANSPORTATION	By 2030, an increase in low-carbon trips to at least 80% of all trips measured and an increase in the level of electrification of vehicles to at least 25% of all private vehicles registered, and by 2040, an increase in the level of electrification of vehicles to 100% of all private vehicles registered.
HOUSING	Building at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, and with an emphasis on retaining and rehabilitating existing housing.
ZERO WASTE	By 2030, a reduction in the generation of solid waste of at least 15% below 2015 levels and a reduction in the amount of solid waste disposed of by incineration or deposited in landfill of at least 50% below 2015 levels.
ROOTS	Sequestering carbon through ecosystem restoration, including increased urban tree canopy, green infrastructure, and compost application.

SECTION 4:

PLANNING FOR PEOPLE



Photo Credit: ShawnClover, Flickr

In addition to reducing emissions to zero over the next 20 years, the CAP strives to ensure all San Franciscans have the skills, knowledge, and resources to meet interconnected challenges that lie ahead, including climate change. To do so, the proposed strategies leverage community strengths, advance racial and social equity, and provide critical benefits to the entire community.

City climate action embodies the popular motto to "think globally but act locally." By identifying and implementing policies, programs, and projects that will lead to meaningful reduction in emissions, San Francisco can help lead the international fight against climate change and pave the way for other jurisdictions to act on climate.

At the same time, reducing emissions offers a unique opportunity to advance other key City priorities: protecting public health; strengthening resilience to natural and industrial hazards and shocks; creating a more fair and inclusive economy; and importantly, directly addressing racial inequities and the marginalization of whole groups of people. Climate action is a vehicle to catalyze positive, transformative change across society that will protect all San Franciscans and support their ability to thrive.



Earth Day Volunteers 2012

CENTERING RACIAL EQUITY

The rapidly unfolding climate emergency requires that strategies go beyond reducing emissions and include actions that advance racial and social equity. Black, Indigenous, and People of Color (BIPOC) and low-income residents are among the least responsible for causing climate change, yet the most vulnerable to its harms, including heat stress, flooding in low-lying neighborhoods, and housing and food insecurity. When data is analyzed by race, the results of discriminatory policies are evident across every social indicator, including unemployment, health, household income, education, housing, displacement, criminal justice, and police violence.[12] Climate change will only exacerbate these disparities, so strategies to reduce emissions must be intentionally designed for equity to mitigate and reverse these outcomes.

Concurrent to the CAP update, San Francisco is also developing an Environmental Justice Framework as part of its update to the General Plan. The Environmental Justice Communities Map (Figure 9) will be used as a primary tool for tracking progress on CAP equity goals.

Interventions to reduce disparities and advance equity vary in scope. They can take the form of targeted benefits, specialized programs and policies, or they may take on fundamental drivers of inequity. Equity can be advanced by ensuring inclusive access to benefits, for example by providing subsidies for green technologies such as solar panels, electric vehicles or energy-efficiency upgrades to those who cannot afford them. In this example, strategies deliver benefits to populations who may lack access to them while also promoting new technologies. Strategies can also address the root causes of the inequity. For example, expanding affordable housing options by building new housing stock and eliminating discrimination in home loan applications can help people with lower incomes reduce emissions associated with commuting and less energy efficient older housing.

The commitment to a CAP grounded in equity and justice requires that policymakers go beyond examining how the benefits of green technology can become available to those who cannot afford them. Instead, policymakers should also examine root causes; for example, why some people cannot afford green technologies in the first place, and how to address these underlying causes, such as disparities in income and wealth accumulation.

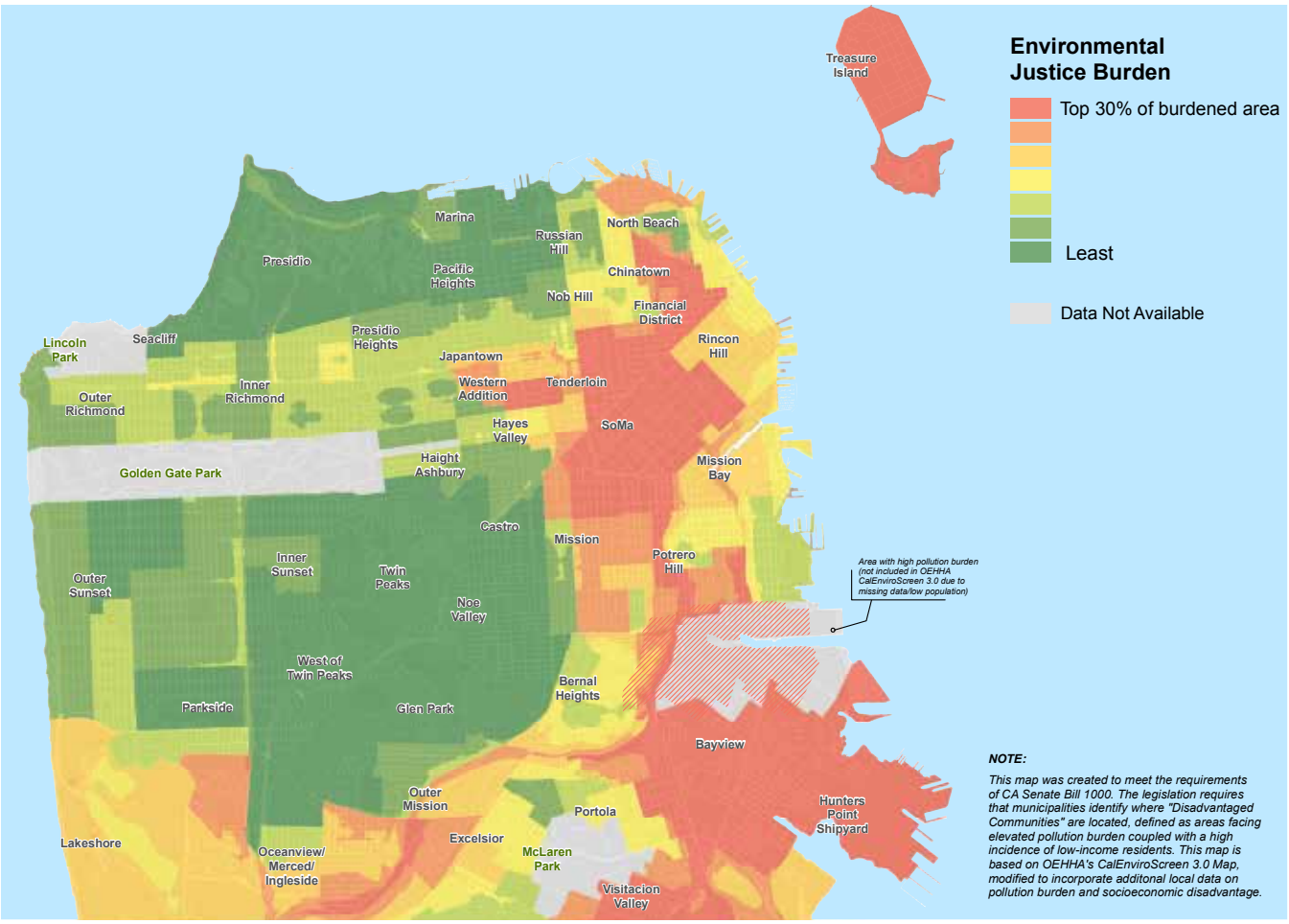


FIGURE 10: DRAFT ENVIRONMENTAL JUSTICE COMMUNITIES MAP[13]

CLIMATE ACTION PLAN "LENSES"

San Francisco views climate action through four complementary focus areas, or "lenses", which have identified critical issues and shaped proposed strategies for future implementation. These considerations must be advanced to the extent possible to maximize benefits for the entire community, and with a special eye toward reducing burdens on marginalized communities.

Lens 1: Racial and Social Equity

Disparities by race and ethnicity in San Francisco and the Bay Area include median earnings (Figure 11**)**, displacement (Figure 12) and home ownership and rent burden (described in **Section 5: Housing**).

Displacement, gentrification, and deep cultural losses have affected some of San Francisco's most iconic neighborhoods, even as the city has experienced one of the longest periods of economic growth in its history. Poverty and racial and ethnic inequality have been identified as two foundational issues contributing to the disparities in San Francisco's public health outcomes.[14] The stark inequality must be vigorously addressed. Climate solutions that fail to address racial inequity are less likely to be successful while those that advance multiple goals and provide sustainable solutions for many years. To advance equitable climate action, a Racial and Social Equity Assessment Tool (R-SEAT, **Appendix D**) was created to assess CAP strategies for their potential to address fundamental drivers of inequity. The R-SEAT leads with race because

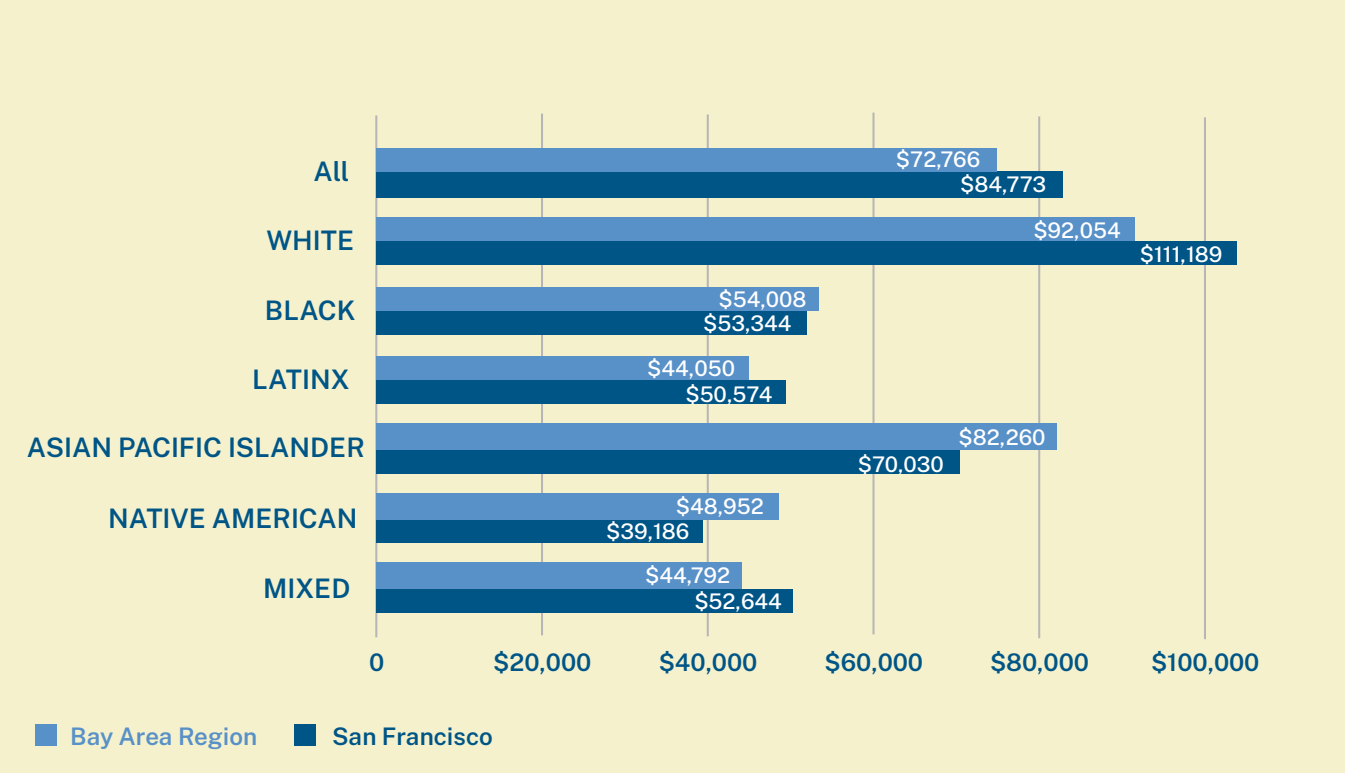


FIGURE 11: MEDIAN EARNINGS BY RACE AND ETHNICITY, 2019[15]

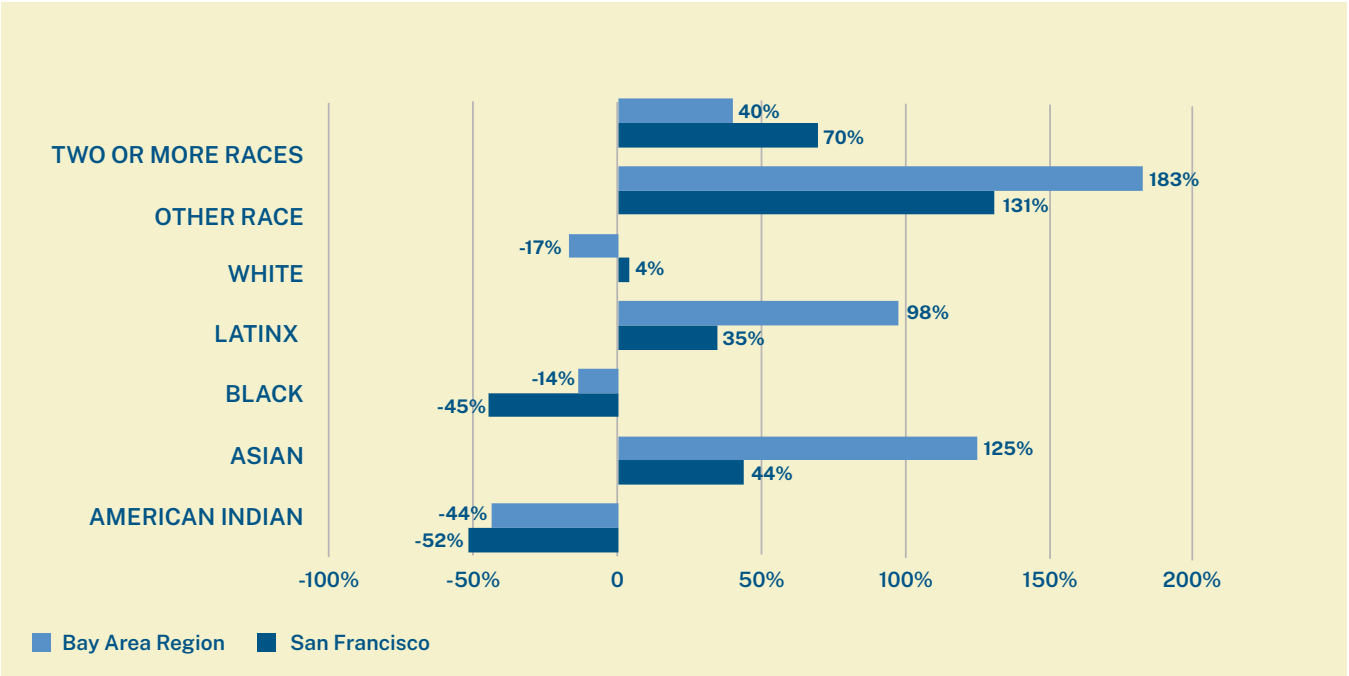


FIGURE 12: PERCENT CHANGE IN POPULATION BY RACE AND ETHNICITY, 1990 TO 2018[16]



racial discrimination intersects with other forms of marginalization. An intersectional approach accounts for how social categorizations such as race, class, gender, and sexual orientation create compounding discrimination or disadvantage.

Lens 2: Economic Recovery and Just Transition

Through ambition and effort, San Francisco has demonstrated it can significantly reduce emissions while having a prosperous local economy. However, many residents and families have not benefited from the city's prosperity. There is a real possibility that whole communities could be left behind and penalized in the shift to decarbonization, unless policies are advanced to protect against that harm .A new imperative — referred to as a just transition — is integral to achieving local, national, and international climate goals. A just transition calls for a strategic, people-focused approach to phasing out polluting industries while creating employment pathways for workers in those industries, plus a new generation of workers, to transition to quality jobs that support economic and climate justice.

COVID-19 impacted many people and communities financially, but those most at risk were predominantly people of color and individuals with lower incomes: the communities that will also be harmed most by climate change. Economic recovery driven by climate action must provide opportunities to eliminate racial disparities and economic inequality.

For this CAP, and the policy initiatives that feed into it, the City engaged labor leaders, frontline communities, environmental justice advocates, and other key stakeholders to ensure strategies support all workers, including those in fossil-fuel based industries that must decarbonize. Launching the CAP while recovering from COVID-19's economic disruptions provides opportunities to help impacted community members find meaningful work while building on community strengths and advancing common goals, including improving public health.

Lens 3: Protecting Public Health

Climate change is one of the greatest public health threats of the 21st century. Both its causes — primarily burning fossil fuels and destroying tropical forests — and its effects have acute consequences for health. Climate-related events such as extreme temperatures, severe storms, and wildfires directly harm people and exacerbate pre-existing challenges such as poverty, food and housing insecurity, and displacement.

While everyone's health may be harmed by climate change, adverse health outcomes are not evenly distributed. Social Determinants of Health are defined as upstream conditions such as social and institutional inequities, as well as disparities in living conditions that impact people's health, including disease, injury, and mortality.

Social determinants are significant drivers of climate-related health inequities. Like other social determinants of health, climate change creates poor health outcomes, increased health care costs and disproportionately

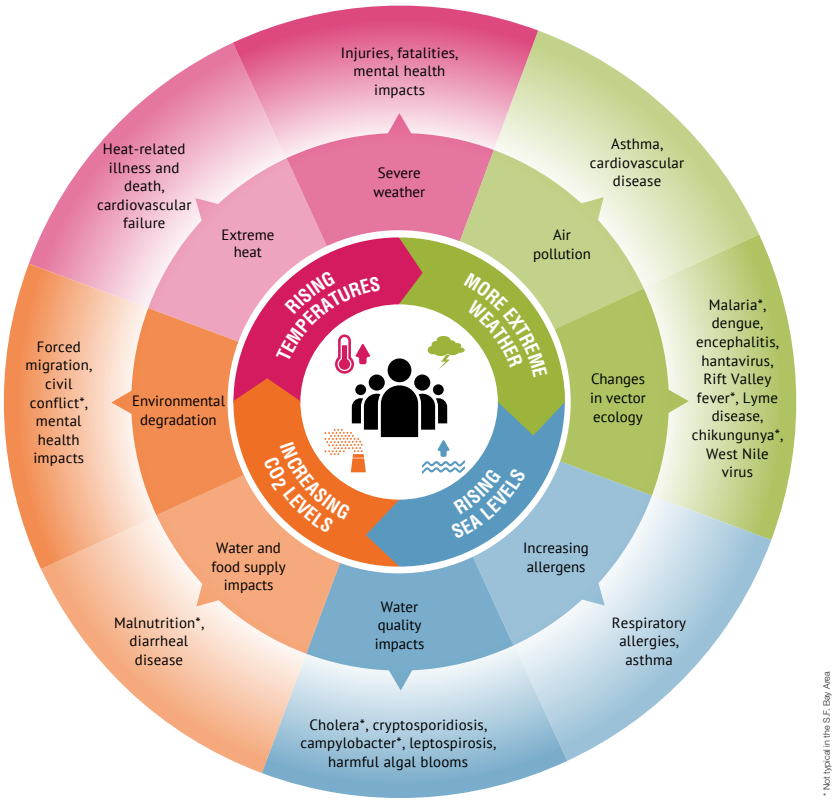


FIGURE 13: INTERCONNECTEDNESS OF CLIMATE CHANGE AND HEALTH

harms vulnerable populations such as seniors, children, people with disabilities, and people with pre-existing medical conditions. Research has concluded that the impacts from a changing climate are inextricably linked to poorer health.

Climate change impacts may be intensified by external factors such as location, proximity to infrastructure, and housing quality. For example, communities in flood plains and low-lying areas are more vulnerable to flooding from extreme storms, and families that live in homes without air conditioning or insulation are more vulnerable to extreme temperatures. Physiological characteristics may also make a person more vulnerable to climate stressors: those with pre-existing health conditions, such as asthma, are more vulnerable to dirty air from wildfire smoke; older adults are more vulnerable to extreme heat; and populations that rely on electronic medical equipment are more vulnerable to power shut-off's required for wildfire mitigation.

Climate change threatens human health in many ways, such as increases in rates of cardiovascular and respiratory diseases; increases in water and foodborne illnesses; greater incidence of vector-borne diseases such as West Nile Virus; preventable injuries due to extreme weather events; increases in incidence of heat-related illnesses such as heat stroke, heat exhaustion, or even death. These stressors can also lead to impaired mental health. Figure 13 displays the most salient health impacts caused by climate change.

Addressing climate change can protect people's health. For example, walking and biking reduces traffic congestion and improves physical health, greenspaces and urban trees sequester emissions and improve air quality and mental health, and eliminating fossil fuels in buildings protects against chronic health conditions such as asthma.

Lens 4: Resilience

San Francisco has a long-standing relationship with natural disasters and hazards, coping with multiple risks since the Great Earthquake of 1906. Planning to mitigate future earthquake risks has been underway



FIGURE 14: CLIMATE ADAPTATION AND MITIGATION CREATE RESILIENCE

for decades. More recently, the City and region have started to face specific climate change impacts such as extreme heat and poor air quality caused by wildfires. These hazards, as well as other threats such as coastal flooding and drought, are projected to increase in severity and frequency as emissions continue to build up in the atmosphere. Because of the overlap between climate resiliency and other preparedness efforts, such as pandemic and earthquake preparedness, fire safety, and other endeavors, the City can take a multi-hazard approach to addressing community resilience (Figure 14).

The Hazards and Climate Resilience Plan (HCR) developed by City agencies and adopted by the San Francisco Board of Supervisors in 2020, identifies hazards and their associated vulnerabilities and consequences and presents strategies to reduce risks and adapt to unavoidable climate impacts. This approved plan is required for San Francisco to receive federal pre-and post-disaster hazard mitigation funding. The HCR also meets State adaptation planning requirements and will be linked to the Safety and Resilience Element in San Francisco's General Plan.

As San Francisco contributes to ambitious efforts to keep global temperatures below 1.5°C, it must also prepare for unavoidable climate impacts and other hazards that will hit home. All CAP strategies and actions were assessed for their potential to increase resilience. Two specific impact areas were assessed:

- Community adaptation and resilience — the information and services available to prepare for, respond to, and recover from a hazard event
- Physical environment resilience — the changes to buildings and infrastructure, including nature-based infrastructure, which reduce risks from hazards and pollution.

The strategies and actions detailed later in this plan are meant to not only support mitigation, but also adaptation and resilience. The ability to anticipate, prepare for, and respond to hazards of all types will improve climate resilience and help San Francisco communities better cope with impacts.



SECTION 5:

SOLUTIONS: A PATH FORWARD

ENERGY SUPPLY

BUILDING OPERATIONS

TRANSPORTATION AND LAND USE

HOUSING

REPSONSIBLE PRODUTION AND CONSUMPTION

HEALTHY ECOSYSTEMS

Energy Supply

To become a zero emissions city, San Francisco must use only 100% renewable electricity for all energy needs and strategically phase out fossil fuels in all sectors.

Over the past two decades, San Francisco has made significant progress in reducing emissions in its electricity supply. It must continue this trend to not only support building and transportation decarbonization efforts, but to ensure all San Franciscans have access to reliable and affordable clean energy.

SECTOR GOALS:

100% renewable electricity by 2025

100% renewable energy (no fossil fuels) by 2040

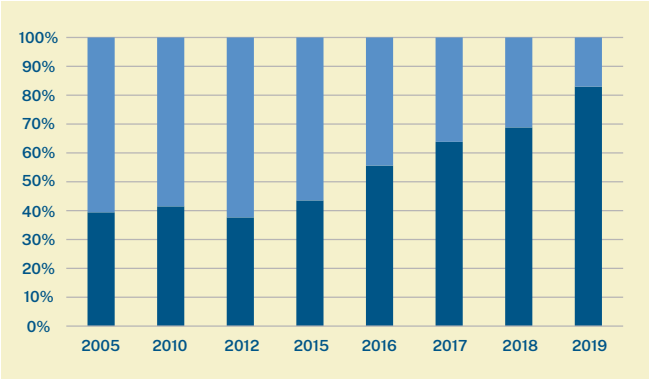


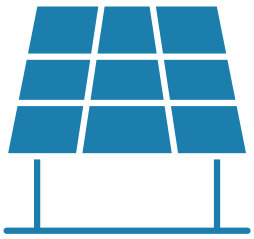
FIGURE 15: PERCENTAGE OF SAN FRANCISCO'S ELECTRICITY SUPPLIED BY RENEWABLE OR EMISSIONS-FREE SOURCES[19]

CONTEXT

Eliminating fossil fuels as a source of power generation is key to achieving the City's emission reduction goals, and San Francisco has made great progress in this area. As shown in Figure 15, in 2019, 83% of electricity supplied to San Franciscans came from greenhouse gas-free resources, with 69% from renewable sources that include wind, solar, and existing large hydropower.[17] Moving forward, San Francisco is well on its way to achieving 100% renewable electricity by 2025.[18]

Efforts to eliminate emissions from other key sectors such as Building Operations and Transportation & Land Use rely heavily on replacing dirty, fossil-fuel based energy sources such as natural gas, gasoline, and diesel with a plentiful and affordable stream of renewable electricity. The demand for electricity will increase as transportation electrification and building decarbonization efforts grow, and as the local population increases.

Accomplishments



Constructed

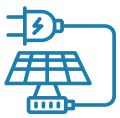
3

new solar installations on city property.

Announced major milestone of providing

100%

renewable energy to all CleanPowerSF customers by 2025.



Completed our first solar plus battery storage project in Diamond Heights.

Committed to **468 MW** of new and solar projects in California, enough to power over

430,000

San Francisco homes.

> **"Sourcing cleaner electricity is one of the most powerful local tools we have to combat the climate crisis. Through our Hetch Hetchy Power and CleanPowerSF programs, we're now serving more than 70% of the electricity consumed in San Francisco with energy that is clean, affordable, and reliable."**
>
> –Barbara Hale,
> Assistant General Manager, Power Enterprise,
> San Francisco Public Utilities Commission

Clean Electricity and San Francisco's Utility Landscape

The San Francisco Public Utilities Commission (SFPUC) provides more than 70% of the electricity consumed in San Francisco through two programs: Hetch Hetchy Power and CleanPowerSF. Hetch Hetchy Power is San Francisco's publicly owned utility that has been generating hydroelectric power for more than a century. It energizes municipal services such as Muni, public schools, and the San Francisco International Airport, and an increasing number of residents and businesses, including numerous affordable housing developments as well as tenants of Salesforce Transit Center. Launched in 2016, CleanPowerSF is the City's Community Choice Aggregation (CCA)[20] program serving more than 380,000 customer accounts in San Francisco, providing renewable energy to residents and businesses at competitive rates.

As detailed in Figure 16, the remaining electricity customers are served by PG&E, an investor-owned utility, or Direct Access companies, independently contracted, for-profit energy service providers who work with large commercial and industrial customers.

Fully transitioning all San Franciscans to renewable electricity is challenging given this complex landscape. Hetch Hetchy Power already provides 100% renewable electricity, while CleanPowerSF will provide 100% renewable electricity to all its customers by 2025. However, PG&E and Direct Access providers are on track to meet the state's goal of 100% renewable electricity by 2040. Accelerating this timeline will require customers to choose 100% renewable electricity programs offered by their utility or switch providers. San Francisco could also more expeditiously meet local clean energy goals by successfully acquiring PG&E grid assets located in the city.

Energy Supply

As climate change continues to impact San Francisco, it is critical that the electrical grid withstand the threats of extreme weather and continue to reliably provide power to City residents and businesses.

The SFPUC continues to ensure it can provide clean, safe, and affordable energy to its customers despite challenging external conditions through vegetation management, proactive maintenance, and safety and reliability checks. The SFPUC is also investing in local solar-plus-battery-storage projects and building out new, modern grid infrastructure.

In the past few years, the risk of wildfires has led PG&E to turn off power lines during high winds or dry conditions. Fortunately, San Francisco is less likely to suffer blackouts during these Public Safety Power Shutoff (PSPS) events due to the lower likelihood of wind-induced fire events within the city and its location on the transmission grid. However, San Francisco will continue to advocate for increased grid resiliency at the state level as appropriate.

Equity and Grid Decarbonization

As the city strives to create a zero-emission future and a more equitable society, all San Franciscans should be able to participate in the clean energy economy. Electric rates must be affordable and based on cost-of-service, while clean energy must be available to all.

Low-income residents can currently qualify for bill assistance programs that can reduce their electric bills by up to 35%. Moreover, the SFPUC continues to design and develop programs to ensure low-income residents and marginalized communities can help drive the transition to clean energy. The GoSolarSF Program provides incentives to install rooftop solar in low-income communities, and the Disadvantaged Communities Green Tariff and Community Solar Green Tariff programs are being developed to increase the adoption and development of affordable renewable energy within Disadvantaged Communities, as defined by the state through CalEnviroScreen.[22]

The City believes that access to information to make the best decisions about energy choices is key to advancing equity in the energy sector. To that end, the SFPUC creates culturally competent translations of program materials, and ensures that customers without access to the internet can receive program information by phone and through written materials.

Developing clean energy resources also presents an economic opportunity for San Franciscans. Building local distributed energy resources, such as solar and storage, can create jobs and increase capacity to meet growing electricity demand.

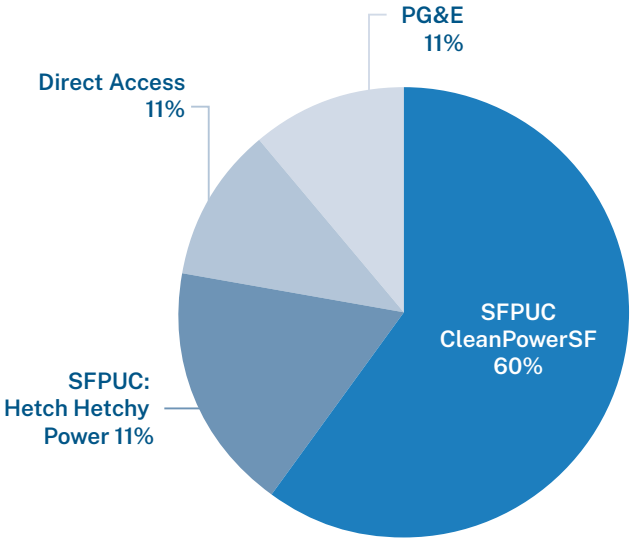


FIGURE 16: SAN FRANCISCO ELECTRICITY SUPPLY BY PROVIDER, 2020[21]

Eliminating Natural Gas Infrastructure

Retail natural gas costs are largely determined by fixed costs to build and maintain utility distribution infrastructure, particularly gas piping. Failing to manage costs for maintaining and upgrading existing gas piping while demand and sales decline from decarbonization would lead to rate increases that will disproportionately impact low-income customers. Building electrification accompanied by strategic decommissioning of gas infrastructure will directly eliminate emissions from gas usage and reduce methane leakage from the distribution network.[23] This planning effort will help shield low-income ratepayers from unfair cost burdens while also reducing risks from pressurized gas piping, such as poisonous methane leaks, explosions, and fires.

In 2020, the California Public Utilities Commission (CPUC) initiated a process to plan for the long-term disposition of gas utilities in California. San Francisco can support these efforts by engaging with businesses, residents, state regulators and PG&E, to develop a local approach for decommissioning gas infrastructure informed by constraints and opportunities for workers, families, and neighborhoods to ensure equitable outcomes.

Strategies Overview

To eliminate GHG emissions in the energy sector, San Francisco must reach 100% renewable electricity and strategically phase out the use of fossil fuels, namely natural gas from buildings and gasoline and diesel from cars and trucks. The strategies listed below focus on an equitable transition to clean energy and require community input to ensure all San Franciscans have access to reliable and affordable clean energy.

Top Climate Solution:
Use 100% renewable electricity and phase-out all fossil fuels



Did you know?

Co-Benefits of Climate Action:[24] Installing solar PV and battery backup systems at critical facilities[25] can result in:

REDUCED EMERGENCY RESPONSE COSTS	HEALTH CARE SAVING	REDUCED UTILITY COSTS
$6.2 M	**$452, 000**	**$43 M**
Disaster services workers reduced by **37,000**, 2021 – 2050	Non-emergency injuries treated at shelters, over 7-day post disaster period	Ongoing savings from on-site solar and battery backup, 2021 – 2050

All figures above in net present value



Did you know?

Job Potential of Climate Action:[26] Continuing to develop 2-3 solar projects annually on municipal buildings through 2050 can provide:

43,200 – 84,600 WORK HOURS

For local construction workers,
not including ongoing maintenance and manufacturing

Energy Supply

ES.1

STRATEGY

Supply 100% greenhouse gas-free electricity to residents and businesses.



WHAT WOULD SUCCESS LOOK LIKE?

100% of SF residents and businesses use affordable, renewable electricity by 2025

GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$$$: 500 million+

CLIMATE METRIC

% of renewable electricity used in SF

EQUITY METRIC

% eligible SFPUC customers on low-income rates

Supporting Actions

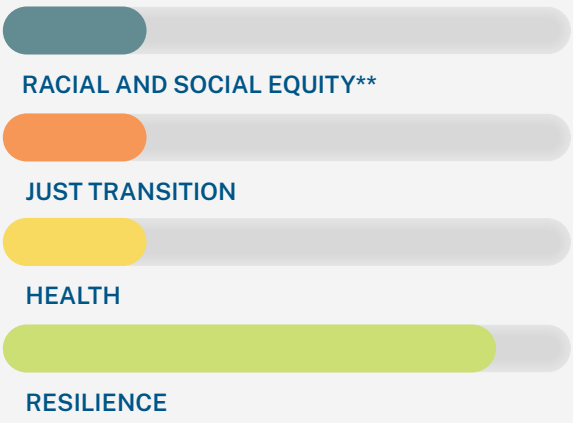
ES.1-1 Provide 100% renewable electricity at affordable rates.

ES.1-2 Promote early adoption of 100% renewable electricity products to all San Franciscans, with a preference for City programs.

ES.1-3 Ensure 100% renewable electricity is the only option for San Francisco residents and businesses by 2025, by supporting state or local regulatory requirements and/or acquiring PG&E's grid assets serving San Francisco.

ES.1-4 Continue to expand programs and rates that provide low-income customers with renewable electricity and ensure community and stakeholder engagement in program development and rate-setting.

COMMUNITY BENEFITS



STRATEGY

Invest in local renewable energy and energy resilience projects.



Energy Supply

ES.2

WHAT WOULD SUCCESS LOOK LIKE?

Local renewable electricity is developed where safe and affordable

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$$: 10-100 million

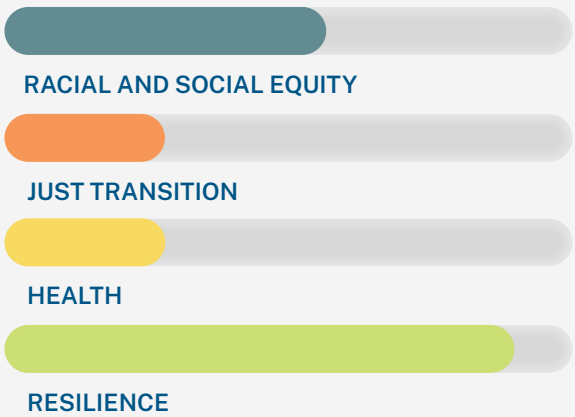
CLIMATE METRIC

% of MW of local renewable energy (solar, storage, etc.) deployed

EQUITY METRIC

low-income customers enrolled in SFPUC customer programs

COMMUNITY BENEFITS



Supporting Actions

ES.2-1 Assist affordable housing developments with installing on-site solar and battery storage and meeting City energy efficiency and solar energy requirements.

ES.2-2 Continue to develop onsite solar on City-owned buildings and reservoirs based on emerging opportunities and SFPUC feasibility analysis.

ES.2-3 Explore developing grid-independent solar and storage at critical municipal facilities and other critical or vulnerable community sites.

ES.2-4 Support the development of local renewable electricity production by scaling up programs such as net metering, community solar, feed-in tariffs, and battery storage.

ES.2-5 Ensure SFPUC customer programs center equity in their design and metrics.

ES.2-6 Continue to encourage private sector investment in local renewable energy solutions by engaging in public advocacy, educating consumers about their options (such as financing), and serving as a strategic partner.

Energy Supply

ES.3

STRATEGY

Design and develop the reliable and flexible grid of the future.

WHAT WOULD SUCCESS LOOK LIKE?

100% of the growth in electricity demand is met with renewable electricity

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$$$$: 500 million+

CLIMATE METRIC

% of growth in electricity demand met with renewable electricity

EQUITY METRIC

Electrical rates are affordable and reflect cost of service

COMMUNITY BENEFITS

- RACIAL AND SOCIAL EQUITY**
- JUST TRANSITION
- HEALTH
- RESILIENCE

Supporting Actions

ES.3-1 Plan for the change in electricity demand and usage due to electrification of transportation and buildings through efforts such as the SFPUC's Integrated Resource Plans and ensure community engagement in these efforts.

ES.3-2 By 2023, evaluate the rate and program options to facilitate an affordable transition to all-electric buildings.

ES.3-3 Invest in distribution infrastructure (including acquisition of PG&E assets) and smart-grid technologies, such as advanced metering infrastructure, demand response, and distribution automation.



STRATEGY

Develop workforce capacity to deliver clean energy resources.

Energy Supply

ES.4

WHAT WOULD SUCCESS LOOK LIKE?

Clean energy workforce reflects the diversity of our community

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

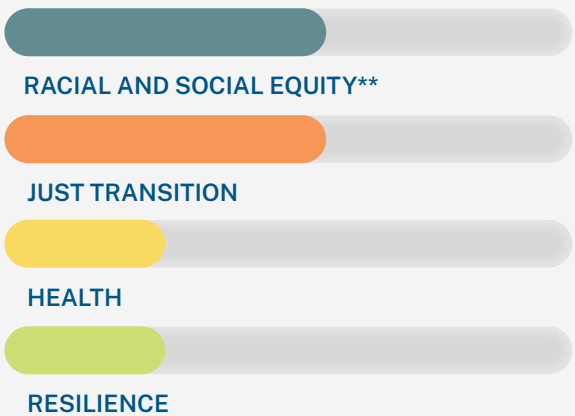
CLIMATE METRIC

N/A

EQUITY METRIC

% of CleanPowerSF products and services procured from women, minority, disabled veteran, or LGBT-owned businesses.

COMMUNITY BENEFITS



Supporting Actions

ES.4-1 Continue to champion clean energy installers participating in City-funded incentive programs that engage in workforce development.

ES.4-2 Utilize workforce development programs, such as Project Pull Internship and CityBuild, and education programs, such as Project Learning Grants and the Teacher Externship Program, to expose youth to clean energy related jobs and careers and diversify the workforce.

ES.4-3 Include community benefits criteria for renewable energy and other contracts of $5 million or more, giving preference to contracts that demonstrate a commitment to community benefits and environmental justice.

ES.4-4 Engage in analysis to identify opportunities to meet diversity and workforce goals in the procurement of clean energy resources

Energy Supply

ES.5

STRATEGY

Plan for the equitable decommissioning of the city's natural gas system.



WHAT WOULD SUCCESS LOOK LIKE?

Data collection, interagency collaboration, and community engagement informs an equitable plan and actionable steps.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

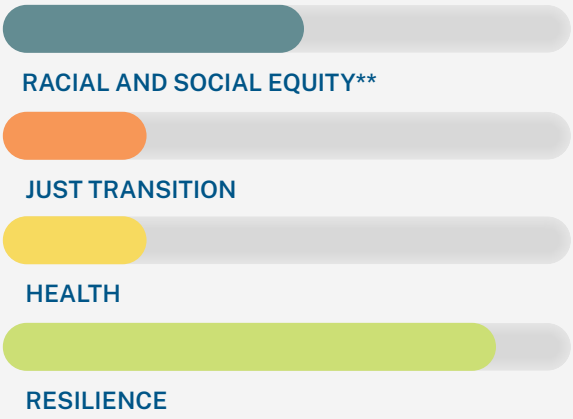
CLIMATE METRIC

% of gas distribution piping located in neighborhoods with a plan for coordinated electrification.

EQUITY METRIC

% community-endorsed plans in neighborhoods and business districts in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

ES.5-1 By 2023, assemble data to inform strategic and equitable planning for geographically focused electrification and gas decommissioning plans. Develop metrics to inform prioritization and implementation, including cost, equity, safety, climate and just transition.

ES.5-2 By 2025, report annually on the status of gas decommissioning, including reduction of methane leakage in San Francisco attributable to decommissioning or removal of gas distribution, along with cost, equity, safety, and just transition.

ES.5-3 By 2025, publish a Decarbonization Masterplan documenting the systematic approach to decommissioning natural gas distribution and transmission in San Francisco. Specify difficult-to-address loads/uses that are likely to remain "residual" in 2040. Provide neighborhood groups and business districts with interactive planning mechanisms to empower coordination of electrification, and to set localized goals and priorities.

ES.5-4 By 2026, establish memorandum of understanding between the City, state regulators, and utilities stating mutual intent to de-commission natural gas transmission and distribution in San Francisco.

ES.5-5 By 2030, transition the district system steam loop serving downtown and Civic Center to renewable energy.



Building Operations

Transitioning buildings from natural gas to clean electricity is critical to reach the City's climate, health, and resiliency goals. Strategies must protect low-and-middle-income renters and owners, support affordable housing, ensure new jobs, and provide training for local workers.

In 2019, buildings were responsible for 41% of citywide emissions, evenly split between residential and commercial buildings. Of that total, the overwhelming majority (87%) was from natural gas burned to operate heating systems, boilers, water heaters, clothes dryers, and cooking appliances while 13% was from electricity. While emissions from buildings have successfully been cut in half since 1990 – thanks to aggressive energy efficiency investments, stringent green building codes, and a cleaner electricity supply – achieving net-zero emissions by 2040 will require a strategic shift from natural gas to 100% renewable electricity. Implementation mechanisms, such as legislation, incentives, training, and public education must be designed with ongoing and open engagement with all stakeholders, and focus on creating opportunities and protections for BIPOC, low-and-moderate income residents, and other marginalized populations, while prioritizing a just transition for all workers.

Accomplishments



Effective June 2021

San Francisco adopted an ordinance that bans natural gas in all new construction

San Francisco's 2020 SF Energy Fair attracted

450+ participants

and featured 27 exhibitors and 20 speakers



Home to 9 all-electric 100% affordable housing projects avoiding indoor and outdoor air pollution in hundreds of units.

San Francisco's energy benchmarking law motivates

3,114

large commercial and multifamily buildings to improve energy efficiency performance; reducing commercial energy use **10%** from **2013 to 2017**.

SECTOR GOALS:

Zero emissions new construction by 2021

All large commercial buildings are zero emissions by 2035

All buildings are zero emissions by 2040

CONTEXT

Past successes and business-as-usual approaches will not be sufficient for buildings to achieve full decarbonization by 2040. The energy, policy, and technology landscape for buildings in 2021 is very different from what it was in 1990, 2000, or even 2010. Meaningful partnerships between all building stakeholders will be needed to chart a path to the healthy, equitable, and prosperous future.

Harnessing the power of renewable electricity

Clean, reliable, and affordable electricity is the key to eliminating building emissions. Emissions from electricity supplied to San Francisco are declining and in the coming years will approach zero as all of the city's electricity providers increase renewable electricity supply. As noted in section 5.1, Hetch Hetchy and CleanPowerSF supply more than 380,000 city residents and businesses with electricity and are on track to meet San Francisco's goal of supplying 100% renewable electricity citywide by 2025.

By contrast, emissions from fossil fuel used in buildings –primarily natural gas–are not declining and now account for almost 90% of building-sector emissions; this share will continue to grow over time as the electricity supply gets cleaner. At this time, options to provide gas from renewable sources are too limited to meet the task at hand, so achieving sector goals will require transitioning all buildings to renewable electricity.

Efficient and all-electric buildings

In 2020, San Francisco passed legislation requiring all new building construction to be efficient and all-electric, meaning highly energy efficient and no new natural gas for buildings. This policy, which went into effect in June 2021, will all but eliminate operational emissions from new buildings–nearly 10 years ahead of the City's commitment–and prevents natural gas emissions that otherwise could have been locked in for decades to come.

ZERO EMISSION BUILDINGS TASK FORCE

For the scale of change required to meet goals for buildings, all stakeholders will need to be involved in developing and implementing fair and effective solutions. SF Environment partnered with PODER and Emerald Cities to form the Anchor Partner Network (APN) which designed and delivered targeted engagement with a diverse set of community stakeholders to identify equity priorities and approaches for residential building decarbonization. Mayor London Breed convened the "Zero Emissions Buildings Task Force" which met between 2018 and 2020 and brought together building sector leaders, advocacy, non-profit, community, and financing partners to identify equitable and effective pathways for building decarbonization. The APN was complemented by the "Existing Commercial Buildings" working group which focused on the largest properties with the largest carbon footprints; an "Existing Municipal Buildings" working group which addressed project selection and capital planning in city-owned facilities; and a "New Construction" working group which informed the All-Electric New Construction Ordinance in Dec. 2020.

The transition for existing buildings will be much more challenging and will require inclusive engagement with a broad spectrum of stakeholders to co-create and deliver the necessary suite of policies, education, and funding support for an equitable transition. These solutions must consider the city's diverse building stock, deferred maintenance, and substandard electrical connections, while also acknowledging that approximately two thirds of residents are renters who will need protections against rent increases, disruption, and displacement. Continuing to pursue and implement cost-effective energy efficiency is also crucial to realize important benefits while making electrification more affordable.

In retrofitting existing buildings, key barriers include the cost of new appliances, workforce readiness, and electrical panel upgrades and capacity. Yet, every existing building will experience advantageous moments for decarbonization over the coming years – and success will require foresight to act on opportunities as they arise. For instance, roughly 5%[27] of energy-using equipment is replaced each year as boilers, heaters and other equipment age. Key opportunities for upgrading to efficient and all-electric equipment include during renovation or seismic retrofit, when a property is sold, or replacing equipment at the end of its useful life. Decarbonizing at these moments will minimize costs and present natural inflection points for incentives and other policy interventions. These principles are at the center of Building Operations strategies and supporting actions, which as modeled, are projected to eliminate nearly all sector emissions by 2045 (Figure 17).

An equitable transition

An equitable transition to efficient and all-electric buildings will deliver important benefits to the whole community. Electrification reduces exposure to pollutants from burning natural gas, which contribute to respiratory illnesses, including asthma. Heat pumps can provide both heating and cooling, which can protect residents from extreme temperatures, which is especially important for older adults and populations with pre-existing health conditions.

Robust tenant protection policies and leasing strategies must be in place to prevent displacement for residents and businesses. Funding support and financial incentives must grow rapidly to fuel increased demand for retrofits. New education resources will be critical to inform owners and tenants about the many benefits of zero-emission buildings.

Building decarbonization can create well-paid jobs for installers trained to build and maintain efficient and all-electric buildings. Just Transition principles, which prioritize opportunities for those leaving carbon-intensive industries and for disadvantaged workers seeking employment in the low-carbon economy, must guide workforce policies, programs, and investments.

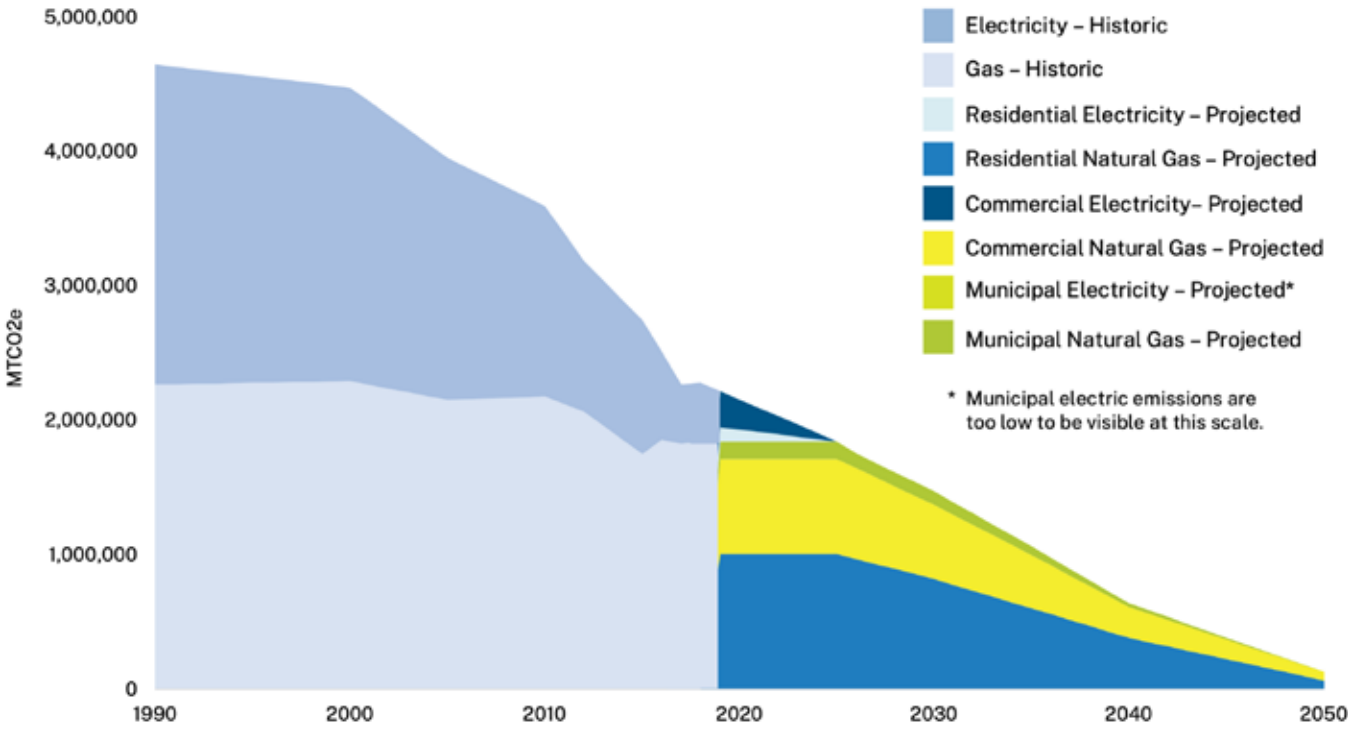


FIGURE 17: PROJECTED EMISSIONS FROM BUILDINGS

Other necessary actions include: advocacy for accessible interfaces on electric home appliances to ensure there are affordable options which can be used by someone who is blind or low-vision, maintaining affordable electricity rates that include low-income customer discounts, optimizing renewable electricity resources on the grid, and engaging with manufacturers to reduce costs and guarantee good performance.

Beyond operational emissions

Refrigerants

Air conditioners, refrigeration systems, and heat pumps all use chemicals called refrigerants to move heat and thus provide heating and cooling. Today's most common refrigerants are hydrofluorocarbons (HFCs), potent heat-trapping emissions that are many times more powerful than carbon dioxide produced when burning fossil fuels. These emission sources are not included in the standard sector-based inventory methodology, but are critical to address.

While heat pumps directly eliminate natural gas emissions, HFC leakage would reduce these gains. The California Air Resources Board's (CARB) regulations require transitioning to new refrigerants that trap less heat; HFCs have been banned from large new refrigeration installations starting in 2022 and will begin requiring even lower-emissions alternatives by 2025. Local efforts will focus on ensuring building owners comply with CARB's regulations, supporting maintenance to reduce leakage, and advocating for stricter state and federal standards.

Embodied Emissions

Globally, buildings account for 39% of emissions. While 28% of all emissions come from operations, such as electricity use and heating and cooling, 11% come from materials and construction services, a category called "embodied emissions."[28] Globally, embodied carbon is responsible for 11% of annual emissions and 28% of total building sector emissions.

As operational emissions decline, embodied emissions will account for a larger share of total emissions. Strategies for reducing emissions from materials and construction activities are addressed in the Responsible Production & Consumption sector under RPC Strategy 1: "Achieve total carbon balance across the buildings and infrastructure sectors."

Strategies Overview

Today, nearly half (41%) of San Francisco's emissions come from buildings. Fully transitioning buildings away from relying on natural gas to efficient technologies such as heat pumps that run on clean electricity will be critical to reaching the City's climate goals. Strategies to get there will include protections for low-and-middle-income owners and renters, support for affordable housing developers, and ensure new job and training opportunities for local workers.

Top Climate Solution:
Electrify existing buildings



Did you know?

Co-Benefits of Climate Action:[29] Eliminating fossil fuel use in existing buildings can result in:

REDUCED SOCIAL COSTS[30]	REDUCED UTILITY COSTS	JOB POTENTIAL[31]
$38 M	**$232 M**	**2,080 – 2,900 full time 30-yr careers**
From reduced outdoor air pollutant quantity from decarbonization of multi-family and office buildings, 2026 – 2050	For multi-family and office buildings improving efficiency and fuel switching, accruing until and including 2050	Across a range of occupations, through 2050

All figures in net present value

STRATEGY

Eliminate fossil fuel use in new construction.

Building Operations

BO.1

WHAT WOULD SUCCESS LOOK LIKE?

All new buildings generate no emissions in their operation.

GHG REDUCTION POTENTIAL BY 2030

<100,000 $mtCO_2e$

ESTIMATED COST BY 2030

Cost neutral, potential savings

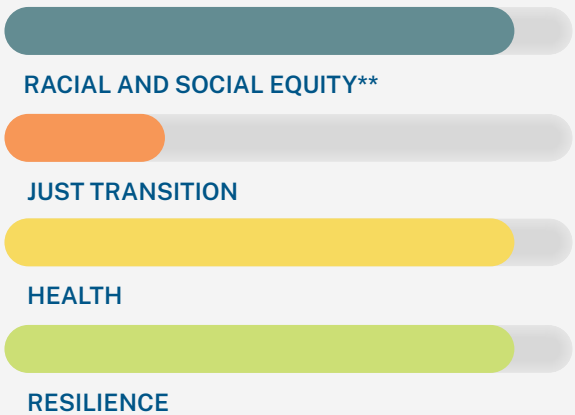
CLIMATE METRIC

TBD

EQUITY METRIC

new affordable housing developments which receive financial assistance for electrification

COMMUNITY BENEFITS



Supporting Actions

BO.1-1 By 2021, require newly constructed buildings to be efficient and all-electric with no on-site carbon emissions.



Casa Adelante (2060 Folsom): all-electric affordable housing with 127 affordable apartments, and 29 units for formerly homeless transitional-age youth. Developed by MEDA and Chinatown CDC. Photo credit: James E. Roberts-Obayashi Corp. (general contractor)

Building Operations

BO.2

STRATEGY

Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types.

WHAT WOULD SUCCESS LOOK LIKE?

New policies, financial incentives, and an expanded workforce align to make efficient, all-electric building upgrades the norm.

GHG REDUCTION POTENTIAL BY 2030

100,000 - 250,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$$$: 500 million+

CLIMATE METRIC

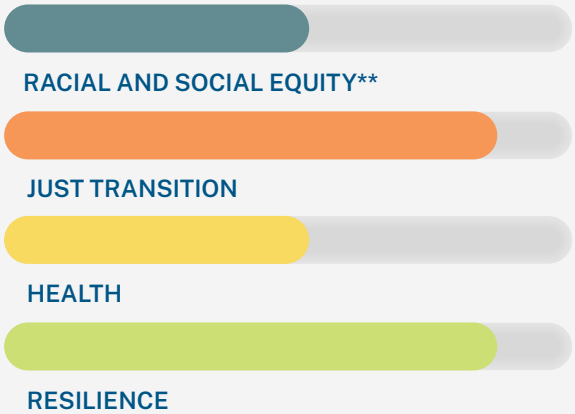
Electrification rate (%/year of total)

EQUITY METRIC

% electrification projects in communities with environmental justice burden as identified in EJ Communities Map*

% financial assistance for electrification retrofits distributed in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

BO.2-1 By 2023, develop a system to monitor the replacement rate of existing private sector natural gas-fueled equipment with all-electric. Annually report to BOS whether fossil-fuel using equipment is being switched at a rate sufficient to meet climate goals, including access to electrification by BIPOC and low-income communities.

BO.2-2 By 2023, develop a time-of-replacement policy that phases in requirements that all newly installed residential and other small building equipment be efficient and all-electric. The policy should customize requirements for simple equipment replacements to full renovations.

BO.2-3 By 2024, begin recording decarbonization status for each property at time of sale and permit review to ensure compliance with time of replacement policy.

BO.2-4 By 2023, perform an inventory of natural gas-fueled equipment in municipal buildings.

BO.2-5 By 2024, ensure the City's Capital Plan is updated to reflect the need to replace gas-fueled equipment, in alignment with the City's 2040 net-zero goal.

BO.2-6 SFO will a) evaluate an efficient, all-electric Terminal Central Utility Plant that would reduce total direct (Scope 1) airport emissions by approximately 80% by 2030, and b) prioritize all-electric equipment replacements throughout campus buildings, including terminal and non-terminal spaces that are occupied by tenants and the Airport Commission.

BO.2-7 Adopt a building performance policy requiring large commercial buildings to:

a) completely transition to efficient and all-electric equipment no later than 2035

b) in 2025, begin regular disclosure of progress toward goal

c) allow payment of annual fees in lieu of electrification, which must be invested into decarbonization of low-income and affordable housing.

BO.2-8 By 2023, develop and adopt tenant protection and anti-displacement policies for renters in buildings transitioning to efficient and all-electric systems.

BO.2-9 By 2023, begin offering targeted technical assistance for BIPOC and low-income owners and tenants including information about incentives, rebates, and public and private financing options.

BO.2-10 By 2024, pass a residential time-of-sale policy that requires an electrification plan, prioritizing water and space heating, indoor air quality, electric safety, how to access emergency response information, and recording of the presence or absence of gas service for each property.

BO.2-11 By 2024, develop and implement prescriptive criteria and permit & inspection processes for residential heat pump water heaters to be installed with a single integrated permit.

BO.2-12 Explore the creation of a revolving decarbonization fund by developing a virtual power plant (VPP) or other district scale solutions that monetizes the benefits derived from energy efficiency, demand response, and energy storage systems.



Building Operations

BO.3

STRATEGY

Expand the building decarbonization workforce, with targeted support for disadvantaged workers.

WHAT WOULD SUCCESS LOOK LIKE?

As demand for efficient and all-electric buildings increases, there is a racially diverse, well-trained and well-paid workforce to deliver building decarbonization services.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

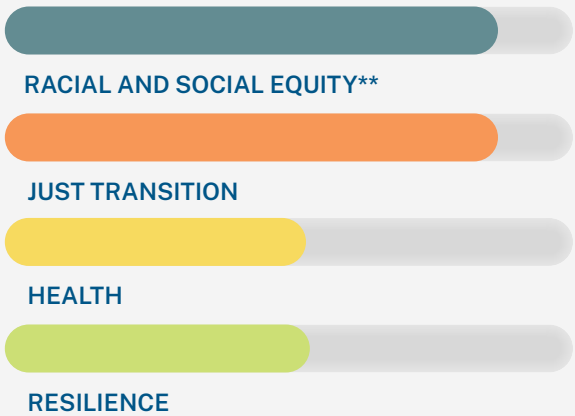
CLIMATE METRIC

N/A

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

BO.3-1 Partner with workforce development entities, labor unions, and apprenticeship programs to align with and disseminate regional and statewide building electrification training, funding and project financing opportunities, prioritizing those transitioning from fossil-fuel dependent trades.

BO.3-2 Partner with affordable housing providers, equipment vendors, subject matter experts, utilities and CleanPowerSF, CBO's and others to create a Climate Equity Hub to connect building owners and other customers with high-road service providers and installers, rebates and financing, and case studies.

BO.3-3 By 2023, define goals and create policies for professional and workforce development building upon CityBuild Pro to ensure equitable access to building decarbonization jobs for BIPOC and low-income communities, from design to installation to business operations.

BO.3-4 By 2025, create a Public-Private facilities managers and building operators roundtable to support peer-to-peer learning on fuel switching.

STRATEGY

Transition to low-global warming potential refrigerants.

Building Operations

BO.4

WHAT WOULD SUCCESS LOOK LIKE?

State and federal requirements signifcantly decrease GWP of refrigerants while equipment manfacturers offer more affordable low-GWP equipment options.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

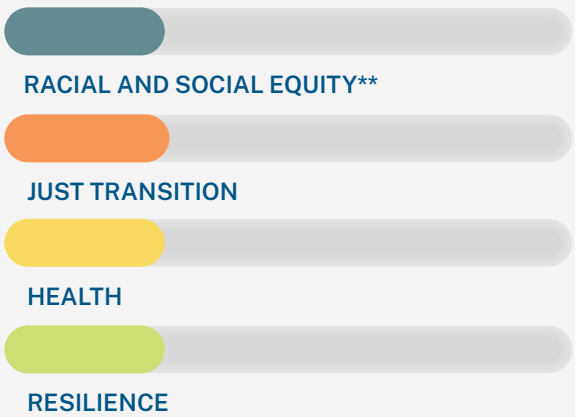
CLIMATE METRIC

# of building owners who receive information and/or technical assistance to transition to low-GWP refrigerants.

EQUITY METRIC

% small businesses in communities with environmental justice burden as identified in EJ Communities Map* which receive information and technical support.

COMMUNITY BENEFITS



Supporting Actions

BO.4-1 By 2023, publish guidelines for refrigerant management best practices for selection of lowest-GWP refrigerants in new and replacement equipment, and collection and recovery of refrigerants from existing equipment to enhance compliance with state regulations.

BO.4-2 Support the adoption of more stringent state and federal regulations to reduce refrigerant GWP.

BO.4-3 By 2023, support City departments' transition away from high-GWP refrigerants, by providing guidelines and specifications for future purchases of products containing refrigerants.

Transportation and Land Use

Addressing climate change means addressing San Francisco's transportation and land use issues head on. At nearly 50% of total city emissions, the transportation system must be transformed to reduce overall reliance on cars and equitably and efficiently connect people to where they want to go by transit, walking, and biking. All remaining vehicles must steadily transition to zero emissions.

SECTOR GOALS:

By 2030, 80% of trips taken by low-carbon modes such as walking, biking, transit, and shared EVs.

By 2030, increase vehicle electrification to at least 25% of all registered private vehicles, and to 100% of all vehicles by 2040.

CONTEXT

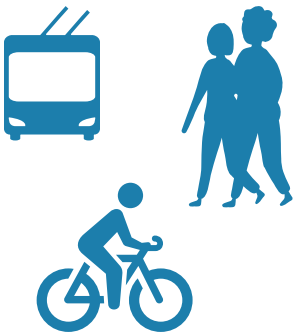
Transportation and land use policies are an essential part of San Francisco's plan to reach net-zero emissions by 2040. Getting the city on a path to a healthier, cleaner and more equitable future will require significant investments in reducing emissions from transportation. Climate action through transportation and land use means reversing the deliberate failures of past policies that heavily prioritized automobiles over modes that are safer, healthier, less carbon intensive, and more efficient. Ensuring that these low-carbon modes are less costly and more convenient to use than higher-carbon modes is key to achieving our climate goals and creating a socially equitable and environmentally sustainable future.

San Francisco has a goal that by 2030, 80% of trips are taken by low-carbon modes such as walking, biking, and transit.[32] Strategies to help people make more trips without a car and reduce emissions include: improving transit service, expanding bicycle lanes and safe places for people to walk, increasing housing production density and development that puts people closer to destinations, and implementing pricing policies and parking management programs that better align with climate goals. While these investments will create many quality-of-life benefits for the city, they will not be enough to adequately cut emissions, so shifting remaining cars to electric vehicles that run on renewable electricity, will be necessary to meet the City's climate goals. San Francisco has set a goal that by 2030, vehicle electrification will increase to at least 25% of all registered private vehicles, and to 100% of all by 2040. Expanding access to affordable and convenient charging options will be primary way the City supports these goals.

Eliminating emissions from transportation will require a fundamental change in how people move around and how transportation and land use efforts are prioritized, funded, and implemented. Major adjustments will be required at all levels: citywide, neighborhood, and

Accomplishments

Market Street
significantly reduced traffic to enable safer use of low-carbon modes by banning private vehicles in 2019



Completed

42 **total miles**

of protected bike lanes in 2019, with 49 targeted by 2022

50%

low-carbon mode share goal reached, new target set for **80% by 2030**

Slow Streets
program dedicated more than

20 corridors

to active transportation, with four being made permanent so far

individual. Continuing down the same path of over-using single-occupancy private vehicles is the wrong direction, and will only exacerbate existing climate, health, equity, and transportation problems.

To meet San Francisco's climate action goals, policymakers and the public will need to evaluate significant trade-offs and then agree on and implement actions that go beyond the status quo. For example, acknowledging the total societal costs–on health, congestion, and climate–of planning cities around automobiles, and then taking strong action to prioritize people over cars. Such trade-offs may mean changing expectations about time devoted to commuting and running errands, adjusting subsidized parking and residential permits fees to create funding for new public spaces, more housing, and improved transit services.

Transportation Impacts

San Francisco faces many transportation challenges: safely and efficiently moving people around the city and region; serving the mobility needs of individuals with disabilities; managing, repairing, and expanding aging infrastructure; and responding to new mobility technologies and related regulatory issues. At the same time, people of color and low-income communities have been underserved by existing transportation infrastructure, which has prioritized costly private cars over lower emissions alternatives such as public transit.

The transportation sector currently creates 47% of San Francisco's emissions. That share is rising due to meaningful advancements in the building and energy sectors and a comparative lack of progress in confronting automobile dependency and fossil fuels used for transport. As San Francisco prepares for rapid changes to reach net-zero emissions, it must ensure that costs and other burdens do not disproportionately fall on low-income people, people of color, and other populations that have faced a history of marginalization.

The transportation policies of the 1950s-1980s negatively impacted the wealth of BIPOC families and individuals and isolated entire communities from opportunity. Highway and transit investments scored better for federal funding when they removed "blight," defined as areas with more BIPOC communities. Policies of the time then began to promote automobile dependency and petroleum consumption, resulting in streets that made walking, biking, and taking transit more difficult. Even though these overtly racist policies have been rescinded, lower-income and BIPOC populations continue to face disproportionate harm.

Examples of these inequitable outcomes include:

- Lower income households have been forced into long commutes from auto-dependent places, greatly increasing time spent commuting.[33]
- While Muni is the top carrier of low-income riders in the region and key to providing access to jobs and livelihoods for San Franciscans, bus speeds and reliability continue to be hindered by congestion from private vehicles.[34]
- Residents living in proximity to freeways suffer disproportionately higher rates of cancer and respiratory diseases with larger racial and ethnic disparities.[35]
- People of color are more likely to die of traffic-related crashes because streets in formerly redlined neighborhoods were built to accommodate faster car traffic, resulting in less safe conditions for non-motorists.

Past efforts to manage the City's limited street space and achieve better outcomes for travelers have led to stalemates, inaction, and the maintenance of the status-quo. Meanwhile, the costs of driving and car-dependence — including air pollution, traffic collisions, decreased mobility for low-income and communities of color, wasted time stuck in traffic — have gone unaddressed and in many instances have worsened. In most cases, these external costs are drastically underrepresented in the actual cost of owning a car, especially when compared to less harmful methods of transportation. For example, a monthly transit pass costs almost as much as what a residential parking permit costs for an entire year in San Francisco.

The City's efforts to decarbonize the transportation system must not repeat the mistakes of the past, but rather correct for past injustices and create a future that is safer, healthier, and more equitable. Transportation and land use investments that create the greatest benefits for historically marginalized people need to be prioritized, including:

- Reducing noise and air pollution in lower-income neighborhoods.
- Improving safety outcomes, especially for vulnerable populations, including travelers with disabilities.
- Expanding access to jobs, services, and education by increasing reliability of low-carbon transportation modes and reducing their financial and time cost.

The COVID-19 pandemic has exacerbated existing challenges with our transportation system and highlighted the major class and race divides in how we commute and work. It also forced agencies to quickly adapt. The City added new bike and pedestrian networks, modified transit service, added new transit-only lanes, and did more to meet the needs of essential workers and individuals who rely on transit. Many of these emergency efforts have been successful.

Even before the pandemic, San Francisco began to transform some of its streets. For instance, the downtown section of Market Street prohibits private vehicle use and speed limits were lowered in the Tenderloin to improve safety. Additionally, newly implemented transit-only lanes on Geary Boulevard, one of the busiest transit corridors in San Francisco, improved bus travel time with minimal traffic impacts to that corridor and surrounding streets.[36] As the City recovers from the pandemic, there is an opportunity to build on these successes to improve our non-driving travel options and enable transportation choices that address long-standing challenges, reduce emissions, and advance equity.

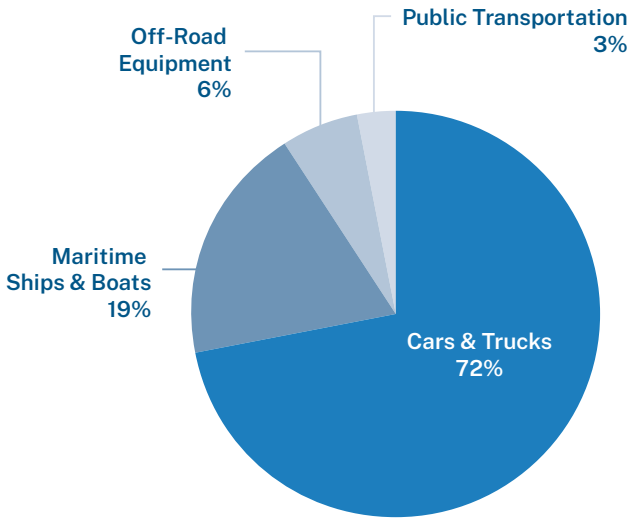


FIGURE 18: 2019 SAN FRANCISCO'S GHG INVENTORY - TRANSPORTATION SECTOR EMISSIONS[38]

Increasing transit, biking, and walking

San Francisco has set a target of 80% of trips to, from, and within San Francisco to be made by low-carbon modes by 2030. In 2019, approximately 45% of all trips in, to and from San Francisco were made by driving.[37] Achieving San Francisco's climate goals for transportation will require a dramatic and sustained shift away from driving as the main travel choice. Of the 47% of total city emissions attributed to transportation in 2019, cars and trucks were responsible for the supermajority of emissions (72%), while local and regional public transportation contributed just 3% (Figure 18).

Often, people travel by car because it is their only practical option or is simply more predictable and time-efficient than the alternatives. Despite investments by the City, some transit routes can be slow and unreliable, and biking and walking are more dangerous on streets designed for motor vehicles. Successfully shifting trips to transit, walking, and biking means making these choices safe, convenient, reliable — and even fun. This can be done by redesigning streets to prioritize efficient movement of transit vehicles and reimagining streets as places for people of all ages and abilities. Examples of this include transit-only lanes, protected bikeways, HOV/carpool lanes, shared spaces, car-free roads in parks, and slow streets.

Integrating Transportation and Land Use

Land use refers to the location and intensity of "uses" such as housing, retail, open space, and commerce. Land use decisions directly affect people's travel choices, since how people get around depends on where and how far they need to go, and the effectiveness of available travel options. Cities like San Francisco that were originally built before the popularization of the automobile often have denser development patterns that are well suited to travel by foot or transit. As automobiles gained prominence, streets and buildings were increasingly redesigned to serve cars over pedestrians. In recent years, San Francisco has reversed that trend by removing parking requirements and revising density controls to enable the denser housing more reflective of older San Francisco construction. Still, much more can be done in San Francisco to further coordinate transportation and land use.

Through comprehensive area plans, improved street designs, and enhanced transit service, San Francisco is starting to shift back towards people-centered neighborhoods, with recent examples found in the Mission, Hayes Valley, and South of Market districts. There are many opportunities to create more of these amenity-filled areas and to enhance existing ones in a manner that benefits current residents and welcomes new neighbors. Neighborhoods that are further from the city core with less transit access end up experiencing higher driving rates; it is critical that new housing in the outer neighborhoods has access to additional transit service to support the use of non-driving modes.

Neighborhoods built with a mix of housing, services, and amenities close together, especially those with reduced or priced parking, encourage and allow people to walk, bike or use other zero-emissions means of travel for everyday needs. On the other hand, car-dependent neighborhoods take space from people and give it to roads and parking spaces. Suburban-style land use is hard to serve by transit, which leads to an increase in driving and climate pollution. Therefore, regional collaboration, creating new housing, and investing in regional transit continue to be major strategies for the CAP and Plan Bay Area 2050.

Housing, and where it is located, also plays a critical role in determining transit choices. As discussed in Section 5.4: Housing, substantially increasing housing near services, jobs, and other activities helps with shifting people's decisions to walk, bike, or take transit, rather than to drive.

While the San Francisco has made progress in developing more affordable housing, the production of new affordable units is not equitably distributed across neighborhoods. Affordable units tend to be concentrated in areas of the city with higher levels of environmental pollution and greater rates of poverty. Land use policies that encourage more transit use could include engaging with communities to strategically rezone high-opportunity areas to accommodate new multi-family housing, specifically in places that currently have strong economic, environmental, and educational outcomes including more parks, better air quality, and higher performing schools.[39] [40]

PURSUING SHARED GOALS

San Francisco's Transit First policy, which was added to the city charter in 1973, prioritizes land uses and street space for transit, walking, and explicitly discourages inefficient cars and parking. A vigorous, renewed commitment to implementing the Transit First policy directly supports climate action.

Vision Zero (adopted in 2014) commits resources to eliminate traffic fatalities, the vast majority of which occur due to interactions between large motorized vehicles and pedestrians and cyclists. Reducing car travel and car speeds will greatly reduce injuries and deaths on our roads.

Transit, walking and biking improve local air quality for everyone, especially people who suffer from respiratory illnesses like asthma. Similarly, low-carbon modes increase physical activity which can reduce the likelihood of health problems like diabetes and depression.

Car ownership, including loan payments, insurance, and fuel costs, creates significant financial burdens. Allowing people to meet their daily needs without having to own a personal vehicle lessens this financial burden and can give time back to families by shortening commute times and reducing car congestion.

Switching from Fossil Fuels to Renewable Electricity

Investing in transit system improvements and making land use changes will have long lead times before impacts are felt and measurable. Even with significant investments in transit and policies that encourage people to get out of their cars, reaching zero emissions by 2040 will also require an accelerated transition away from gasoline and diesel-fueled cars and trucks to zero-emission vehicles (ZEVs), primarily electric vehicles (EVs) that run on renewable electricity. By 2030, 25% of all registered private vehicles in San Francisco need to be zero emission, and by 2040, 100% of vehicles need to be zero emission.

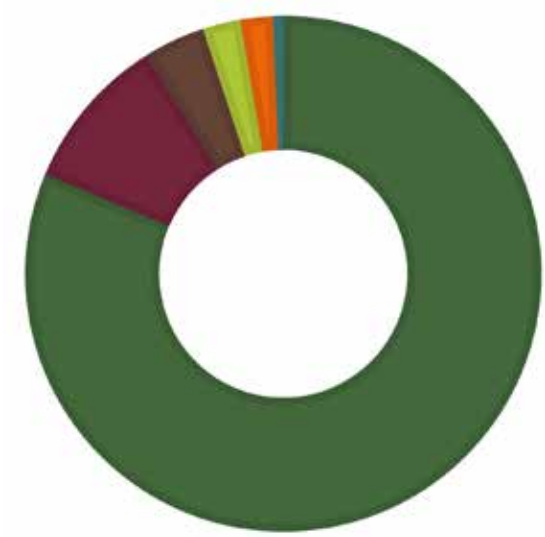
As is the case today, cars and trucks will still be needed in the future. With our current transportation infrastructure, private vehicles are often the best option for people with limited mobility such as youth or seniors, or people with disabilities. Support for transitioning to EVs should focus on these types of trips and drivers. As in any dense city, there are challenges to broad adoption of EVs in San Francisco. These include currently limited charging infrastructure, the unique challenges of multi-unit residential buildings such as limited parking, common garage meters, landlord-tenant "split incentives", as well as a general lack of off-street parking where charging is easier to install and access. These issues must be addressed for people to feel comfortable switching to EVs. San Francisco will continue to invest in expanding the network of public charging infrastructure, promote the adoption of zero emission vehicles, and make progress transitioning the City's non-revenue fleet to zero emission vehicles, among other policies.

While expanding vehicle electrification is essential to reducing emissions, there are uncertainties around the travel behavior associated with their use. For example, if EV adoption is led by those with higher incomes, it will worsen existing socio-economic disparities in the transportation sector. If not well managed and mitigated, these impacts could move San Francisco away from its long-range transportation and equity goals and result in increased congestion, unsafe roadways, and more inequity. Another specific challenge to address is that there are currently no wheelchair-accessible electric vans, which calls on San Francisco to develop solutions to this problem. Policies such as "Transit First" and principles such as "equitable access" in the "Electric Vehicle Roadmap for San Francisco" are aimed to safeguard against the potential unintended consequences of rapid electrification.

GHG Pathways for Emission Reductions and Co-Benefits

The pathways for projected emissions reductions from ground transportation are shown in Figure 19. Major changes to emissions result from actions affecting vehicle miles travel (VMT), and from the further adoption of EVs. See **Appendix C-3** for a technical

FIGURE 19: 2050 GHG REDUCTION POTENTIAL PATHWAYS (MTCO2E) BY FOCUS AREA FOR THE TRANSPORTATION AND LAND USE SECTOR[41]



Strategy	Focus Area	GHG Reduction (MTCO2e)
TLU 7	Clean Vehicles (EVs)	-766,726
TLU 3	Road Pricing	-92,082
TLU 4	Parking Pricing	-36,545
TLU 5/6	Land Use	-22,350
TLU 1	Transit	-19,169
TLU 2	Biking/Walking/TDM	-5,917

overview. Figure 19 shows the projected emissions impact of each individual TLU strategy compared to the 2050 baseline scenario. When all strategies are implemented simultaneously, each strategy's individual effectiveness is impacted by others, therefore the total reduction does not equal the exact sum of all strategies. Furthermore, the City will play a major role in integrating the shift to low-carbon modes with major transit improvements and land use strategies that can create significant regional emission reductions not included in the analysis.

With cars and trucks contributing such a large portion of sector emissions, electrifying private vehicles is projected to have a significant impact on emissions reductions. However, this focus does not reflect the full range of potential benefits that could come from transforming the transportation sector. To have a holistic approach to transportation policy, a co-benefit framework is critical to understand the synergies between current local impacts along with emissions reductions. This approach encourages decision making to account for multiple benefits and may assist with funding efforts and garnering public support. Table 7 depicts six transportation co-benefits (emissions, congestion, equity, public health, safety, and economic vitality) and the alignment with each transportation action. This co-benefits framework acknowledges the multiple indirect climate change benefits that are clearly important as additional or primary motivations for adopting or implementing many of the transportation strategies and actions. It is essential to examine Figure 18 along with Table 7 to understand the total impact of each transportation action. For example, the actions in strategy TLU 2 that support walking, biking, and transportation demand management have lower emission reduction potential, but substantially align with important co-benefits and should still be considered an important climate mitigation strategy.

TABLE 7: CO-BENEFITS OF LOW CARBON TRANSPORTATION[42]

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 1: Build a fast and reliable transit system that will be everyone's preferred way to get around.						
TLU 1.1	✱	✱	✱	✱	✱	✱
TLU 1.2	✱	✱	✱	✱	✱	✱
TLU 1.3	✱	✱	✱	✱	✱	✱
TLU 1.4			✱	✱	✱	
TLU 1.5	✱		✱	✱	✱	✱
TLU 1.6	✱	✱	✱	✱	✱	✱
TLU 1.7			✱			
TLU 1.8	✱	✱	✱	✱	✱	✱

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 2: Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.						
TLU 2.1	✱	✱	✱	✱	✱	✱
TLU 2.2	✱	✱	✱	✱	✱	✱
TLU 2.3	✱	✱	✱	✱	✱	✱
TLU 2.4	✱	✱	✱	✱	✱	✱
TLU 2.5	✱	✱	✱	✱	✱	✱
TLU 2.6	✱	✱	✱	✱	✱	✱
TLU 2.7	✱	✱		✱	✱	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 3: Develop pricing and financing of mobility that reflects the carbon cost and efficiency of different modes and projects and correct for inequities of past investments and priorities.						
TLU 3.1	✱	✱	✱	✱	✱	✱
TLU 3.2	✱	✱	✱	✱	✱	✱
TLU 3.3	✱	✱			✱	✱
TLU 3.4	✱	✱	✱	✱	✱	✱
TLU 3.5	✱	✱	✱	✱	✱	✱
TLU 3.6	✱	✱	✱			

✱ = Alignment with co-benefit

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 4: Manage parking resources more efficiently.						
TLU 4.1	✱	✱	✱	✱	✱	✱
TLU 4.2	✱	✱	✱	✱	✱	✱
TLU 4.3	✱	✱	✱	✱	✱	✱
TLU 4.4	✱	✱	✱	✱	✱	✱
TLU 4.5	✱	✱	✱	✱	✱	✱
TLU 4.6			✱	✱	✱	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 5: Promote job growth, housing, and other development along transit corridors.						
TLU 5.1	✱	✱	✱	✱	✱	✱
TLU 5.2	✱	✱	✱	✱	✱	✱
TLU 5.3	✱	✱	✱	✱	✱	✱

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 6: Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.						
TLU 6.1	✱	✱	✱	✱	✱	✱
TLU 6.2	✱	✱	✱	✱	✱	✱
TLU 6.3	✱	✱	✱			✱
TLU 6.4	✱	✱	✱	✱	✱	✱
TLU 6.5	✱	✱	✱	✱	✱	✱
TLU 6.6	✱	✱	✱	✱	✱	✱
TLU 6.7			✱	✱	✱	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 7: Where motor vehicle uses or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.						
TLU 7.1	✱		✱			
TLU 7.2	✱		✱	✱		✱
TLU 7.3	✱			✱		✱
TLU 7.4	✱			✱		
TLU 7.5	✱	✱		✱	✱	✱
TLU 7.6	✱			✱		✱
TLU 7.7	✱	✱	✱	✱		✱

Photo Credit: SFMTA

Strategies Overview

The seven Transportation and Land Use strategies, and their supporting actions, must be implemented together to advance San Francisco's vision for a transformed, low carbon, healthy, and equitable city. Implementation will require public engagement and support, significant funding, and in the case of some policies, formal adoption. New concepts will require technical studies, planning, and extensive outreach.

To produce equitable outcomes, public engagement must include robust multilingual public outreach and education campaigns that help communities understand, contribute to, and navigate the transition to a low carbon system. Implementation of actions must consider and proactively strive to prevent displacement. Integral to building a robust, efficient, and safe transportation system means building one that is accessible and useful to everyone, including people with disabilities, low-income households, and marginalized communities.

Top Climate Solutions:

- **Invest in public and active transportation projects**
- **Increase density and mixed land use near transit**
- **Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure**
- **Utilize pricing levers to reduce private vehicle use and minimize congestion**
- **Implement and reform parking management programs**



Did you know?

Co-Benefits of Climate Action:[43] Creating an active transportation network to shift trips from driving to walking, biking, and other low-carbon modes could result in:

VALUE OF A LIFE YEAR (VOLY) FROM INCREASED ACTIVITY	REDUCED SOCIAL COSTS DUE TO REDUCED EMISSIONS
$258 M **2030 – 2050**	**$143,000** **2030 – 2050**
The mode shift toward active transport leads to significant positive health outcomes for new cyclists	Fewer cars on the road means reduced air pollution and improved health outcomes.

All figures in net present value


HOTEL
ZELOS
364
8658
BUS

Transportation & Land-Use

TLU.1

STRATEGY

Build a fast and reliable transit system that will be everyone's preferred way to get around.

WHAT WOULD SUCCESS LOOK LIKE?

San Francisco has a transportation system that is reliable and affordable and makes it easy to choose public transit.

GHG REDUCTION POTENTIAL BY 2030

100,000 - 250,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$$$: 500 million+

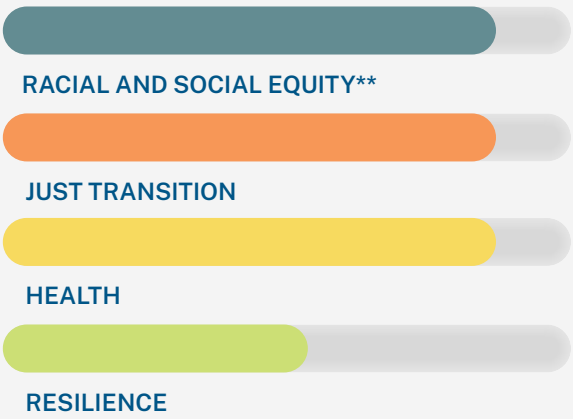
CLIMATE METRIC

Increase in transit mode share

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

TLU.1-1 Fund and implement the recommendations of the ConnectSF Transit Corridors Study and Muni Forward Plan, including taking steps to:

a) Identify and implement key transit corridors for service every 5 minutes or better all day long.

b) Ensure transit on frequent corridors is not delayed by recurring congestion by investing in transit-only lanes, signal management, queue-jump lanes and other transit priority treatments.

c) Retime traffic lights to minimize signal delay for frequent lines.

d) Optimize stop spacing on frequent lines to maximize transit ridership.

e) Advance major transit capital projects, including a new Westside Subway along 19th Avenue and Geary, the Caltrain Downtown Extension, Central Subway extension, and the Link21 new transbay tube.

TLU.1-2 Improve transit reliability by bringing infrastructure into a state of good repair. Adequately fund State of Good Repair with at least $300 million annually.

TLU.1-3 Greatly improve rider comfort, safety, and experience on transit across age, gender, race, and ability to encourage more people to ride transit. Example activities include data collection, reporting, sensitivity training of fare inspectors, and expanding the Muni Transit Assistance Program.



TLU.1-4 Implement Phase One of SFMTA's Racial Equity Action Plan to improve working conditions and initiate the development of Phase Two in 2021 and then implement Phase Two in 2022 to improve safety, access, and opportunities for the public.

TLU.1-5 While meeting transit ridership goals, prioritize services and reduce obstacles for more vulnerable populations, neighborhoods with fewest mobility options, and populations that have faced historic disinvestment.

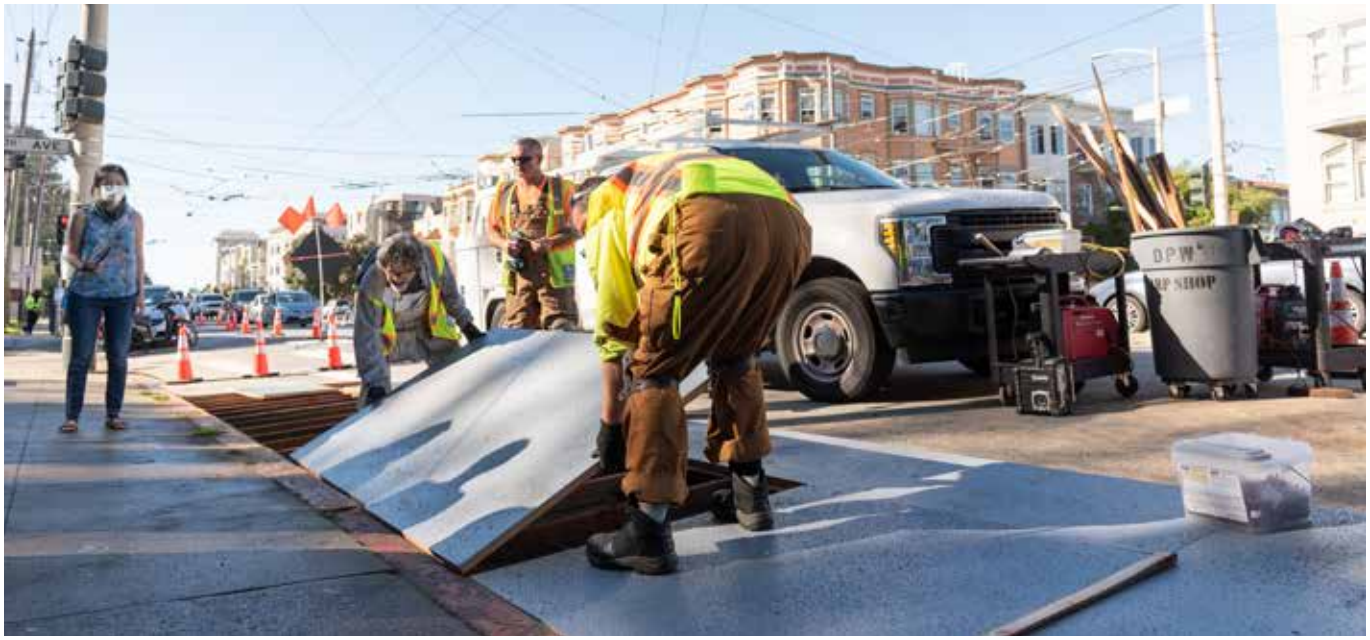
TLU.1-6 By 2025, implement 50 miles of Muni Forward transit priority improvements, including 30 miles of new transit-only lanes. to increase reliability, frequency and safety for riders.

TLU.1-7 By 2022, study the role of Muni fare programs on equity, climate, and mobility goals and adopt recommendations.

TLU.1-8 Improve connectivity between regional and local transit service by:

a) Funding targeted projects that improve physical connections and make transfers seamless between local and regional transit systems

b) Collaborating with regional partners to improve coordination between regional operators and secure funding for projects, including Caltrain Downtown Rail Extension, Caltrain Service Vision, Second Transbay Crossing, California's State Rail Plan, and ferry projects.



Fulton Bus Bulb installation. Photo Credit: SFMTA

Transportation & Land-Use

TLU.2

STRATEGY

Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.

WHAT WOULD SUCCESS LOOK LIKE?

San Francisco has a transportation system that is reliable and affordable and makes it easy to choose active modes like walking and biking.

GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$: 10-100 million

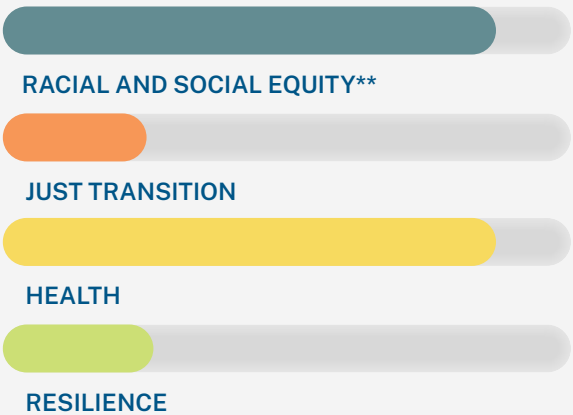
CLIMATE METRIC

Increase in walk and bike mode share

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

TLU.2-1 Continue to expand programs that provide corridors that are attractive to all demographics for walking, biking, and using scooters, wheelchairs, and other small mobility devices. Connect the Slow Streets network, car-free roads in parks, and the protected bikeway network to neighborhoods in San Francisco.

TLU.2-2 Expand community programs and partnerships to make biking more accessible, via safety and maintenance classes, community parking, and subsidies for electric bikes for low-income residents.

TLU.2-3 By 2022, establish a modal planning framework, placing transit and active modes at the forefront, that will guide decisions about design and utilization of the City's rights-of-way.

TLU.2-4 Expand the protected bikeway network by at least 20 miles by 2025.

TLU.2-5 Establish and utilize design guidelines to improve connectivity and access to active transportation options at major transit stops.

TLU.2-6 Update San Francisco's Bike Plan by 2023 to improve and expand the active transportation network with robust community input.



TLU.2-7 Encourage employers to further reduce auto commutes through incentives such as transit benefits and universal passes, e-bike incentives, active transportation support, telework policies, and carpool programs.

a) Continue promoting Transit First initiatives and incentives for all City employees

b) Integrate existing SFO Employee and Airline Employee BART Discount Programs



Photo Credit: SFMTA

Transportation & Land-Use

TLU.3

STRATEGY

Develop pricing and financing of mobility that reflect the carbon cost and efficiency of different modes and projects and correct for inequities of past investments and priorities.

WHAT WOULD SUCCESS LOOK LIKE?

Less congested streets and a more equitable transportation system through targeted re-investment of fees, discounts, and/or incentives to help disadvantaged travelers and advance the use of low carbon modes.

GHG REDUCTION POTENTIAL BY 2030

250,000 - 400,000 $mtCO_2e$

ESTIMATED COST BY 2030

$: 0-1 million

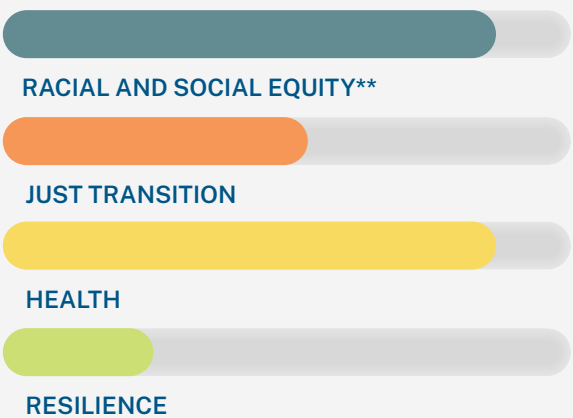
CLIMATE METRIC

Reduced vehicle miles traveled (VMT)

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

TLU.3-1 By 2022, develop recommendations for programs and policies that will advance equity (e.g., provide discounts and exemptions for low-income individuals), reduce vehicle traffic, and increase transit service to downtown. For example, complete the Downtown San Francisco Congestion Pricing Study recommendations, and by 2026, study and implement the appropriate pricing policies.

TLU.3-2 Advance local, regional, state, and federal opportunities to transition away from fossil fuels by increasing fees to drive.

a) By 2022, identify and consider pricing mechanisms that can be implemented locally (e.g. vehicle license fee).

b) By 2022, establish priorities to advocate for regional, state and federal legislation (e.g. increase gas tax, application of road user charges).

TLU.3-3 By 2023, introduce new tools to manage short-term curb uses, such as flexible regulations and pricing.

TLU.3-4 Develop and take all necessary steps to implement an integrated system of tolling for bridges and freeways and on Treasure Island to prioritize transit and higher occupancy vehicles.

TLU.3-5 Implement the Treasure Island Mobility Management Program including new ferry service, East Bay bus service, and island tolling.

TLU.3-6 Apply policy tools to reduce impacts on low-income and historically marginalized communities and ensure that money generated from pricing programs is invested in transportation improvements, especially for those communities.



Photo Credit: SFMTA

Transportation & Land-Use

TLU.4

STRATEGY

Manage parking resources more efficiently.



WHAT WOULD SUCCESS LOOK LIKE?

Parking resources in San Franciso are managed in a more efficient way that better reflects our climate and transit-first priorities.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$: 0-1 million

CLIMATE METRIC

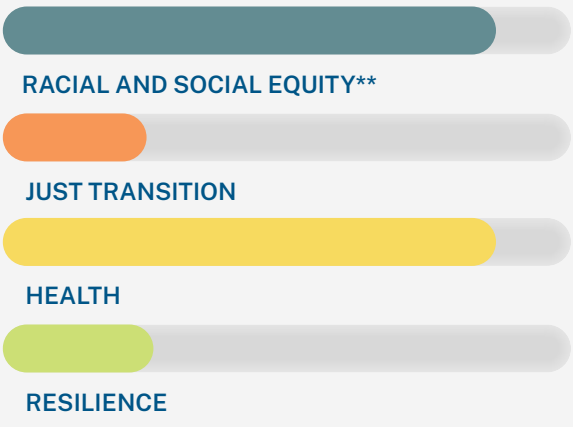
of parking spaces and amount of curbside that is actively managed

# of vehicles registered in San Francisco

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

TLU.4-1 Prioritize enforcement of parking and curb regulations that impact street safety and efficiency

TLU.4-2 Expand paid parking citywide, where appropriate Set prices at a level that reduces demand for parking so that drivers can always find a parking space near their destination.

a) Reinvent and expand the Residential Parking Permit program.

b) Expand paid hourly parking to Sundays and evenings, where appropriate.

c) Expand demand-responsive parking meter and garage pricing.

TLU.4-3 Steadily reduce the City's overall parking supply in keeping with traffic reduction and emissions reduction goals, and convert underutilized public and private parking lots, parking spaces, and garages to more productive uses, such as housing and car-free roads in parks.

TLU.4-4 Reinvent and expand the parking tax on private parking to reduce congestion, air pollution and emissions.

TLU.4-5 While using pricing to balance parking supply and demand, develop programs to reduce impact on low-income, auto-dependent people and ensure net benefit to low-income individuals.

TLU.4-6 Implement a program to prioritize access and parking for people-with-disability parking placards.



STRATEGY

Promote job growth, housing, and other development along transit corridors.

Transportation & Land-Use

TLU.5

WHAT WOULD SUCCESS LOOK LIKE?

San Franciscans have access to good jobs, housing, services within a transit-accessible corridor.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

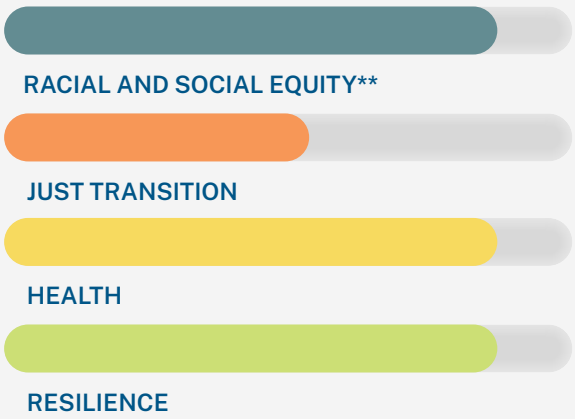
CLIMATE METRIC

Reduced vehicle miles traveled (VMT)

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

TLU.5-1 Expand housing capacity (for example, by increasing heights and removing restrictions on density) in areas where existing or new high-capacity transit is planned.

TLU.5-2 Locate jobs close to existing or new high-capacity transit corridors.

TLU.5-3 Use streamlined approval processes, such as Housing Sustainability Districts, in the 1/4-mile areas around major transit stations to build housing and mixed-use developments more quickly.

Transportation & Land-Use

TLU.6

STRATEGY

Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.

WHAT WOULD SUCCESS LOOK LIKE?

San Francisco neighborhoods are compact and have a variety of uses (stores, services, amenities) that residents can easily access

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

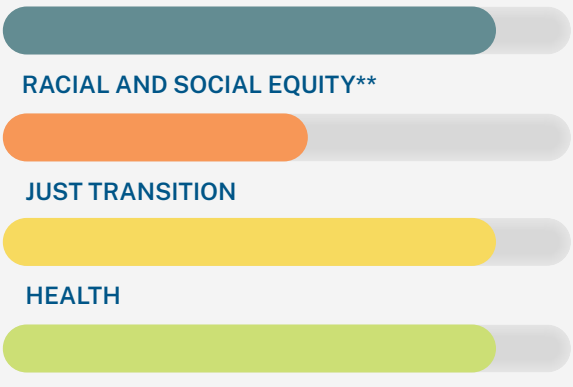
CLIMATE METRIC

Reduced vehicles miles traveled (VMT)

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

TLU.6-1 Facilitate the development of neighborhoods where people live within an easy walk or roll of their daily needs. Create a working group of City agencies and residents to plan and design for such neighborhoods.

TLU.6-2 Examine rezoning to allow for multi-family housing throughout San Francisco.

TLU.6-3 By 2023, increase the types of home-based businesses allowed in residential districts.

TLU.6-4 Identify and reimagine under-utilized publicly owned land and roadways that could be transformed or repurposed.

TLU.6-5 Design public space and the transportation system (including roadways) to advance racial and social equity by co-developing plans and projects with BIPOC community members and understanding their needs before designing the space.

TLU.6-6 Update the Transportation Element of the City's General Plan.

TLU.6-7 Design public space and the transportation system to advance disability justice by co-developing plans and projects with diverse elements of the disability community and understanding their needs before designs are complete.



Photo Credit: SFMTA

Transportation & Land-Use

TLU.7

STRATEGY

Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEVs) and other electric mobility options.

WHAT WOULD SUCCESS LOOK LIKE?

100% car sales by 2030 are EV's without increasing number of vehicles in SF

GHG REDUCTION POTENTIAL BY 2030

Greater than 400,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$: 1-10 million

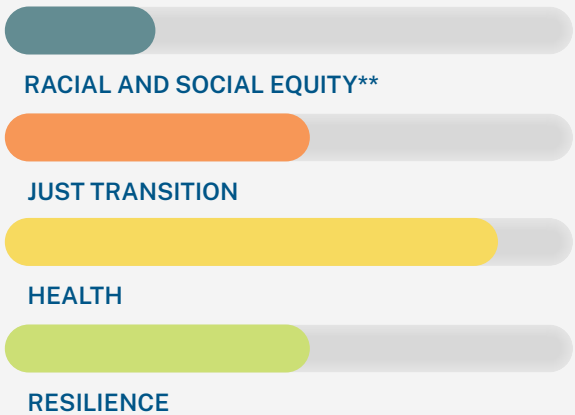
CLIMATE METRIC

% of electric vehicles in new vehicle sales

EQUITY METRIC

community-endorsed charging infrastructure projects in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

TLU.7-1 By 2023, launch a public awareness campaign, including messaging tailored to specific communities, with the goal of educating residents about the health, economic, and environmental benefits of transit, active transportation, and electric vehicles.

TLU.7-2 Expand publicly available EV charging across the city that is financially and geographically accessible to low-income households and renters.

a) By 2022, complete an evaluation framework to develop curbside charging pilots

b) By 2023, expand charging to 10% of spaces in municipally owned parking lots

c) By 2023, expand charging to 10% of spaces within privately owned large commercial garages

d) By 2023, create three "fast-charging hubs" with one serving a disadvantaged community within San Francisco.

e) By 2025, install charging to 10% of SFO-owned parking stalls supported by load management software.

TLU.7-3 By 2024, develop a plan to help the City's non-revenue fleet and small and locally owned businesses build infrastructure that allows for zero emission delivery, drayage, and longer haul trucks.

TLU.7-4 By 2023, establish a pathway to incentivize ZEVs for passenger service vehicles operating at the airport.



TLU.7-5 By 2024, launch a pilot to advance the use of ZEVs, e-bikes, and other low-carbon modes for door-to-door goods and meal delivery services.

TLU.7-6 By 2030, create incentives for the use of renewable diesel and emerging zero-emission technologies to reduce emissions from construction equipment at least 50% from 2020 levels.

TLU.7-7 Design by 2023 and launch by 2024 a pilot project to test the use of accessible bicycles, e-bicycles and e-scooters for commuting, as well as recreation.



Photo Credit: SFMTA

Housing

One of the most effective ways to reduce emissions is to ensure San Francisco has the quantity and types of affordable, accessible housing that support its diverse residents.

Dense urban environments like San Francisco offer many housing-related opportunities to reduce emissions. Providing housing to people of all incomes near services, jobs, and activities helps replace private vehicle trips with low-carbon modes such as walking, biking, and transit. Providing more housing in San Francisco makes it easier for people to live close to where they work, instead of community long distances by car.

SECTOR GOAL:

Build at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, and with an emphasis on retaining and rehabilitating existing housing.

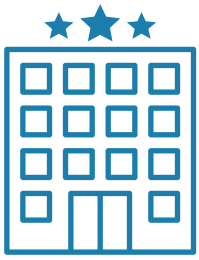
To successfully reduce emissions while supporting a prosperous, inclusive, and resilient city for everyone, San Francisco must substantially increase the amount of housing available and prioritize affordability and housing options for those most at risk: BIPOC communities, people with disabilities and other vulnerable populations, as well as working-class families who have faced gentrification and economic dislocation. The CAP is coordinated with the Housing Element in the City's General Plan and other housing policy and implementation efforts developed by City agencies, in collaboration with elected officials and community members. Together, they support San Francisco's goal to build at least 5,000 housing units per year, with at least 30% of those units being affordable.[44] These goals underpin Housing strategies to implement appropriate zoning changes, streamline approvals, lower construction costs, and expand and sustain funding to build and preserve affordable housing.

Housing is foundational to the physical, social, and emotional health of individuals and their communities. As the world faces increasing climate, health, and economic threats, healthy and stable housing is essential for our communities to recover from shocks, build resiliency, and thrive.

CONTEXT

San Francisco's diverse job opportunities and quality-of-life amenities have attracted people and businesses for decades. Cycles of robust economic growth have created wealth and helped fund public improvements but also exacerbated inequality by putting extraordinary pressure on the city's housing stock and existing residents and communities. From 2010 to 2019, San Francisco added eight new jobs for every new home built. This disparity is due to regulatory barriers, high land and construction costs, labor shortages, and neighborhood opposition, which have constrained the financial feasibility and development of both subsidized affordable and market-rate housing.

Accomplishments



The city sheltered over
3,800 people
in Shelter in Place (SIP) hotels or trailers during COVID-19.

The city increased the number of new affordable units to

908 per year

up nearly **50%** from the prior **10** years.

$$

The city funded 52 small and large site buildings to preserve affordability and support local businesses

From 2015 to 2019,
the city increased the number of units for construction to

4,563 per year

up **61%** from the previous **10** years

> **"The most important thing we can do is recognize that density isn't a dirty word. We knowthat people who live in cities have a significantly lower carbon footprint than people who do not."**
>
> –Mayor London Breed, San Francisco

Mayor Breed has set an ambitious goal to build 5,000 new units of housing per year to make up for years of underbuilding. In the last 40 years, the City produced 5,000 units in a year just once. The last five years have seen an average of 4,200 new housing units built annually and the 30 prior years each produced fewer than 1,900 units annually. Housing availability, affordability, and accessibility disproportionately affects low-and moderate-income San Franciscans who experience higher than average housing cost burdens, over-crowding, and housing instability. Many have been displaced or forced to find cheaper housing outside the city, which can lead to long, costly, high-emissions commutes and community isolation. As with health and climate stressors, housing challenges disproportionately impact BIPOC communities, including rent burden (Figure 20). BIPOC communities also grapple with income and housing discrimination and face resulting disparities.[45]

Although many cities have seen population decline from COVID-19, including San Francisco, this may be a temporary decline. The State-mandated Regional Housing Needs Allocation is expected to increase San Francisco's 8-year housing production target from nearly 29,000 units currently to 82,000 for the years 2023 through 2031 to address current unmet needs as well as future growth. To meet housing production targets in a manner that also supports equity and climate goals, it is also critical that new housing includes types, locations, accessibility, and affordability levels to meet the diverse needs of different households including families with children, couples, roommates, seniors, people with disabilities, and people seeking individual and group housing.[46]

Thoughtfully crafted housing policies can protect existing residents, rehabilitate, and preserve existing housing, maintain affordability, increase housing production, and produce new affordable and accessible housing options for low-to-moderate income residents. Adopting such policies is essential to meeting San Francisco's housing goals and advancing racial and social equity.

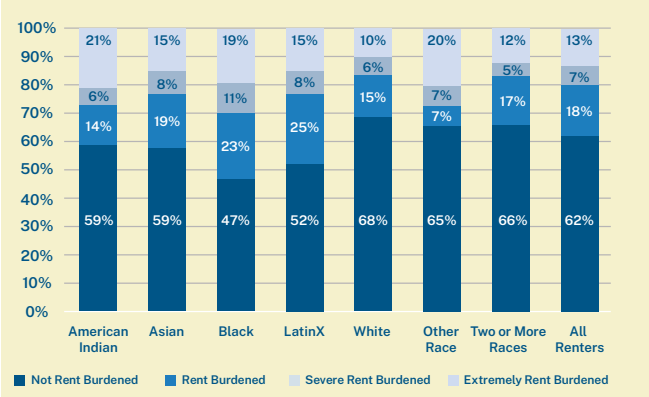


FIGURE 20: RENT BURDEN BY RACE AND ETHNICITY, 2018[47]

Vulnerable and Underserved Populations

Strategies to increase housing production and affordability must prioritize and support the needs of at-risk residents, along with low-income and communities or color. In San Francisco, vulnerable populations include seniors, people with disabilities and chronic physical or mental health conditions, formerly incarcerated individuals, young adults exiting foster care or other transitional situations, people experiencing domestic violence, and people experiencing homelessness. Areas with high concentrations of people in these groups are being considered in the 2022 Housing Element currently under development. Often, these same communities are harmed by environmental injustices that exacerbate health problems, such as exposure to polluted air and water from industrial, solid waste, and congested roadways as well as insufficient access to healthy food, health services, and nature.

Furthermore, vulnerable and underserved people often experience disproportionate impacts from climate and other hazards. As the COVID-19 pandemic has shown, it is essential to connect these residents not only with services and resources, but also adequate and safe housing to ensure a resilient city. Investments in building new housing and retrofitting existing housing should be focused on underserved communities and vulnerable residents in every neighborhood.

Repairing historic injustices and improving outcomes for communities of color and low-and middle-income residents requires investing in neighborhoods with lower average incomes, including preserving and building affordable and accessible housing, strengthening local businesses and organizations, ensuring supportive infrastructure, and creating affordable housing in higher-resource neighborhoods throughout San Francisco.

Housing Production and Affordability

To meet increased housing targets, requirements of State law,[48] and local needs and equity concerns, the City's Housing Element Update seeks to increase affordable housing in higher opportunity neighborhoods[49] to help expand choices that can enhance resident health and financial outcomes (Figure 21). Two significant challenges include securing public funding and finding available sites. Although the City has recently increased annual housing funding by hundreds of millions of dollars, local funding is variable in nature, development costs remain high, and additional State and federal affordable housing dollars are needed.[50] To increase the number of sites for housing, it is critical for the City to engage in community strategies to strategically rezone higher-resource areas of San Francisco to accommodate new multi-family housing that can serve low-and-middle income individuals and families.

Investing in existing housing, which is often more economical and can be done with lower emissions than new construction, is an important tool to complement building new housing. Importantly, retrofits also support affordable housing preservation and community stabilization for people with limited incomes. As the majority of San Francisco housing was built before 1950, structural and weatherization upgrades such as windows and insulation also help protect people from earthquakes and climate hazards such as heat waves and wildfire smoke. Retrofits also create a predictable inflection point for switching out natural gas appliances for electric ones and integrating more efficient, lower-emissions systems into existing housing stock. In addition to cutting emissions, upgrades can also improve indoor air quality to support resident health and comfort.

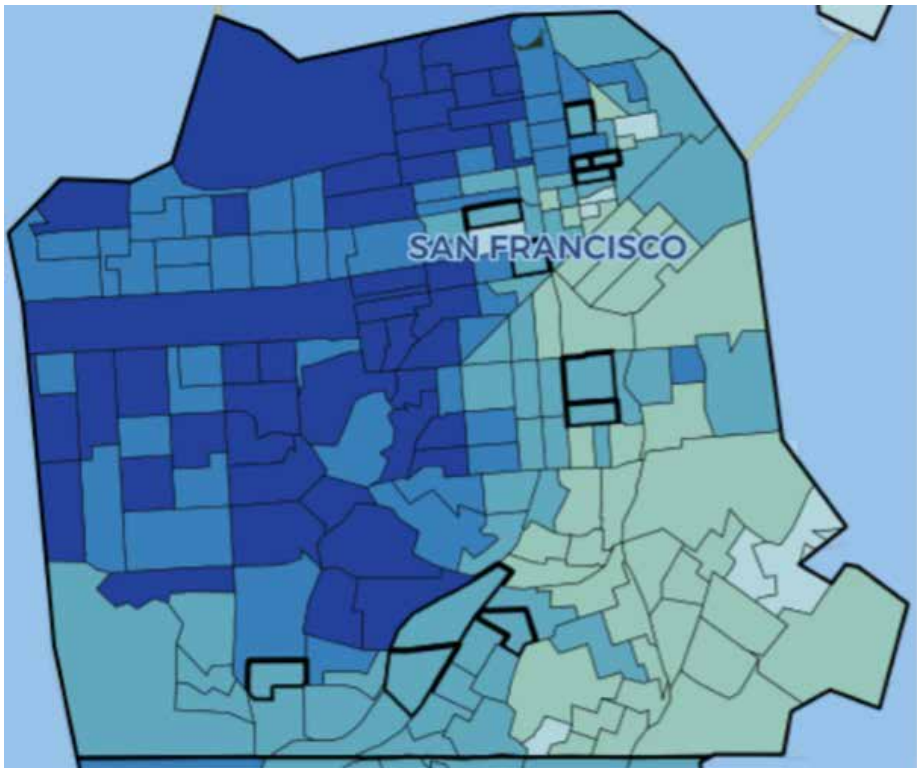


FIGURE 21: STATE OPPORTUNITY MAP BY CENSUS TRACT

Strategies Overview

The housing strategies and actions included in the Climate Action Plan are aligned with the Housing Element of the City's General Plan, and numerous other housing policy and implementation efforts. These plans support the needed retention of existing affordable housing to ensure community stability and increase in new housing production in San Francisco, particularly affordable and accessible housing, across all neighborhoods. The City's commitment to advancing racial and social equity, and prioritizing its vulnerable residents, is also inextricably linked to its housing policies and implementation. By both focusing resources and services in historically underserved areas and opening up affordable housing opportunities in higher-resource neighborhoods, San Francisco can leverage housing investments to build a more equitable and climate-resilient city.

Top Climate Solution:
Increase affordable compact infill housing production near transit.

H.1

STRATEGY

Anchor BIPOC families and advance their return to San Francisco through robust housing and stabilization programs.

WHAT WOULD SUCCESS LOOK LIKE?

Communities are stabilized throughout the city to the maximum extent possible, especially BIPOC and other low-and-moderate income households who have been disproportionately displaced in recent years.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$$: 10-100 million

CLIMATE METRIC

of incoming residents and # of displaced residents, annually

EQUITY METRIC

% BIPOC residents living in San Francisco

% of annual incoming residents that are BIPOC

% of displaced residents that are BIPOC annually

Supporting Actions

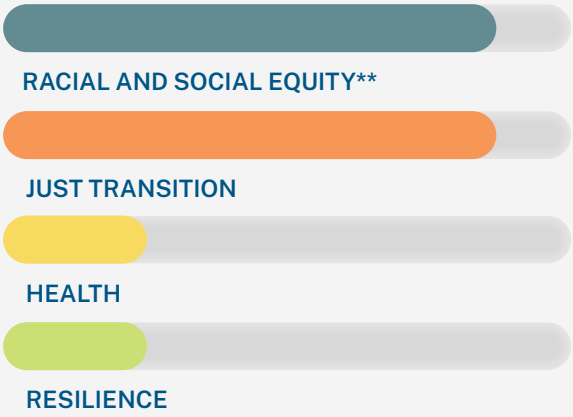
H.1-1 Leverage every housing action and investment to help reverse historic dispossession based on race, ethnicity, disability, or socio-economic status, and enable housing security for affected communities.

H.1-2 Prioritize affordable housing in cultural districts and areas with historically marginalized racial or ethnic communities to encourage their stabilization and return.

H.1-3 Expand tenant services including education, outreach, counseling, and legal and rent assistance to keep local residents and workers housed in San Francisco.

H.1-4 Initiate steps to increase housing production, particularly affordable and accessible housing, in higher opportunity neighborhoods that historically have been racially and economically exclusive.

COMMUNITY BENEFITS



STRATEGY

Support vulnerable populations and underserved communities through both the preservation and rehabilitation of existing housing and new housing development that serves their needs.

Housing

H.2

WHAT WOULD SUCCESS LOOK LIKE?

New housing development is built in high resource areas, and existing affordable and rent-controlled housing is rehabilitated without causing displacement. Vulnerable and underserved populations have access to both types of housing.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$$$: 100 million-500 million

CLIMATE METRIC

of existing residential units retrofit annually

EQUITY METRIC

% and # of new residential units serving vulnerable and underserved populations, % and # of existing residential units rehabilitated for vulnerable and underserved populations

Supporting Actions

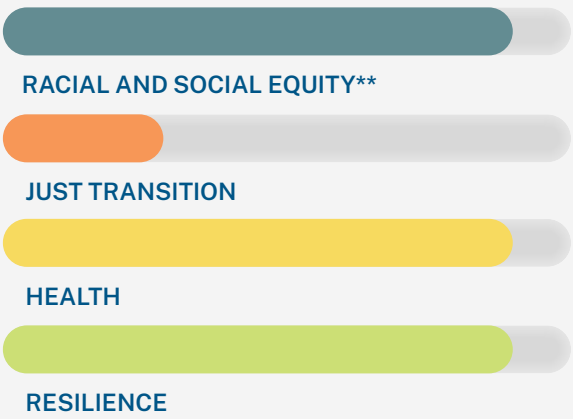
H.2-1 Provide funding and resources to help people who are unhoused or without stable housing become and stay safely housed.

H.2-2 Subsidize and develop incentives for building housing targeted towards vulnerable populations in high resource areas, especially along transit-rich, commercial, and social service corridors.

H.2-3 Initiate steps to fund the acquisition and preservation of existing, affordable, multi-family housing, with a goal of at least 400 units annually.

H.2-4 Secure federal, state, and local resources for accessibility, energy efficiency, decarbonization, and resilience upgrades in existing and new housing.

COMMUNITY BENEFITS



H.3

STRATEGY

Advance zoning and implementation improvements that support new housing production sufficient to meet goals, especially sustainable, small, mid-sized, family and workforce housing in lower density neighborhoods.

WHAT WOULD SUCCESS LOOK LIKE?

Increased percentage of San Francisco's housing production overall and affordable housing production specifically is in higher opportunity neighborhoods.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$: 0-1 million

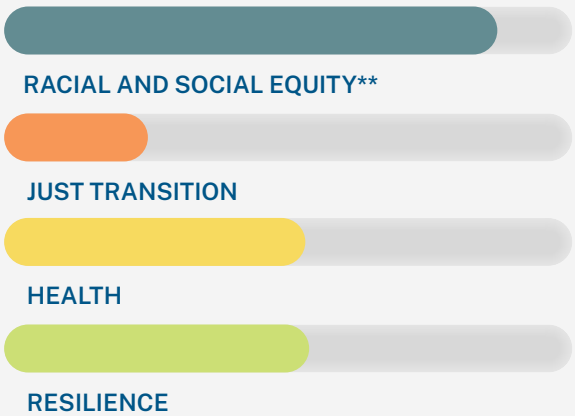
CLIMATE METRIC

of new housing units built proximate to transit each year, # of multi-unit projects approved in formerly R-1 and R-2 zoning

EQUITY METRIC

% BIPOC, low-, and moderate-income in higher resource neighborhoods

COMMUNITY BENEFITS



Supporting Actions

H.3-1 Study changes to increase multi-family housing in higher-resource neighborhoods and near transit, jobs, services, parks, high quality schools, and other amenities.

H.3-2 Develop additional approval and permit streamlining for new housing that exceeds inclusionary and sustainability requirements.

H.3-3 Address financial and educational barriers for lower income small property owners to add housing (such as Accessory Dwelling Units) and rehabilitate existing units that are healthy and resource efficient.

H.3-4 By 2025 establish codes and regulations that facilitate use of new materials (e.g. cross-laminated-timber) and new technology (e.g. modular housing) to lower costs and increase resource efficiency of construction.

H.3-5 Expand green construction training and apprenticeship programs to grow the local pool of skilled labor and reduce construction costs.

STRATEGY

Expand subsidized housing production and availability for low-, moderate-, and middle-income households.

Housing

H.4

WHAT WOULD SUCCESS LOOK LIKE?

The number of affordable housing units produced and preserved annually is increased compared to recent and historic averages and San Francisco achieves a higher share of its RHNA affordable housing targets than in the past.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$$$: 100 million-500 million

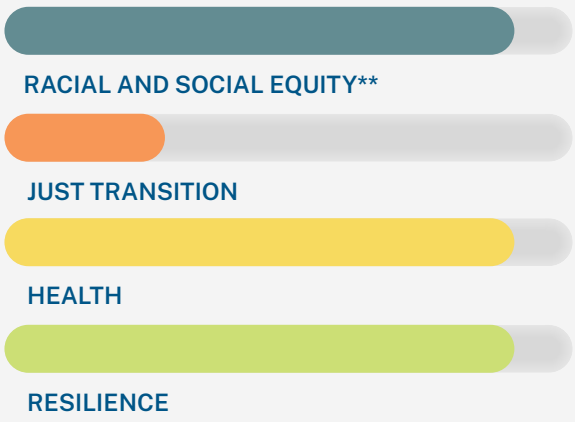
CLIMATE METRIC

of new affordable housing units built proximate to transit each year, # of affordable multi-unit projects approved in formerly R-1 and R-2 zoning

EQUITY METRIC

% new affordable housing units occupied by BIPOC

COMMUNITY BENEFITS



Supporting Actions

H.4-1 Meet Regional Housing Needs Allocation (RHNA) targets and requirements to affirmatively further fair housing by increasing production of affordable housing, especially for families with children, in both higher resource neighborhoods and Priority Geographies that have historically been home to lower income communities of color.

H.4-2 By 2025 renew and increase public and private funding for affordable housing as one-time bond funds and ERAF allocations are depleted.

H.4-3 Advocate for increased regional, state, and federal funding for affordable and green housing.

H.4-4 Identify cost cutting measures to make affordable housing developments in San Francisco more competitive for regional, state, and federal funding.

H.4-5 Continue to prioritize surplus City, enterprise agency, and other public land for affordable housing based on timing and financial feasibility.

Responsible Production & Consumption

Climate change is driven by the global production of the goods and services that people and organizations consume. Responsible production calls for companies to rethink how they produce goods, to cut down on waste and toxics, and support consumers in making purchasing decisions that reduce emissions.

San Francisco is a leader in pursuing zero waste and reducing exposure to harmful chemicals. While continuing to advance waste reduction, reuse, recycling, composting and community health, the City must also begin to address the lifecycle impacts of the products – including both goods and services – that flow in and out of San Francisco. Purchases made in San Francisco have global ramifications, including the production and release of harmful chemicals and pollutants that impacts communities.

SECTOR GOAL:

Reduce solid waste generation 15% by 2030

Reduce disposal to landfill by 50% compared to 2015 levels

Historically, San Francisco has used a sector-based inventory to track citywide emissions. Included in this inventory are emissions from fossil fuels used in the building and transportation sectors, and methane emitted from landfills. Sector-based inventories account for downstream emissions that take place in a given geographic area, but not the emissions generated by the creation and distribution of consumer products that go into that area. Known as upstream emissions, these can also be thought of as emissions that San Francisco outsources to other communities. In keeping with its commitment to equity and consideration of those who will impacted the most by climate change, this plan integrates actions to reduce emissions from production and consumption, recognizing the effect local and regional purchasing decisions have all over the world. A Consumption Based Emissions Inventory (CBEI) provides San Francisco with an expanded framework to assess and act to cut emissions, while aligning other activities with climate actions goals.

Accomplishments

Mandatory Recycling and Composting Ordinance

has resulted in 99% of all properties now being compliant for recycling and composting service

The city has kept more than **2.5 million tons** of food scraps and other organics out of the landfill for over 25 years

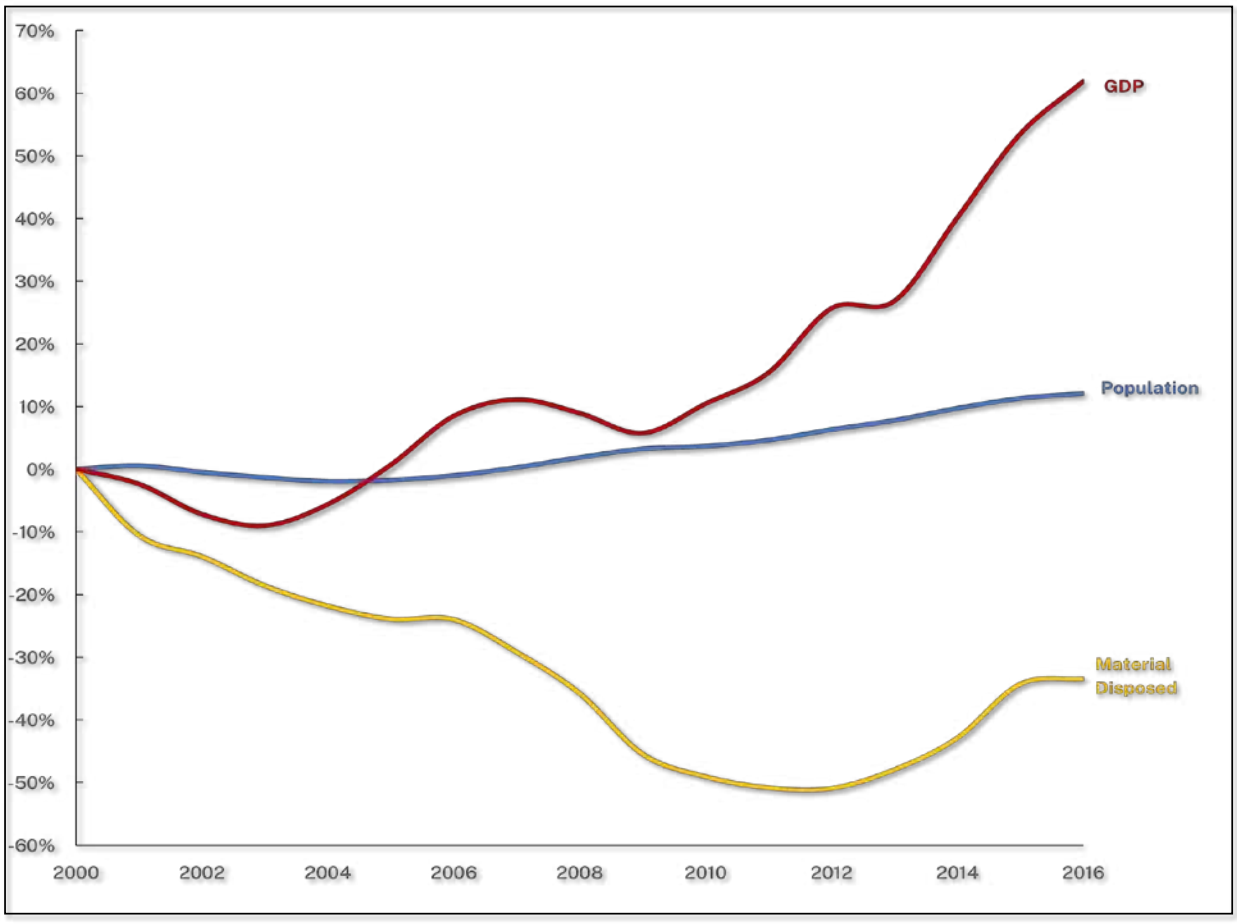
The city has kept more

3 million tons

of recyclables out of the landfill reducing virgin resource extraction and emissions

The city keeps more than **1 million tons** per year of construction and demolition debris out of landfills recycled into products that reduces virgin resource extraction and emissions.

FIGURE 22: MATERIALS DISPOSED IN SAN FRANCISCO



Climate and the Material Lifecycle

San Francisco's ambitious zero waste goal of sending nothing to landfill or incineration has led to an increase of reuse, recycling, and composting of discarded materials. While this has decreased emissions in the waste sector, it has missed accounting for emissions from consumption, specifically the purchase of new goods and services.

While San Francisco cut the amount of disposed materials in half after 2000, a growing population, changing consumption patterns, and a building boom began to reverse that trend in 2013, when the amount of disposed materials began to increase, substantially increasing upstream emissions. Setting Responsible Production and Consumption goals can decrease these upstream emissions and negative effects on the communities impacted by them, while transforming how goods and services are produced, delivered, and used, as well as how they are then reused, recycled, composted, and disposed.

The Roles of Producers and Consumers

Reframing San Francisco's zero waste success within a climate context requires holding producers responsible for the emissions of their goods and services. In this framework, producers can be incentivized to redesign their operations to reduce emissions across their supply chain. Further, they can help consumers prioritize lower-emissions decisions. Local, state, and federal policies, along with market forces, will continue to push producers to increase efficiency and innovate sustainable materials that have lower emissions.

This framework also helps consumers — including government and households — exercise agency in their purchasing decisions and behaviors. For instance, the City can reduce consumption impacts through its own procurement policies, and can create policies, programs, and educational initiatives to support consumers. Additionally, individual households can contribute by shifting their consumption patterns and expressing demand for better, local, and low-carbon goods and services that do not outsource emissions to other communities.



Fix-It and Repair Opportunities Can Catalyze a Materials Reuse and Repair Economy

A New Call to Action

Moving forward, the City will work on reducing climate impacts of the top goods and services categories identified through the CBEI. San Francisco has long promoted climate action through behavior change: zero waste policies, programs, and educational efforts have reduced the amount of materials generated, including recyclables, compostable, as well as products that go to landfills (Figure 22). It is possible to meet these commitments and tackle a broader scope of global emissions through the production and consumption framework.

Supporting Equity and Expanding Access

Implementing responsible production and consumption strategies reduces lifecycle emissions while providing direct community benefits to San Franciscans and people from across the region and world who produce and ship goods to the city. For example, the recovery, reuse, and repurposing of resources that might go to waste, including food, used furniture, construction materials, and clothing, can be redistributed to communities in need. Further, industries that create materials and reuse and repair existing materials provide opportunities to create meaningful local jobs.

Strategies that support sourcing local and regional foods and goods can reduce emissions and air pollution related to transport. Local production also strengthens resilience. Due to the COVID-19 pandemic, some goods have become scarce as global supply chains continue to be strained. Local production can improve San Francisco's ability to adapt and respond to future pandemics and natural disasters.

Strategies Overview

Responsible Production and Consumption strategies address key product categories identified by the CBEI and seek to engage the wider community on implementation:

Building materials and construction activities

- Many building products use virgin material, which have tremendous climate impacts from extraction, production and shipping.
- Strategies aim to reduce the climate impacts of construction products and materials by p romoting reusing and extending the useful life of existing buildings and their components. This also reduces waste.

Food

- Producing, shipping and wasting food generates significant global emissions.
- Strategies aim to shrink the climate impacts of the food system by reducing waste, promoting climate friendly diets, and getting excess food to those in need.

Everyday goods and consumer products

- Clothing, textiles, electronics, foodware, paper, and plastic can all drain resources and generate huge amounts of waste. They are also relatively energy intensive and therefore generate significant emissions.
- Strategies focus on promoting the reduction, reuse, repair, and recovery of a range of goods and materials.

Air travel

- Aviation and associated emissions are not included in the traditional sector-based emissions inventory. SFO International Airport plans to implement policies and programs to reduce emissions from airport fuels and operations.

Top Climate Solution:

Reduce food waste and embrace plant-rich diets.



Did you know?

Co-Benefits of Climate Action: Reducing the carbon footprint of the food system by reducing waste, promoting climate-friendly diets, and getting excess food to communities in need could result In:

REDUCED HEALTH COSTS

$1.87M

Due to reduced food waste-related transportation emissions

Responsible Productions & Consumption

RPC.1

STRATEGY

Achieve total carbon balance across the buildings and infrastructure sectors.



WHAT WOULD SUCCESS LOOK LIKE?

By 2030 buildings contstructed will have a 40% reduction in embodied carbon.

GHG REDUCTION POTENTIAL BY 2030

Not Available

ESTIMATED COST BY 2030

Not Available

CLIMATE METRIC

TBD

EQUITY METRIC

Tons of rescued building materials received by non-profits and small businesses in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS

- RACIAL AND SOCIAL EQUITY**
- JUST TRANSITION
- HEALTH
- RESILIENCE

Supporting Actions

RPC.1-1 Between 2024-2026, phase in policies to reduce embodied carbon more than 10% per project by addressing at least three product categories or building assembly types.

RPC.1-2 By 2025, develop a suite of incentives, policies, and/or guidelines for adaptive reuse of existing buildings, as well as the design and procurement of low-carbon structural materials for new construction.

RPC.1-3 By 2025, establish a maximum allowance for embodied carbon of buildings, to be adjusted at regular intervals.

RPC.1-4 By 2025, amend existing policies to require deconstruction of buildings and increase the source separation of specific materials.

RPC.1-5 By 2025, engage with designers, landlords, and lessees to develop guidelines for tenant improvement projects that reduce excess material purchases and support reuse distribution channels.

RPC.1-6 By 2025, create a policy framework to expand and cultivate regional building material reuse markets that support workforce development, small business enterprises, and entrepreneurial innovation.

RPC.1-7 By 2030, advance best practices for “Design for Disassembly” and “Buildings As Material Banks” by creating implementation resources in partnership with global cities, and pilot at least one municipal project to maximize the value of carbon already invested in buildings.







RETHINKING HOW WE USE COMMON BUILDING MATERIALS AND CONSTRUCTION ASSEMBLIES PRESENTS MANY OPPORTUNITIES TO REDUCE EMBODIED EMISSIONS





Responsible Productions & Consumption

RPC.2

STRATEGY

Reduce the carbon footprint of the food system by reducing waste, promoting climate friendly diets, and getting excess food to communities in need.

WHAT WOULD SUCCESS LOOK LIKE?

Amount of food waste is cut in half by 2030, sending as much as possible to communities in need.

GHG REDUCTION POTENTIAL BY 2030

Not Available

ESTIMATED COST BY 2030

$$: 1-10 million

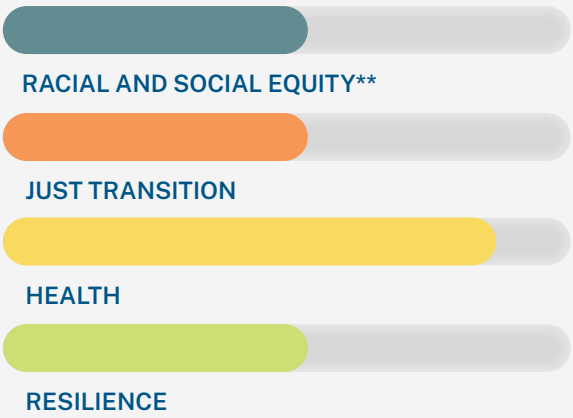
CLIMATE METRIC

Tons of excess food or food scraps generated and tons of food disposed to landfill and incineration.

EQUITY METRIC

Tons of recovered food donated to San Francisco CBOs in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

RPC.2-1 By 2030, reduce food waste by 50% in alignment with the City's voluntary commitment to the Pacific Coast Collaborative initiative by implementing food waste reduction guidelines and recommendations in partnership with food retail, distributors, and manufacturers.

RPC.2-2 By 2022, continue implementing and scale the Kitchen Zero SF pilot program, which reduces food waste by tracking over-purchasing by food generators, and redirects otherwise wasted food to communities in need, including providing recovered fresh produce to communities with limited access.

RPC.2-3 By 2024, adopt a Food Waste Prevention and Edible Food Recovery policy and develop a program and incentives structure for compliance and monitoring in alignment with California's State Bill 1383 food recovery regulations.

RPC.2-4 By 2023, form strategic partnerships between SF Environment's Green Business Program, City agencies, and hospitality and food industry organizations to reduce over-purchasing of food and encourage lower-carbon intense menu choices.



RPC.2-5 By 2024, develop guidance in partnership with other municipal agencies to implement city procurement of food in alignment with the five core values put forth by the Good Food Purchasing Program (GFPP): developing local economies, improving health, valuing the workforce, considering animal welfare, and environmental sustainability, including regenerative agriculture.

RPC.2-6 By 2025, San Francisco Department of Public Health will ensure the Zuckerberg San Francisco General and Laguna Honda Hospitals meet a 20% reduction in carbon and water footprints by implementing sustainable food purchasing standards that ensure food procurement aligns with the core values of the GFPP.

RPC.2-7 By 2030, San Francisco Unified School District will continue to build upon its adopted resolution to participate in the GFPP, aiming to procure food locally and from minority owned businesses and farms, switch entrees to lower-emissions alternatives, reduce over-purchasing of food, and donate meals to communities in need.





San Francisco-based nonprofit Farming Hope manages a garden-to-table job training program for formerly incarcerated or homeless citizens. Through the KitchenZeroSF program (RPS.2-2), they are able to receive donated surplus produce from Imperfect Produce/ Imperfect Foods for their operations.

Responsible Productions & Consumption

RPC.3

STRATEGY

Promote reduction, reuse, repair, and recovery of goods and materials.



WHAT WOULD SUCCESS LOOK LIKE?

By 2030, through a combination of policy, education and outreach, and new infrastructure solutions, San Francisco cuts its generation of discards by 15%, and the disposal of discards to landfill and incineration by 50%.

GHG REDUCTION POTENTIAL BY 2030

Not Available

ESTIMATED COST BY 2030

$$: 1-10 million

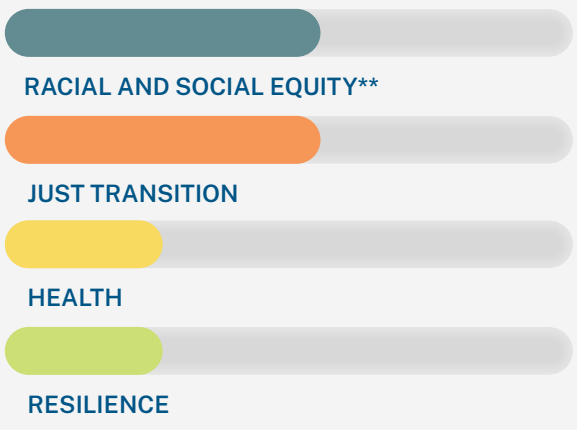
CLIMATE METRIC

Tons of excess non-food and non-building materials generated and tons disposed to landfill and incineration.

EQUITY METRIC

of affordable housing and small business sites that have removed or reduced contamination charges

COMMUNITY BENEFITS



Supporting Actions

RPC.3-1 By 2023, reduce use of non-reusable foodware by requiring, incentivizing, supporting and/or promoting reusables for on and off-site dining (to-go or delivery).

RPC.3-2 By 2023, reduce, reuse, and repair, by requiring take-back and resale of used clothing, and promoting donation and longevity of used apparel and textiles.

RPC.3-3 By 2024, encourage or facilitate inclusive and networked neighborhood-scale projects such as lending libraries, repair clinics, and reuse exchanges for tools, equipment, electronics, furniture and other goods that reduce production and consumption of goods.

RPC.3-4 By 2024, expand outreach, education, and incentives for paper and plastic use reduction by supporting businesses and institutions in their transition to more reusable and plastic-free packaging and digital forms of communication; support policies to extend producer responsibility to reduce and recover packaging.

RPC.3-5 Increase compliance with mandatory construction and demolition debris recovery (newly amended Environment Code Chapter 14) and mandatory recycling and composting (Environment Code Chapter 19) to increase recovery and reduce disposal while providing economic and social benefits such as local jobs and reduced illegal dumping.

RPC.3-6 By 2025, advance opportunities, programs and policies within the city, neighborhoods, industrial and corporate campuses, and SFO airport to maximize material recovery.



STRATEGY

Lead the aviation sector by reducing emissions across the airline passenger journey.

Responsible Productions & Consumption

RPC.4

WHAT WOULD SUCCESS LOOK LIKE?

GHG emissions associated with all SFO ground fleet operations and landing/ takeoff of aircraft have been reduced and aircraft fuels procured by air carriers are sustainable aviation fuels.

GHG REDUCTION POTENTIAL BY 2030

Not Available

ESTIMATED COST BY 2030

Not Available

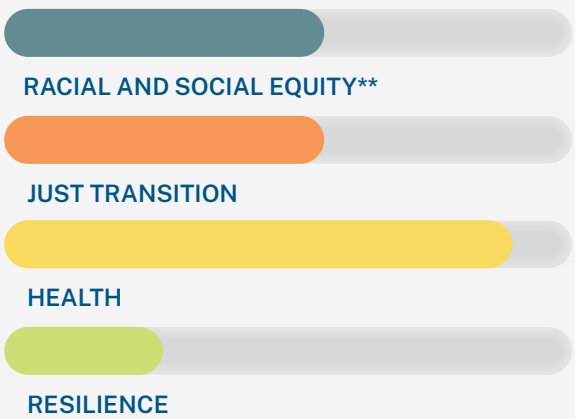
CLIMATE METRIC

Gallons of Sustainable Aviation Fuels procured.

EQUITY METRIC

TBD

COMMUNITY BENEFITS



Supporting Actions

RPC.4-1 SFO will encourage and incentivize, where viable, switching aviation sector fuel to low carbon sources for both air and ground fleets.

RPC.4-2 SFO will continue its leadership and partnership with airlines to work to replace up to 50% of its fuel supply with Sustainable Aviation Fuels by 2050.

RPC.4-3 SFO will explore how to expand its Scope 1 and 2 carbon mitigation and offset program, to also consider qualified soil carbon sequestration as well as other sequestration projects where viable and as an accepted best practice.

Healthy Ecosystems

Healthy ecosystems provide nature-based solutions to climate change by sequestering carbon from the atmosphere and storing it in plants, trees, and soil. Stewardship of the city's natural resources helps restore biodiversity and provides a healthy environment that benefits all San Franciscans.

Healthy Ecosystems deploy nature-based solutions, including ecological management, restoration, urban forestry, and regenerative agriculture to sequester emissions that cannot be eliminated by actions in other sectors. Globally, nature-based climate solutions can provide 37% of the mitigation needed by 2030 to limit temperature rise.[51] Urban ecosystems and nature-based solutions can offer important pathways for sequestering carbon while protecting and restoring healthy, biodiverse ecosystems, natural areas, and urban forests to ensure a nature-rich city that can be enjoyed by everyone.

SECTOR GOAL:

Continual use of nature-based solutions to sequester emissions and support biodiversity.

CONTEXT

The Ramaytush Ohlone, the original peoples of the San Francisco Peninsula, have lived in harmony with nature for millennia. Integrating Indigenous Traditional Ecological Knowledge into how the city's lands, waters, and its population are cared for advances sustainability and climate goals. San Francisco has adopted plans and programs that lay actionable steps for greening the city, restoring biodiversity, and improving community resilience.[52] Key examples include the 2018 Biodiversity Resolution, the Significant Natural Resource Areas Management Plan, and decades of work by the San Francisco Urban Forestry Council. These plans and policies aim to increase public access to nature, protect biodiversity, and support green infrastructure and other vital ecosystem services. Healthy Ecosystems strategies and supporting actions leverage these efforts to create crucial carbon sequestration tools that will help the City meet climate goals and create other community benefits.

Beyond the 49 square miles of the city boundaries, San Francisco owns land in surrounding counties, including watershed lands that protect water supplies,

Accomplishments

Completed the pilot block installation of the

Sunset Blvd Biodiversity Master Plan

supporting SF native plants and pollinators

12 miles

of trails created through parks to enjoy nature, vistas, and views

98%

of green waste have been repurposed into landscape materials and returned to our parks

20,000

native and climate resilient plants were planted in parks in 2020

and support many rare and endangered species. Continued resource management best practices, such as grassland restoration, rare species conservation, and invasive plant management ensure these natural lands will continue to store carbon on a much larger scale than the City itself could.

Using nature-based systems to sequester carbon

Implementing ecologically regenerative agricultural practices — commonly referred to as "carbon farming" — on working lands located outside the city can serve as critical tools to mitigate climate change.[53] Examples of best management practices include riparian or other woody vegetation restoration to sequester carbon and help offset emissions along with fuels management to reduce the risk of high intensity wildfires to ensure that these lands continue to sequester carbon. Our scientific understanding of carbon storage capacity from natural ecosystems has become more robust and these solutions will be increasingly important to offset the emissions the City cannot eliminate completely to meet its 2040 net-zero emissions goal. However, climate change is a stressor on ecosystems and can potentially reduce their ability to sequester carbon.

For years, organic discards collected through the City's zero waste program ("green bins") have been used to create nutrient-rich compost which has traditionally been sold to regional agricultural operations, creating a circular flow of materials, and reducing emissions by keeping organics out of landfills where they emit methane. While still an emerging practice, studies show that applying high-quality compost to farmlands and pasturelands can significantly increase the soil's ability to sequester carbon from the atmosphere, offering another opportunity to leverage zero waste

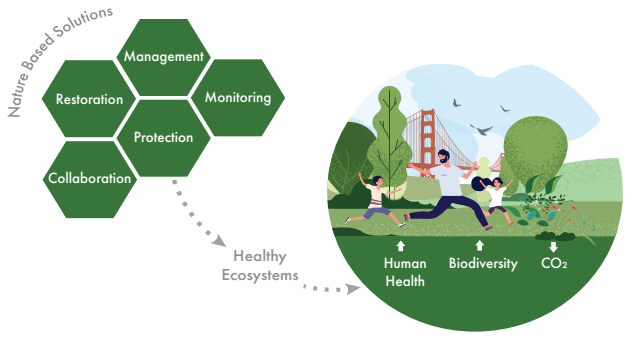


FIGURE 23: RELATIONSHIP BETWEEN HEALTHY ECOSYSTEMS, HEALTH, BIODIVERSITY, AND CLIMATE

efforts to support climate action. The City is working with external partners to study and improve compost application practices.

Climate action and biodiversity

As climate change continues to threaten all aspects of society, the Earth's biodiversity is also in crisis.[55,54] Species are being lost at a rate 1,000 times greater than at any other time in recorded human history.[56] San Francisco is a global biodiversity hotspot, defined both by great biological diversity, and by the ongoing threat of human-caused impacts, such as expanding population and development patterns.[57] Dedicating lands and green space for carbon sequestration can restore and protect the region's undeveloped natural lands, allowing biodiversity to thrive. San Francisco's commitments to marrying biodiversity protection with climate action aligns with global efforts. State and federal governments, as well as C40, the global network of megacities, have set goals to conserve 30% of lands and coastal waters by 2030, both for robust biodiversity and to cut emissions.[58,59]

> **"Biodiversity loss and climate change are both driven by human economic activities and mutually reinforce each other. Neither will be successfully resolved unless both are tackled together.**
>
> -Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services & Intergovernmental Panel on Climate Change

Generating community health benefits

As San Francisco works to meet its climate goals, it can also meet the need for residents to connect to nature and enjoy safe, green places to walk, meet and build community. For instance, planting street trees sequesters carbon and can support local biodiversity, while urban forestry has many other benefits, such as clean air, cooling, stormwater management, enhancing neighborhood beauty and improving quality of life. Planting street trees also produces benefits that support other sectors; for example, by making streets more pleasant for walking, and by providing shading for buildings, which reduces the energy and associated emissions required to keep them cool.

Many studies have shown that natural environments enhance health and encourage healthy behaviors and there is a growing body of literature on the mental and physical benefits of spending time outdoors.[60] For instance, children who go to school in areas with green space tend to do better in school.[61] During the pandemic, when San Franciscans were unable to gather indoors, access to greenspace was critical for community health and resilience. Healthy Ecosystems not only mitigate climate change, but also help ecosystems and communities adapt. Additionally, protecting and restoring healthy, biodiverse ecosystems, and promoting smart and equitable urban forestry ensures environmental benefits are justly distributed to
all San Franciscans.

Equity and governance

To be successful, proposed healthy ecosystem strategies and activities will require extensive engagement and partnership with stakeholders, including but not limited to: BIPOC communities, agencies representing different jurisdictional boundaries, and private entities. Ongoing and future and efforts must demonstrate a strong commitment to inclusive processes to ensure equitable outcomes.

While carbon sequestration and ecosystem conservation are mutually beneficial, in some situations there may be a conflict between the two goals. If, for example, a highly biodiverse California native grassland were planted with fast-growing eucalyptus trees to support sequestration goals, this would destroy the site's indigenous biodiversity and long-term ecological resilience; it could also make the landscape more susceptible to fires, which would release stored carbon. Conversely, in some cases non-native trees may be preferable for the urban landscape, as years of experience have identified species that are able to thrive in the harsh conditions of sidewalk tree planting.

Acknowledging these tensions, Healthy Ecosystems strategies and supporting actions leverage established best practices of urban greening and ecosystem restoration to clarify trade-offs and identify synergies to achieve shared goals.

Strategy Overview

San Francisco already has ambitious plans to grow its urban forest and protect its biodiversity. Healthy Ecosystems climate strategies leverage these efforts for carbon sequestration. These strategies work together by strengthening collaborations and partnerships, increasing community participation in nature-based solutions, and maximizing nature-based resources to sequester carbon.

Increasing collaboration includes strengthening relationships with American Indian organizations, federal and state governing entities and deepening ties among the City agencies engaged in this work. Healthy Ecosystem collaborators will pilot projects to gain better understanding of the carbon storage potential of San Francisco's agriculture lands.

Identifying funding streams will be crucial to the success of each interwoven strategy. Additional funding will ensure that all community members benefit from this work, especially those areas of the city that have fewer trees and less green and open space than other San Francisco neighborhoods.

Top Climate Solution:
Enhance and maintain San Francisco's urban forest and open space



Did you know?

Co-Benefits of Climate Action: Maximizing trees and other urban greening throughout the public realm can result in:

INCREASED PROPERTY VALUES	REDUCED HEALTH CARE COST
$92M (2021-2050)	**$422,000** (2021-2050)

Healthy Ecosystems

HE.1

STRATEGY

Advance citywide collaboration to continually refine nature-based climate solutions that sequester carbon, restore ecosystems and conserve biodiversity.

WHAT WOULD SUCCESS LOOK LIKE?

All relevant agencies are engaged in a properly resourced collaboration that makes substantial and measureable annual progress on soil carbon sequestration and biodiversity projects.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$: 0-1 million

CLIMATE METRIC

of City sequestration and biodivesity projects implemented

EQUITY METRIC

policies and plans evaluated and improved using racial equity tools

COMMUNITY BENEFITS

- RACIAL AND SOCIAL EQUITY**
- JUST TRANSITION
- HEALTH
- RESILIENCE

Supporting Actions

HE.1-1 By 2022, complete the Alameda watershed carbon case study and quantify the value of carbon storage provided by protecting this natural area.

HE.1-2 By 2022, launch the municipal soil calculator and initiate an assessment of the potential for all City owned lands to sequester carbon while maximizing indigenous biodiversity.

HE.1-3 By 2023, City departments should develop their own policies and procedures to assess carbon sequestration opportunities for capital projects, prioritize biodiversity and green infrastructure, and maximize local native plants. Departments should work together in the Biodiversity Interagency Working Group to create shared policies and procedures where possible.

HE.1-4 By 2025, develop best practice guidelines for improving or maintaining carbon sequestration and retention in soils, plants and natural habitats, while preserving biodiversity and ecosystem services.

HE.1-5 By 2025, incorporate carbon sequestration and biodiversity conservation findings into a Carbon Sequestration and Ecosystem Restoration Strategy for City land and watershed management, consistent with agencies' existing plans and policies.



STRATEGY

Increase equitable community participation and perspectives in nature-based climate solutions, including meaningful efforts to prioritize Indigenous science and Traditional Ecological Knowledge.

Healthy Ecosystems

HE.2

WHAT WOULD SUCCESS LOOK LIKE?

The City will continue to provide and expand access to nature-based climate solution training, education and oppportunities for all San Franciscans especially BIPOC communities.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$: 1-10 million

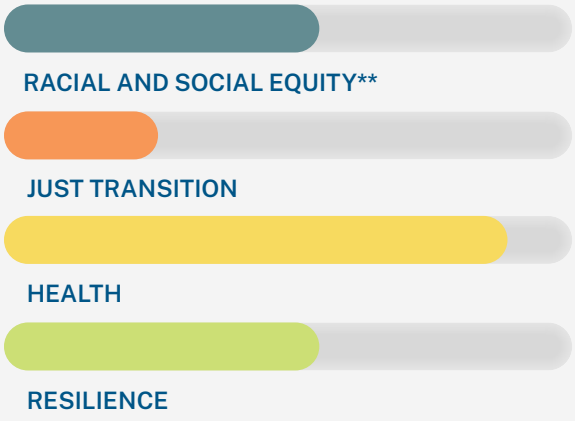
CLIMATE METRIC

of people engaged during trainings and outreach campaigns

EQUITY METRIC

of acres dedicated for American Indian stewardship

COMMUNITY BENEFITS



Supporting Actions

HE.2-1 The City will engage American Indian tribes, cultural bearers, neighborhood organizations, local businesses, the San Francisco Unified School District, and non-profit organizations during the planning and implementation of greening projects, including for the purpose of local hiring and workforce development.

HE.2-2 By 2022, establish an inter-jurisdictional working group of American Indian representation, federal and state parks agencies, cultural districts, local non-profits, and educational and research institutions, dedicated to nature-based solutions, focused on resilience and biodiversity conservation.

HE.2-3 The City will honor Indigenous knowledge from the original stewards of these lands (Yelamu) and create strong partnerships through meaningful engagement with the Ramaytush Ohlone and the American Indian community to participate in stewardship of lands managed by San Francisco.

Healthy Ecosystems

HE.3



STRATEGY

Restore and enhance parks, natural lands and large open spaces.

WHAT WOULD SUCCESS LOOK LIKE?

Natural lands management is fully resourced, so that existing lands can be continually improved and new lands added on an ongoing basis that are also sufficiently resourced for management and restoration.

GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$: 10-100 million

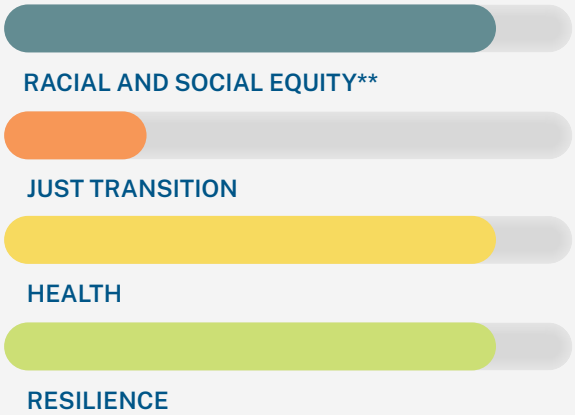
CLIMATE METRIC

of acreage improved AND restored for carbon sequestration and biodiversity.

EQUITY METRIC

% natural areas added or restored through community-endorsed processes in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

HE.3-1 By 2030, explore expansion of the City's natural areas preservation system through land transfers and acquisitions of undeveloped/unprotected private and public lands.

HE.3-2 By 2030, continue improving management of existing salt marshes and explore expanding restoration acreage of degraded Bayshore properties owned by the Port and Recreation and Parks at India Basin and at Candlestick State Recreation Area.

HE.3-3 By 2025, create a 3-acre horizontal levee at Heron's Head Park.

HE.3-4 By 2030, restore and create 173 acres of natural ecological parkland on Yerba Buena and Treasure Islands, including implementing the Yerba Buena Island Habitat Management Plan.

HE.3-5 By 2030, restore 100+ acres of upland and wetland habitats at the San Bruno Jail and SFO West of Bayshore Properties.



STRATEGY

Optimize management of the city's entire urban forest system.

Healthy Ecosystems

HE.4

WHAT WOULD SUCCESS LOOK LIKE?

Typology-based goals and targets are fully developed and balanced with land management objectives and being carried out across the entire city.

GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)

ESTIMATED COST BY 2030

$$$: 10-100 million

CLIMATE METRIC

Plans, policies and annual monitoring are fully funded and being implemented.

EQUITY METRIC

# of organizations representing BIPOC communities in plan development

COMMUNITY BENEFITS

- RACIAL AND SOCIAL EQUITY
- JUST TRANSITION
- HEALTH
- RESILIENCE

Supporting Actions

HE.4-1 By 2023, encourage City agencies to develop guidelines for tree species selection and management procedures that incorporate community resilience, carbon sequestration, and ecosystem services and biodiversity, consistent with City agencies' strategic plans and goals.

HE.4-2 By 2023, pending availability of resources, standardize urban forestry and greening data collection (including street tree census and canopy coverage), and complete the Urban Forest Master Plan Phases 2 (Parks and Open Space) and Phase 3 (Private Lands and Backyards).

HE.4-3 By 2023, continue and, if applicable, expand urban wood waste diversion to maximize carbon sequestration and conserve landfill space.

Healthy Ecosystems

HE.5



STRATEGY

Maximize trees throughout the public realm.

WHAT WOULD SUCCESS LOOK LIKE?

The public realm is fully "built-out" in terms of urban forestry and community greening, so that everyone has immediate access to nearby nature.

GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$: 10-100 million

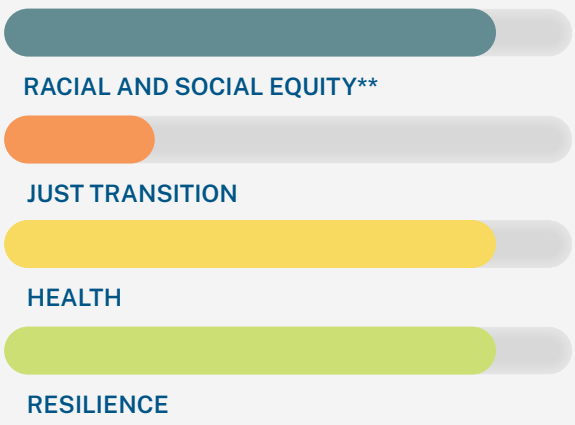
CLIMATE METRIC

Count of trees planted and area (sq ft) of public realm installed with native, climate appropriate greening.

EQUITY METRIC

% trees planted in communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

HE.5-1 By 2040, plant 30,000 street trees in the sidewalk tree wells, approximately a 25% increase, to complete the street tree network.,

HE.5-2 By 2030, maximize, where woody vegetation is appropriate, planting coast live oak and other native trees and arborescent shrubs throughout the entire public realm.

HE.5-3 By 2023, create a City-managed and-dedicated street tree nursery.

HE.5-4 By 2023, create a policy to require preservation of mature trees during development or infrastructure modifications and for planting of basal area equivalent of mature trees whose removal is unavoidable.



STRATEGY

Maximize greening and integration of local biodiversity into the built environment.

Healthy Ecosystems

HE.6

WHAT WOULD SUCCESS LOOK LIKE?

City and community greening in the built environment with local native plants has become routine

GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$: 10-100 million

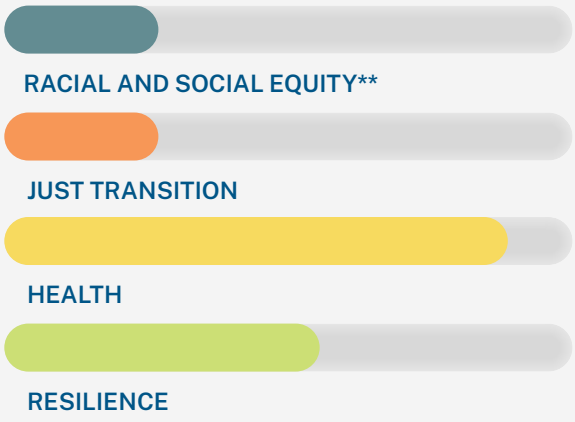
CLIMATE METRIC

Count of acreage improved AND restored for carbon sequestration and biodiversity.

EQUITY METRIC

% incentives distributed to communities with environmental justice burden as identified in EJ Communities Map*

COMMUNITY BENEFITS



Supporting Actions

HE.6-1 By 2023, establish a measurable and geographically specific target for daylighting San Francisco creeks.

HE.6-2 By 2023, create permanent code and financial incentives for nurseries to sell local natives and for private property owners to preserve green space, protect existing mature trees and shrubs, plant local natives, and install living roofs and walls.

HE.6-3 By 2026, maximize revegetation of degraded City and State major expressway, highway and rail corridors with hardy, low-maintenance trees and shrubs.

HE.6-4 By 2025, create a City-owned and managed local native plant nursery that supplies plants annually to City agencies that do not currently have access to local native plants.

HE.6-5 By 2030, maximize replacing concrete to create more biodiverse green space on public land.

HE.6-6 By 2030, build 10 pollinator habitat landscapes at public housing sites.

HE.6-7 By 2030, fully implement the Sunset Boulevard Biodiversity Master Plan by planting native grasses, trees and shrubs for habitat and climate resilience.

HE.6-8 By 2030, develop and implement science-based recommendations for creating ecological corridors where feasible.

Healthy Ecosystems

HE.7



STRATEGY

Conduct carbon sequestration farming pilot projects and research.

WHAT WOULD SUCCESS LOOK LIKE?

Appropriate carbon sequestration projects have been piloted and have become best practice on city, private and other public owned land.

GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 $mtCO_2e$

ESTIMATED COST BY 2030

$$$: 10-100 million

CLIMATE METRIC

Appropriate carbon sequestration Acres of soil sequestration projects implemented.

EQUITY METRIC

of projects which include Indigenous science and/or Traditional Ecological Knowledge

Supporting Actions

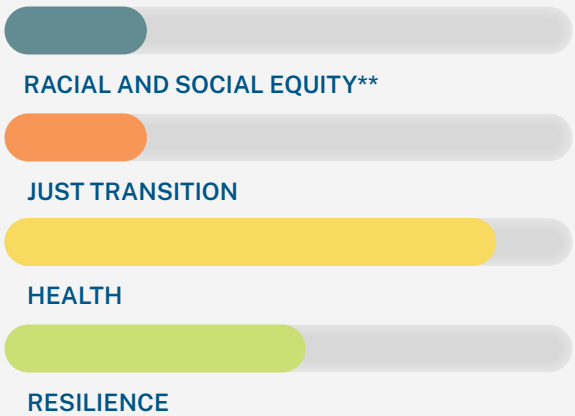
HE.7-1 By 2024, apply approximately 500 wet tons of biosolids per year as a soil amendment and to sequester carbon on newly identified sites such as mine reclamation projects in Northern California.

HE.7-2 Improve compliance with Mandatory Composting (Environment Code Chapter 19 and SB 1383) and optimize organics processing to increase the quantity and quality of compost produced to support soil carbon sequestration activities.

HE.7-3 By 2030, pilot appropriate carbon sequestration techniques as part of ongoing ecological restoration of degraded habitats within SFPUC lands.

HE.7-4 By 2025, SFO will expand its carbon mitigation and offset program to include soil carbon sequestration projects, where viable.

COMMUNITY BENEFITS





SECTION 6:

NEXT STEPS FOR IMPLEMENTING THE CAP



The CAP is a roadmap for meeting the City's emissions reduction goals while advancing equity and other critical priorities. Successful implementation will call for government, the private sector and engaged communities to work together to address the climate emergency. Recommended actions must be carried out swiftly, efficiently, and democratically.

Meeting the challenges of climate change and implementing the CAP will call for courage and sustained commitment from political leaders, businesses, community organizations, and residents. Desired outcomes can be accelerated by strategically leveraging planned investments in energy, buildings, transit, housing, and greening efforts. Sufficient funding and expanded stakeholder engagement will be necessary to move from vision to reality.

Ongoing and transparent reporting on key performance indicators, which is to occur annually, will be critical to measure progress against goals and allow for adjustments based on changing conditions. Future CAP updates will occur once every five years and will capture new and ongoing gaps and concerns.



Community supporters gather after the Board of Supervisors vote to pass the 2019 climate emergency resolution.

LEVERAGING OTHER INVESTMENTS

The 2021 Climate Action Plan builds on decades of experience and the momentum created by complementary efforts to reduce emissions and advance equity. It reflects other plans and policy priorities, and identifies technical and financial opportunities, as well as challenges, for accelerated decarbonization.

The adoption of the CAP does not, by itself, fund or authorize implementation of any specific projects or polices, but rather provides a roadmap to achieve equitable climate goals. Although they may be included or referenced in other City plans, many of the CAP's proposed actions will require legislative approvals. Further, any new actions will be required to undertake all appropriate legal, environmental, and technical analysis.

For example, Building Operations actions such as "BO 2-2: electrification at time of replacement," will require extensive stakeholder engagement, legal analysis and environmental review to create new legislation. Similarly, some Transportation and Land Use actions, such as "TLU 1-1: Fund and implement the recommendations of the ConnectSF Transit Corridors Study" are sourced from distinct planning efforts, so must ultimately follow their own timelines, decision making, and approval processes in accordance with the plans and recommendations from which they are drawn. Importantly, for any proposed action to become reality, capital and operational funding options must be vigorously explored, identified, and expanded.

FUNDING THE CAP

After CAP adoption, the City will continue working on actions that already have political authorization, fiscal support and environmental clearance; however, identifying adequate funding sources and undertaking any required technical, legal, and environmental review will be crucial for implementing other strategies. Particularly for actions where costs are borne by citizens and businesses or where federal support is lacking, efforts will be made to structure and phase in actions to control costs for private entities. However, to achieve CAP goals, investment levels must be strategically increased far beyond leveraging existing sources of funding.

These initiatives frequently rely on a multitude of funding streams made of local, regional, state, and federal sources. Securing these funds is highly competitive and often lacking, which means they may not be a dependable source to meet the City's needs. In many cases, cities and states cannot afford to address climate change and cut emissions on their own. External support, from state and federal governments, is needed more than ever. Other challenges include the fact that

many climate actions do not have a traditional return on investment that can attract private capital. Additionally, there will always be many competing demands on limited public sector funding.

The recent commitment of City funds will be used to assess the costs of implementing specific actions, investigate various funding and financing mechanisms, and make specific recommendations for moving forward. City departments and other key stakeholders, including business and labor voices, financial advisors, and legal and policy experts will collaborate to research and analyze reliable financing models and identify the most promising options.

This process will rely on preliminary work done to outline potential funding sources and will grow to include quantifying potential funding from each source and clarifying how much implementing each strategy will cost (See **Appendix G** for full technical summary). Overall, recommended next steps include:

1. Create an interdepartmental climate finance working group to assess the economic, social, political, and administrative viability of securing new funding sources.
2. Develop a detailed cost estimate for implementing CAP actions (beyond high-level estimates in the CAP).
3. Identify all opportunities to fund CAP strategies from existing funding sources and approved measures.
4. Assess which CAP strategies are not funded or partially funded to identify funding gaps.
5. Investigate a new tax (carbon tax, food tax) and/or increase existing taxes (sales tax, property tax) as a major contributor to reducing funding gaps.
6. Seek out and apply for relevant federal, state, and local grant opportunities which can serve as important seed funding for implementing CAP strategies or other supporting activities such as community engagement or technical analysis.

MONITORING, EVALUATION, AND REPORTING (MER)

Upon completion of the CAP, the City will create and share a robust monitoring, evaluation, and reporting (MER) system that enables stakeholders to track key metrics and understand progress toward targets and goals.

SF Environment will work with key City agencies to establish a governance process, accompanied by a public facing dashboard to report on progress toward implementing the CAP. The dashboard will track climate and equity metrics, which were proposed in Section 5. The metrics are drafts and subject to change, based on multiple factors including: availability of data; introduction of better or higher quality data to quantify impacts; further engagement and discussion with additional stakeholders; and other external changing conditions. Some metrics were still being determined at the time of publication.

The MER system will follow requirements outlined in the updated Chapter 9 of the Environment Code, which calls for the City to measure and monitor sector-based emissions, including municipal emissions, as well as consumption-based emissions.

It will build on existing City data capabilities such as SFE's interactive climate storyboard, DataSF, and municipal and public sector building energy benchmarking. The system will use best practices to ensure accountability and transparency, provide relevant information to a wide range of stakeholders, and adapt as necessary. MER efforts will also serve to report on climate action progress to local, state, national, and global partners.

In addition to transparent reporting, the City government will need to show significant leadership to implement the CAP, including appropriating a budget commensurate with the need to accelerate climate investments. It will also need to speed up the delivery of projects, from planning and environmental review to procurement and construction. The City will also need to further embed climate priorities and values within policies, including education and training programs, and other governance-related activities within City government.

COST OF INACTION VS. BEING PROACTIVE

While the costs of implementing the CAP may seem daunting, there is ample research showing that the costs of not acting are several orders of magnitude greater. Communities around the country are already being financially devastated by unfolding climate disasters.

Fortunately, San Francisco continues to exhibit the political will and leadership to create financing structures that can serve as models for future action, including:

Bonds: San Francisco's Green Bonds Program was launched by the SFPUC in 2015, to fund renewable energy investments. Since that time, the City has issued almost $2 billion in Green Bonds.

Fees: San Francisco legislated the SF Carbon Fund, which requires that 13% of the cost of airfare for municipal travel be invested in local projects that mitigate and sequester emissions. While the program is a fraction of the city's overall budget, it has been a powerful funding source for neighborhood projects.

Taxes: In 2016, San Francisco voters passed the Soda Tax, which levies a small tax on distributors of sugary drinks. Revenues go toward food security, health education, and outdoor activities, all of which intersect with the city's climate mitigation and resiliency efforts.

Grants: San Francisco has secured a range of competitive grants. For example In 2019, it was awarded $40 million from the State's Affordable Housing and Sustainable Communities Program to provide affordable housing developments designed to support public transit. And over the last decade, the City has received multiple grants from the California Energy Commission to accelerate the adoption of EVs.

Increased public awareness and participation informed by the MER system will be necessary to create active democratic participation in the CAP and will help to ensure that the city achieves the mandated emission reduction goals articulated in Chapter 9.

ADDITIONAL TOOLS FOR REACHING NET ZERO

Chapter 9 of the Environment Code defines net-zero emissions as a 90% reduction in direct GHG emissions, to be reached by 2040, with the remaining 10% removed from the atmosphere using nature-based sequestration strategies. The City is working on parallel paths to pull carbon out of the atmosphere, even as it maintains momentum to reduce its emissions. Ultimately, San Francisco could sequester many more tons of carbon than the 10% called for in the Environment Code. While City agencies do not currently quantify the carbon sequestration potential of its Healthy Ecosystems strategies, new tools are being developed that can more accurately assess each strategy and provide data to inform how to best deploy them in urban environments and on City-owned land. Areas to explore include sequestration potential of applying organic material to soils, additional tree planting, other urban greening, as well as research into new technological solutions for sequestering carbon.



One example that could serve as a model is the SF Carbon Fund, which places a surcharge on the cost of City employees' work-related air travel and invests it in local projects that mitigate and sequester emissions. Launched more than 12 years ago, the SF Carbon Fund uses widely accepted protocols to estimate emissions savings. It has created $1.5M for city-wide community greening projects that not only sequester carbon but provide a range of other benefits such as healthy food and community gathering space.

Similar revenue-producing models could be modified and expanded to fund projects that increase carbon sequestration, soil health, and nutrient recycling. Additionally, the City's wastewater treatment facility could be designed to capture excess methane gas and convert it low-emissions biofuel for uses that maximize climate benefits. Accounting for natural systems carbon sequestration and other strategies can help bridge the gap from the current projections to the 2040 net-zero target.

ISSUES FOR FUTURE CONSIDERATION

CAP strategies must ensure that all community members, especially the most vulnerable and marginalized, have access to the health, economic, and resilience benefits of climate action. While this CAP is specifically focused on actions that reduce emissions and equitably distribute benefits, future iterations may consider action on other environmental issues to improve the delivery of critical infrastructure and maximize community health and resilience benefits of climate investments.

Addition of a disability justice lens

Climate change has been demonstrated to have both a direct and indirect impact on the effective enjoyment of a wide range of human rights, including the rights of persons with disabilities. Persons with disabilities are often among those most adversely affected in an emergency, sustaining disproportionately higher rates of morbidity and mortality, and at the same time being among those least able to have access to emergency support.[63]

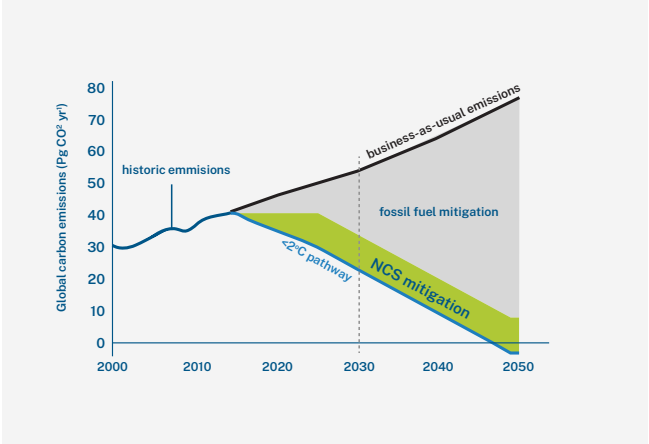


FIGURE 24: NATURE CLIMATE SOLUTIONS (NCS) CONTRIBUTION OF CARBON SEQUESTRATION TOWARDS REACHING NET ZERO EMISSIONS[62]

Land contamination in the Southeast

During the community engagement process for developing the CAP, community members voiced strong concerns about hazardous waste and land remediation issues, particularly in the city's Bayview Hunters Point neighborhood. While not directly related to emissions reduction, these issues are important to both the city and communities in San Francisco's southeast sector, where new development on former Navy lands is growing. A number of City departments have jurisdiction over hazardous waste and land remediation issues and are rigorously working with the community to achieve long-term solutions. Future work streams have been identified to strengthen the connection between climate action, community resilience, and contamination issues. City departments will continue coordinating to:

- Secure funding to engage marginalized communities in identifying climate and environmental issues of greatest concerns to their community.
- Update the City's Hazards and Climate Resilience Plan, which identifies active and potential contaminated lands and calls out the risk of greater spills and the potential for storage infrastructure to be compromised by flooding.

- Identify funding that supports the Sea Level Rise Working Group in researching how current and former industrial uses of waterfront areas can lead to issues around soil contamination and hazardous materials that may be exacerbated by sea level rise.

Water supply, conservation, and reuse

The City must ensure an adequate and sustainable long-term water supply for the citizens of San Francisco. Over the next year, a new section will be added to the CAP that will include a Water chapter that sets goals, strategies and actions around water consumption, residential and commercial water use, and diversifying water resources, including recycled water, water reuse, purification and storage.

The Water chapter will also address wastewater issues. The process of wastewater treatment generates emissions based on the amount of organic matter, predominantly protein, that is converted into nitrous oxide and released with effluent from the City's wastewater treatment plants. Methane, a powerful warming gas and biogas, is also released during the decay process in the City's anaerobic digesters. Capturing this biogas can reduce the carbon intensity of wastewater treatment processes. The Water chapter will look to align the use of biogas produced from the wastewater treatment plants with the City's Climate Action goals and develop strategies to reduce wastewater and its processing.

In developing this chapter, the SFPUC, SF Environment, and relevant stakeholders will also apply the Racial and Social Equity Assessment Tool (R-SEAT) to ensure an equity-centered approach to its development and recommendations.

BOLD, COLLECTIVE ACTION

San Francisco is proud of its decades of local climate leadership, but much more action is needed. In 2021, after passionate advocacy from local stakeholders inspired to act by the unfolding climate emergency, the City allocated dedicated funding to develop a detailed analysis of the cost of CAP implementation and identify reliable funding models that would be most successful in San Francisco. It will also take steps to create a new Climate Equity Hub to ensure San Francisco's diverse communities are engaged in the ongoing efforts to reduce emissions and transition to a more sustainable future. While the expected initial cost of the CAP will be large, the cost and consequences of inaction would be far larger and much more harmful over time.

The CAP sets ambitious goals for San Francisco. Implementing the CAP will require deliberate policy choices from City leaders, including creating new ordinances, swiftly undertaking necessary environmental review of CAP actions, authorizing meaningful budget and investment allocations, petitioning State and Federal leaders for adequate resources, and making difficult trade-offs with other goals and priorities.

Every resident and institution in San Francisco has a role to play when it comes to building resilience and eliminating emissions. Increasing engagement and participation from more people will be crucial to making progress, particularly with BIPOC stakeholders to deliver on commitments to center equity in CAP implementation. Outreach and communications must highlight the connections between climate action and the four lenses of racial equity, health, economic justice, and community resilience. Public and private support for decarbonization policy is high, but putting it into action will require deliberate decision-making, including tradeoffs with other policy goals. The City cannot solve problems through business as usual approaches or with partial solutions. San Franciscans will need to embrace change, from new housing units to new bike lanes to new practices in our kitchens and more.

City and community leaders, local elected and appointed officials, state, regional, and federal agencies, the private sector, philanthropy, and the entire community must work together to increase climate investment, and secure commitments from all sectors to dedicate greater social, political, and financial resources toward implementing solutions that will benefit and protect us all.



Photo Credit: John Weiss, Flickr

ENDNOTES

1. On February 1, 2021 the Commission on the Environment resolved to state this land acknowledgement at the beginning of each meeting.
2. According to the Fourth National Climate Assessment, annual economic losses in the United States due to climate change in 2090 (in 2015 $): Moderate warming (RCP 4.5): $280 billion/year; Extreme warming (RCP 8.5): $500 billion/year
3. Public Policy Institute of California. "Income Inequality and Economic Opportunity in California" December 2020
4. Data in table is from https://cal-adapt.org/tools/local-climate-change-snapshot/ unless otherwise noted
5. RCP 4.5 assumes emissions peak around 2040 and then decline. These emissions scenarios have been updated for the most recent IPCC report to reflect a broader range of possible emissions.
6. RCP 8.5 assumes there are no significant efforts to limit or reduce emissions. Emissions continue to rise strongly through 2050 and plateau around 2100.
7. What is considered extremely hot is location specific. Extreme heat threshold temperatures are commonly calculated as the 98th percentile of temperatures between April and October in an area. In San Francisco, an extreme heat day is 85F. By this same calculation, an extreme heat day in Sacramento is 104F.
8. Number of consecutive days with precipitation of less than 1 millimeter for each year
9. Sea level rise research used probabilistic projections, for more information see: https://opc.ca.gov/webmaster/ftp/pdf/agenda_items/20180314/Item3_Exhibit-A_OPC_SLR_Guidance-rd3.pdf
10. RCP 2.6 assumes stringent emissions reductions, with emissions declining by about 70% from 2015 to 2050, to zero by 2080, and below zero thereafter, meaning changes to land use and carbon capture technology might absorb large amounts of carbon dioxide emissions.
11. "CO2e" represents an amount of a GHG for which atmospheric impact has been standardized to that of one unit mass of carbon dioxide (CO2), based on the global warming potential (GWP) of the gas. To estimate baseline emissions and track progress, global warming potential values are used to combine emissions of various greenhouse gases into a single weighted value for emissions, commonly referenced as metric tons of carbon dioxide equivalent (mtCO2e)
12. Racial disparities described in Ordinance to Create an Office of Racial Equity, July 2019
13. The Environmental Justice Communities map is based on four inputs: CalEnviroScreen, income data from the state of California, local air pollution data, and demographic data. The demographic data used for the EJ Communities map is SFDPH's Areas of Vulnerability, which includes several indicators, including race.

    This is a draft version of the EJ Communities map that was released in December 2020. The San Francisco Planning Department is still in the process of gathering feedback from the general public and from other agencies. Because of this, the EJ Communities map may be revised during the fall or winter of 2021. CalEPA recently issued a draft of CalEnviroScreen 4.0 (which is the most heavily weighted data source in the EJ Communities Map), so it's likely that the EJ Communities map will be updated once CES 4.0 is finalized.
14. San Francisco Health Improvement Partnership. San Francisco Community Health Needs Assessment, 2019
15. American Community Survey and GeoLytics, Inc, Bay Area Equity Atlas, 2019
16. San Francisco Planning Department Analysis of 2014-2018 IPUMS-USA, University of Minnesota, www.ipums.org. Underlying data from the U.S. Census Bureau.
17. 18% was supplied by nuclear which is greenhouse-gas free but not renewable.
18. Renewable energy in San Francisco is defined as solar (PV), wind, small hydro and existing large hydroelectric, geothermal, and biomass. For additional information see San Francisco's Environment Code Chapter 9.
19. San Francisco Department of Environment. 2019 GHG Emissions Inventory At a Glance Report. April 2021
20. CCAs provide supply where an investor-owned utility provides distribution services.
21. San Francisco Public Utilities Commission analysis looked at January 2021 enrollment status and used 2019 historical loads.
22. Disadvantaged communities are defined as the top 25% scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low populations. CalEnviroScreen is a tool developed by the CalEPA to identify communities disproportionately burdened by pollution and population characteristics that make them more sensitive to pollution.
23. San Francisco Department of the Environment. Methane Math: How Cities Can Rethink Emissions from Natural Gas, 2017.
24. Co-benefit calculations are described in Appendix E.
25. Facilities identified in the City's 2017 Resilient Solar and Storage Roadmap: https://sfenvironment.org/solar-energy-storage-for-resiliency
26. Jobs analysis is described in Appendix F.
27. 7% percent is the average of residential, municipal, and commercial buildings
28. World Building Council, Alliance for Building and Construction and Architecture 2030.
29. Co-benefit calculations are described in Appendix E
30. This benefit is accrued outside of San Francisco because no natural gas power plants operate within its boundaries.
31. Jobs analysis is described in Appendix F
32. In July 2021, The SFMTA started to phase out the term "sustainable" in the context of modes of transportation and it has been replaced with "low-carbon." The modes included in this definition were still be evaluated during the development of this plan and updates will be posted to sfclimateaction.org when the analysis is complete.

33. ConnectSF: 2019 Statement of Needs: page 19-20; December 2018
34. SFMTA. Shelter-in-Place Allows Muni to Analyze Sources of Delay May 2020.
35. HEI Panel on the Health Effects of Traffic-Related Air Pollution. "Traffic-Related Air Pollution: A Critical Review of the Literature on Emissions, Exposure, and Health Effects" Health Effects Institute. 2010
36. San Francisco Municipal Transportation Agency. 38-Geary Temporary Emergency Transit Lanes Project: Evaluation Report, May 2021
37. Bradley, Greene, Sana, Cooper, Castiglione, Israel and Coy. "Results of the First Large-scale Survey of TNC Use in the Bay Area". Unpublished Manuscript submitted to the Transportation Research Board. August 2020
38. San Francisco Department of Environment. 2019 GHG Emissions Inventory At a Glance Report. April 2021
39. Stephen Menendian, Samir Gambhir, and Arthur Gailes, "Racial Segregation in the San Francisco Bay Area, Part 5," Othering and Belonging Institute, August 2020
40. Michael C. Lens and Paavo Monkkonen, "Do Strict Land Use Regulations Make Metropolitan Areas More Segregated by Income?" Journal of the American Planning Association 82 (2016)
41. Cambridge Systematics, Inc. Climate Action Plan Transportation and Land use–Climate Change Mitigation Analysis: Prepared for San Francisco County Transportation Authority. October 22, 2021
42. Emissions reduction potential informed Cambridge Systematics, Inc Report; Other co-benefits were qualitative assessments by SFMTA & SFCTA Staff using the following definitions as guidance–Congestion: Potential to reduce vehicle miles traveled and congestion; Equity: Potential to improve access to destinations for income and marginalized communities; Public Health: Potential to improve physical fitness, air quality; mental health, ect.; Safety: Potential to improve public safety and reduces collisions; and Economic Vitality: Potential to support access to key destinations for jobs and commerce.
43. Co-benefit calculations are described in Appendix E
44. The City's housing production goal was first set by Mayor Ed Lee and carried forward by current Mayor London Breed. It references the 2021 Regional Housing Needs Allocation (RHNA) numbers established by the Metropolitan Transportation Commission (MTC), which sets housing targets for the nine Bay Area counties.
45. Just 22% of American Indian householders, 23% of Black, and 24% of Latinx householders own their own homes compared to 36% of white householders and 48% of Asian householders. IPUMS data 2014-2018.
46. Housing requires the orchestration of supportive infrastructure and services including transportation, schools, recreation and open space, civic institutions, the arts and cultural expression, health and social services, and businesses that support livelihoods and daily needs to create a sustainable neighborhood.
47. San Francisco Planning Department Analysis of 2014-2018 IPUMS-USA, University of Minnesota, www.ipums.org. Underlying data from the U.S. Census Bureau.
48. AB 686 and AB 1771
49. Areas in every region of the State whose characteristics have been shown by research to support positive economic, educational, and health outcomes for low-income families — particularly long-term outcomes for children.
50. Adding to the limitation of resources to support affordable housing, State bonds are now competitive. Each state receives an annual federal allowance of tax-exempt, private activity bonds that can be issued to support public-serving projects including affordable housing. For nearly 15 years, California had not used all of its annual bond capacity but that changed this year, forcing the state to award bonds competitively and reducing availability. Because 4% Low Income Housing Tax Credits (LIHTC) must be paired with these bonds, the limit on bond availability also effectively limits LIHTC. MOHCD's affordable housing development pipeline is likely to slow down as a result of the slowing economy and the State bond shifts.
51. Griscom, B. W. et al, "Natural Climate Solutions." Proceedings of the National Academy of Sciences Oct 2017, 114 (44) 11645-11650; DOI: 10.1073/pnas.1710465114
52. San Francisco Department of the Environment, Biodiversity Policy History, 2018
53. Carbon Cycle Institute, "Carbon Farming," 2021
54. Convention on Biological Diversity, 5th Edition Global Biodiversity Outlook, September 2020.
55. World Wildlife Fund, Living Planet Report, 2020.
56. United Nations Environment Program, Spotlight on Nature and Biodiversity, August 2021.
57. Conservation International, Definition of Global Biodiversity Hotspots, 2021
58. White House Administration and President Joseph R. Biden, Executive Order on Tackling the Climate Crisis at Home and Abroad, January 2021.
59. State of California Executive Department and Governor Gavin Newsom, California Executive Order N-82-20, October 2020.
60. Kardan, O., Gozdyra, P., Misic, B. et al. "Neighborhood greenspace and health in a large urban center." Scientific Reports 5, 11610 (2015). https://doi.org/10.1038/srep11610
61. Dadvand, P. et al. "Green spaces and cognitive development in primary schoolchildren." Proceedings of the National Academy of Sciences June 30, 2015; 112 (26) 7937-7942; first published June 15, 2015; https://doi.org/10.1073/pnas.1503402112
62. Griscom, B. W. et al, "Natural Climate Solutions." Proceedings of the National Academy of Sciences Oct 2017, 114 (44) 11645-11650; DOI: 10.1073/pnas.1710465114
63. Office of the High Commissioner for Human Rights (OHCHR), "The impact of climate change on the rights of persons with disabilities," 2021

* ** The equity rating in this co-benefits slider was assigned independent of the application of the Racial and Social Equity Assessment Tool (RSEAT). More information on the RSEAT is in Appendix D

APPENDICES

GLOSSARY OF CAP TERMS

APPENDIX A

San Francisco Climate Action Plan - 2021

Glossary of Key Terms

Term	***Definition*** ** From San Francisco Office of Racial Equity Citywide Racial Equity Framework*
Adaptive Reuse	Adaptive reuse prioritizes re-using existing sites and buildings instead of tearing down and rebuilding anew, greatly reducing the environmental impacts of development and construction.
American Indian	"American Indian" is terminology that has been commonly used by several local American Indian organizations, tribes, and community members. It is important to note however, that whenever feasible, American Indian people traditionally prefer to be identified by their tribal affiliation name (e.g. Ramaytush Ohlone). While the term American Indian is being used for purposes of uniformity in the Climate Action Plan (CAP) people should have the sovereignty and autonomy to describe themselves. Terminology used by organizations representing and serving tribal communities varies and can include American Indian, Native American, and Indigenous.[1]
Bias*	Bias is prejudgment in the evaluation of one group and its members relative to another. Acting on bias can be discriminatory and when combined with power, can create negative outcomes for particular groups. Implicit bias is when bias is unconscious, as racial bias often is. Explicit bias refers to conscious prejudice against a group or groups. When addressing bias, for example in a process or individual, the focus should not be on intent, but rather on the impact and outcomes that result.
Biodiversity	Biodiversity refers to all the different kinds of life that make up our natural world that can be found in a specific geographic area, including animals, plants, fungi, and microorganisms, such as bacteria.
BIPOC	Terms such as People of Color (often abbreviated as "POC") and Black, Indigenous and People of Color (often abbreviated as "BIPOC") serve to unify and affirm the parallel experiences of various individuals and diverse peoples into a collective group as a way to build power, unity, belonging and support for changes that benefit the whole group.[2] Specifically naming American Indian and Black people acknowledges they have and continue to face the worst impacts of white supremacist culture.[3] When sufficient data and information are available, it is best to name specific races and ethnicities.
Buildings as Material Banks	Treating buildings as stores of valuable materials that can be reused or repurposed over time, thus reducing waste and demand for virgin resources.

[1] Definition provided by American Indian Cultural District

[2] San Francisco Planning Racial & Social Equity Initiative Working Definition

[3] San Francisco Office of Racial Equity Citywide Racial Equity Framework

Biosolids	Biosolids are a nutrient-rich organic material resulting from the treatment and physical separation of liquids and solids at a wastewater treatment plant. Biosolids contain essential plant nutrients and organic matter and are typically recycled as a fertilizer and soil amendment, and new research shows it can increase soil's ability to sequester carbon from the atmosphere.
Carbon	Carbon is a ubiquitous element on Earth, most of which is stored in rocks and is essentially inert on the 100's to 1000's-of-years timescales of interest to humans. The rest of Earth's carbon is stored as CO2 (carbon dioxide) in the atmosphere (2%), biomass in land plants and soils (5%), as fossil fuels in a variety of geologic reservoirs (8%), and as a collection of ions in the ocean (85%).
Carbon Farming	Carbon farming involves implementing advanced agricultural practices including strategic use of local, seasonal, native, and organic farming methods that are known to improve the rate at which carbon dioxide is removed from the atmosphere and converted to plant material and soil organic matter.
Carbon Footprint	A carbon footprint is the estimated amount of greenhouse gases (GHGs) emitted as a result of individual or organizational activities.
Carbon Neutral	Carbon neutral goals lead to no net release of GHGs to the atmosphere through a combination of direct emissions reductions and offsetting any remaining emissions with carbon sequestration techniques that utilize natural systems, such as tree planting and soil building.
Carbon Sequestration	Carbon sequestration is the process by which atmospheric carbon dioxide is taken up by trees, grasses, and other plants through photosynthesis and stored as carbon in biomass (trunks, branches, foliage, and roots) and soils. Carbon that is sequestered in forests and wood products helps to offset emissions sent to the atmosphere from fossil fuels, deforestation, forest fires.
Central Utility Plant (CUP)	A central utility plant (CUP) is the epicenter of the mechanical, electrical, and sometimes plumbing systems that serve a building or multiple buildings on a site.
Climate Action	Climate action means developing and implementing strategic and focused efforts to reduce GHG emissions and strengthen community resilience to climate impacts. Examples include integrating emissions reduction measures into local, state and federal policies and planning efforts, and providing targeted education, marketing, and funding for implementation of measures.
Climate Change	Climate change describes statistically significant fluctuations in average conditions, such as rainfall levels, and surface and ocean temperatures

	measured in a region over a long period of time, that are caused by an excess build-up of human-caused carbon emissions in the atmosphere (i.e. the greenhouse effect). Other key indicators of climate change include rising sea levels, glacier loss, and dramatic changes in animal migration patterns.
Climate Pollution	Climate pollution is a general term used to describe all GHGs generated primarily from the burning of fossil fuels emitted into the atmosphere.
Community Choice Aggregation	Community Choice Aggregation (CCA) refers to local government programs that aggregate electricity demand within their jurisdictions and procure electricity on behalf of all community members, which is delivered through existing transmission and distribution infrastructure. CCAs must be enabled by state policy (AB 117 in California).
Community Solar	Community solar refers to a shared solar photovoltaic (PV) system that allows individual electricity customers without the physical means to install such a system (such as multi-unit apartment dwellers) to access a share of the clean electricity generated by that system, through a special agreement with their power provider.
Congestion Pricing	Congestion pricing is a program being explored by the SF County Transportation Authority that would charge a fee to drive downtown at rush hours to reduce traffic and achieve goals for street safety, clean air, and equity. Congestion Pricing in San Francisco would combine a fee with income-based discounts, exemptions, and incentives to make the system fair and encourage the use of sustainable transportation modes like transit, walking, and biking.
ConnectSF	ConnectSF is the city's long-range transportation planning program, which examines future travel demand and potential transportation investments to meet this demand. ConnectSF will identify policies and major transportation investments to build an effective, equitable, and sustainable transportation system for San Francisco's future. The program involves the SF Planning Department, SF Municipal Transportation Agency, and SF County Transportation Authority.
Consumption-based Emissions Inventory (CBEI)	Consumption-based emissions inventories, as opposed to a sector based GHG emissions inventory, use a full lifecycle accounting method that sums up the GHGs of all energy, transportation, food, goods, and services consumed by San Francisco households and governments, regardless of where they were released to the atmosphere.
Cross-laminated Timber (CLT)	Cross-laminated timber is part of a class of products known as "mass timber." CLT, refers to any large-scale, prefabricated, solid engineered wood panel used for building construction. Lightweight yet very strong, with superior acoustic, fire, seismic, and thermal performance, CLT is also fast

	and easy to install, generating almost no waste onsite. CLT offers design flexibility and low environmental impacts[4].
Cultural competence	Cultural competence is the ability to understand, communicate with, and effectively interact with people across cultures. Grounded in the respect and appreciation of cultural differences, cultural competence is demonstrated in the attitudes, behaviors, practices, and policies of people, organizations, and systems.[5]
Decarbonization	Decarbonization is commonly used to refer to eliminating the emissions resulting from the operation of a building, appliance, vehicle, or infrastructure. The term may also be used to refer to emissions resulting from the manufacture and distribution of material goods.
Decommissioning	Decommissioning involves withdrawing an existing asset (e.g. a building, infrastructure, or similar types of property) from service, such as by rendering it inoperable, removing it, or repurposing it.
Deconstruction	Deconstruction is the systematic dismantling and removal of a building or structure or its parts, in the reverse order of construction, to maximize the salvaging of building components that can be saved and reused for their original purpose or for better recycling.
Design for Disassembly (DfD)	Design for Disassembly (DfD) is a building design and construction process that allows for the easy recovery of products, parts, and materials when a building is disassembled or renovated in the future. DfD involves developing the assemblies, components, materials, construction techniques, and information and management systems in order to maximize economic value and minimize environmental impacts through reuse, repair, remanufacture and recycling.[6]
Disadvantaged Communities (as identified by CalEnviroScreen)	Disadvantaged Communities (DACs) in California are geographic areas that are specifically targeted for investment of Cap & Trade proceeds. In 2012, the Legislature passed SB 535, directing that 25 percent of the proceeds from Cap & Trade revenues go to projects that benefit disadvantaged communities. Census tracts are designated as DACs by CalEnviroScreen. The term "Disadvantaged" does not describe any intrinsic characteristic of a population group, but rather a failure of society which has rendered them at a disadvantage.
Disadvantaged Worker	The CAP uses "disadvantaged worker" as a general term to describe residents who reside in areas with high rates of unemployment, have low household incomes, or face barriers to employment. Programs such as San

[4] Source: Engineered Wood Association, https://www.apawood.org/cross-laminated-timber.

[5] CSSP (2019). "Key Equity Terms and Concepts: A Glossary for Shared Understanding." Washington, DC: Center for the Study of Social Policy. Available at: https://cssp.org/resource/key-equity-terms-concepts/.

[6] Source: "Design for Disassembly (DfD) Guide, King County," https://kingcounty.gov/depts/dnrp/solid-waste/programs/green-building/construction-demolition/disassembly.aspx. Authors: Brad Guy and Nicholas Ciarimboli.

	Francisco's First Source Hiring or regional workforce development programs may have their own specific criteria for identifying disadvantaged workers.
Discrimination	Discrimination includes negative or positive actions or treatment towards members of a particular group based on their membership of that particular group.[7]
Displacement	Residential and commercial displacement is the process by which a household or commercial tenant is forced to move from its residence or place of business.[8] A stable community is one that provides existing residents and businesses the choice to stay in the neighborhood rather than be forcibly displaced as change and pressures occur.[9]
Ecological Management	Ecological management is an integrated approach to living in nature that recognizes the full array of interactions within an ecosystem, including humans, rather than considering single issues, species, or ecosystem services in isolation.
Efficient and All-Electric	Efficient and all-electric systems meet a minimum energy efficiency performance level while also transitioning away from fossil fuels to renewable electricity as the exclusive fuel source for a building, building system, or process.
EV (electric vehicle)	An electric vehicle is a motor vehicle that uses an electric motor as the basis of its operation. Such vehicles emit virtually no air pollutants.
Electrification	Electrification involves switching buildings and vehicles that currently use fossil fuels (e.g. natural gas, gasoline, and diesel) to operate on renewable electricity.
Embodied Carbon	Embodied carbon is the sum of all GHG emissions (mostly carbon dioxide) resulting from the mining, harvesting, processing, manufacturing, transportation and installation of any type of material good, but often refers specifically to building materials.
Energy Efficiency	Greater energy efficiency means using less energy to perform a task.
Environmental Justice	Environmental justice is the equitable distribution of environmental benefits and elimination of environmental burdens to promote healthy communities where all San Franciscans can thrive. Government can foster

[7] SF Planning Racial and Social Equity Initiative Action Plan Phase I: https://default.sfplanning.org/Citywide/racial-social-equity/RSEAP_Action_Plan_Phase_1_Adopted_Dec2019.pdf

[8] UC Berkeley Urban Displacement Project

[9] SF Planning Community Stabilization Report 2019

	environmental justice through processes that amend past injustices while enabling proactive, community-led solutions for the future.[10]
Equity*	Equity entails full and equal access to opportunities, power and resources, whereby all people may thrive and prosper regardless of demographics.
Fast Charging Hub	A fast charging hub refers to a facility or site with multiple, publicly accessible, fast or ultra-fast charging stations for fueling electric cars and trucks.
Feed-in Tariff	A feed-in tariff is a method for paying electricity generators at a guaranteed price and fixed term. They have proven to be a useful tool to support the growth of small, local renewable electricity generation and clean energy jobs within the community.
Form-Based Zoning	Form-based zoning is a method of creating mixed-use, walkable neighborhoods which uses physical metrics and criteria (e.g. building heights, mass and set-backs with well-proportioned street and sidewalk dimensions) instead of other more conventional land use and zoning approaches (e.g. housing units/square area)
Fossil Fuels	Fossil fuels are made from decomposed plants and animals stored in the Earth's crust and are comprised of carbon and hydrogen. Extracted from the ground in ways that are destructive to ecosystems and habitats and human health, the raw matter is then processed, refined, transported, stored, and burned for energy. Fossil fuels emit large amounts of GHGs throughout their entire lifecycle. Coal, oil, and natural gas are common examples of fossil fuels.
Gentrification	Gentrification is a process of neighborhood change that includes economic change in a historically disinvested neighborhood—by means of real estate investment and new higher-income residents moving in—as well as demographic change—not only in terms of income level, but also in terms of changes in the education level or racial make-up of residents.[11] Gentrification is often used as a politicized term with different meanings depending on the context and author.[12]
Greenhouse Gases (GHG)	Greenhouse gases (GHGs) are known climate pollutants measured or calculated to assess their impact on climate change. GHG's include all of the following: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are typically expressed in the units of metric tons of carbon dioxide equivalents ($mtCO_2e$).

[10] San Francisco Planning's working definition, adapted from EJ principles from First National People of Color Environmental Leadership Summit

[11] Urban Displacement Project, https://www.urbandisplacement.org/gentrification-explained

[12] SF Planning Community Stabilization Report 2019

Heat Pump	A heat pump is a device that moves thermal energy from one place to another via mechanical compression and evaporation. A kitchen refrigerator, which cools food by moving heat out from the inside, is a common everyday example. In the building context, heat pumps use renewable electricity instead of natural gas to provide space heating and cooling and water heating at 3 to 5 times higher efficiency.
High-Opportunity Areas	High-opportunity areas are designated census tracts with characteristics that support positive economic, educational, and health outcomes for low-income families when affordable housing is located in those areas. These characteristics include addressing racial segregation, educational attainment and achievement, income and job proximity, and environmental health.[13]
Housing Sustainability District	Housing sustainability districts are defined by Assembly Bill No. 73 (Planning and Zoning: Housing Sustainability Districts Program, 2016) which allows a city or county to create such districts in areas with existing infrastructure and public transportation. These districts can be zoned at higher densities. An environmental impact report (EIR) is completed at the front end (e.g., time of designation), and there is streamlined review on any cases challenging the EIR. In exchange, local governments receive incentive payments from the state.
Integrated Resource Plan	An integrated resource plan forecasts the energy resources needed, typically electricity, that a utility or community choice aggregator will need to generate and deliver in order to serve its customers over a period of time.
Just Transition	Just Transition is a strategy to shift away from fossil fuels to a low-carbon future while protecting fossil fuel communities and workers, as well as communities who have historically suffered from the pollution from those industries.[14]
Inclusion*	Inclusion means authentically bringing traditionally excluded individuals and/or groups into processes, activities and decision and policy making in a way that shares power.[15]
Intersectionality*	Intersectionality is a concept and frame coined by Professor Kimberlé Crenshaw in 1989 that describes a lens for seeing the way in which various forms of inequality often operate together and exacerbate each other. Rather than seeing race inequality as separate from inequality based on gender, class, sexuality or immigrant status, for example, it recognizes that

[13] California Fair Housing Task Force Methodology for the 2021 TCAC/HCD Opportunity Map December 2020, https://belonging.berkeley.edu/2021-tcac-opportunity-map.
[14] https://dornsife.usc.edu/eri/just-transition/
[15] Authentically bringing traditionally excluded individuals and/or groups into processes, activities, and decision/policy making in a way that shares power. OpenSource Leadership Strategies Some Working Definitions

	some people are subject to all of these, and the experience is not just the sum of its parts.[16]
Location Efficient	A building or neighborhood is location efficient when jobs, a variety of retail and services, convenient transit, and safe sidewalks and biking paths are all within close proximity.
Kitchen Zero	Kitchen Zero is a state-funded food waste prevention pilot program[17] that works with 20 institutional kitchens to install special hardware and software that aims to reduce food waste and costs while directing unused edible food to charities.
Marginalization	Marginalization is a process that occurs when members of a dominant group relegate a particular group to the edge of society by not allowing them an active voice, identity, or place for the purpose of maintaining power.[18]
Modular Housing	Modular house is constructed by first building sections "off-site" using robotic assembly, then shipped to a construction site where it is put together on a foundation. When done well, this method can reduce building costs and overall construction times.
Muni Forward	Muni Forward is a program of the SF Municipal Transportation Agency, which aims to help people get around San Francisco faster, more reliably, and more safely by expanding the Muni Rapid network, making new connections, and giving Muni customers priority on congested streets.
Natural Gas	Natural gas as it is commonly known, is a flammable gaseous product primarily consisting of methane used as a source fuel for electricity generation and heating fuel for buildings. Natural gas is primarily extracted from underground hydrocarbon formations by environmentally-harmful methods such as drilling and hydraulic fracturing ("fracking"), and generates emissions that are approximately 80 times more potent than carbon dioxide throughout its refinement, transport, storage, and final delivery to power plants and consumers (via system leakage). Burning natural gas in common household appliances is known to produce harmful indoor air pollution that causes respiratory disease and increases rates of asthma. Additionally, gas plumbing poses serious fire, explosion, and public safety risks; after the 1989 earthquake, gas line ruptures may have been a factor in 34% of post-earthquake fires in San Francisco[19].

[16] Adapted from https://time.com/5786710/kimberle-crenshaw-intersectionality/

[17] For more information about Kitchen Zero, visit: https://sfenvironment.org/sites/default/files/fliers/files/kzsf_factsheet.pdf. .

[18] CSSP (2019). "Key Equity Terms and Concepts: A Glossary for Shared Understanding." Washington, DC: Center for the Study of Social Policy. Available at: https://cssp.org/resource/key-equity-terms-concepts/.

[19]Improving Natural Gas Safety in Earthquakes, California Seismic Safety Commission (2002), see https://ssc.ca.gov/wp-content/uploads/sites/9/2020/08/cssc_2002-03_natural_gas_safety.pdf.

Nature-based Solutions	Nature-based solutions are climate solutions inspired and supported by nature that provide social, economic, and environmental benefits. Nature-based solutions also help build resilience by supporting a range of ecosystem services (e.g. plants that help control stormwater flows) and biodiversity.
Net Metering	Net metering involves an agreement with the local utility which allows customers with a renewable energy system, such as rooftop solar panels, to exchange the value of surplus electricity generated by their system for a credit toward their bill for roughly the same amount it would cost to buy it directly from the utility.
Net Zero Emissions	Net zero emissions refers to the reduction and sequestration (removal) of GHGs from the atmosphere in a quantity equivalent to what an activity (building operations, vehicle fuels, waste disposed to landfill), or any combination of activities, emits. In the context of the San Francisco Climate Action Plan, net zero is measured against a sector-based emissions inventory. Specific to this Plan, "Building Operations" and "Transportation" refer to carbon pollution directly and indirectly emitted by operations, while "Responsible Production and Consumption" addresses life-cycle emissions from the production or consumption of goods and services. However, these emissions are not yet included in the City's official GHG inventory since measurement is an emerging science, especially at a city scale. This term is similar to "carbon neutral" (see above).
Non-Revenue Fleet	The City's non-revenue fleet includes any vehicle not used to generate revenue, such as trucks used in maintenance and vehicles used to transport department staff.
Protected Bike Lanes	Protected bike lanes are exclusive bicycle lanes, paths, and similar amenities that use different types of barriers (e.g. curbs, flexible delineator posts, permanent planters, other raised features, and sometimes parking) to separate bicyclists from motor vehicle traffic.
Racial Equity*	Racial equity encompasses a set of social justice practices rooted in a solid understanding and analysis of historical and present-day oppression, aiming towards a goal of fairness for all. As an outcome, achieving racial equity would mean living in a world where race is no longer a factor in the distribution of opportunity. As a process, racial equity is achieved when those most impacted by systemic racial inequities are meaningfully involved in the creation and implementation of the institutional policies and practices that impact their lives. [20]
Redlining	Redlining is a practice through which federal and local governments and financing entities systematically denied public and private financial services to Black and other people of color. This set of practices included

[20] Adapted from Anti-Oppression Resource and Training Alliance (AORTA)

	both race **and** environmental factors as criteria in assessing the perceived credit-worthiness of neighborhoods and led to many of the environmental disparities we see affecting communities of color today.[21]
Renewable Electricity	Renewable electricity is generated from renewable sources such as wind power, solar power, or hydropower. Renewable electricity produces less GHGs and has a lower environmental footprint than electricity produced from fossil fuels.[22]
Renewable Energy	Renewable energy is acquired from naturally replenishing sources such as wind power, solar power, and hydro energy. Although these sources cannot be exhausted, the ability for storage, distribution, and constant flow are limited by current resources.
Resilience	Resilience describes the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow, no matter what kinds of chronic stresses and acute shocks they experience. Resilience aims to bridge the gaps between social justice, sustainability, disaster recovery, and other areas. In San Francisco, the term climate resilience is being used to coordinate synergistic efforts that benefit mitigation and adaptation.[23]
R-SEAT	The Racial and Social Equity Assessment Tool (R-SEAT) was developed specifically for the San Francisco Climate Action Plan to evaluate draft strategies and actions for racial and social equity impacts, and identify opportunities to advance positive outcomes for BIPOC, low-income, and other vulnerable populations. R-SEAT was developed by Department of the Environment with critical support from the San Francisco Office Of Racial Equity, San Francisco Department of Public Health, as well as community input from People Organizing to Demand Environmental and Economic Justice (PODER) and Emerald Cities San Francisco Bay Area.
Rent Assistance	Rent assistance is financial assistance to help tenants afford rent, i.e. paying no more than 30% of income on rent. This assistance could be one-time aid or ongoing.
Responsible Production and Consumption	Responsible Production and Consumption means improving how products, goods and services acquired, used, reused, recycled, and composted to align with the United Nations Sustainable Development Goal (UNSDG) 12.[24]

[21] California Environmental Protection Agency (CalEPA), Pollution and Prejudice: Redlining and Environmental Injustice in California, August 16, 2021
[22] Specifically, renewable electricity includes energy resources qualifying as renewable pursuant to California Public Resources Code Chapter 8.6, Section 25741(a) and California Public Utilities Code Chapter 2.3, Article 16, Section 399.16(b)(1) or (2), as amended from time to time, or provided by a local publicly owned electric utility subject to California Public Utilities Code Chapter 2.3, Article 16, Section 399.30(j), as amended from time to time.
[23] City and County of San Francisco, Hazards and Climate Resilience Plan, 2020
[24] UNSDG 12 suggests that goods and services must meet basic human needs, be socially equitable, minimize environmental impacts over their lifecycle to match the carrying capacity of the earth's resources and not jeopardize present and future generations.

Sector	Sectors refer to the six areas of the Climate Action Plan, which align with and address the City's sources of climate pollution, informed by the annual citywide GHG inventory, the Consumption Based Emissions Inventory (CBEI), and existing sustainability and climate action policy and program goals and frameworks.
Sector-based, or Conventional Greenhouse Gas (GHG) Emissions Inventory	Sector-based emissions inventories are the typical method cities use to account for greenhouse gases (GHGs) emitted within their geographic/geopolitical jurisdiction. As opposed to the consumption-based emissions inventory (CBEI, see above), sector-based GHGs include only emissions generated within the geographic boundary and administrative control of the City and County of San Francisco.
Slow Streets	Slow Streets is a program started by the San Francisco Municipal Transportation Agency (SFMTA) which limits vehicle through-traffic on designated residential streets to encourage safer walking and bike use, allowing people to exercise and recreate in their own neighborhoods. The program has designated at least 30 corridors as Slow Streets.
Social equity	Social equity is fairness and justice in the management of public institutions, forming of policy and delivery of public services, taking into account historical and current inequities among groups, such as along gender identity, sex, religion, and disability status.[25]
Strategies	In this Climate Action Plan, Strategies refer to the activities designed to achieve a major or overall goal for a Sector. Each Strategy was developed with consideration of the social, economic, policy, data, and governance factors that can inhibit and/or contribute to success.
Supporting Actions	Supporting Actions in the Climate Action Plan are the specific steps that will help achieve the overarching Strategy, which may include any combination of policies, programs, outreach, education, or similar activities.
Low-carbon modes	Low-carbon modes are ways to travel and get around — such as walking, biking, and taking transit — that generate less greenhouse emissions while advancing other critical city priorities including health, safety, equity, and economic vitality.
Systemic racism*	Systemic racism is the joint operation of institutions to produce racialized outcomes, even in the absence of racist intent. Indicators include power inequalities, unequal access to opportunities, and differing policy outcomes by race. Systemic racism is cumulative, pervasive, and durable.
Transit Corridors Study	The City's Transit Corridors Study is part of an investment strategy to assess where major transit capital infrastructure will be made in San Francisco in the medium- and long-term horizon.

[25] San Francisco Planning Racial & Social Equity Initiative Working Definition

TNC	Transportation Network Companies (TNC) are also known as "ride-hailing" or "ride sharing applications" which people usually access via their phones to order a ride in a private car.
Traditional Ecological Knowledge	Traditional Ecological Knowledge (or TEK) refers to the evolving knowledge acquired by Indigenous and local peoples over hundreds or thousands of years through direct contact with the environment. This knowledge is specific to a location and includes the relationships between plants, animals, natural phenomena, and the landscape that are used for lifeways, such as hunting, fishing, trapping, agriculture, and forestry. TEK is an accumulating body of knowledge, practice, and belief, that encompasses the world view of Indigenous people which includes ecology, spirituality, human and animal relationships, and more.[26]
Transmission and Distribution	Transmission and distribution include physical and/or information infrastructure that facilitates the transfer of energy from a generation and/or refining source to where it is consumed. Transmission refers to bulk transfer, such as wholesale delivery of electricity serving an area or region, while distribution refers to the transfer of energy to retail customers, such as individual homes.
Vulnerable Populations	"Vulnerable Populations" is an imperfect term which attempts to describe a variety of complicated issues. The specific populations groups encompassed by the term vary from issue to issue. 'Vulnerable Populations' does not describe any intrinsic characteristic of a population group, but rather a failure of society which has rendered them vulnerable. Vulnerable populations in the R-SEAT are defined as: older adults, youth, homeless or marginally housed residents, non-English speaking people, immigrants, people with disabilities, people who are socially isolated, and people with pre-existing health conditions. Vulnerable populations in the Housing chapter include seniors, people with disabilities and/or chronic physical or mental health conditions, formerly incarcerated individuals, young adults exiting foster care or other transitional situations, those experiencing domestic violence, and, most visibly, people experiencing homelessness. The Housing sector also uses the term underserved populations to describe those at risk of homelessness, such as the lowest income, and residents of supportive housing buildings.
White Supremacy*	White supremacy is a historically based, institutionally perpetuated system of exploitation and oppression of continents, nations, and peoples of color by white peoples and nations of the European continent for the purpose of maintaining and defending a system of wealth, power, and privilege.[27]

[26] http://climate.calcommons.org/article/tek
[27] Sharon Martinas and the Challenging White Supremacy Workshop, 4th revision (1995). MP Associates and Center for Assessment and Policy Development. (2013). www.racialequitytools.org glossary (PDF). Retrieved from http://www.racialequitytools.org/images/uploads/RET_Glossary913L.pdf

ZEV (zero emission vehicle)	Vehicles which produce no emissions from the on-board source of power. Examples include regular bicycles, and electric bikes (e-bikes), scooters and cars that use 100% renewable electricity.

COMMUNITY ENGAGEMENT MATERIALS

APPENDIX B

Appendix B-1

San Francisco Climate Action Plan Public Feedback Summary

April 27, 2021

Introduction

This document summarizes public comments received on the draft San Francisco Climate Action Plan (Plan). Specifically, this summary includes public comments collected between December 18, 2020 and March 26, 2021 through the following methods:

- Interactive online open house
- Online survey
- Online workshops
- Pop-up presentations
- Email and phone communication

For detailed responses and feedback, please see supporting documents.

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PUBLIC ENGAGEMENT OBJECTIVES

The public engagement aimed to achieve the following goals and objectives:

Goal	Promote community awareness and knowledge of climate concepts and City climate activities.

A	Objective :	Increase awareness of climate impacts and San Francisco's climate, planning, and resilience programs.
	Objective :	Convey how climate action, resilience, and equity intersect.
Goal B	Build community understanding and support for the City's long-term climate vision and actionable Plan policies.	
	Objective :	Clearly communicate the Plan's focus, boundaries, and intended use, as well as the roles the community and City play in reducing GHG emissions.
	Objective :	Clarify that Plan strategies are designed to meet emissions targets in the Chapter 9 environment code and are well-vetted and prioritized.
Goal C	Engage and empower stakeholders to both provide feedback and help with Plan implementation.	
	Objective :	Provide opportunities for community members to voice their priorities, concerns, and expectations for implementation strategies.
	Objective :	Recruit a diverse and committed group of people that are willing to stay involved in Plan implementation.
	Objective :	Consider and incorporate community input around implementation into the final Plan so that residents feel ownership of the Plan and strongly buy into the actions.
Goal D	Ensure that equity is a core value reflected within the final CAP.	
	Objective :	Solicit feedback about opportunities to advance equity within implementation of Plan strategies.
	Objective :	Ensure that opportunities to provide feedback are accessible and equitable to community members across demographic indicators such as gender, age, race, ethnicity, language, income, geographic location, immigration status, and access to internet or wifi.

PUBLIC ENGAGEMENT ACTIVITIES

Throughout this engagement process, a combination of targeted and broad outreach strategies were utilized to reach priority audiences and the general public, respectively (see more information on each method below):

- **Targeted outreach strategies** included amplified outreach through the Community Climate Council, geographically focused and non-English workshops, pop-up presentations, and translated versions of online open house materials and the public online survey.
- **Outreach to the general public** consisted of an online open house, online survey, online workshop series, and phone and email communication.

Participation was promoted at all online workshops, the SFE webpage, and physical flyers distributed throughout San Francisco neighborhoods and underserved communities. Participation in online workshops specifically was promoted through Eventbrite, the SFE webpage, and various social media platforms.

Community Climate Council

The Community Climate Council (CCC) consisted of 11 recruited leaders from San Francisco community-based organizations representing a range of target demographics and stakeholder

groups. Coordination with the CCC was maintained throughout the engagement process, starting with buy-in on the engagement strategies and messaging. An outreach toolkit and training were provided to the CCC members to assist members with engaging contacts, with an emphasis on community members who are typically not involved in public processes or are unlikely to take a survey. The toolkit included Plan factsheets, instructions and talking points, a recorded Plan overview presentation, a briefing PowerPoint Presentation, and a social media strategy.

SFE Webpage

Housed on the SFEEnvironment.org website, the SFE webpage was a central hub of information and an on-going resource to the public. The webpage acted as a go-to landing page for the public to learn about the planning process and ways to get involved.

Key information:

- URL: sfenvironment.org/ClimatePlan

Online Open House

The online open house, housed on the Konveio web platform, provided an opportunity for community members to provide their input on the draft Plan. The online format removed barriers so that participants could provide feedback at a time that is convenient for them and take their time digesting materials. The online open house also housed the online survey (detailed in the section below).
Key information:

- URL: sfclimateaction.konveio.com
- Live for public commenting: December 18, 2020 - March 26, 2021
- Website remains accessible to the public to review draft Plan documents.

Online Surveys

The online survey was housed within the online open house platform and was open through the duration of the online open house. The survey was translated into Spanish and Chinese (and other languages through Google Translate) and included questions regarding Plan strategy/actions, City and community roles, equity, and respondent demographics. Participation in the online survey provided an entry into a raffle for a $100 Visa Gift card to encourage participation.

Online Workshops

One kick-off webinar and eleven interactive online workshops were held from December 2020 through March 2021 to introduce Plan strategies/actions and gather feedback on Plan content and implementation. Nine workshops were hosted in English, one was hosted in Spanish, and one in Cantonese.

These workshops took place via Zoom during different days of the week and times of the day to foster diverse participation. The workshops typically consisted of a guest speaker, a brief overview presentation of the Plan and Plan process, interactive polls and chat questions, breakout sessions to promote collaborative feedback on Plan strategies and actions.

WS#	Workshop	Date and Time
WS1	Climate & Business	Wed, Dec 9, 2020, 10:00 a.m. -12:00 p.m. PST
--	Kick-off Webinar	Thu, Jan 14, 2021, 5:00-6:30 p.m. PST
WS2	General Workshop Co-hosted with SPUR	Wed, Jan 20, 2021, 12:30-2:30 p.m. PST
WS3	Community Climate Workshop	Thu, Jan 21, 2021, 5:30-7:00 p.m. PST
WS4	Climate & Economy	Wed, Jan 27, 2021, 5:30-7:00 p.m. PST
WS5	Climate & Equity	Tue, Feb 2, 2021, 6:00-7:30 p.m. PST
WS6	Climate & Health	Tue, Feb 9, 2021, 5:30-7:00 p.m. PST
WS7	Climate & Resilience	Thu, Feb 18, 2021, 5:30-7:00 p.m. PST
WS8	Spanish In-language	Tue, Mar 9, 2021, 6:00-7:30 p.m. PST
WS9	Chinese In-language	Thu, March 11, 2021, 6:00-7:30 p.m. PST
WS10	Community Climate Workshop	Fri, Mar 19, 2021,12:30-2:00 p.m. PST
WS11	Community Climate Workshop	Sat, Mar 20, 2021, 10:00-11:30 a.m. PST

Pop-up Presentations

To engage interested local organizations, SFE offered to host small presentations to inform about the Plan and gather community feedback. Eleven pop-up presentations were held between February 24, 2021 through March 16, 2021 for the following organizations:

- Bayview Hunters Point Environmental Justice Taskforce
- Building Owners and Managers Association (BOMA) San Francisco
- CNPS Yerba Buena, Golden Gate Audubon Society, California Academy of Sciences, Nature in the City, Wildfires to Wildflowers, San Francisco Estuary Institute Urban Nature Lab, Sutro Stewards, Presidio Trust, Literacy for Environmental Justice, Farallon Islands Foundation, Designintent Landscape Architects
- Japantown Task Force
- Pacific Heights Residents Association
- SF Yimby, Urban Environmentalists
- SFUSD Balboa High School - 12th Grade Environmental Science Class
- SFUSD BIPOC Climate Justice Council
- SFUSD Lincoln High School - 10th Grade Green Academy
- Sunrise Movement - Bay Area Hub
- Zero Waste Youth USA

Email and Phone Communication

For those who were not able to join an online workshop and/or participate in the online open house, a phone number and email was provided to answer any questions or receive any feedback. SFE assigned staff to respond to inquiries in English, Spanish, and Chinese throughout the engagement period.

- climate@sfenvironment.org
- (415) 409-8228

Nine emailed letters were received from the following stakeholder groups:

- Alameda County Waste Management Authority (StopWaste)
- Bayview Hunters Point Mothers & Fathers Committee Greenaction for Health and Environmental Justice
- Building Owners and Managers Association (BOMA) San Francisco
- Collaborative letter from Golden Gate Audubon Society, Nature in the City, Wildfires to Wildflowers, and Yerba Buena Chapter of the California Native Plant Society
- Livable City
- Nature in the City
- San Francisco Transit Riders
- Wildfires to Wildflowers
- Yerba Buena Chapter of the California Native Plant Society

No phone calls were received during the engagement process.

Engagement Overview

PARTICIPANT SUMMARY

Through the platforms and methods of engagement below, **238,845 people were reached** during this engagement (saw postings/landed on pages). Of the people reached, **5,777 people were engaged** during this process (took the survey, attended an online workshop, interacted with social media content, etc.). Note that these totals represent total interactions and may double count individuals that engaged across multiple platforms.

Method	# Reached	# Engaged
Online survey	2,078	800
Online open house	12,285	1,405
Workshops + Pop-ups	1,793	1,448
Social media	220,642	1,829
City webpage	4,143	419
Email communications	389	61
Total	**241,330**	**5,962**

WORKSHOP AND POP-UP PRESENTATIONS SUMMARY

Many participants attended the kick-off webinar via Zoom or Facebook live (50% of total attendance). Among interactive workshops, the Climate & Resilience workshop received the most registrants and the Climate & Equity workshop was most highly attended. Twenty eight percent of workshop attendees responded to the demographic survey.

Workshop	Attendees	Registrants	Attendance Rate	# Responded to Dem. Survey	% Responded to Dem. Survey
Kick-off Webinar	652*	543**	120%	N/A	N/A
Business	18	18	100%	14	78%
SPUR	64	128	50%	21	33%
General	24	45	53%	8	33%
Climate & Economy	70	99	71%	26	37%
Climate & Equity	122	176	69%	46	38%
Climate & Health	59	120	49%	22	37%
Climate & Resilience	62	187	33%	29	47%
Chinese	103	160	64%	68	66%
Spanish	25	28	89%	5	20%
Community Workshop #1	23	43	53%	14	61%
Community Workshop #2	12	32	38%	9	75%

SFE-led Pop-ups	64	64	100%	64	100%
Total	**1,171**	**1,643**	**71%**	**326**	**28%**

**Number includes viewers from Zoom Meeting (525) and Facebook live (127).*
***No registration available for Facebook Live.*

ONLINE SURVEY SUMMARY

The online survey received 800 responses.

ONLINE OPEN HOUSE SUMMARY

There were 2,837 visitors to online open house who provided a total of 487 comments on the draft Plan materials.

Metric	Value
# of unique visitors	2,837
# of site visits	4,929
Average time spent on page (sec)	183
# of comments	487

SOCIAL MEDIA SUMMARY

Plan-related activity on social media is summarized below.

KPI	Value
# Posts	155
# Impressions	178,725
# Clicks	418
# Reactions (likes)	899
# Shares	157

Overarching Feedback

The following table presents themes from overarching, cross-sectoral feedback. Feedback shaded in grey are top recurring comments emphasized across engagement methods.

Theme	Feedback
City's role	Participants would like the City's main roles to be providing **1) incentives** and **2) regulation**.*
Affordability	Participants frequently worried about strategy implications for **affordability** and who would incur the costs. They identified the lack of affordable alternatives as a potential barrier to Plan success.
Interagency collaboration & partnerships	Participants requested **more interagency collaboration and partnerships with organizations** to reduce inefficiencies, create a more unified and consistent approach, and consider potential for scalability across departments and regions.
Cross-sectoral approach	Participants acknowledged the **interconnectivity** of strategies and sectors and supported a collaborative, cross-sectoral approach.
Transparency & accountability	Participants support action-oriented **goals**, clear **metrics**, and straightforward and transparent **progress reporting and emissions tracking**.
Equity	Participants feel the top two ways the City can be **fair and equitable** are: **1) funding and support**, and **2) establishing shared decision-making and leadership roles with community leaders and organizations**.* Participants requested **non-digital community outreach** in addition to digital.
Community role	Participants wished for **more education and outreach** to empower communities to implement the Plan. Participants also questioned whether the burden of implementation and the penalization of noncompliance should fall on the communities, as opposed to corporations or the City.
Workforce development	Participants desired **support for workforce development within the local, low-income, and BIPOC** communities—including working with students to pursue environmental careers and supporting small businesses to build hiring and training capacity. Participants were also interested in offsetting potential job losses by training existing workforces that would be most affected by Plan implementation.
Streamline codes and permitting	Participants cautioned that complicated and time-intensive **codes and permitting processes** may impede progress toward climate goals.
Strategy analysis	Participants expressed concern that certain strategies or poor implementation may increase GHG emissions and deepen racial and socioeconomic inequities. They asked for **more rigorous, transparent, and consistent analyses** of strategy **effectiveness**.

Theme	Feedback
Alignment of existing policies & programs	Participants expressed concerned that the City will use up its resources on the Plan at the expense of ongoing efforts (i.e., current activities would be put on hold).

** Response prompted from survey question.*

ONLINE OPEN HOUSE COMMENT SUMMARY

Page Views

The homepage, survey page, and Plan Overview pages were the most visited on the online open house site. The highest-visited sector pages were Transportation & Land Use, Building Operations, and Healthy Ecosystems.

Page	# Views	% of Views
Home	12,285	65%
Survey	2,078	11%
Plan Overview	1,405	7%
Full List Strategies & Actions	952	5%
Summary	393	2%
Transportation & Land Use	314	2%
Building Operations	390	2%
Healthy Ecosystems	343	2%
Energy Supply	236	1%
Responsible Production & Consumption	221	1%
Housing	189	1%
Glossary of Key Terms	43	<1%
Total	**18,849**	**100%**

Comments, by Page

The following table summarizes the content and tone of comments received through the online open house, by page, as identified by the Konveio software.

Page	# Comments	# Commentors	% Questions	% Suggestions	% Negative	% Neutral	% Positive
Home	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Survey	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Plan Overview	149	57	20%	80%	28%	67%	11%
Full List Strategies & Actions	116	20	5%	95%	22%	69%	11%
Summary	48	12	25%	58%	29%	62%	16%
Transportation & Land Use	49	22	22%	78%	24%	61%	15%
Building Operations	24	14	27%	73%	26%	65%	9%
Healthy Ecosystems	54	19	12%	88%	18%	66%	16%
Energy Supply	11	7	27%	73%	46%	46%	9%
Responsible Production & Consumption	19	13	27%	73%	27%	73%	0%
Housing	16	8	14%	86%	52%	48%	0%
Glossary of Key Terms	1	1	0%	100%	0%	0%	100%
Total/Average	**487**	**173**	**18%**	**80%**	**27%**	**56%**	**19%**

Comments, by Topic

Comment distribution—including sector-relevant comments from the "Plan Overview", "Summary", and "Full List of Strategies" pages—are presented below.

Building Operations	Energy Supply	Healthy Ecosystems	Housing	Responsible Production & Consumption	Transportation & Land Use	Other
Online Open House - Total Comments						
48	28	159	53	46	112	19

Individual Sector Feedback

This section summarizes public comments received specific to individual Plan sectors. Feedback within each table and table sub headers are presented in ascending order from most common feedback heard to less commonly heard. Feedback shaded in grey, are recurring comments that were most emphasized throughout the methods of engagement. "Konveio" refers to comments posted on the online open house documents.

Notes (applicable to all sector feedback tables below):
"Where Heard" Column key:
WS1-10: Online Workshops 1 through 10
Konveio: Online Open House
Survey: Online Survey
Email: Feedback provided via email
Pop-up: Pop-up presentations

Underserved Communities/Minority Voices: includes feedback from: Equity workshop, Spanish in-language workshop, Chinese in-language workshop, SFUSD BIPOC Climate Justice Council, Japantown Task Force, and Bayview Hunters Point Environmental Justice Taskforce.

Themes with an asterisk (*) represent themes that overlapped among Underserved Communities/Minority Voices and general community feedback.

BUILDING OPERATIONS

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Areas of Support			
Workforce development	• Support for **developing workforce while meeting clean energy goals**. • Interest in **retraining existing workforce** to address concerns that electrifications will lead to job losses.	BO 3	WS1, WS4, WS6, WS7, Konveio, Email
Building electrification & incentives	• Support for replacing high-emitting appliances with **electric alternatives,** provided these alternatives indeed emit less carbon and are affordable. • Support for residential electrification **incentives/rebates**.	BO 1, BO 2	WS5, WS7, Konveio, Email, Survey
New and existing building developments and retrofits	• Support for **passive house building measures.**	BO 1; BO 2	Konveio
	• Support for **requiring solar installation** on new/existing buildings.	BO 1, BO 2	WS7, Konveio

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
	• Support for City setting an aggressive timeline for buildings to replace/switch to **low-impact or natural refrigerants**.	BO 4	Konveio, WS1
Grid resiliency	• Support for efforts to increase **building and electric grid resiliency** in the event of natural disasters, power outages, and sea level rise.	BO 1, BO 2	WS1, WS7, Konveio, Email
GWP refrigerants	• Support for addressing **high-GWP refrigerants**.	BO 4	Email
Areas for Improvement			
Direct homeowner outreach	• Interest in **providing more direct outreach** to individual homeowners.	BO 1, BO 2, BO 4	WS2, WS5, WS6, Konveio
Water resilience	• Interest in including strategies that **focus on water consumption of buildings**, especially as it relates to climate resiliency.	BO 1, BO 2	WS1, WS4, WS7, Konveio
Transparency & tracking	• Interest in a **more accurate analysis of tracking emissions** instead of the current WRI market-based. • Interest in **transparent/updated metrics** of energy efficiency available on a website and environmental impact of storage technologies.	BO 1, BO 2	WS7, Konveio
Banning natural gas in new construction	• Confusion regarding goals and if **"new buildings"** include residential, commercial, and mixed-use buildings.	BO 1	WS2, WS3, Konveio
Building codes and permits	• Concern that **complicated building codes and permitting processes** would make it difficult to decarbonize existing and new buildings. • Interest in applying **permit compliance checking** for appliance replacements. • Interest in requiring **100% carbon-free power in all new buildings in 2021.**	BO 1, BO 2	Konveio, Email
Energy efficiency in MF/existing	• Interest in installation energy efficient appliances in **multifamily construction** and **existing buildings**.	BO 1, BO 2	WS4, Survey

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Contractor list	• Interest in **City suggesting experts and qualified contractors** to support transition and to help residents and property owners make plans.	BO 2	WS1, WS4
Grid resiliency	• Interest in creating **grid relationships** beyond the building level (resilient infrastructure at the **block/neighborhood scale**).	BO 1, BO 2	WS1
Commercial buildings	• Concern that Plan does not acknowledge that **fuel switching for commercial buildings**, when compared to residential buildings, is **more complex** and would therefore require more time, coordination, and planning.	ES 1, ES 2	Email
Non-compliance	• Interest in City including **what would happen to those who don't comply** with electrification.	BO 1, BO 2	WS2
Equity			
Cost burden	• Concern that the **immediate cost shifts** from buildings switching to electric will burden **small businesses, low-income, and middle-income communities and renters**. • Concern that **low-income residents** who cannot afford the replacements will be penalized. • Interest in a **staggered timeline for each neighborhood** based on socioeconomic factors.	BO 1, BO 2	WS2, WS4, WS5, WS10, Konveio, Email
BIPOC Employment	• Support for **prioritizing companies** that employ **local BIPOC individuals**.	BO 3	Konveio
Specific constituencies	• Interest in identifying **specific constituencies** as opposed to simply using the BIPOC acronym to address different and diverse communities.	All	WS5
Equitable implementation & outcomes	• Support for **oversight, accountability, and transparency** of strategies.	All	WS5

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Other Considerations			
Increased education and outreach	• Support for increased **public awareness efforts and community outreach** to educate homeowners and ease concerns about required changes.	N/A	WS6, WS4, WS3, WS7
Environmental health	• Interest in considering health effects from **indoor air quality issues**.	All	WS10
Building community support	• Interest in developing **strong messaging tailored to each audience** to build community support and political will.	All	WS10
Underserved Communities/Minority Voices			
Electrification cost incentives & education*	• Desire for **cost incentives** and **education** for **low-income and elderly residents** to switch to all electric.	BO-2	WS5, WS8, WS9
	• Interest in seeing education and promotion of electrification via continued **community workshops** and other **media/social media**.	All	WS8, WS9
Transparency*	• Emphasized the need for **transparency with goal progress** (emissions reductions/costs) via a **dashboard**.	N/A	WS5, WS8, WS9
State funding*	• Would like the City to continue working with the **State** to secure **funding** for electrification. Worried that progressive cities get less state funding.	N/A	WS8
Decarbonization	• Support for **decarbonization** and moving away from fossil fuels.	BO-1, BO-2, BO-3	WS8

ENERGY SUPPLY

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Area of Support			
Microgrids & decentralization	• Support to move towards **microgrids** instead of centralized source high voltage grid system and for community-owned distributed energy sources.	ES 3	WS5, Konveio
Renewable energy	• Support for more **renewable energy sources** and more ambitious renewable energy **goals**. • **Mixed support for hydropower**: some want to increase use and others highlighted unintended consequences on ecosystem health.	ES 2	WS1, Konveio
Grid structure	• Support for the use of **district energy** and steam.	ES 3	WS2
Carcinogenic fuels	• Support for **stopping wood and biofuel burning and reducing use of carcinogenic fuels.**	ES 2	Konveio
Areas for Improvement			
Workforce development	• Interest in the city helping to **increase workforce development** and training efforts.	ES 4	WS1, WS2, WS4, WS5, WS10, WS11, Survey
Education	• Interest in **proactive, culturally responsive, and widespread education** to communicate energy goals and benefits to communities.	N/A	WS3, WS4, WS7, Konveio
Incentives	• Interest in the City providing **incentives or funds to small businesses and NGOs** for switching to electric and energy efficient appliances. • Interest in **income-based** clean energy subsidies and incentives.	ES 2	WS4, WS7

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Transparency	• Interest in **transparent communication** about goals, implementation, challenges, timeline, etc. with residents by distributing information and engaging the community.	All	WS10, WS11
	• Interest in making the Plan's **GHG emissions accounting more comprehensive, consistent**, **and audited by a third party**.	ES 1	Email
Renewable energy	• Some interest in **placing wind turbines** throughout the city.	ES 2	WS8, Konveio
Density	• Concern that **density** is incompatible with on-site energy independence via solar.	ES 2	Konveio
Other benefits	• Interest in **policies for clean power sources** that may not help lower GHG emissions but provide many **other benefits**.	ES-1	Email
Equity			
Cost burden	• Interest in the City implementing a **bond to fund solar power** at affordable housing. • Concern that it is **harder for low-income communities to access** renewable energy.	ES 2	WS4, WS7, Konveio
Green gentrification	• Concern that any efforts for an equitable transition away from the City's natural gas system will **worsen gentrification** by making the area more desirable (green gentrification), therefore augmenting the housing shortage.	ES 5	Konveio
Other Considerations			
Multiple actors	• Interest in clarity and **use of multiple levers**, including public/private partnerships, philanthropy, NGOs, and unions.	N/A	WS1, WS11

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
External energy sources	• Confusion as to **whether San Francisco will use energy generated outside city borders** and work with the state to ensure GHG-free electricity.	ES 1	WS2, WS7
Timeline	• Question about the **timeline for implementation**.	All	WS10
Connections to health	• Interest in discussing and considering the **intersection of health and energy supply**.	N/A	WS10
Underserved Communities/Minority Voices			
Cost burden*	• Would like the City to assist with increased **utility cost to low-income, elderly, and non-profits**.	ES 1, ES 2, ES 3	WS5, WS8, WS9, pop-up
In-language outreach and education	• Request for **in-language outreach and education**	ES 1, ES 2, ES 3	WS8, WS9
Safety	• Existing building power capacity may not be able to handle a transition to all electric appliances which may cause **short-circuiting**. This may be **dangerous for residents, especially the elderly**.	ES 2, ES 3, ES 5	WS5, WS9
Cultural relevance	• Concern that the transition to energy efficient appliances is **not culturally relevant** (electric stove) and may **harm business owners**.	N/A	WS8, WS9
Workforce development*	• Interest in **workforce development through City College**.	ES 4	WS5

HEALTHY ECOSYSTEMS

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Areas of Support			
Native plants	• Support for **expansion of native ecosystems** and limitation of invasive species and use of pesticides. Emphasis on planting native wetland plants/grasses, and low-lying fauna instead of trees.	HE 8	WS2, WS3, WS4, WS6, WS7, Konveio, Survey
Urban greening/ forestry	• Support for **planting street trees, native trees, and preserving existing mature trees**.	HE 5	Survey
	• Support for **increased funding for urban forestry/ecosystem stewardship programs**. • Support for **creating wildlife corridors** around the city and converting concrete/AstroTurf to planters and green spaces especially in underutilized areas.	HE 5, HE 6	WS3, Konveio, Survey
Areas for Improvement			
Community involvement and education	• Interest in **funding community participation and providing financial incentives to businesses and residents** to encourage living architecture and native plants in gardens and nurseries. • Interest in **active communication between community and the city** during greening projects. • Interest in **partnering with schools and other organizations** like architecture firms for stewardship work. • Interest in **education opportunities** on the importance of green areas.	HE 2	WS1, WS5, WS6, WS7, WS11, Konveio, Email
	• Interest in **integrating a citizen science component** by expanding data inputs and public awareness of urban habitat.	HE 1, HE 2, HE 7	Email
Other ecosystems	• Interest in including **wetlands, perennial grasslands, and oceans** in the strategies.	N/A	WS5, Konveio
Stewardship jobs	• Interest in the City allocating funding and creating **ecosystem stewardship and gardening positions**.	HE 2	WS4, Konveio, Email

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Safe environment	• Interest in conducting thorough **testing, clean-ups, and remediation** of all radioactive and hazardous waste contamination along and near waterfront areas. • Interest in addressing the issue of rising sea levels and groundwater threatening to **flood radioactive and hazardous waste contamination sites** in vulnerable and at-risk communities.	N/A	Email, Survey
Resilience	• Interest in **creating resilient ecosystems** in the face of natural disasters and sea level rise.	All	WS10, WS11
Protect and expand green space	• Interest in **limiting population in the city** and support for monitoring ecological management progress. • Interest in **protecting existing habitats** from development. • Interest in **limiting outdoor lighting** and **controlling runoff.**	HE 5, HE 6, HE 7, HE 8	Konveio
Agriculture on rooftops and backyards	• Interest in having land use policy also **support local, small scale agriculture on rooftops and in backyards.**	HE 8	Konveio
Equity			
Restoration efforts	• Interest in **empowering local communities**, specifically native voices, to access green spaces and engaging them in **land stewardship efforts** and the City's decision making. • Interest in **focusing urban greening efforts on underserved areas** while limiting gentrification (e.g. finding balance between green spaces/affordable housing development). • Interest in **linking racial and social equity to health** and green spaces.	HE 2	WS4, WS5, WS6, WS10, Konveio

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Job creation	• Support for **creating career pipelines for environment jobs** by hiring within communities and ensuring every org has a DEI framework to address institutional inequities.	HE 2	WS2, WS4, WS5, Konveio
Community involvement	• Interest in engaging and **following leadership** from **frontline and historically underserved communities**. • Interest in City **partnerships** with local BIPOC organizations or low-income communities.	All	WS5, Email
Funding	• Support for **redistribution/increase of funding to historically ignored areas** to maintain healthy ecosystems	HE 4	Konveio
Space limitation	• Concern that **some neighborhoods have more room for parks and open space than others.** Thus, more urbanized neighborhoods will not have opportunities for added green spaces.	HE7, HE8	WS11
Explicitness	• Interest in **calling out equity explicitly** in the strategies.	All	WS5
Other Considerations			
Alignment of goals	• Interest in **aligning goals** (especially housing goals) of City agencies and regulating industries (e.g., transportation, landscaping, construction). • Interest in **mandating cross-agency collaboration** and strengthening and advancing City departments' existing policies, such as San Francisco's Biodiversity Resolution.	HE 1, HE 2	WS2, WS3, WS5, Email
Density	• Interest in **getting rid of the Shadow Ordinance** and building up, not out.	N/A	Konveio
Terms	• Confusion about what "**built environment**" means.	HE 4	WS11

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Environmental health	• Interest in addressing **pollution-related public health emergencies** in already-impacted Bayview Hunters Point and Treasure Island.	N/A	Email
Underserved Communities/Minority Voices			
Cost burden & incentives	• Although eager to reduce emissions and make changes, hesitant of the accompanying costs to residents. Would like the City to provide **financial support and incentives**.	HE 4	WS5, WS8
Education to elderly	• Interest in seeing an outreach and education plan that reaches the **elderly populations**.	HE 3	WS8, WS9
Unique community barriers	• Interest in seeing **tailored greening and restoration plans** for different communities with unique barriers.	All	WS9
Clean streets	• Interest in seeing the City take action on **cleaning and maintenance of existing streets and parks**.	N/A	WS9
Conflict with housing need	• Concern about **space conflicts** with the need for new housing.	HE 7	WS 5

HOUSING

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Areas of Support			
Housing development	• Support for **new housing**, especially infill development.	Sector goal	Survey
Process streamlining	• Support for **streamlining the planning and building process.**	H 3	Konveio
Underutilized buildings	• Support for **redeveloping and renovating underutilized buildings** to contribute to housing goals.	H2, H 3	WS6
Expanding tenant services	• Support for financially supporting affordable housing for BIPOC communities by **expanding tenant services.**	H1	Konveio
Areas for Improvement			

Affordability	• Concern **that affordable housing may not be cost-effective for developers**. Interest in:
	  ○ Granting surplus City-owned land at no cost to non-profit developers to build affordable housing and maximize the density.
	  ○ Developing more affordable units lower in new buildings and in less desirable harder to rent/sell facings.
	  ○ Providing a density bonus to effectively reduce the land cost per unit or to offer direct affordable housing grants to developers.
	• Interest in the City **requiring a certain number of affordable units to be built and leased before allowing any new market rate housing.**
	• Interest in **replacing rent control with a rent subsidy based on each tenant's tax returns.**
		H 3, H 4	WS5, WS6, WS11, Konveio

Green and resilient housing	• Interest in the City setting **requirements for sustainable water systems** in all new housing. • Interest in **planning for resilient housing** prior to construction as opposed to afterwards.	H 1, H 2, H 3, H 4	WS1, WS2, WS3, WS4, WS11, Konveio

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Goals and targets	• Mixed feelings about the feasibility of the sector goal. Some think the sector goal is too low, while others think the sector goal is unrealistic. With the housing shortage and growing industry**, more units are needed to increase housing affordability, especially for BIPOC residents.**	N/A	WS2, WS3
	• Interest in **aligning Strategy 3 with Transportation and Land Use**: expanding transit access and options and making sure housing density aligns with access to transit, businesses, and services, especially schools.	H 3	Konveio
Community	• Interest in **adding support of site-based community building**.	H 1	Email
Affordable housing green space	• Interest in seeing **green space access requirements** for affordable housing.	N/A	WS6
Partnerships	• Interest in **City forming formal connections between non-profits, trade groups, and other organizations**.	H 3	WS1
Equity			
Affordability	• Interest in **distributing affordable housing through all neighborhoods** unless BIPOC communities requested housing in cultural districts. • Interest in developing affordable housing **near goods and services**. • Interest in solutions that build **housing affordability**, as opposed to affordable housing. • Interest in making explicit the **housing burden by race** and outlining the historic inequities that mean current BIPOC communities are overburdened with housing costs.	H 1, H 3, H 4	WS1, WS2, WS5, WS7, WS10, Konveio, Survey
Gentrification	• Interest in **supporting small businesses and protecting the area from gentrification**. Interest in protecting current communities from displacement.	H 1	WS5, WS6, WS11

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Combating multi-generational poverty	• Interest in **introducing and growing new land and building ownership** models that cultivate community and begin to grow wealth in communities with multi-generational poverty.	H 4	Email
Other Considerations			
Resistance	• Concern about **resistance to building affordable housing sites**, larger buildings, and shelters for unhoused people.	H 2	WS2, WS3, WS10, WS11
Inclusion of the middle class	• **Mixed interests in who to focus on in these strategies**. Some believe that strategies need to include the **lower middle class** as well, while others believe that all the resources that go to the middle class are further overburdening **lower-income BIPOC communities**.	H 1, H 2, H 4	WS7, WS11, Konveio
Terms	• Confusion about **what "affordable" means** in the context of the 30% affordable housing goal.	N/A	WS6, WS7
Scale	• Concern that **housing issues are regional** and some affected by SF's housing policies live outside of the city.	N/A	WS5
Housing quality	• Interest in the City discussing the **quality of new housing**.	H 1, H 2	WS10
Underserved Communities/Minority Voices			
Small property owners	• Support for actions that encourage small property owners to add housing and rehabilitate existing units but interested in accompanying policies that **protect small property owners** from non-compliant, non-paying renters.	H 1, H 2, H 3, H 4	WS8, WS9, Pop-up
Revised zoning and permitting	• Support for **updating zoning** and allowing live-work spaces. • Interested in policies/permits that allow **building up versus building out**. • Support for **affordable housing in all neighborhoods**, including low-density neighborhoods.	H 3	WS8, WS9,

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Sector goals*	• Would like clarity on how to 5,000 new housing units per year metric was developed. Interest in a more aggressive timeline for new housing. • 30% affordable housing goal seems low	N/A	WS5, Pop-up
Transparency*	• Need for easy to understand, real time tracking towards Plan goals and resulting benefits to specific communities/demographics.	N/A	WS8, WS9
Affordable housing*	• Support for **increased funding and development** of affordable housing.	H 4	Pop-up
	• Interest in a more **aggressive timeline and goal** for affordable housing. Would also like to **speed up** the process for residents to obtain affordable housing.	H 1, H 2, H 4	WS8
Multilingual education	• Interest in multilingual education and outreach regarding next steps to achieve plan goals and responsibility/resources for residents. • Interest in continued coordination via community workshops	All	WS8
Unhoused	• Would like the Plan to detail actions to assist the unhoused through **mental health programs** and **job training** on top of financial assistance.	H 2	WS8

RESPONSIBLE PRODUCTION & CONSUMPTION

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Areas of Support			
Waste reduction	• Support for **prioritizing waste reduction** (e.g., food waste and packaging).	RPC 2, RPC 3	WS1, WS4
Producer responsibility	• Support for **extending producer responsibility policies.**	RPC 3	WS2, Konveio
Embodied carbon	• Support for reduction of **embodied carbon** in buildings and infrastructure.	RPC 1	WS1, WS2, Konveio
Food and plant-based diets	• Support for **promoting and subsidizing plant-based diets**, especially by providing incentives for plant-based restaurant meals and committing to plant-based foods in City buildings.	RPC 2	WS5, Konveio
Consumption	• Support for **considering consumption-based emissions**.	RPC 3	Konveio
Areas for Improvement			
Reuse of goods and services	• Interest in encouraging and capturing the decarbonization impacts of **reuse and secondhand markets.** This could include community repair events, lists of repair businesses, and donation avenues, and a requirement for Recology to ensure reuse of durable items and materials. • Interest in **limiting virgin plastic items and single-use items** and closing loopholes in the current plastic bag ban. • Interest in seeing **textiles and clothing products** mentioned in the measures. • Interest in **banning or taxing unsustainable materials.**	RPC 3	WS1, WS4, WS7, Konveio, Survey

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Waste reduction, recycling, and compost	• Interest in **pressuring companies to reduce packaging** or incorporate environmentally friendly packaging options. • Interest in re-introducing materials **drop-off locations in the city**. • Interest in providing biogas digesters and compostable bags in parks to divert **dog waste.** • Interest in getting SF access to **anaerobic digester at Recology**.	RPC 3	WS4, WS10, WS11, Konveio
Education & outreach	• Interest in **educating community**, particularly **students**, about the link between soil health, foods, and human health. • Interest in engaging communities to **buy local and sustainable products**, if they need to buy at all.	RPC 5	WS3, WS6, WS6, WS11, Konveio
Building materials	• Interest in **reusing construction and demolition materials**. • Interest in **limiting cement use** in San Francisco. • Interest in using a **lighter colored alternative to the cement/asphalt** currently used in some city sidewalks. • Interest in **seeking out architects using decarbonizing building practices** such as mass timber. • Interest in considering **fence material made from plastic detergent jugs**. • Interest in **mentioning steel in the measures**.	RPC 1	WS4, Konveio, Survey
Workforce development	• Interest in **retraining and retaining blue collar employees** who get displaced.	N/A	WS10, WS11
	• Interest in **local recycling and local green jobs**.	N/A	WS4
Food and plant-based diets	• Interest in the **promotion of regenerative agriculture** products as part of a Food Waste Prevention and Edible Food Recovery Policy.	RPC 2	WS7, Konveio

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Consumption emissions	• Interest in seeing a specific **goal around consumption emissions** that includes the production and transportation of the goods and other stages of the life cycle.	RPC 3	WS7, Konveio
Reporting requirements	• Interest in requiring **Environmental Product Declarations (EPDs)** that identify **total embodied carbon** of different categories of products.	N/A	WS1
Other modes	• Interest in including plans to curb **aviation and maritime emissions**.	RPC 4	WS1
Community	• Support facilitating the creation of **inclusive and networked neighborhood scale projects**.	RPC 3-3	Email
Equity			
Impact on businesses	• Concern that the goal will disproportionately impact **BIPOC-, locally-owned, or small businesses**.	N/A	WS6, WS11
Access to food	• Interest in **providing access to fresh produce in certain districts** that previously did not have access. • Interest in making sure that **donation centers stay culturally relevant** to recipients.	RPC 2	WS6
Other Considerations			
COVID	• Interest in addressing **impacts of COVID-19** on responsible production and consumption.	N/A	WS1, WS6, WS7
Community gardens	• Question about where **community gardens** fit in this goal. • Interest in **encouraging landlords to optimize unused space** such as a community garden.	N/A	WS10, Konveio
Corporate responsibility and enforcement	• Interest in **focusing efforts** to ensure responsible consumption and production **on corporations**, not on consumers.	RPC 3	Konveio
	• Concern of how the City will **hold companies accountable** for lifecycle emissions and new standards for materials.	N/A	WS2

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Other materials	• Interest in including **e-waste**.	RPC 3	WS2
Legal authority	• Concern about how the City will **enforce** waste and food systems **outside of the city**.	N/A	WS3
Underserved Communities/Minority Voices			
Restrictions for producers*	• Interest in seeing City or state set **limitations for production** (permitting for production and penalties for overproduction). • Interest in City and state **increasing sustainability standards** for producers.	RPC1, RPC 2, RPC 3, RPC 4	W5, W8, W9
Clear education and resources*	• Interest in **clear/simple communication, education, and resources** for residences. • Interest in **educating children** about RPC practices and provide funding to teach in schools.	RPC 5	W5, W8, W9
Support for small businesses*	• Interest in the City providing **financial support** for restaurants and other small businesses to encourage RPC practices.	RPC 3	W5, W9
COVID*	• Do these strategies and actions take into account COVID-19 or any type of other **pandemic/emergency response** in the future?	N/A	W8

TRANSPORTATION & LAND USE

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Areas of Support			
Public transit	• Support for **improving MUNI (safety, reliability, speed, service area).** • Support for setting goals around **transit speed and reliability**.	TLU 1	WS5, WS7, WS10, WS11, Konveio, Email, Survey
Transit-oriented development	• Support for **transit-oriented development.** • Support for a **streamlined approval process** for housing near transit.	TLU 5	WS4, WS6, Konveio, Email, Survey

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Reducing VMT	• Support for reducing VMT by increasing the cost of parking and **using parking resources more efficiently**.	TLU 4	WS1, WS2, WS3, WS10, Konveio
Bicycling	• Support for the City defending **bicycling** just as much as pedestrians or cars. Start shifting from "streets for cars", to "**streets for people**." • Support for adding **more protected bike lanes**. • Support for making **electric bikes more affordable**.	TLU 2	WS1, WS2, WS7, Konveio
Density and Diversity	• Support for **increasing density**, **diversity of land uses, and location efficiency** across San Francisco.	TLU 6	WS 6, Survey
Parking	• **Support for parking permits.**	TLU 4	Email
Pricing tools	• Support for **equitable pricing tools**.	TLU 3	Email
Areas for Improvement			
Transit-oriented development	• Interest in **developing housing along bike corridors** in addition to near **public transit**. • Interest in **investing** the additional revenue from upzoning the corridors into community benefits.	TLU 6	WS2, WS4, WS5, WS6, WS7, Konveio, Email
Bike access and safety	• Interest in **more communal storage/bike racks in garages** and ways to discourage bike theft. • Interest in **bikeshares**. • Interest in enforcing **bicyclists to adhere to the laws.** • Interest in making **installing bike racks easier** (not requiring months of community hearings).	TLU 2	WS2, WS10, Konveio
Transit	• Support for **making public transit free** for all riders. Support for free transit passes for residents.	TLU 1	WS7, Konveio
	• Interest in developing **apps that track public transit options** to make them more reliable.	TLU 1	WS11
	• Interest in requesting **more frequent cleaning of buses and trains** so they are more pleasant to ride. • Interest in considering **giving all buses priority at intersections**, raising MUNI trains on a **platform**, and/or **adding more bus-only lanes**.	TLU 1	Konveio

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
	• Interest in **eliminating low-use MUNI routes** and subsidizing ride-share fares for needy riders.	N/A	Konveio
	• Interest in **focusing on all city stations and off-peak hours**, as opposed to focusing most services and funding on the peak hours downtown.	TLU 3	Email
Reducing VMT	• Concern that **EVs are not a sustainable solution** to cars. Car tires are polluting, and cars take up parking and road space and mainly benefit wealthy people. • Interest in installation of EV chargers in **multifamily construction** and **existing buildings**. • Interest in **phasing out conventional commercial and delivery vehicles, cabs, and ride-hailing vehicles.** • Interest in the City leading by example and making **all City-owned vehicles/bikes electric** (if not already).	TLU 7	WS4, Konveio
Pricing tools	• Interest in **additional pricing tools** to capture the full range of climate externalities associated with driving private cars and advancing equity.	TLU 3	Email
Household transportation audit	• Interest in the City **offering a transportation audit per household** to identify transportation needs and make recommendations for shifts to align with Plan goals.	TLU 2	Konveio
Equity			
Zoning	• Interest in **up-zoning parts of the city** that were founded as Whites-only communities. • Interest in expanding **multifamily zoning to all neighborhoods**, not just in transit corridors to combat environmental injustice. • Concern that a **NIMBY** neighborhood will resist sustainable transit options and transit-oriented development.	TLU 6	WS2, WS4, WS5, WS6, WS7, WS10, Konveio

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Cost burden	• Concern that electric charging is **not accessible and expensive**. • Concern that **restricting e-bike subsidies to low-income** people will **not be as effective** because wealthier people are doing most of the driving.	TLU 2	WS1, WS5, WS10, Konveio
	• Concern that **simply increasing the cost** of car ownership **without** providing easy-to-use **alternatives** will further punish communities of color.	TLU 4	Email
Other considerations			
Pandemic	• Concern that **pandemic has moved the City and the residents in the wrong direction**.	TLU 1, TLU 2	WS1, WS2, WS5, WS7, Konveio
Commuters	• Concern that **many commuters and other drivers come from outside** of the city and county. Therefore, local policies won't be as affective. Need for **coordination on a regional scale**.	TLU 3, TLU 7	WS3, Survey
City "charm"	• Concern of finding the **balance of upzoning and keeping the charm** and history of the city (e.g., old Victorian homes) that draw residents and tourists.	TLU 6	Konveio
CEQA	• Interest in **removing the appeal process in CEQA** which slows down transit oriented or affordable housing development.	N/A	Konveio, Survey
Transit First policy	• Concern that city is **not living up to its Transit First policy**.	TLU 1	Email, Survey
Underserved Communities/Minority Voices			
Convenience	• Support for **expanding the public transportation network**, more **direct routes** for longer distances, and creating more **regional connections**.	TLU 1	WS5, WS8, WS9
Safety	• Interest in **increasing safety** and security on public transit.	TLU 1, TLU 2	WS5, WS8, WS9

THEME	FEEDBACK	RELEVANT STRATEGIES	WHERE HEARD
Education and perception	• Interest in **City campaigns** or programs catered to different communities to spur **behavior change** around public transit.	TLU 1, TLU 2, TLU 3, TLU4, TLU 5, TLU 7	WS5, WS8, WS9
Reliability*	• Interest in a one-stop-shop for **real-time transit and traffic updates** - that is simple and user friendly for all populations. • Interest in **timing** of public transit being more reliable. • Suggestion for routine **route audits** to adjust frequency according to demand.	TLU1, TLU 2	WS8, WS9
Increased density	• Concern that encouraging high density development will negatively impact **housing costs, health conditions, and displacement**.	TLU5	WS5

Survey Responses

This section summarizes responses from the online open house survey.

HOW DID YOU HEAR ABOUT THIS OPEN HOUSE?

Respondents learned about the open house through a range of communication channels, but most survey respondents heard through community organizations.

Communication Method	# Responses	% Responses
SF Environment website	112	13%
Social Media	110	13%
Flyer	11	1%
A friend of colleague	121	14%
Community organization	320	37%
Other (please specify)	200	23%
Total	**874**	

Top "Other" responses included:

- An email from CleanPowerSF (37 responses)
- SF Public Library email, newsletter, or bulletin (36 responses)
- Other/unidentified email (24 responses)
- Email from Friends of the Urban Forest (23 responses)

WHAT TOP THREE STRATEGIES DO YOU THINK THE PLAN SHOULD FOCUS ON?

The top-voted strategies were:

1. Store more **carbon in our plants, trees, and soils** (462 votes)
2. **Transit, walking and biking** over driving (388 votes)
3. Increase **renewable energy** and **energy storage** (341 votes)
4. Shift buildings to **non-fossil fuel sources** (230 votes)

Strategies	# Responses	% Responses
Store more carbon in our plants, trees, and soils	462	20%
Transit, walking and biking over driving	388	17%
Increase renewable energy and energy storage	341	15%
Shift buildings to non-fossil fuel sources	230	10%
Shift to electric or lower-carbon vehicle fuels	226	10%
Reduce the use of single-use materials	216	9%
Affordable housing and housing security	198	9%
Increase number and type of green jobs	175	8%
Consume fewer/different goods and services	82	4%
Total	**2318**	

HOW WELL DO THE STRATEGIES/ACTIONS DO THE FOLLOWING? RATE FROM 1-5.

- Respondents overall rated the strategies as **doing the best job** at **motivating and inspiring** you to take action to reduce climate pollution and **providing direction to local government** on actions to take to reduce climate pollution.
- Respondents gave the **lowest rating** to the strategies' ability to **provide guidance on actions each of us can take** in San Francisco to reduce climate pollution.
- Respondents gave the most **"unknown" ratings to the ability of the strategies to benefit communities that experience higher environmental burden**.

Strategies and Actions	1 (Not at all)	2	3	4	5 (very well)	Unknown
Provide direction to local government on actions to take to reduce climate pollution.	28	56	201	192	87	236
Provide guidance on actions each of us can take in San Francisco to reduce climate pollution in our own neighborhoods.	37	139	187	148	90	199
Motivate and inspire you to take action to reduce climate pollution.	47	98	174	186	101	194
Benefit communities that experience higher environmental burden.	39	106	174	141	86	254
Total	**151**	**399**	**736**	**667**	**364**	**883**

WHICH ROLE(S) SHOULD THE CITY TAKE TO HELP MEET THE GOALS OF THE CLIMATE ACTION PLAN? PLEASE SELECT YOUR TOP TWO CHOICES.

Role	Total responses	% Total responses
Visioning	197	24%
Leadership	231	28%
Engagement	274	33%
Incentives	482	58%
Regulation	374	45%
Total	**835**	

WHAT ROLE SHOULD SAN FRANCISCO RESIDENTS AND BUSINESSES TAKE? PLEASE SELECT YOUR TOP CHOICE.

Role	Total responses	% Total responses
Leader	84	11%
Collaborator	541	68%
Follower	118	15%
Uninvolved	8	1%
I'm not sure/need more information to decide	49	6%
Total	**800**	

HOW CAN THE CITY BE FAIR/EQUITABLE?

Approach	# Responses	% Responses
Shared decision-making	265	20%
Funding and support	296	22%
Engage/collaborate with leaders	207	15%
Translate resources	86	6%
Design policies/programs with incentives	246	18%
Data gathering and tracking	73	5%
Evaluate and report on impact	145	11%
Other	39	3%
Total	**1357**	

DO YOU HAVE ANY OTHER COMMENTS, CONCERNS, OR QUESTIONS ABOUT THE SAN FRANCISCO CLIMATE ACTION PLAN UPDATE?

(See Supporting Document A for detailed responses)

Themes from the open-ended responses:

- Trees, tree, plant, planting, native (315 mentions)
- Climate, change, emissions, carbon (226 mentions)
- Public, people, residents, community, neighborhoods (194 mentions)
- Transit, streets, cars, transportation, vehicles (87 mentions)
- Funding, money, cost, incentives (67 mentions)
- Housing, housed (47 mentions)
- Health (29 mentions)

APPENDIX B-2: CAP Community Engagement feedback - City comment resolution form

SECTOR(S)	RELEVANT STRATEGIES	THEME TYPE	THEME	COMMENT / DRAFT TEXT	ACTION	RESPONSE / NEW DRAFT TEXT	REVISION IMPLEMENTED?	SOURCE
		Support, Improvement, Equity, Underserved Communities/Minority Voices, Other Considerations			**A - CAP revision recommended B - No revision recommended C - Applicable to future implementation or other resource (eg. Different Plan)**		**Yes No N/A - not applicable**	
General	All	Underserved Communities/Minority Voices	Multilingual education	Interest in multilingual education and outreach regarding next steps to achieve plan goals and responsibility/resources for residents.		Will expand during CAP implementation.		WS8
General	All	Underserved Communities/Minority Voices	Multilingual education	Interest in continued coordination via community workshops		Will be necessary during CAP implementation.		WS8
Energy Supply	ES 3	Support	Microgrids & decentralization	Support to move towards microgrids instead of centralized source high voltage grid system and for community-owned distributed energy sources.	B - No revision recommended	Where it may be cost-effective and have resilience benefits, the SFPUC continues to support distributed energy sources (i.e., solar + storage) and the ability for those resources to island. See ES 2-3 for details on some of our current and planned work.	N/A - not applicable	WS5, Konveio
Energy Supply	ES 2	Support	Renewable energy	Support for more renewable energy sources and more ambitious renewable energy goals.	B - No revision recommended	Addressed in Energy Supply sector chapter	N/A - not applicable	WS1, Konveio
Energy Supply	ES 2	Support	Renewable energy	Mixed support for hydropower: some want to increase use and others highlighted unintended consequences on ecosystem health.	B - No revision recommended	The City uses the statewide definition of renewable energy which allow for the use of existing large hydro in certain circumstances.	N/A - not applicable	WS1, Konveio
Energy Supply	ES 5	Support	Grid structure	Support for the use of district energy and steam.	B - No revision recommended	San Francisco's existing district energy systems - the electric grid and steam loops - are addressed. Modern district hot and chilled water systems offer significant benefits, and the Mission Rock chilled and hot water loop under construction is an example. However, for existing urban areas with multiple property owners, the complexity, expense, and potential for delay are substantial barriers to their construction.	No	WS2
Energy Supply	ES 2	Support	Carcinogenic fuels	Support for stopping wood and biofuel burning and reducing use of carcinogenic fuels.	B - No revision recommended	Biofuels are considered by the state to be eligible Renewable Portfolio Standard (RPS) resources, and their procurement can support vegetation management and wildfire risk mitigation efforts. The City and County of San Francisco has not adopted a policy that prohibits procurement from biomass-derived resources, but CleanPowerSF has not executed any contracts with biomass facilities as a result of competitive solicitations undertaken to-date. For information about PG&E's reliance on biomass, please see their power content label (https://www.energy.ca.gov/filebrowser/download/3245). For more information about biomass and biofuels, please check out the Department of Environment's webpage (https://sfenvironment.org/energy/renewable-energy/biomass-biofuels). For more information about the thinking behind the City's 100% renewable electricity goal, please see the Mayor's Renewable Energy Task Force Report (https://sfenvironment.org/sites/default/files/fliers/files/sfe_re_renewableenergytaskforcerecommendationsreport.pdf)	N/A - not applicable	Konveio
Energy Supply	ES 4	Improvement	Workforce development	Interest in the city helping to increase workforce development and training efforts.	B - No revision recommended	Workforce development and training effort continue to be a priority for the City. Please see ES 4 and BO 3 for details on relevant current and planned efforts.	N/A - not applicable	WS1, WS2, WS4, WS5, WS10, WS11, Survey
Energy Supply	N/A	Improvement	Education	Interest in proactive, culturally responsive, and widespread education to communicate energy goals and benefits to communities.	B - No revision recommended	The City and the SFPUC regularly engages in community education around its programs, including its energy work. BO 2 and BO 3 also include actions to enhance outreach and education.	N/A - not applicable	WS3, WS4, WS7, Konveio
Energy Supply	ES 2	Improvement	Incentives	Interest in the City providing incentives or funds to small businesses and NGOs for switching to electric and energy efficient appliances.	B - No revision recommended	Incentives for equipment in buildings are addressed by Building Operations strategies BO2, BO3, and BO4, and supporting actions proposing equitable distribution of incentives, technical support, and workforce development resources as well as propose new/upgraded anti-displacement policies.	N/A - not applicable	WS4, WS7

Energy Supply	ES 2	Improvement	Incentives	Interest in income-based clean energy subsidies and incentives.	B - No revision recommended	City-sponsored clean energy programs, such as community solar and GoSolarSF, have income eligibility requirements already. This concept will continue to be centered in our work around incentivizing clean energy. Please see ES 1-4, ES 2-4, and ES 2-5 for more information.	N/A - not applicable	WS4, WS7
Energy Supply	All	Improvement	Transparency	Interest in transparent communication about goals, implementation, challenges, timeline, etc. with residents by distributing information and engaging the community.	B - No revision recommended	By 2022, the SFPUC will be adopting equitable engagement guidelines to improve our engagement with the community. The SFPUC also hosts quarterly community outreach meetings about its power programs. Sandy to ask SFE to add in some language around overall CAP communication.	N/A - not applicable	WS10, WS11
Energy Supply	ES 1	Improvement	Transparency	Interest in making the Plan's GHG emissions accounting more comprehensive, consistent, and audited by a third party.	C - Applicable to future implementation or other resource (eg. Different Plan)	Details regarding the GHG emissions associated with energy supply can be found in utility "product content labels" that are prepared in the manner prescribed by State law and regulations. Please check out the product content labels for the three main utility providers in San Francisco (CleanPowerSF, Hetch Hetchy Power, PG&E) for more detail. San Francisco's greenhouse gas emission inventory follows Global Protocol for Cities and guidance from ICLEI, as well as Califomia law and regulations.	N/A - not applicable	Email
Energy Supply	ES 2	Improvement	Renewable energy	Some interest in placing wind turbines throughout the city.	B - No revision recommended	The City continues to support the development of local renewable energy, including wind, where feasible and cost-effective	N/A - not applicable	WS8, Konveio
Energy Supply	ES 2	Improvement	Density	Concern that density is incompatible with on-site energy independence via solar.	B - No revision recommended	Density of housing is a factor for full on-site energy independence, but it is compatible with development of onsite solar, as building and garage roofs are often great places for solar. The City supports onsite solar where it is feasible and cost-effective, and supports energy efficiency as an important resource in promoting greater energy independence.	N/A - not applicable	Konveio
Energy Supply	ES-1	Improvement	Other benefits	Interest in policies for clean power sources that may not help lower GHG emissions but provide many other benefits.	B - No revision recommended	It's incredibly important that we ensure our energy policies prioritize communities and offer co-benefits. However, it's not clear what clean energy work would benefit communities but not lower GHG emissions.	N/A - not applicable	Email
Energy Supply	ES 2	Equity	Cost burden	Interest in the City implementing a bond to fund solar power at affordable housing.	B - No revision recommended	The City continues to support the development of onsite solar at affordable housing (ES 2-1). The City systematically optimizes appropriate financing options, such as bonds, in order to meet program priorities.	N/A - not applicable	WS4, WS7, Konveio
Energy Supply	ES 2	Equity	Cost burden	Concern that it is harder for low-income communities to access renewable energy.	B - No revision recommended	The City is working to ensure low-income communities can access the benefits of renewable energy by ensuring rates for renewable energy are affordable and accessible for low-income residents (ES 1-4), our affordable housing developments can access onsite solar and storage (ES 2-1), and our programs are designed to support our low-income communities (ES 2-5).	N/A - not applicable	WS4, WS7, Konveio
Energy Supply	ES 5	Equity	Green gentrification	Concern that any efforts for an equitable transition away from the City's natural gas system will worsen gentrification by making the area more desirable (green gentrification), therefore augmenting the housing shortage.	B - No revision recommended	A recurring point in stakeholder outreach was that low-income communities and communities of color are hurt first, and worst - including by health impacts of exposure to indoor and outdoor pollution from natural gas combustion. See Building Operations Strategies BO2, BO3, and BO4, which address equitable distribution of incentives, technical support, and workforce development resources as well as propose new/upgraded anti-displacement policies.	N/A - not applicable	Konveio

Energy Supply	N/A	Other Considerations	Multiple actors	Interest in clarity and use of multiple levers, including public/private partnerships, philanthropy, NGOs, and unions.	B - No revision recommended	The City believes that a broad spectrum of partnerships, including with NGOs, philanthropy, and unions is critical to achieving our climate goals. Please see ES 2-6 for information about current and planned activities.	N/A - not applicable	WS1, WS11
Energy Supply	ES 1	Other Considerations	External energy sources	Confusion as to whether San Francisco will use energy generated outside city borders and work with the state to ensure GHG-free electricity.	B - No revision recommended	San Francisco will continue to use GHG-free electricity generated both in and outside the Bay Area. Utilities, such as the SFPUC and PG&E, procure GHG-free electricity on behalf of their customers. Please take a look at the narrative for the Energy Supply chapter for more information about the utility and energy landscape in San Francisco. You can also find out more about where SFPUC customers get their electricity at https://sfpuc.org/programs/clean-energy	N/A - not applicable	WS2, WS7
Energy Supply	All	Other Considerations	Timeline	Question about the timeline for implementation.	B - No revision recommended	All of San Francisco will use 100% renewable electricity by 2025.	N/A - not applicable	WS10
Energy Supply	N/A	Other Considerations	Connections to health	Interest in discussing and considering the intersection of health and energy supply.	B - No revision recommended	Thank you for your interest in the connection between energy supply and health. Please see Energy Supply chapter narrative, and Appendix E: Socioeconomic Value of CAP Co-Benefits for examples of how this issue has been considered.	N/A - not applicable	WS10
Energy Supply	ES 1, ES 2, ES 3	Underserved Communities/Minority Voices	Cost burden*	Would like the City to assist with increased utility cost to low-income, elderly, and non-profits.	B - No revision recommended	The City remains committed to supporting low-income communities, and elderly, and non-profits paying their utility bills. As outlined in ES 1-4, we continue to explore and expand our programs and rates to ensure they support our low-income customers. During Covid-19, the SFPUC has also offered targeted support for our low-income customers and non-profits.	N/A - not applicable	WS5, WS8, WS9, pop-up
Energy Supply	ES 1, ES 2, ES 3	Underserved Communities/Minority Voices	In-language outreach and education	Request for in-language outreach and education	B - No revision recommended	Future equitable engagement (ES 1-4, ES 2-5, ES 3-1) will prioritize in-language outreach.	N/A - not applicable	WS8, WS9
Energy Supply	ES 2, ES 3, ES 5	Underserved Communities/Minority Voices	Safety	Existing building power capacity may not be able to handle a transition to all electric appliances which may cause short-circuiting. This may be dangerous for residents, especially the elderly.	B - No revision recommended	In situations where the electricity infrastructure in a building (e.g., the panel) cannot accommodate an increase in electricity demand, new equipment will need to be installed, such as wiring or electric panel upgrades. It is standard practice to consider this and ensure that the building infrastructure is safe and appropriate.	N/A - not applicable	WS5, WS9
Energy Supply	N/A	Underserved Communities/Minority Voices	Cultural relevance	Concern that the transition to energy efficient appliances is not culturally relevant (electric stove) and may harm business owners.	B - No revision recommended	Building Operations strategies BO2, BO3, BO4 address public education, incentives, workforce development, technical support, and public policies for existing buildings. Culturally relevant listening on the part of city staff and leadership is a key aspect of this process.	N/A - not applicable	WS8, WS9
Energy Supply	ES 4	Underserved Communities/Minority Voices	Workforce development*	Interest in workforce development through City College.	A - CAP revision recommended	Part of our workforce development efforts (ES 4) include our work with City College through CityBuild. We have modified the strategy to make this clearer.	Yes	WS5
Building Operations	BO 3	Support	Workforce development	Support for developing workforce while meeting clean energy goals.	B - No revision recommended	See BO 3 and supporting actions	N/A - not applicable	WS1, WS4, WS6, WS7, Konveio,
Building Operations	BO 3	Support	Workforce development	Interest in retraining existing workforce to address concerns that electrifications will lead to job losses.	A - CAP revision recommended	BO 3-1: Partner with workforce development entities, labor unions, and apprenticeship programs to align with and disseminate regional and statewide building electrification training, funding and project financing opportunities, prioritizing those transitioning from fossil-fuel dependent trades.	Yes	WS1, WS4, WS6, WS7, Konveio, Email
Building Operations	BO 1, BO 2	Support	Building electrification & incentives	Support for replacing high-emitting appliances with electric alternatives, provided these alternatives indeed emit less carbon and are affordable.	B - No revision recommended	See BO 2 and supporting actions	N/A - not applicable	WS5, WS7, Konveio, Email, Survey
Building Operations	BO 1, BO 2	Support	Building electrification & incentives	Support for residential electrification incentives/rebates.	B - No revision recommended	See BO 2-9 and BO 3-2	N/A - not applicable	WS5, WS7, Konveio, Email, Survey
Building Operations	BO 1; BO 2	Improvement	New and existing building developments and retrofits	Support for passive house building measures.	B - No revision recommended	Title 24 Energy Standards are set by the State of California and enforced by DBI. Passive House is a performance standard, not a set of measures.	N/A - not applicable	Konveio

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Building Operations	BO 1, BO 2	Support	New and existing building developments and retrofits	Support for requiring solar installation on new/existing buildings.	B - No revision recommended	Solar PV, solar thermal, and/or living roof are currently required on new buildings.	N/A - not applicable	WS7, Konveio
Building Operations	BO 4	Support	New and existing building developments and retrofits	Support for City setting an aggressive timeline for buildings to replace/switch to low-impact or natural refrigerants.	B - No revision recommended	Refrigerants are controlled by technology, market and product availability, and regulation by state and federal government that cannot be pre-empted locally.	N/A - not applicable	Konveio, WS1
Building Operations	BO 1, BO 2	Support	Grid resiliency	Support for efforts to increase building and electric grid resiliency in the event of natural disasters, power outages, and sea level rise.	B - No revision recommended	Electric grid resilience, including building-scale measures, are addressed by ES 3.	N/A - not applicable	WS1, WS7, Konveio, Email
Building Operations	BO 4	Support	GWP refrigerants	Support for addressing high-GWP refrigerants.	B - No revision recommended	See BO 4	N/A - not applicable	Email
Building Operations	BO 1, BO 2, BO 4	Improvement	Direct homeowner outreach	Interest in providing more direct outreach to individual homeowners.	C - Applicable to future implementation or other resource (eg. Different Plan)	Actions intended to provide outreach (BO 2-9 and BO 3-2) will depend on adequate City resources, and would be supplemented by utility, State, Federal, and professional organization outreach.	N/A - not applicable	WS2, WS5, WS6, Konveio
Building Operations	BO 1, BO 2	Improvement	Water resilience	Interest in including strategies that focus on water consumption of buildings, especially as it relates to climate resiliency.	C - Applicable to future implementation or other resource (eg. Different Plan)	Addressed by SFPUC Water Enterprise: https://sfpuc.org/learning/conserve-water and Hazards and Climate Resilience Plan. Also note that the Cap will be updated in a year to include a "Water Sector" chapter.	N/A - not applicable	WS1, WS4, WS7, Konveio
Building Operations	BO 1, BO 2	Improvement	Transparency & tracking	Interest in a more accurate analysis of tracking emissions instead of the current WRI market-based.	B - No revision recommended	Consistency with ongoing methods is valuable for tracking change over time. For consistency of tracking, substantial changes to methods are implemented in parallel to established practice, as in the case of Scope 3/consumption-based tracking. Staff are open to additional tracking if feasible and required data is available. However, the comment does not propose a specific change or improvement.	N/A - not applicable	WS7, Konveio
Building Operations	BO 1, BO 2	Improvement	Transparency & tracking	Interest in transparent/updated metrics of energy efficiency available on a website and environmental impact of storage technologies.	C - Applicable to future implementation or other resource (eg. Different Plan)	Efficiency is disclosed via municipal and private sector energy benchmarking reports, as well as BayREN Energy Atlas.	N/A - not applicable	WS7, Konveio
Building Operations	BO 1	Improvement	Banning natural gas in new construction	Confusion regarding goals and if "new buildings" include residential, commercial, and mixed-use buildings.	B - No revision recommended	"New buildings" are defined in CA Building Code as newly constructed structures that have never been occupied, and this definition is utilized by the All-Electric New Construction Ordinance (2020).	N/A - not applicable	WS2, WS3, Konveio
Building Operations	BO 1, BO 2	Improvement	Building codes and permits	Concern that complicated building codes and permitting processes would make it difficult to decarbonize existing and new buildings.	A - CAP revision recommended	Added new action BO 2-11 to address (single integrated permit for heat pump water heaters).	Yes	Konveio, Email
Building Operations	BO 1, BO 2	Improvement	Building codes and permits	Interest in applying permit compliance checking for appliance replacements.	C - Applicable to future implementation or other resource (eg. Different Plan)	City enforces the Energy Code and related policies for all types of projects including electrification replacements. Will include this within the policy development and implementation roll-out of BO2 supporting actions.	N/A - not applicable	Konveio, Email
Building Operations	BO 1, BO 2	Improvement	Building codes and permits	Interest in requiring 100% carbon-free power in all new buildings in 2021.	B - No revision recommended	Action would be redundant in the context of transitioning to 100% carbon-free electricity for all uses citywide by 2025. (See Energy Supply.)	N/A - not applicable	Konveio, Email
Building Operations	BO 1, BO 2	Improvement	Energy efficiency in MF/existing	Interest in installation energy efficient appliances in multifamily construction and existing buildings.	C - Applicable to future implementation or other resource (eg. Different Plan)	Incentive programs, including BayREN Residential and Multifamily Building Efficiency, support appliance efficiency, and California Title 20 Appliance Standards and US DOE appliance standards set minimum performance for newly installed equipment.	N/A - not applicable	WS4, Survey
Building Operations	BO 2	Improvement	Contractor list	Interest in City suggesting experts and qualified contractors to support transition and to help residents and property owners make plans.	C - Applicable to future implementation or other resource (eg. Different Plan)	BayREN, EnergyAccessSF, and SF DBI maintain lists of experts related to existing buildings and new construction. See also: allelectricdesign.org.	N/A - not applicable	WS1, WS4
Building Operations	BO 1, BO 2	Improvement	Grid resiliency	Interest in creating grid relationships beyond the building level (resilient infrastructure at the block/neighborhood scale).	C - Applicable to future implementation or other resource (eg. Different Plan)	See Energy Supply chapter.	N/A - not applicable	WS1
Building Operations	BO 1, BO 2	Improvement	Grid resiliency	Interest in creating grid relationships beyond the building level (resilient infrastructure at the block/neighborhood scale).	C - Applicable to future implementation or other resource (eg. Different Plan)	Repeat of above.	N/A - not applicable	WS1

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Building Operations	ES 1, ES 2	Improvement	Commercial buildings	Concern that Plan does not acknowledge that fuel switching for commercial buildings, when compared to residential buildings, is more complex and would therefore require more time, coordination, and planning.	B - No revision recommended	Agree that electrification of existing large commercial buildings and existing large multifamily buildings with non-standardized central systems is more complex than smaller commercial and residential buildings with 'packaged' systems. This concern is a key reason the Zero Emission Buildings Taskforce included a separate Existing Large Commercial Buildings Workgroup, which was recommended the 2035 target date to reflect the urgency of climate risks facing real estate.	N/A - not applicable	Email
Building Operations	BO 1, BO 2	Improvement	Non-compliance	Interest in City including what would happen to those who don't comply with electrification.	B - No revision recommended	The CAP lays out strategies; the forum to develop critical details will be subsequent engagement with stakeholders and legislative processes.	N/A - not applicable	WS2
Building Operations	BO 1, BO 2	Equity	Cost burden	Concern that the immediate cost shifts from buildings switching to electric will burden small businesses, low-income, and middle-income communities and renters.	B - No revision recommended	Subsequent engagement with stakeholders and legislative proposals would be the forum to refine specific proposals, including related actions proposed in BO 2 and BO 3 that propose actions to provide incentives, education, and technical resources.	N/A - not applicable	WS2, WS4, WS5, WS10, Konveio, Email
Building Operations	BO 1, BO 2	Equity	Cost burden	Concern that low-income residents who cannot afford the replacements will be penalized.	B - No revision recommended	One of the first BO actions is: BO 2-8: By 2023, develop and adopt tenant protection and anti-displacement policies for renters in buildings transitioning to efficient and all-electric systems.	N/A - not applicable	WS2, WS4, WS5, WS10, Konveio, Email
Building Operations	BO 1, BO 2	Equity	Cost burden	Interest in a staggered timeline for each neighborhood based on socioeconomic factors.	B - No revision recommended	ES 5 ("Plan for the equitable decommissioning of the city's natural gas system") proposes to develop geographically focused electrification plans.	N/A - not applicable	WS2, WS4, WS5, WS10, Konveio, Email
Building Operations	BO 3	Equity	BIPOC Employment	Support for prioritizing companies that employ local BIPOC individuals.	B - No revision recommended	See BO 3-3.	N/A - not applicable	Konveio
Building Operations	All	Equity	Specific constituencies	Interest in identifying specific constituencies as opposed to simply using the BIPOC acronym to address different and diverse communities.	B - No revision recommended	Actions relating to existing residential were developed through an Anchor Partner Network - a collaboration between Dept of Environment, PODER, and Emerald Cities to engage specific constituencies (workers, tenants, owners, etc.). The CAP is a strategic document which prioritizes racial equity, and some acronyms are helpful for brevity.	N/A - not applicable	WS5
Building Operations	All	Equity	Equitable implementation & outcomes	Support for oversight, accountability, and transparency of strategies.	B - No revision recommended	The CAP is a public proposal to inform and guide subsequent action. Subsequent engagement with stakeholders including legislative proposals would be the forum to refine specific proposals, including metrics and reporting beyond what is specifically addressed in the CAP.	N/A - not applicable	WS5
Building Operations	N/A	Other Considerations	Increased education and outreach	Support for increased public awareness efforts and community outreach to educate homeowners and ease concerns about required changes.	B - No revision recommended	The Clean Energy Buildings Hub (now called "Climate Equity Hub") proposed in BO3-2 would be responsible for outreach & education to building owners and other customers, residential & commercial. Adequate funding resources are needed to meet the community expectation expressed in this comment.	N/A - not applicable	WS6, WS4, WS3, WS7
Building Operations	All	Other Considerations	Environmental health	Interest in considering health effects from indoor air quality issues.	C - Applicable to future implementation or other resource (eg. Different Plan)	Health effects are cited throughout the narrative of Climate Action Plan.	N/A - not applicable	WS10
Building Operations	All	Other Considerations	Building community support	Interest in developing strong messaging tailored to each audience to build community support and political will.	B - No revision recommended	The Clean Energy Buildings Hub (now called "Climate Equity Hib") proposed in BO3-2 would be responsible for outreach & education to building owners and other customers, residential & commercial. Adequate funding resources are needed to meet the community expectation expressed in this comment.	N/A - not applicable	WS10
Building Operations	BO-2	Underserved Communities/Minority Voices	Electrification cost incentives & education*	Desire for cost incentives and education for low-income and elderly residents to switch to all electric.	B - No revision recommended	See BO 2-9 and BO 3-2. Elderly residents will need to be included in targeted outreach.	N/A - not applicable	WS5, WS8, WS9
Building Operations	All	Underserved Communities/Minority Voices	Electrification cost incentives & education*	Interest in seeing education and promotion of electrification via continued community workshops and other media/social media.	B - No revision recommended	The Clean Energy Buildings Hub (now called "Climate Equity Hib") proposed in BO3-2 would be responsible for outreach & education to building owners and other customers, residential & commercial. Adequate funding resources are needed to meet the community expectation expressed in this comment.	N/A - not applicable	WS8, WS9
Building Operations	N/A	Underserved Communities/Minority Voices	Transparency*	Emphasized the need for transparency with goal progress (emissions reductions/costs) via a dashboard.	B - No revision recommended	See: San Francisco Climate Dashboard (SFEnvironment.org/sf-climate-dashboard)	N/A - not applicable	WS5, WS8, WS9

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Building Operations	N/A	Underserved Communities/Minority Voices	State funding*	Would like the City to continue working with the State to secure funding for electrification. Worried that progressive cities get less state funding.	B - No revision recommended	The City actively pursues all available funding opportunities. The comment will be referred to State elected officials and agency leadership. The State of California technical definition of Disadvantaged Communities does limit eligibility of disadvantaged residents of the Bay Area to access state funding such as the Low Income Weatherization Program.	N/A - not applicable	WS8
Building Operations	BO-1, BO-2, BO-	Underserved Communities/Minority Voices	Decarbonization	Support for decarbonization and moving away from fossil fuels.	B - No revision recommended	See all proposed BO strategies.	N/A - not applicable	WS8
Transportation and Land Use	TLU 1	Support	Public transit	Support for improving MUNI (safety, reliability, speed, service area).	B - No revision recommended	Many actions focus on improving Muni, see TLU.1 for examples.	N/A - not applicable	WS5, WS7, WS10, WS11, Konveio, Email, Survey
Transportation and Land Use	TLU 1	Support	Public transit	Support for setting goals around transit speed and reliability.	B - No revision recommended	Many actions focus on improving Muni, see TLU.1 for examples.	N/A - not applicable	WS5, WS7, WS10, WS11, Konveio, Email, Survey
Transportation and Land Use	TLU 5	Support	Transit-oriented development	Support for transit-oriented development.	B - No revision recommended	TLU.5 and TLU.6 focus on creating land use policies that would support transit oriented development within San Francisco. Housing sector strategies H.1 and H.2 also propose actions that would support transit-oriented development.		WS4, WS6, Konveio, Email, Survey
Transportation and Land Use	TLU 5	Support	Transit-oriented development	Support for a streamlined approval process for housing near transit.	B - No revision recommended	See TLU.5-3 (Housing Sustainability Districts) and Housing strategy H.3	N/A - not applicable	WS4, WS6, Konveio, Email, Survey
Transportation and Land Use	TLU 4	Support	Reducing VMT	Support for reducing VMT by increasing the cost of parking and using parking resources more efficiently.	B - No revision recommended	The entirety of TLU.4 is focused on leveraging parking resources to advance climate goals.	N/A - not applicable	WS1, WS2, WS3, WS10, Konveio
Transportation and Land Use	TLU 2	Support	Bicycling	Support for the City defending bicycling just as much as pedestrians or cars. Start shifting from "streets for cars", to "streets for people."	B - No revision recommended	TLU 2 is dedicated to active transportation and the modal planning framework action (TLU2-3) aims at achieving directly this by identifying streets to have priority for people walking, biking, using transit	N/A - not applicable	WS1, WS2, WS7, Konveio
Transportation and Land Use	TLU 2	Support	Bicycling	Support for adding more protected bike lanes.	C - Applicable to future implementation or other resource (eg. Different Plan)	See multiple actions in TLU.2 including TLU2.4 and TLU2.6	N/A - not applicable	WS1, WS2, WS7, Konveio
Transportation and Land Use	TLU 2	Support	Bicycling	Support for making electric bikes more affordable.	B - No revision recommended	Multiple actions in TLU.7 focus on advancing zero emission vehicles including e-bikes. TLU2.3 proposes exploring e-bike subsidies for low-income residents.	N/A - not applicable	WS1, WS2, WS7, Konveio
Transportation and Land Use	TLU 6	Support	Density and Diversity	Support for increasing density, diversity of land uses, and location efficiency across San Francisco.	B - No revision recommended	Addressed in TLU.5 and TLU.6	N/A - not applicable	WS 6, Survey
Transportation and Land Use	TLU 4	Support	Parking	Support for parking permits.	B - No revision recommended	The entirety of TLU.4 is focused on leveraging parking resources to advance climate goals.	N/A - not applicable	Email
Transportation and Land Use	TLU 3	Support	Pricing tools	Support for equitable pricing tools.	B - No revision recommended	The entirety of TLU.3 is focused on leveraging pricing mechanisms to advance climate goals.	N/A - not applicable	Email
Transportation and Land Use	TLU 6	Improvement	Transit-oriented development	Interest in developing housing along bike corridors in addition to near public transit.	B - No revision recommended	TLU.5 and TLU.6 focus on creating land use policies that would support transit oriented development within San Francisco. Housing sector strategies H.1 and H.2 also propose actions that would support transit-oriented development.		WS2, WS4, WS5, WS6, WS7, Konveio, Email
Transportation and Land Use	TLU 6	Improvement	Transit-oriented development	Interest in investing the additional revenue from upzoning the corridors into community benefits.	B - No revision recommended	San Francisco already uses community benefits agreements for this purpose: https://projects.sfplanning.org/community-stabilization/development-agreements.htm		WS2, WS4, WS5, WS6, WS7, Konveio, Email
Transportation and Land Use	TLU 2	Improvement	Bike access and safety	Interest in more communal storage/bike racks in garages and ways to discourage bike theft.	B - No revision recommended	TLU.2 includes multiple actions to make biking more accessible	N/A - not applicable	WS2, WS10, Konveio
Transportation and Land Use	TLU 2	Improvement	Bike access and safety	Interest in bikeshares.	A - CAP revision recommended	TLU.2 will consider options for bikeshare and as part of the multimodal mobility network.		WS2, WS10, Konveio
Transportation and Land Use	TLU 2	Improvement	Bike access and safety	Interest in enforcing bicyclists to adhere to the laws.	B - No revision recommended	Not a climate action.	N/A - not applicable	WS2, WS10, Konveio
Transportation and Land Use	TLU 2	Improvement	Bike access and safety	Interest in making installing bike racks easier (not requiring months of community hearings).	A - CAP revision recommended	Agree with making low-carbon modes easier and more attractive to use.		WS2, WS10, Konveio
Transportation and Land Use	TLU 1	Improvement	Transit	Support for making public transit free for all riders. Support for free transit passes for residents.	B - No revision recommended	See TLU 1-7: By 2022, study the role of Muni fare programs on equity, climate, and mobility goals and adopt recommendations.		WS7, Konveio

Transportation and Land Use	TLU 1	Improvement	Transit	Interest in developing apps that track public transit options to make them more reliable.	C - Applicable to future implementation or other resource (eg. Different Plan)	These exist and are led by private sector -- muni integrates data to support this and provides next muni (app)	N/A - not applicable	WS11
Transportation and Land Use	TLU 1	Improvement	Transit	Interest in requesting more frequent cleaning of buses and trains so they are more pleasant to ride.	C - Applicable to future implementation or other resource (eg. Different Plan)	This does not necessarily rise to the level of inclusion in the CAP. Cleaning practices have improved drastically during COVID shutdown.	N/A - not applicable	Konveio
Transportation and Land Use	TLU 1	Improvement	Transit	Interest in considering giving all buses priority at intersections, raising MUNI trains on a platform, and/or adding more bus-only lanes.	B - No revision recommended	TLU.1 includes multiple actions that call for bus-only lanes and Muni Forward actions. The ConnectSF TCS action (TLU.1-1)would include more of this work to achieve the 5-min network.	N/A - not applicable	Konveio
Transportation and Land Use	N/A	Improvement	Transit	Interest in eliminating low-use MUNI routes and subsidizing ride-share fares for needy riders.	B - No revision recommended	Low-use routes are currently removed because of the pandemic and the 5min frequent network reimagines the transit network for ridership and frequency. Subsidies exist in the Essential Trip Card and transit discounts are in place for specific groups. Rideshare has been showed to have negative impacts on traffic and environment.	N/A - not applicable	Konveio
Transportation and Land Use	TLU 1	Improvement	Transit	Interest in focusing on all city stations and off-peak hours, as opposed to focusing most services and funding on the peak hours downtown.	C - Applicable to future implementation or other resource (eg. Different Plan)	The TCS is focused on studying transit network needs based on citywide travel, rather than peak hour only and downtown travel.	N/A - not applicable	Email
Transportation and Land Use	TLU 7	Improvement	Reducing VMT	Concern that EVs are not a sustainable solution to cars. Car tires are polluting, and cars take up parking and road space and mainly benefit wealthy people.	B - No revision recommended	The City's goal is 80% low-carbon trips via transit, walking, biking. Transit and biking are not sufficient substitutes to vehicles for the mobility access for some individuals, including people with physical disability. EV Roadmap calls for 100% zero-emission vehicle sales by 2030 and all transportation by 2040.	N/A - not applicable	WS4, Konveio
Transportation and Land Use	TLU 7	Improvement	Reducing VMT	Interest in installation of EV chargers in multifamily construction and existing buildings.	b - No revision recommended	EV Ready Building ordinance requires that 20% of parking spaces are EV charging ready in new construction and major rehabs. TLU7-2 includes expansion of citywide charging infrastructure, including at least one fast charging hub in a disadvantaged community.	N/A - not applicable	WS4, Konveio
Transportation and Land Use	TLU 7	Improvement	Reducing VMT	Interest in phasing out conventional commercial and delivery vehicles, cabs, and ride-hailing vehicles.	B - No revision recommended	TLU7-3 includes infrastructure planning to support CCSF non-revenue and small business medium/heavy duty vehicles. CARB Advanced Clean Fleets Regulation will require large delivery companies and CCSF fleet to procure 100% ZEV trucks by 2027. TLU7-4 will establish a standard to prioritize ZEV's for TNCs operating at the airport. CARB's Clean Miles Standard requires TNC's to increase electric miles to 60-90% of total by 2030 (rules pending). Lyft and Uber have committed to 100% zero emission by 2030.	N/A - not applicable	WS4, Konveio
Transportation and Land Use	TLU 7	Improvement	Reducing VMT	Interest in the City leading by example and making all City-owned vehicles/bikes electric (if not already).	B - No revision recommended	EV Fleet ordinance requires CCSF light-duty sedans to be zero emission by 2023. The Healthy Air and Clean Transportation Ordinance [403(b)(4)] calls for adding additional vehicle classes as those vehicles become commercially available.	N/A - not applicable	WS4, Konveio
Transportation and Land Use	TLU 3	Improvement	Pricing tools	Interest in additional pricing tools to capture the full range of climate externalities associated with driving private cars and advancing equity.	B - No revision recommended	CARB Advanced Clean Fleets Regulation will require large delivery companies and CCSF fleet to procure 100% ZEV trucks by 2027. TLU7-3 includes infrastructure	N/A - not applicable	Email
Transportation and Land Use	TLU 2	Improvement	Household transporta	Interest in the City offering a transportation audit per household to identify transportation needs and make recommendations for shifts to align with Plan goals.	C - Applicable to future implementation or other resource (eg. Different Plan)	The city does a household travel and travel decision survey to understand transportation needs citywide.	N/A - not applicable	Konveio
Transportation and Land Use	TLU 6	Equity	Zoning	Interest in up-zoning parts of the city that were founded as Whites-only communities.	B - No revision recommended	See multiple actions in Housing strategies H.1 and H.2		WS2, WS4, WS5, WS6, WS7, WS10, Konveio
Transportation and Land Use	TLU 6	Equity	Zoning	Interest in expanding multifamily zoning to all neighborhoods, not just in transit corridors to combat environmental injustice.	B - No revision recommended	Already an action TLU 6-2: "Examine rezoning to allow for multi-family housing throughout San Francisco."	N/A - not applicable	WS2, WS4, WS5, WS6, WS7, WS10, Konveio
Transportation and Land Use	TLU 6	Equity	Zoning	Concern that a NIMBY neighborhood will resist sustainable transit options and transit-oriented development.	B - No revision recommended	This is a long-standing challenge with multiple dimensions that many cities face.	N/A - not applicable	WS2, WS4, WS5, WS6, WS7, WS10, Konveio

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Transportation and Land Use	TLU 7	Equity	Cost burden	Concern that electric charging is not accessible and expensive.	B - No revision recommended	TLU7-2 includes expansion of citywide charging infrastructure, including at least one fast charging hub in a disadvantaged community.	N/A - not applicable	WS1, WS5, WS10, Konveio
Transportation and Land Use	TLU 2	Equity	Cost burden	Concern that restricting e-bike subsidies to low-income people will not be as effective because wealthier people are doing most of the driving.	B - No revision recommended	TLU.7-2 aims at promoting equity in access not subsiding wealthy individuals e-bike purchases	N/A - not applicable	WS1, WS5, WS10, Konveio
Transportation and Land Use	TLU 4	Equity	Cost burden	Concern that simply increasing the cost of car ownership without providing easy-to-use alternatives will further punish communities of color.	B - No revision recommended	Strategies one and two are all about making the system better and expanding transit access, especially to low-income households and communities of concern. These are necessary steps to make pricing equitable. Pricing measures also generate needed funds that allow for the improvement of the transit system.	N/A - not applicable	Email
Transportation and Land Use	TLU 1, TLU 2	Other Considerations	Pandemic	Concern that pandemic has moved the City and the residents in the wrong direction.	B - No revision recommended	SFMTA had to make tough decisions due to budget shortfalls. immediate recovery efforts and TCS/SFS are aimed at correcting this path. and bringing transit back stronger than before the pandemic.	N/A - not applicable	WS1, WS2, WS5, WS7, Konveio
Transportation and Land Use	TLU 3, TLU 7	Other Considerations	Commuters	Concern that many commuters and other drivers come from outside of the city and county. Therefore, local policies won't be as affective. Need for coordination on a regional scale.	B - No revision recommended	TLU.1-8 calls more effective regional coordination.	N/A - not applicable	WS3, Survey
Transportation and Land Use	TLU 6	Other Considerations	City "charm"	Concern of finding the balance of upzoning and keeping the charm and history of the city (e.g., old Victorian homes) that draw residents and tourists.	B - No revision recommended	This is a long-standing challenge with multiple dimensions that many cities face.	N/A - not applicable	Konveio
Transportation and Land Use	TLU 5	Other Considerations	CEQA	Interest in removing the appeal process in CEQA which slows down transit oriented or affordable housing development.	B - No revision recommended	Staff supports policy changes that would accelerate climate action.	N/A - not applicable	Konveio, Survey
Transportation and Land Use	TLU 1	Other Considerations	Transit First policy	Concern that city is not living up to its Transit First policy.	B - No revision recommended	The CAP TLU actions paired with ConnectSF and other ongoing efforts is aiming to advance transit first policy.	N/A - not applicable	Email, Survey
Transportation and Land Use	TLU 1	Underserved Communities/Minority Voices	Convenience	Support for expanding the public transportation network, more direct routes for longer distances, and creating more regional connections.	B - No revision recommended	TLU.1 addresses all of these concerns; ConnectSF expands the transit network and creates more and better regional connections. Longer regional trips will be supported with better direct connections, while the transit network in the city will be redesigned to facilitate more diverse trips with speedy and efficient transfers	N/A - not applicable	WS5, WS8, WS9
Transportation and Land Use	TLU 1, TLU 2	Underserved Communities/Minority Voices	Safety	Interest in increasing safety and security on public transit.	B - No revision recommended	Action for the SFMTA's ambassador program is included to support safety improvements.	N/A - not applicable	WS5, WS8, WS9
Transportation and Land Use	TLU 1, TLU 2, TL	Underserved Communities/Minority Voices	Education and perception	Interest in City campaigns or programs catered to different communities to spur behavior change around public transit.	A - CAP revision recommended	See TLU 7-1		WS5, WS8, WS9
Transportation and Land Use	TLU1, TLU 2	Underserved Communities/Minority Voices	Reliability*	Interest in a one-stop-shop for real-time transit and traffic updates - that is simple and user friendly for all populations.	B - No revision recommended	See multiple actions in TLU.1 and TLU 7-1	N/A - not applicable	WS8, WS9
Transportation and Land Use	TLU1, TLU 2	Underserved Communities/Minority Voices	Reliability*	Interest in timing of public transit being more reliable.	B - No revision recommended	See multiple actions in TLU.1	N/A - not applicable	WS8, WS9
Transportation and Land Use	TLU1, TLU 2	Underserved Communities/Minority Voices	Reliability*	Suggestion for routine route audits to adjust frequency according to demand.	B - No revision recommended	There are many factors that influence transit planning decisions beyond just ridership. Simplifying that decision by implementing a simple ridership audit is not advisable.	N/A - not applicable	WS8, WS9
Transportation and Land Use	TLU5	Underserved Communities/Minority Voices	Increased density	Concern that encouraging high density development will negatively impact housing costs, health conditions, and displacement.	B - No revision recommended	Multiple Housing actions in H.1 and H.2 s focus on supporting low-and-middle income residents through community stabilization programs, rehabilitation of existing housing, and finding ways to reduce construction costs for development.	N/A - not applicable	WS5
Housing	Sector goal	Support	Housing development	Support for new housing, especially infill development.	B - No revision recommended	Yes, various strategies in the Housing and Transportation and Land Use sections support infill development. Within the Housing Chapter, strategies H3-1, H2-2, and H4-1	N/A - not applicable	Survey
Housing	H 3	Support	Process streamlining	Support for streamlining the planning and building process.	B - No revision recommended	Thanks for the support! See strategy H 3-2	N/A - not applicable	Konveio

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Housing	H2, H 3	Support	Underutilized buildings	Support for redeveloping and renovating underutilized buildings to contribute to housing goals.	C - Applicable to future implementation or other resource (eg. Different Plan)	While perceptions of what are "underutilized" buildings or parcels likely vary, the CAP and other housing policy efforts under way such as the 2022 Housing Element Update, include policies to expand housing capacity in commercial and residential districts (including single family areas) while protecting rental housing occupied by low and moderate income renters.	N/A - not applicable	WS6
Housing	H1	Support	Expanding tenant services	Support for financially supporting affordable housing for BIPOC communities by expanding tenant services.	B - No revision recommended	See strategy H1-3	N/A - not applicable	Konveio
Housing	H 3, H 4	Improvement	Affordability	Concern that affordable housing may not be cost-effective for developers. Interest in:		This is the beginning comment that is then followed by points below.		WS5, WS6, WS11, Konveio
Housing	H 3, H 4	Improvement	Affordability	granting surplus City-owned land at no cost to non-profit developers to build affordable housing and maximize the density.	A - CAP revision recommended	Added language that public surplus land will continue to be prioritized for affordable housing based on timing, financial feasibility, and other community needs.		WS5, WS6, WS11, Konveio
Housing	H 3, H 4	Improvement	Affordability	Developing more affordable units lower in new buildings and in less desirable harder to rent/sell facings.	B - No revision recommended	In the interest of equity, City policy is to require inclusionary on-site affordable units to be distributed throughout the building, however, for buildings over 120 feet, affordable units may be located in the lower two thirds of the building. (see page 57 of the MOHCD Inclusionary Manual for details https://sfmohcd.org/sites/default/files/Documents/MOH/Inclusionary%20Manuals/Inclusionary%20Affordable%20Housing%20Program%20Manual%2010.15.2018.pdf)	N/A - not applicable	WS5, WS6, WS11, Konveio
Housing	H 3, H 4	Improvement	Affordability	providing a density bonus to effectively reduce the land cost per unit or to offer direct affordable housing grants to developers.	C - Applicable to future implementation or other resource (eg. Different Plan)	Various strategies reference incentivizing more housing and more affordable housing for vulnerable groups, which include density bonuses, and there are various density bonuses already in place in SF including state density bonus, HOMESF, and Proposition E (2019)	N/A - not applicable	WS5, WS6, WS11, Konveio
Housing	H 3, H 4	Improvement	Affordability	Interest in the City requiring a certain number of affordable units to be built and leased before allowing any new market rate housing.	B - No revision recommended	Meeting housing targets across all incomes is important and the city has struggled to meet the Mayor's goal of 5,000 units per year. In addition, market rate housing often funds affordable housing either through on-site inclusionary units and in-lieu fees, or through increased property tax revenue from new buildings. As a result, restricting market rate could be counterproductive to meeting affordable targets	N/A - not applicable	WS5, WS6, WS11, Konveio
Housing	H 3, H 4	Improvement	Affordability	Interest in replacing rent control with a rent subsidy based on each tenant's tax returns.	B - No revision recommended	This proposed approach to rent control would be a significant departure in local policy and would need to be developed with substantial input from community members and adopted by elected officials	N/A - not applicable	WS5, WS6, WS11, Konveio
Housing	H 1, H 2, H 3, H	Improvement	Green and resilient housing	Interest in the City setting requirements for sustainable water systems in all new housing.	B - No revision recommended	All new construction and substantial renovations require water-efficient fixtures per the Building Code and LEED, developments 250,000 SF and larger are required to treat and reuse non-potable water onsite, projects 40k+ must complete a water-balance model for SFPUC.	N/A - not applicable	WS1, WS2, WS3, WS4, WS11, Konveio
Housing	H 1, H 2, H 3, H	Improvement	Green and resilient housing	Interest in planning for resilient housing prior to construction as opposed to afterwards.	B - No revision recommended	See also Buildings Chapter, Hazards & Climate Resilience Plan, current building code, and new stormwater management mapping for how new housing supports resilience.	N/A - not applicable	WS1, WS2, WS3, WS4, WS11, Konveio
Housing	N/A	Improvement	Goals and targets	Mixed feelings about the feasibility of the sector goal. Some think the sector goal is too low, while others think the sector goal is unrealistic. With the housing shortage and growing industry, more units are needed to increase housing affordability, especially for BIPOC residents.	B - No revision recommended	While there are a number of ideas included in this comment we feel it aligns with various strategies and goals articulated.	N/A - not applicable	WS2, WS3
Housing	H 3	Improvement	Goals and targets	Interest in aligning Strategy 3 with Transportation and Land Use: expanding transit access and options and making sure housing density aligns with access to transit, businesses, and services, especially schools.	B - No revision recommended	Action H-3-1 largely aligns with this comment; Please see also the Transportation and Land Use Chapter.	N/A - not applicable	Konveio

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Housing	H 1	Improvement	Community	Interest in adding support of site-based community building.		Actions H1-1 and H1-2 emphasize using policy to address the needs of people of color and supporting cultural districts and other priority geographies to support communities and the stability and return of residents and businesses, which can include community facilities.		Email
Housing	N/A	Improvement	Affordable housing green space	Interest in seeing green space access requirements for affordable housing.	B - No revision recommended	Housing, including affordable housing, includes open space requirements on-site; please see also the Healthy Ecosystems chapter.		WS6
Housing	H 3	Improvement	Partnerships	Interest in City forming formal connections between non-profits, trade groups, and other organizations.	B - No revision recommended	The City already works closely with nonprofit affordable developers and labor, and facilitates community advisory committees.	N/A - not applicable	WS1
Housing	H 1, H 3, H 4	Equity	Affordability	Interest in distributing affordable housing through all neighborhoods unless BIPOC communities requested housing in cultural districts.	B - No revision recommended	We agree to distributing affordable housing broadly in the city, particularly in higher opportunity areas, as emphasized in H1-4 and H4-1, as well as investment in cultural districts, as in H1-2.	N/A - not applicable	WS1, WS2, WS5, WS7, WS10, Konveio, Survey
Housing	H 1, H 3, H 4	Equity	Affordability	Interest in developing affordable housing near goods and services.	B - No revision recommended	Agree, this is addressed in H3-1 and H4-1	N/A - not applicable	WS1, WS2, WS5, WS7, WS10, Konveio, Survey
Housing	H 1, H 3, H 4	Equity	Affordability	Interest in solutions that build housing affordability, as opposed to affordable housing.	B - No revision recommended	These two goals are not mutually exclusive. Subsidized affordable housing is part of how housing affordability is improved along with increased housing production overall, stabilization and protection strategies, construction and process cost reductions.	N/A - not applicable	WS1, WS2, WS5, WS7, WS10, Konveio, Survey
Housing	H 1, H 3, H 4	Equity	Affordability	Interest in making explicit the housing burden by race and outlining the historic inequities that mean current BIPOC communities are overburdened with housing costs.	C - Applicable to future implementation or other resource (eg. Different Plan)	Housing element is focused on these issues and includes extensive data on racial inequities related to income and housing	N/A - not applicable	WS1, WS2, WS5, WS7, WS10, Konveio, Survey
Housing	H 1	Equity	Gentrification	Interest in supporting small businesses and protecting the area from gentrification. Interest in protecting current communities from displacement.	B - No revision recommended	Addressed in various strategies but particularly H-1 and H-2	N/A - not applicable	WS5, WS6, WS11
Housing	H 4	Equity	Combating multi-generational poverty	Interest in introducing and growing new land and building ownership models that cultivate community and begin to grow wealth in communities with multi-generational poverty.	B - No revision recommended	Agree- this is addressed in H1-1 and H1-2	N/A - not applicable	Email
Housing	H 2	Other Considerations	Resistance	Concern about resistance to building affordable housing sites, larger buildings, and shelters for unhoused people.	B - No revision recommended	Agree this is a concern, however, elected officials, advocates, and City agencies can continue to work collaboratively with communities to meet our housing and shelter needs to meet both our obligations under state law and our local goals	N/A - not applicable	WS2, WS3, WS10, WS11
Housing	H 1, H 2, H 4	Other Considerations	Inclusion of the middle class	Mixed interests in who to focus on in these strategies. Some believe that strategies need to include the lower middle class as well, while others believe that all the resources that go to the middle class are further overburdening lower-income BIPOC communities.	B - No revision recommended	City policy tends to focus affordable housing policy and investments on housing affordable to very low and low income households though a more limited number of programs do serve moderate or even middle income households.	N/A - not applicable	WS7, WS11, Konveio
Housing	N/A	Other Considerations	Terms	Confusion about what "affordable" means in the context of the 30% affordable housing goal.	B - No revision recommended	Affordable housing means affordable at a range of incomes but primarily focused on extremely low (up to 30% of Area Median Income or AMI), very low (up to 50% of AMI), and low income (up to 80% of AMI) households. Moderate income households are also served (up to 120% of AMI). Affordability is typically defined as requiring no more than 30% of income for rental programs. See MOHCD income and rent limits page for more details https://sfmohcd.org/ami-levels.	N/A - not applicable	WS6, WS7
Housing	N/A	Other Considerations	Scale	Concern that housing issues are regional and some affected by SF's housing policies live outside of the city.	B - No revision recommended	RHNA is a regional process that aims to increase housing production regionally. There are also various regional funding efforts for affordable housing including the newly established Bay Area Housing Finance Agency; please see also strategy H-1 about supporting the return of communities of color.	N/A - not applicable	WS5
Housing	H 1, H 2	Other Considerations	Housing quality	Interest in the City discussing the quality of new housing.	B - No revision recommended	Various policies in the Housing and Building Operations chapters address the quality and sustainability of housing.	N/A - not applicable	WS10

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Housing	H 1, H 2, H 3, H	Underserved Communities/Minority Voices	Small property owners	Support for actions that encourage small property owners to add housing and rehabilitate existing units but interested in accompanying policies that protect small property owners from non-compliant, non-paying renters.	B - No revision recommended	Additional and rehabilitated housing is supported in the CAP, including H 3-2 and H 3-3. The Rent Board provides mediation services between landlords and tenants. There are also federal and other funding currently available to help tenants and property owners with unpaid rent due to Covid-19.	N/A - not applicable	WS8, WS9, Pop-up
Housing	H 3	Underserved Communities/Minority Voices	Revised zoning and permitting	Support for updating zoning and allowing live-work spaces.	B - No revision recommended	Many workers in San Francisco have been working from home due to the Covid-19 pandemic and zoning does not seem to have been a barrier.	N/A - not applicable	WS8, WS9,
Housing	H 3	Underserved Communities/Minority Voices	Revised zoning and permitting	Interested in policies/permits that allow building up versus building out.	B - No revision recommended	Addressed in policies that promote adding additional housing in the city, especially higher resource areas close to transit, jobs, and services, including H3-1, H1-4, and H2-2	N/A - not applicable	WS8, WS9,
Housing	H 3	Underserved Communities/Minority Voices	Revised zoning and permitting	Support for affordable housing in all neighborhoods, including low-density neighborhoods.	B - No revision recommended	Addressed in H 4-1	N/A - not applicable	WS8, WS9,
Housing	N/A	Underserved Communities/Minority Voices	Sector goals*	Would like clarity on how to 5,000 new housing units per year metric was developed. Interest in a more aggressive timeline for new housing.	C - Applicable to future implementation or other resource (eg. Different Plan)	5,000 units is a Mayoral goal that exceeds current RHNA targets. RHNA will increase with new Housing element to be adopted by 2023.	N/A - not applicable	WS5, Pop-up
Housing	N/A	Underserved Communities/Minority Voices	Sector goals*	30% affordable housing goal seems low	B - No revision recommended	The 30% goal of 5,000 units represents 1,500 affordable units, more than ever produced in one year. New RHNA targets for affordable housing will increase and will require additional resources to achieve the new affordable housing targets.	N/A - not applicable	WS5, Pop-up
General	N/A	Underserved Communities/Minority Voices	Transparency*	Need for easy to understand, real time tracking towards Plan goals and resulting benefits to specific communities/demographics.		See CAP Section 6: Next Steps for Implementing the CAP; Monitoring, Evaluation and Reporting for discussion on this.		WS8, WS9
Housing	H 4	Underserved Communities/Minority Voices	Affordable housing*	Support for increased funding and development of affordable housing.	B - No revision recommended	Agreed, City funds have been increasing in recent years with the passage of two affordable housing general obligation bonds in 2015 and 2019 and the use of general fund and other sources; however, many of these funds are one-time and will need to be renewed in the future.	N/A - not applicable	Pop-up
Housing	H 1, H 2, H 4	Underserved Communities/Minority Voices	Affordable housing*	Interest in a more aggressive timeline and goal for affordable housing. Would also like to speed up the process for residents to obtain affordable housing.	B - No revision recommended	The City is committed to providing more affordable housing as soon as possible.	N/A - not applicable	WS8
Housing	H 2	Underserved Communities/Minority Voices	Unhoused	Would like the Plan to detail actions to assist the unhoused through mental health programs and job training on top of financial assistance.	C - Applicable to future implementation or other resource (eg. Different Plan)	The CAP seeks to support vulnerable populations, including the unhoused, but most efforts to support mental health and job training live in other City efforts, often in partnership with community organizations.	N/A - not applicable	WS8
Responsible Production & Consumption	RPC 2, RPC 3	Support	Waste reduction	Support for prioritizing waste reduction (e.g., food waste and packaging).	B - No revision recommended	Comment supports existing language	N/A - not applicable	WS1, WS4
Responsible Production & Consumption	RPC 3	Support	Producer responsibility	Support for extending producer responsibility policies.	A - CAP revision recommended	Added language to support policies to extend producer responsibility to reduce and recover packaging to RPC 3-4.	Yes	WS2, Konveio
Responsible Production & Consumption	RPC 1	Support	Embodied carbon	Support for reduction of embodied carbon in buildings and infrastructure.	B - No revision recommended	Comment supports existing language	N/A - not applicable	WS1, WS2, Konveio
Responsible Production & Consumption	RPC 2	Support	Food and plant-based diets	Support for promoting and subsidizing plant-based diets, especially by providing incentives for plant-based restaurant meals and committing to plant-based foods in City buildings.	C - Applicable to future implementation or other resource (eg. Different Plan)	Could be implemented in RPC 2-5, RPC 2-6, RPC 2-7 by being included into the Good Food Purchasing Program (GFPP).	N/A - not applicable	WS5, Konveio
Responsible Production & Consumption	RPC 3	Support	Consumption	Support for considering consumption-based emissions.	B - No revision recommended	Consumption based emissions were considered overall and CAP focuses on CBEI in another CAP chapter.	N/A - not applicable	Konveio
Responsible Production & Consumption	RPC 3	Improvement	Reuse of goods and services	Interest in encouraging and capturing the decarbonization impacts of reuse and secondhand markets. This could include community repair events, lists of repair businesses, and donation avenues, and a requirement for Recology to ensure reuse of durable items and materials.	B - No revision recommended	Comments support existing language except specific reference to Recology; that level of detail more suitable for future implementation.	N/A - not applicable	WS1, WS4, WS7, Konveio, Survey

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Responsible Production & Consumption	RPC 3	Improvement	Reuse of goods and services	Interest in limiting virgin plastic items and single-use items and closing loopholes in the current plastic bag ban.	B - No revision recommended	Comment on limiting virgin plastic and single use supports existing language on reducing non-reusables, reuse, repair etc.. Comment on closing loophole in plastic bag ban more suitable for future implementation of policy and not in CAP.	N/A - not applicable	WS1, WS4, WS7, Konveio, Survey
Responsible Production & Consumption	RPC 3	Improvement	Reuse of goods and services	Interest in seeing textiles and clothing products mentioned in the measures.	B - No revision recommended	Addressed in RPC 3-2.	N/A - not applicable	WS1, WS4, WS7, Konveio, Survey
Responsible Production & Consumption	RPC 3	Improvement	Reuse of goods and services	Interest in banning or taxing unsustainable materials.	B - No revision recommended	RPC 3-1 includes option for requiring foodware reusables, which means banning non-reusable or "single use" foodware, and includes incentivizing which could include taxing if appropriate.	N/A - not applicable	WS1, WS4, WS7, Konveio, Survey
Responsible Production & Consumption	RPC 3	Improvement	Waste reduction, recycling, and compost	Interest in pressuring companies to reduce packaging or incorporate environmentally friendly packaging options.	A - CAP revision recommended	Added language to support policies to extend producer responsibility to reduce and recover packaging to RPC 3-4, and RPC 3-4 also encourages environmentally friendly reusable packaging.	Yes	WS4, WS10, WS11, Konveio
Responsible Production & Consumption	RPC 3	Improvement	Waste reduction, recycling, and compost	Interest in re-introducing materials drop-off locations in the city.	B - No revision recommended	Comment supports existing language and subactions envisioned in RPC 3-1 and 3-2, including drop-off locations for textiles and as needed for other goods. Separate from CAP, City re-introducing drop-off locations for beverage containers.	N/A - not applicable	WS4, WS10, WS11, Konveio
Responsible Production & Consumption	RPC 3	Improvement	Waste reduction, recycling, and compost	Interest in providing biogas digesters and compostable bags in parks to divert dog waste.	C - Applicable to future implementation or other resource (eg. Different Plan)	Need to assess feasibility of using digesters in parks vs larger centralized digester to be developed in future implementation outside CAP strategies.	N/A - not applicable	WS4, WS10, WS11, Konveio
Responsible Production & Consumption	RPC 3	Improvement	Waste reduction, recycling, and compost	Interest in getting SF access to anaerobic digester at Recology.	C - Applicable to future implementation or other resource (eg. Different Plan)	Recology does not have current digester nor may have space for one in SF, but may develop regional digester in future. Need to assess feasibility.	N/A - not applicable	WS4, WS10, WS11, Konveio
Responsible Production & Consumption	RPC 5	Improvement	Education & outreach	Interest in educating community, particularly students, about the link between soil health, foods, and human health.	B - No revision recommended	There was not capacity to administer a community challenge, so strategy RPC 5 was removed from CAP	N/A - not applicable	WS3, WS6, WS6, WS11, Konveio
Responsible Production & Consumption	RPC 5	Improvement	Education & outreach	Interest in engaging communities to buy local and sustainable products, if they need to buy at all.	B - No revision recommended	Comment supports existing language in RPC 2 and 3, and further development in implementation.	N/A - not applicable	WS3, WS6, WS6, WS11, Konveio
Responsible Production & Consumption	RPC 1	Improvement	Building materials	Interest in reusing construction and demolition materials.	B - No revision recommended	Comment supports existing language: RPC 1-6 and RPC 1-4.	N/A - not applicable	WS4, Konveio, Survey
Responsible Production & Consumption	RPC 1	Improvement	Building materials	Interest in limiting cement use in San Francisco.	B - No revision recommended	RPC 1-2 focuses on the design and procurement of low carbon structural materials for new construction. Incentives, policies and/or guidelines will address low carbon concrete (of which cement is a key ingredient). For project teams to meet the requirements of RPC 1-1, the concrete mix is a likely early consideration.	N/A - not applicable	WS4, Konveio, Survey
Responsible Production & Consumption	RPC 1	Improvement	Building materials	Interest in using a lighter colored alternative to the cement/asphalt currently used in some city sidewalks.	C - Applicable to future implementation or other resource (eg. Different Plan)	The Department of the Environment is coordinating with the Department of Public Works to evaluate the current sidewalk specification and determine opportunities to update the requirements to allow for products that are nontoxic and reduce the heat island effect.	N/A - not applicable	WS4, Konveio, Survey
Responsible Production & Consumption	RPC 1	Improvement	Building materials	Interest in seeking out architects using decarbonizing building practices such as mass timber.	B - No revision recommended	RPC 1-2 focuses on the design and procurement of low carbon structural materials for new construction. The process to develop Incentives, policies and/or guidelines for mass timber will include a range of stakeholders, including architects.	N/A - not applicable	WS4, Konveio, Survey
Responsible Production & Consumption	RPC 1, RPC3	Improvement	Building materials	Interest in considering fence material made from plastic detergent jugs.	B - No revision recommended	This is a level of detail not suitable for CAP. Current strategies allow recycling plastic containers to be used in fencing or other building materials to keep them out of the landfill, and there are manufacturers creating a number of materials from recycled plastics.	N/A - not applicable	WS4, Konveio, Survey
Responsible Production & Consumption	RPC 1	Improvement	Building materials	Interest in mentioning steel in the measures.	B - No revision recommended	RPC 1-2 focuses on the design and procurement of low carbon structural materials for new construction. Incentives, policies and/or guidelines will address structural steel. For project teams to meet the requirements of RPC 1-1, steel manufacturing processes are a likely early consideration.	N/A - not applicable	WS4, Konveio, Survey

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Responsible Production & Consumption	N/A	Improvement	Workforce development	Interest in retraining and retaining blue collar employees who get displaced.	C - Applicable to future implementation or other resource (eg. Different Plan)	RPC strategies that might possibly create displacement also can result in new jobs. Retraining and retaining can be addressed in future implementation as needed if there is displacement.	N/A - not applicable	WS10, WS11
Responsible Production & Consumption	N/A	Improvement	Workforce development	Interest in local recycling and local green jobs.	B - No revision recommended	Comment supports language that creates new local jobs, including recycling, such as in RPC 1-4, 1-6, and potentially in RPC 2 and 3.	N/A - not applicable	WS4
Responsible Production & Consumption	RPC 2	Improvement	Food and plant-based diets	Interest in the promotion of regenerative agriculture products as part of a Food Waste Prevention and Edible Food Recovery Policy.	A - CAP revision recommended	In RPC 2-5 added regenerative agriculture language, and can be considered in any future food policy (RPC 2-3).	Yes	WS7, Konveio
Responsible Production & Consumption	RPC 3	Improvement	Consumption emissions	Interest in seeing a specific goal around consumption emissions that includes the production and transportation of the goods and other stages of the life cycle.	B - No revision recommended	CAP in a different chapter (as I understand) will include a CBEI goal that include life cycle emissions	N/A - not applicable	WS7, Konveio
Responsible Production & Consumption	N/A	Improvement	Reporting requirements	Interest in requiring Environmental Product Declarations (EPDs) that identify total embodied carbon of different categories of products.	B - No revision recommended	Together with Life Cycle Assessments, Environmental Product Declarations will be a key documentation and compliance mechanism for RPC 1-1.	N/A - not applicable	WS1
Responsible Production & Consumption	RPC 4	Improvement	Other modes	Interest in including plans to curb aviation and maritime emissions.	B - No revision recommended	RE: aviation emissions, see RPC 4: Lead the aviation sector by reducing emissions across the airline passenger journey; and RPC 4-2: SFO will continue its leadership and partnership with airlines to work to replace up to 50% of its fuel supply with Sustainable Aviation Fuels by 2050. Addressing maritime emissions is challenging because emissions from large maritime ships, boats, and off-road equipment are currently beyond the control of the city. San Francisco will continue to work with state and federal entities to find ways to reduce these emissions.		WS1
Responsible Production & Consumption	RPC 3-3	Improvement	Community	Support facilitating the creation of inclusive and networked neighborhood scale projects.	B - No revision recommended	Comment supports language in RPC 3-3.	N/A - not applicable	Email
Responsible Production & Consumption	N/A	Equity	Impact on businesses	Concern that the goal will disproportionately impact BIPOC-, locally-owned, or small businesses.	B - No revision recommended	Before implementation, all actions will be subject to a Racial Equity Scan and Coeffects Assessment as well as engagement with impacted individuals/businesses. Also see RPC 1-6, RPC 2-2, RPC 3-3 for actions that explicitly respond to an identified	N/A - not applicable	WS6, WS11
Responsible Production & Consumption	RPC 2	Equity	Access to food	Interest in providing access to fresh produce in certain districts that previously did not have access.	A - CAP revision recommended	RPC 2-2 added language to include providing recovered fresh produce to communities with limited access.	Yes	WS6
Responsible Production & Consumption	RPC 2	Equity	Access to food	Interest in making sure that donation centers stay culturally relevant to recipients.	C - Applicable to future implementation or other resource (eg. Different Plan)	Agree with this suggestion, need ideas and resources to implement.	N/A - not applicable	WS6
Responsible Production & Consumption	N/A	Other Considerations	COVID	Interest in addressing impacts of COVID-19 on responsible production and consumption.	B - No revision recommended	COVID impacts have been considered and reflected in extending some timelines and some strategies address impacts such as with adaptive reuse of office spaces in RPC 1-2. Consumption patterns were impact especially with restaurant closure and shift to delivery but with recovery consumption continues to evolve.	N/A - not applicable	WS1, WS6, WS7
Responsible Production & Consumption	N/A	Other Considerations	Community gardens	Question about where community gardens fit in this goal.	C - Applicable to future implementation or other resource (eg. Different Plan)	Current CAP doesn't discuss community gardens. SFE currently supports community gardens typically through our zero waste grant program by providing free backyard composting training programs and GCETP- Gardening Composting Educator Training Program which trains residents to maintain community gardens throughout SF.	N/A - not applicable	WS10, Konveio
Responsible Production & Consumption	N/A	Other Considerations	Community gardens	Interest in encouraging landlords to optimize unused space such as a community garden.	C - Applicable to future implementation or other resource (eg. Different Plan)	Current CAP doesn't discuss community gardens. SFE currently supports community gardens typically through our zero waste grant program by providing free backyard composting training programs and GCETP- Gardening Composting Educator Training Program which trains residents to maintain community gardens throughout SF.	N/A - not applicable	WS10, Konveio
Responsible Production & Consumption	RPC 3	Other Considerations	Corporate responsibility and enforcement	Interest in focusing efforts to ensure responsible consumption and production on corporations, not on consumers.	B - No revision recommended	Efforts need to be focused on both corporations/businesses and consumers, with all having a critical role to play to ensure responsible consumption and production.	N/A - not applicable	Konveio

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Responsible Production & Consumption	N/A	Other Considerations	Corporate responsibility and enforcement	Concern of how the City will hold companies accountable for lifecycle emissions and new standards for materials.	C - Applicable to future implementation or other resource (eg. Different Plan)	How the City can leverage its legal authority to hold companies accountable will be addressed as policies and programs are developed and implemented in the future.	N/A - not applicable	WS2
Responsible Production & Consumption	RPC 3	Other Considerations	Other materials	Interest in including e-waste.	A - CAP revision recommended	Added electronics to RPC 3-3.	Yes	WS2
Responsible Production & Consumption	N/A	Other Considerations	Legal authority	Concern about how the City will enforce waste and food systems outside of the city.	B - No revision recommended	San Francisco does not have powers to enforce food system waste outside of our jurisdictional boundaries.	No	WS3
Responsible Production & Consumption	RPC1, RPC 2, RP	Underserved Communities/Minority Voices	Restrictions for producers*	Interest in seeing City or state set limitations for production (permitting for production and penalties for overproduction).	B - No revision recommended	It is unclear if this comment is directed at consumer product manufacturers or building developers (both or neither?) Generally speaking, San Francisco has committed to reduce the generation of new items 15% by 2030 using a 2015 baseline. The solutions will look different for different sectors of industry. For example, for the building industry, this translates to incentives for adaptive reuse, infrastructure/policies/programs to support building material reuse, and policy to cap the waste generated on a construction site (per square foot of development) while also mandating deconstruction and source separation to increase the potential for rescue. As it relates to restaurants and food waste, see RPC 2-4.	N/A - not applicable	W5, W8, W9
Responsible Production & Consumption	RPC1, RPC 2, RP	Underserved Communities/Minority Voices	Restrictions for producers*	Interest in City and state increasing sustainability standards for producers.	B - No revision recommended	The City has an Environmentally Preferable Purchasing Ordinance (Environment Code Chapter 2), as well as regulations that define sustainability requirements for a range of product categories. These are updated and expanded regularly and can be reviewed online at www.SFapproved.org. As it relates to RPC 1, by introducing embodied carbon reductions for building materials, producers are being held accountable to reduce the impacts of material extraction, manufacture, and transport - as well as other product impacts that are outside the direct producer's sphere of influence.	N/A - not applicable	W5, W8, W9
Responsible Production & Consumption	RPC 5	Underserved Communities/Minority Voices	Clear education and resources*	Interest in clear/simple communication, education, and resources for residences.	B - No revision recommended	There was not capacity to administer a community challenge, so strategy RPC 5 was removed from CAP	N/A - not applicable	W5, W8, W9
Responsible Production & Consumption	RPC 5	Underserved Communities/Minority Voices	Clear education and resources*	Interest in educating children about RPC practices and provide funding to teach in schools.	A - CAP revision recommended	There was not capacity to administer a community challenge, so strategy RPC 5 was removed from CAP	Yes	W5, W8, W9
Responsible Production & Consumption	RPC 3	Underserved Communities/Minority Voices	Support for small businesses*	Interest in the City providing financial support for restaurants and other small businesses to encourage RPC practices.	A - CAP revision recommended	Added word "supporting" in RPC 3-1 financial support and assistance for is being implemented in starting in 2021-2022.	Yes	W5, W9
Responsible Production & Consumption	N/A	Underserved Communities/Minority Voices	COVID*	Do these strategies and actions take into account COVID-19 or any type of other pandemic/emergency response in the future?	A - CAP revision recommended	Consideration was given to pandemic impacts over time and some strategies modified or extended timewise to allow recovery time. Recommend extend date from 2023 to 2024 for RPC 3-1. Future is uncertain and don't see further need for revisions.	Yes	W8
Healthy Ecosystems	HE 5	Support	Urban greening/forestry	Support for planting street trees, native trees, and preserving existing mature trees.	B - No revision recommended	Included in HE 4 and HE 5.	N/A - not applicable	Survey
Healthy Ecosystems	HE 5, HE 6	Support	Urban greening/forestry	Support for increased funding for urban forestry/ecosystem stewardship programs.	B - No revision recommended	Funding and Capacity Needs apply to entire CAP, and so are addressed appropriately more broadly.	N/A - not applicable	WS3, Konveio, Survey
Healthy Ecosystems	HE 5, HE 6	Support	Urban greening/forestry	Support for creating wildlife corridors around the city and converting concrete/AstroTurf to planters and green spaces especially in underutilized areas.	B - No revision recommended	Addressed in Healthy Ecosystems sector chapter	N/A - not applicable	WS3, Konveio, Survey
Healthy Ecosystems	HE 2	Improvement	Community involvement and education	Interest in funding community participation and providing financial incentives to businesses and residents to encourage living architecture and native plants in gardens and nurseries.	A - CAP revision recommended	Addressed in HE 6-2.		WS1, WS5, WS6, WS7, WS11, Konveio, Email

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Healthy Ecosystems	HE 2	Improvement	Community involvement and education	Interest in active communication between community and the city during greening projects.	A - CAP revision recommended	Changes made to HE 2-1 and 2-2.		WS1, WS5, WS6, WS7, WS11, Konveio, Email
Healthy Ecosystems	HE 2	Improvement	Community involvement and education	Interest in partnering with schools and other organizations like architecture firms for stewardship work.	A - CAP revision recommended	Changes made to HE 2-1 and 2-2.		WS1, WS5, WS6, WS7, WS11, Konveio, Email
Healthy Ecosystems	HE 2	Improvement	Community involvement and education	Interest in education opportunities on the importance of green areas.	B - No revision recommended	Addressed broadly by HE Strategy 2.	N/A - not applicable	WS1, WS5, WS6, WS7, WS11, Konveio, Email
Healthy Ecosystems	HE 1, HE 2, HE 7	Improvement	Community involvement and education	Interest in integrating a citizen science component by expanding data inputs and public awareness of urban habitat.	C - Applicable to future implementation or other resource (eg. Different Plan)	Addressed broadly in HE Strategy 2.	N/A - not applicable	Email
Healthy Ecosystems	N/A	Improvement	Other ecosystems	Interest in including wetlands, perennial grasslands, and oceans in the strategies.	C - Applicable to future implementation or other resource (eg. Different Plan)	All ecological communities will be addressed in the implementation of HE 1-5 and HE 3-1.	N/A - not applicable	WS5, Konveio
Healthy Ecosystems	HE 2	Improvement	Stewardship jobs	Interest in the City allocating funding and creating ecosystem stewardship and gardening positions.	A - CAP revision recommended	Funding and Capacity Needs apply to entire CAP, and so are addressed appropriately more broadly.		WS4, Konveio, Email
Healthy Ecosystems	N/A	Improvement	Safe environment	Interest in conducting thorough testing, clean-ups, and remediation of all radioactive and hazardous waste contamination along and near waterfront areas.	C - Applicable to future implementation or other resource (eg. Different Plan)	See Hazards and Climate Resilience Plan (HCRP) https://sfplanning.org/project/hazards-and-climate-resilience-plan	N/A - not applicable	Email, Survey
Healthy Ecosystems	N/A	Improvement	Safe environment	Interest in addressing the issue of rising sea levels and groundwater threatening to flood radioactive and hazardous waste contamination sites in vulnerable and at-risk communities.	C - Applicable to future implementation or other resource (eg. Different Plan)	See Hazards and Climate Resilience Plan (HCRP) https://sfplanning.org/project/hazards-and-climate-resilience-plan	N/A - not applicable	Email, Survey
Healthy Ecosystems	All	Improvement	Resilience	Interest in creating resilient ecosystems in the face of natural disasters and sea level rise.	B - No revision recommended	Included in HE 3-2 AND 3-3. (*Note: this issue was finally mentioned on the very last page of Appendix A of the HCRP, and only re consequences. There were no strategies to address in the HCRP.)	N/A - not applicable	WS10, WS11
Healthy Ecosystems	HE 5, HE 6, HE 7	Improvement	Protect and expand green space	Interest in limiting population in the city and support for monitoring ecological management progress.	B - No revision recommended	Included generally in HE Strategy 3.	N/A - not applicable	Konveio
Healthy Ecosystems	HE 5, HE 6, HE 7	Improvement	Protect and expand green space	Interest in protecting existing habitats from development.	B - No revision recommended	Included in HE 3-1.	N/A - not applicable	Konveio
Healthy Ecosystems	HE 5, HE 6, HE 7	Improvement	Protect and expand green space	Interest in limiting outdoor lighting and controlling runoff.	C - Applicable to future implementation or other resource (eg. Different Plan)	Lighting should be addressed in ENERGY sector. Runoff is addressed by all the greening actions, though it does raise the point about a water chapter.	N/A - not applicable	Konveio
Healthy Ecosystems	HE 8	Improvement	Agriculture on rooftops and backyards	Interest in having land use policy also support local, small scale agriculture on rooftops and in backyards.	C - Applicable to future implementation or other resource (eg. Different Plan)	Applies to Responsible Production and Consumption Chapter as this is about localization, and not so much carbon sequestration.	N/A - not applicable	Konveio
Healthy Ecosystems	HE 2	Equity	Restoration efforts	Interest in empowering local communities, specifically native voices, to access green spaces and engaging them in land stewardship efforts and the City's decision making.	A - CAP revision recommended	Changes made to HE 2-1.		WS4, WS5, WS6, WS10, Konveio
Healthy Ecosystems	HE 2	Equity	Restoration efforts	Interest in focusing urban greening efforts on underserved areas while limiting gentrification (e.g. finding balance between green spaces/affordable housing development).	B - No revision recommended	Racial equity is a primary goal of the CAP, and has been integrated into strategies and actions as appropriate through application of an racial equity scan.	N/A - not applicable	WS4, WS5, WS6, WS10, Konveio
Healthy Ecosystems	HE 2	Equity	Restoration efforts	Interest in linking racial and social equity to health and green spaces.	B - No revision recommended	Same as above.	N/A - not applicable	WS4, WS5, WS6, WS10, Konveio
Healthy Ecosystems	HE 2	Equity	Job creation	Support for creating career pipelines for environment jobs by hiring within communities and ensuring every org has a DEI framework to address institutional inequities.	A - CAP revision recommended	Changes made to HE 2-1.		WS2, WS4, WS5, Konveio
Healthy Ecosystems	All	Equity	Community involvement	Interest in engaging and following leadership from frontline and historically underserved communities.	A - CAP revision recommended	Changes made to HE 2-1 and 2-2.		WS5, Email
Healthy Ecosystems	All	Equity	Community involvement	Interest in City partnerships with local BIPOC organizations or low-income communities.	A - CAP revision recommended	Changes made to HE 2-1 and 2-2.		WS5, Email

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Healthy Ecosystems	HE 4	Equity	Funding	Support for redistribution/increase of funding to historically ignored areas to maintain healthy ecosystems	A - CAP revision recommended	Funding and Capacity Needs apply to entire CAP, and so are addressed appropriately more broadly.		Konveio
Healthy Ecosystems	HE7, HE8	Equity	Space limitation	Concern that some neighborhoods have more room for parks and open space than others. Thus, more urbanized neighborhoods will not have opportunities for added green spaces.	B - No revision recommended	This concern is warranted for several neighborhoods. In order to provide green space for quality of life for everyone, a range of typologies are possible. San Francisco has a Living Roof ordinance, which could be improved to include additional green, living architecture. The City is also starting to design for greening the I-80 Freeway corridor, an action from the Central SOMA Plan. The City can work with communities to understand what would type of improvements provide the most benefits.	N/A - not applicable	WS11
Healthy Ecosystems	All	Equity	Explicitness	Interest in calling out equity explicitly in the strategies.	A - CAP revision recommended	Changes made to Strategy 2 and to HE 2-1 and 2-2.		WS5
Healthy Ecosystems		Other Considerations	Alignment of goals	Interest in aligning goals (especially housing goals) of City agencies and regulating industries (e.g., transportation, landscaping, construction).	C - Applicable to future implementation or other resource (eg. Different Plan)	Synergies and alignment among sector goals, strategies, and supporting actions were explored and maximized to the extent possible, but always focused on identifying the most impactful yet practical ways to reduce emissions.	N/A - not applicable	WS2, WS3, WS5, Email
Healthy Ecosystems	HE 1, HE 2	Other Considerations	Alignment of goals	Interest in mandating cross-agency collaboration and strengthening and advancing City departments' existing policies, such as San Francisco's Biodiversity Resolution.	B - No revision recommended	Strategy 1 is intended to leverage the Biodiversity Resolution for deepened interagency collaboration.	N/A - not applicable	WS2, WS3, WS5, Email
Healthy Ecosystems	N/A	Other Considerations	Density	Interest in getting rid of the Shadow Ordinance and building up, not out.	C - Applicable to future implementation or other resource (eg. Different Plan)	There are many paths to allow for denser development. In this case, encourage speaking with your district supervisor to discuss ways to amend existing code and/or law.	N/A - not applicable	Konveio
Healthy Ecosystems	HE 4	Other Considerations	Terms	Confusion about what "built environment" means.	B - No revision recommended	The built environment is where buildings and roads are concentrated, as opposed to large parks, open spaces and natural areas.	N/A - not applicable	WS11
Healthy Ecosystems	N/A	Other Considerations	Environmental health	Interest in addressing pollution-related public health emergencies in already-impacted Bayview Hunters Point and Treasure Island.	B - No revision recommended	See Hazards and Climate Resilience Plan (HCRP) https://sfplanning.org/project/hazards-and-climate-resilience-plan	N/A - not applicable	Email
Healthy Ecosystems	HE 4	Underserved Communities/Minority Voices	Cost burden & incentives	Although eager to reduce emissions and make changes, hesitant of the accompanying costs to residents. Would like the City to provide financial support and incentives.	C - Applicable to future implementation or other resource (eg. Different Plan)	Addressed in HE 6-2.	N/A - not applicable	WS5, WS8
Healthy Ecosystems	HE 3	Underserved Communities/Minority Voices	Education to elderly	Interest in seeing an outreach and education plan that reaches the elderly populations.	B - No revision recommended	The plan calls for engagement and collaboration with many audiences	N/A - not applicable	WS8, WS9
Healthy Ecosystems	All	Underserved Communities/Minority Voices	Unique community barriers	Interest in seeing tailored greening and restoration plans for different communities with unique barriers.	A - CAP revision recommended	Changes made to HE 2-1 and 2-2.		WS9
Healthy Ecosystems	N/A	Underserved Communities/Minority Voices	Clean streets	Interest in seeing the City take action on cleaning and maintenance of existing streets and parks.	B - No revision recommended	Funding and Capacity Needs apply to entire CAP, and so are addressed appropriately more broadly.	N/A - not applicable	WS9
Healthy Ecosystems	HE 7	Underserved Communities/Minority Voices	Conflict with housing need	Concern about space conflicts with the need for new housing.	B - No revision recommended	Housing and greening is a both/and. Both can be done. And the greening part is important for the quality of life of people who move into new housing.	N/A - not applicable	WS 5

GHG EMISSIONS MODELING: METHODOLOGIES AND ASSUMPTIONS

APPENDIX C

Appendix C-1: Sector-based and Consumption-based Emissions Inventories Overview

San Francisco has been tracking its emissions for more than two decades. As part of its commitment, emissions are tracked and reported to ensure progress.

HOW ARE EMISSIONS TRACKED?

Emissions inventories are essential tools for climate action planning and management. An emissions inventory estimates heat-trapping gases that are generated by specific activities for a specific time period. San Francisco tracks and collects activity data to calculate three main types of emissions for the city:

- Carbon dioxide
- Methane
- Nitrous oxide

Further, the city uses two types of emissions inventories to inform their climate action efforts. The annual sector-based inventory analyzes emissions that are produced within the geographical boundaries of San Francisco. This is the traditional means by which governments and other institutions have calculated their emissions. By contrast, the consumption-based emissions inventory (CBEI) evaluates emissions related to goods and service that are consumed within the city, regardless of where they are produced. Due to its complexity, the CBEI inventory is performed about every five years. Both inventories, complement each other to provide a more complete account of the emissions generated by the city.

SECTOR-BASED EMISSIONS INVENTORY

San Francisco has been a leader in emissions inventories since 2008. Since then, the city has refined its datasets and data collection processes for both community-wide and municipal activities. An annual sector-based emissions inventory is used to measure San Francisco's local, geopolitically bound, emissions against the City's stated reduction goals.[1] SF Environment calculates and reports emissions on behalf of the City and County of San Francisco by using the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC).[2] The GPC methodology is a global standardized framework used by most cities that report their emissions. The methodology is regularly updated with the best-available science and methods. Reported city emissions for 2010 were verified by a third-party in 2012[3].

Process and Methodology

San Francisco's traditional inventory groups emissions into six sectors: transportation, building operations, landfilled organics, municipal (government) operations, wastewater, and agriculture.[4]

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[1] Geopolitical refers to emissions occurring within the geographically boundary as well as certain emissions outside the city boundary. Cities typically account for their influence to reduce emissions out-of boundary such as from electricity and natural gas production and distribution, intraregional vehicle travel, and discards of organic waste to landfills.

[2] GPC is a global framework unifying the way cities inventory and disclose GHG emissions for reporting purposes to and in compliance with commitments to the Global Covenant of Mayors (GCoM). GPC Protocol at https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities. The methodology and sectors tracked were third party verified during inventory year 2012. Current GHG inventories are completed according to the guidance of verifiers in 2012.

[3] Updated Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco, ICF International, 2013.

[4] Emissions from Landfilled Organics, previously known as the Waste sector, occur when disposed organics break down (decompose) in a landfill and produce methane.

2019 Sector-Based Emissions Inventory Findings

The 2019 sector-based emissions inventory showed that San Francisco emitted 4.64 million metric tons of carbon dioxide equivalent ($mtCO_2e$)[5], which is 41% below emissions levels in 1990. These reductions came despite a 22% increase in population and a near tripling of economic output from $59.7 billion in 1990 to $178.5 billion in 2019, As a result, San Francisco's emissions per capita were 5.21 $mtCO_2e$/person in 2109, about half of the 11 $mtCO_2e$/person estimated in 1990.

The City releases detailed information and analysis on its inventory emissions, as well as the relevant policies and programs which help to reduce emissions, in the San Francisco Carbon Footprint Website and Dashboard.

CONSUMPTION-BASED EMISSIONS INVENTORY (CBEI)

In addition to the sector-based emissions Inventory, the city also uses a consumption-based emissions inventory (CBEI). A CBEI estimates emissions by analyzing the full life-cycle of all goods and services that are consumed in San Francisco. It includes measuring "upstream" emissions from the production, distribution and sale of products consumed in San Francisco, as well as "downstream" emissions from the eventual use and disposal of these products. Emissions are measured regardless of where different product stages took place or where emissions were released.

Since most of the goods and services consumed in San Francisco are produced outside of the City's boundaries in other states or countries, the CBEI is considerably larger (up to three times larger) than the conventional inventory. Most of San Francisco's consumption-based emissions (63%) are from the production phase of the global supply chain, highlighting the need to explore ways to reduce consumption and measure and account for the city's progress in reducing these emissions.

Process and Methodology

SF Environment collaborated with the UC Berkeley's Cool Climate Network to develop a CBEI for the City and County of San Francisco, California from 1990 to 2015. The study summed up the carbon footprints of all energy, transportation, food, goods, and services consumed by households and government agencies in San Francisco, regardless of where the emissions occurred. CBEIs consider full life cycle emissions, including resource extraction, production, transport, trade, use, and disposal; for most products, the majority of emissions are generated during production.

The calculations in the CBEI are based on estimates of consumer spending and corresponding emission factors for specific types of products. This view of emissions is intended to be an alternative to the traditional sector- or territorial-based inventories typically performed by cities, which count emissions from the city's physical boundaries and not beyond. Conducting an inventory through the lens of a CBEI presents opportunities to address global emissions from the life cycle of goods and services consumed within communities, regardless of whether omissions physically occur within the city's geographic boundaries.

Consumption-based inventories were developed less than 15 years ago and methods for calculating CBEIs are still evolving. The study used econometric analysis of national household survey data to uncover the main drivers of consumption for each product category (e.g., meat, furniture, vehicle usage), and then estimate consumption in San Francisco based on variation in these drivers compared to national averages. These main drivers include:

- demographics, including income, household size, race, and education
- home characteristics, such as home size, home ownership, structure type, and heating fuel
- travel behavior, including vehicle ownership, commute mode, and commute times
- geographic variables, such as population density, and weather

[5] 2019 Sector Based GHG Emissions Inventory At-A-Glance report: https://sfenvironment.org/sites/default/files/fliers/files/2019_sfe_ee_climate_at_a_glance.pdf

- economic data, including energy prices

Based on this information, the CBEI estimated carbon footprints for every census tract in San Francisco, and for the city overall, from 1990 through 2015. Local data was included instead of modeled data wherever possible.

2015 Consumption-Based Emissions Inventory Findings

The CBEI found that average household carbon footprints in San Francisco decreased by 17% over the 25-year study period and were 21% lower than the national average in 2015. Lower than average rates of motor vehicle usage, smaller home and household sizes, high prevalence of renters, population density, a moderate climate, and relatively low- carbon electricity all contributed to lower consumption-based emissions. These factors help to offset the countervailing effects of income and education, which tend to increase consumption and associated emissions. Despite progress at reducing emissions on a per household basis, in aggregate, the total city-wide CBEI was only 2% lower in 2015 compared to 1990 levels. This reality reflects population pressures and the challenge of reducing emissions that depend on global supply chains.

Appendix C-2: Modeling Building Operations Emissions

CLIMATE ACTION PLAN METHODOLOGY

Projections presented in the Climate Action Plan (CAP) are based on historic data, calculation methods applied in emissions inventories from 1990-present; the best available data sources (cited in Table C2); as well as the strategies and supporting actions proposed in the Plan.[1] The CAP builds in significant part upon lessons learned and tools piloted in the preparation of the Focus 2030 report. Projections presented herein reflect the limitations of data available at the time of writing.

Models reflect our current understanding of how the San Francisco is expected to evolve in concert with relevant State and Federal policy advancements, and in the context of evolving international climate agreements. Further, public and private investment, as well as technology availability, capability and cost, will also change in ways that will support decarbonization. These developments are likely to accelerate emissions reduction, reduce costs, and provide other practical benefits, but the CAP conservatively focuses on impacts of the strategies proposed by and for San Francisco.

The CAP scenario summarizes the combined emission reductions from proposed strategies citywide. The majority of sector-based emissions are due to Energy Supply, Building Operations, and Transportation emissions, and modeling is focused on these sectors.

Transportation emission reductions were modeled by the San Francisco County Transportation Authority with assistance from their consultant, Cambridge Systematics (see **Appendix C-3 for the technical report**). Building Operations sectors were prepared by Department of the Environment staff with assistance from Arup.

ENERGY SUPPLY

Due to the development of renewable and low-emissions electric generation, emissions per unit of electricity supplied to San Francisco are declining rapidly. Historic emissions from the provision of electricity by PG&E, CleanPowerSF, SFPUC Hetch Hetchy Power, and Direct Access providers are documented in past and current citywide emissions inventories. Baseline emissions per unit of electricity summarize the combination of all load-serving entities supplying electricity sources citywide as of 2018 using the Power Content Label methodology applied in the CAP and CA AB1110[2]. Projected emissions are consistent with fulfilment of strategy ES 1, transition to 100% renewable electricity citywide by 2025.

Emissions per unit of fossil fuel consumed and emissions per unit of fuel from biogenic sources (such as renewable diesel, methane recovered from landfill and organic digestion) are consistent with published emissions inventory data.

BUILDING OPERATIONS MODEL

Projected emissions for operation of buildings were prepared utilizing a substantially enhanced version of the Climate Action for Urban Sustainability (CURB) Tool which was updated to reflect local conditions, data resources, and emissions inventories.[3,4] Projected impacts to emissions reflect changes to the scale and energy efficiency of local building stock, mix of fuels utilized on-site, and electric grid emissions intensity. Baseline conditions were characterized, and the calculated emissions were calibrated to inventory actuals for the most recent published inventory at the time of modelling (2018). The tool projects annual emissions in horizon years 2030, 2040, and 2050, where annual emissions reflect the cumulative impact of CAP strategies. Annual emissions projected for all years other than the baseline and each horizon were calculated separately, via interpolation informed by the timing specified in the CAP for implementation of supporting actions. Projections for each horizon year are calculated at the building sector level: municipal, residential, and commercial.

The main inputs to changes in operational emissions from energy use can be summarized as:

- Fuel Switching: Changing the fuel required for an end-use changes Scope 1 direct emissions.

[1] Emissions from 1990 to the most recent year available, as well as sources and methods are presented in San Francisco's Climate Storyboard: sfenvironment.org/sf-climate-dashboard

[2] https://leginfo.legislature.ca.gov/faces/billCompareClient.xhtml?bill_id=201520160AB1110&showamends=false

[3] World Bank (2016) *Climate Action for Urban Sustainability (CURB) Tool, worldbank.org/en/topic/urbandevelopment/brief/the-curb-tool-climate-action-for-urban-sustainability*.

[4] See discussion of San Francisco GHG inventory methods in this section. For San Francisco GHG inventory reports as well as historic inputs and results, see: sfenvironment.org/carbonfootprint

For example, switching from a natural gas water heater to electric eliminates on-site emissions.

- Efficiency: Improving energy efficiency reduces fuel consumed on-site to serve an end-use (Scope 1 emissions) and reduces energy imported (Scope 2 emissions). This includes switching from an electric-resistance water heater to a heat pump water heater, which improves efficiency (units of energy required to deliver the same service).

Emissions reductions from strategies presented in the plan include estimation of the energy intensity for each major energy end-use, such as heating, cooling, fan energy, hot water, and lighting, within three building sectors: residential, municipal, and commercial. Commercial energy end uses are calculated by land use categorization: Office, Retail & Entertainment, Medical, Hotel, Production/Distribution/Repair, and Cultural/Educational. However, as noted above, Strategy ES-1 proposes transition from relatively clean electricity supplied citywide in recent years to exclusively emissions-free sources by 2025. As a result, results presented in this plan emphasize impacts to on-site fossil fuel combustion, or fuel switching.

Throughout the period modeled, the building stock is characterized by four states:

1. **Existing Buildings:** Building stock in San Francisco in the baseline year is defined as the set of existing buildings. Energy intensity and fuel saturation by end-use for existing buildings reflect the most recent available data by end-use for each category of building use and are conservatively assumed to remain constant until one of the following states applies:
2. **New Construction:** New construction is defined as buildings that are newly constructed and never previously occupied. New construction is required to meet efficiency and safety standards in effect at the time of construction. As of June 2021, new construction in San Francisco is required to be all-electric, so the CAP analysis shows new construction has no on-site fossil fuel combustion starting in 2021. Conservatively, energy intensity of new construction is assumed to remain constant, equivalent to present-day standards until 2050.
3. **Renovation:** Renovated buildings are defined as existing buildings where all energy systems throughout the building are all-electric. Renovated buildings are efficient, as they are required to comply with energy and safety codes in effect at the time of renovation.

   Note that the term "efficient and all-electric" in this Plan refers to buildings and equipment with no fossil fuel use that meet current California Title 24 Energy Standards. So New Construction and Renovations are projected to be efficient and all-electric.
4. **Retrofit:** Retrofits are defined as upgrades that modify energy-related components of a portion of a building, where retrofitted components or systems eliminate on-site emissions. Retrofits reduce energy use and emissions, and improve efficiency because modifications must meet energy and safety codes in effect at the time of retrofit.
5. **Demolition:** For the CAP analysis, demolition is defined as the dismantling and removal of an entire existing building.

Key General Assumptions:
The rates of new construction, retrofit, renovation, and demolition for each sector and building use were informed by historic trends and published growth projections (see Table C1.1).

As buildings are retrofitted and renovated, the stock of existing buildings decreases in this model. To meet San Francisco's goal of zero emissions by 2040, 100% of existing buildings must be renovated or replaced by 2040. For many reasons, including recent construction activity, retaining embodied carbon emissions in existing buildings, and policies that prioritize the preservation of historic resources, renovation is expected to remain more common than new construction.

- While modest voluntary activity is occurring, the CAP does not assume significant emissions reduction from redevelopment or retrofits until actions supporting electrification of existing buildings (BO-2) are phased-in. This is reflected as a notable reduction in natural gas emissions starting in 2025, which progresses over the next 15 years.

- Baseline electricity emissions are equivalent to 2018 and decline to near-zero by 2025.

Key Assumptions for Commercial Buildings:

Supporting action BO 2-6 would require decarbonization of larger commercial buildings by 2035. Emission reductions for large commercial building stock are adjusted to reflect the enhanced rate of activity established by this action. In the terms defined above, the retrofit and renovation of the largest existing commercial buildings will be greater than for other commercial stock.

Building Operations: GHG Impact Analysis Modeling Assumptions

Parameter	Unit	Assumption	Source	Link(s)
General				
Population	# of people	2016: 870,887 2030: 981,800	Resilient SF	
Gross Domestic Product (GDP)	$/capita	2016: $139,000,000,000 2030: $185,941,011,638.77	San Francisco Office of the Controller	
Historical GHG Emission Trends	mtCO2e	1990: 7,957,691 2010: 6,897,645 2012: 6,360,506 2016: 5,547,488 2017: 5,127,810	San Francisco's Communitywide Greenhouse Gas Inventory	https://data.sfgov.org/Energy-and-Environment/San-Francisco-Communitywide-Greenhouse-Gas-Invento/btm4-e4ak
Energy				
Electricity grid mix	%			
Wind		2016: 7.64%; 2030: 73.1%		
Large Hydro		2016: 31.72%; 2030: 24.80%		
Photovoltaic		2016: 9.72%; 2030: 2.2%		
Small Hydro		2016: 2.24%; 2030: 0%		
Geothermal		2016: 3.74%; 2030: 0%	San Francisco Public Utilities Commission	
Biomass		2016: 2.99%; 2030: 0%		
Nuclear		2016: 17.95%; 2030: 0%		
Natural Gas		2016: 13.52%; 2030: 0%		
Import/ others		2016: 10.47%; 2030: 0%		
Waste		2016: 0%; 2030: 0%		
Buildings				
Annual Growth New Buildings	% building growth per year			
Commercial		2018-2030: 0.8% ; 2030-2050: 0.5%	SF Planning	http://2040.planbayarea.org/cdn/farfuture/u_7TKELkH2s3AAiOhCyh9Q9QlWEZIdYcJzi2QDCZuIs/1510696833/sites/default/files/2017-11/Final_Plan_Bay_Area_2040.pdf
Multifamily		2018-2030: 0.9% ; 2030-2050: 1.5%	SF Planning	
Single Family		2018-2030: -0.03% ; 2030-2050: -0.05%	SF Planning	
Redevelopment Rate	% redeveloped existing buildings per year		SF Environment. Redevelopment and retrofit rates are based on historic averages, equipment useful life, and market trends. Rates reflect the combination of: (a) Baseline to 2025: Conservative assumption of negligible electrification. (b) 2026	
Large Commercial (above 50k sq ft)		2016-2025: ~0%; 2025-2035: 5.8% ; 2035-2050: 5%		

Residential & Municipal & Small Commercial (below 50k sq ft)		2016-2025: ~0%: 2025-2040: 1.5%; 2040-2050: 5%	onward: Retrofits (partial electrification) and redevelopment (complete electrification) reflect implementation of actions in this plan. (c)	
Retrofit Rate	% retrofitted existing buildings per year	2016-2025: ~0%; 2025-2050: 3.5%	Projections for large commercial reflect separate actions supporting the elimination of on-site emissions from 90-100% of large commercial buildings by 2035.	
Square Footage	sq ft			
Commercial		235,613,069 sqft	OpenDataSF - Land Use, 2017	https://data.sfgov.org/Housing-and-Buildings/Land-Use/us3s-fp9q
Residential		522,763,520 sq ft	SF Planning Housing Stock Inventory (2016). Assumed MF units 1,000sqft and Single Family 1,875 sq ft.	http://default.sfplanning.org/publications_reports/2016_HousingInventory.pdf
Percent of Large Commercial Building Stock (%)	% of building stock by sub-sector	Cultural & Educational: 55% Medical: 71% Office: 80% Retail/Entertainment: 31% Industrial: 42% Hotel (Visitor): 85%	A2030 and SFE analysis of Land Use (Assessor & Planning Data combined)	
Energy Use Intensities (EUI)				
Baseline EUIs	kWh/sq ft	Cultural & Educational: 17.27 Medical: 45.38 Office & Municipal: 22.34 Retail/Entertainment: 68.30 Industrial: 10.07 Hotel: 20.97 Single Family: 10.20 Multi Family: 10.42	Commercial: California End Use Survey (CEUS) pg. 187-189 Residential: San Francisco's 2016 GHG Inventory, Residential Appliance Saturation Survey (RASS)	https://www.energy.ca.gov//2006publications/CEC-400-2006-005/CEC-400-2006-005.PDF https://data.sfgov.org/Energy-and-Environment/San-Francisco-Communitywide-Greenhouse-Gas-Invento/btm4-e4ak https://www.energy.ca.gov/appliances/rass/previous_rass.html

New Construction/Redevelopment EUIs	kWh/sqft	Cultural & Educational: 10.18 Medical: 21.77 Office & Municipal: 14.72 Retail/Entertainment: 41.13 Industrial: 8.78 Hotel: 11.33 Single Family: 3.89 Multi Family: 3.93		
Building Fuel Ratios		*Please refer to "Source"*	Commercial: California End Use Survey (CEUS) pg. 187-189 Residential: San Francisco's 2016 GHG Inventory, Residential Appliance Saturation Survey (RASS)	https://www.energy.ca.gov//2006publications/CEC-400-2006-005/CEC-400-2006-005.PDF https://data.sfgov.org/Energy-and-Environment/San-Francisco-Communitywide-Greenhouse-Gas-Invento/btm4-e4ak https://www.energy.ca.gov/appliances/rass/previous_rass.html
Electricity Emissions Factor (BAU)		0.0000962 (mTCO2e/kWh)	PG&E 2017 Electricity Emissions Factor	

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CAMBRIDGE SYSTEMATICS

APPENDIX C-3

Climate Action Plan Transportation and Land Use – Climate Change Mitigation Analysis

October 22, 2021

prepared for

San Francisco County Transportation Authority

prepared by

Cambridge Systematics, Inc., San Francisco County Transportation Authority

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1.0 Introduction

This climate change mitigation analysis was prepared for the Climate Action Plan's Transportation and Land Use (CAP TLU), in collaboration with San Francisco County Transportation Authority (SFCTA), San Francisco Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA) and the Planning Department. This analysis identifies the potential greenhouse gas (GHG) reduction benefits for each strategy in the chapter and, where possible, strategy adjustments to maximize overall potential GHG benefit. Based on a review of existing GHG analysis practices, best practices were applied for analyzing potential GHG reductions for each of the strategies listed below. This analysis does not evaluate the impact of individual actions. The Transportation and Land Use Strategies are:

1. Transit: With community input, build a fast and reliable transit system that is accessible to all and will be travelers' preferred way to get around.

2. Active Transportation and Transportation Demand Management (TDM): Create a complete and connected active transportation network that shift trips from driving to walking, biking, and other low-carbon modes

3. Equitable Pricing: Use equitable pricing levers to manage congestion and carbon emissions, while reinvesting revenues to further improve the multimodal transportation network.

4. Parking: Use San Francisco's parking resources more efficiently.

5. Development: Promote job growth, housing, and other development along transit corridors.

6. Land Use: Increase density, diversity of land uses, and location efficiency across San Francisco.

7. Zero-Emission Vehicles: Accelerate the adoption of zero-emissions vehicles (ZEVs) and other electric mobility options.

The assessment begins with a baseline inventory and forecast to estimate surface transportation GHG emissions for 2015 (on-road motor vehicles and rail transit) and projected emissions in 2030 and 2050. It continues with an evaluation of the CAP TLU strategies for reductions in 2030 and 2050 compared to the forecast baseline and to 2015 and 1990 levels. Emissions in 1990, set as the city and county's baseline for the future GHG reduction goals, were estimated separately in the SFE's 2012 Communitywide Greenhouse Gas Emissions Inventory. The CAP TLU goal is to achieve 1990 surface transportation emissions through the chapter's strategies.

2.0 Baseline Inventory and Forecast

2.1 Inventory Scope

The baseline inventory includes the following surface transportation modes: light duty vehicles (passenger cars, vans, sport utility vehicles, and light trucks); medium duty trucks, heavy duty trucks, buses, and rail transit. It excludes air (passenger and freight aircraft using San Francisco International Airport), and water transport (ferries, cruise, and cargo ships). It also excludes "off-road" sources such as ground support equipment at the airport or port and warehouse equipment such as cranes and forklifts.

The baseline inventory and forecast includes GHG emissions associated with vehicle miles traveled (VMT) that occur within San Francisco's city limits. For transit agencies that provide regional service such as BART, Caltrain, and bus operators from neighboring counties, emissions are assigned based on the estimated proportion of the transit system's operations occurring within the city's boundaries.

The inventory is based on a bottom-up estimation of the number of vehicles and miles driven by type of vehicle, as well as fuel efficiency and the mix of fuel types for each type of vehicle. Total vehicle population, activity, and emissions are presented by transportation subsector. GHG emissions estimates are based on fuel consumption by type of fuel, with varying consumption rates and fuel type splits by activity subsector and technology/fuel type. The activity subsectors used in the inventory are shown in Table 1. The technology/fuel types include gasoline and diesel internal combustion engine (ICE), compressed natural gas (CNG), and electricity.

The transportation sector inventory in this study presents two GHG emissions estimates: a "tailpipe" estimate, which calculates only direct vehicle emissions, as well as a "lifecycle" estimate, which includes emissions from electric power generation for electric vehicles and the upstream emissions associated with the production and transportation of conventional fuels.

Table 1: Transportation Activity Subsectors in Baseline Inventory and Forecast

Key	Subsector
1	**Light-Duty Vehicles**
2	**Medium and Heavy-Duty Vehicles**
2.1	Medium-Duty/Single-Unit Trucks
2.2	Heavy-Duty/Combination Trucks
2.3	Buses
3	**Rail**
3.1	SF Muni Light Rail & Streetcar
3.2	Heavy Rail (BART)
3.3	Commuter Rail

2.2 Data Sources and Methodology

The GHG baseline inventory and forecast relies on five key data pieces, collected by mode: vehicle population, vehicle miles traveled (within city limits), vehicle fuel efficiency, carbon intensity of fuels, and vehicle technology faction (share of vehicles by fuel type).

Vehicle Population

On-road vehicle populations were sourced from the EMFAC[1] model for the year 2015 by mode (light duty, medium duty, heavy duty, buses). Estimates of vehicle populations were extrapolated out to 2050 based on VMT projections from model runs conducted by SFMTA for the ConnectSF study using the agency's travel demand model, known as SF-CHAMP. It was assumed that the number of miles driven vehicle remains constant in the future.

For rail lines that service San Francisco[2], vehicle populations were sourced from the National Transit Database[3], and a fraction of the operator's vehicle population was apportioned to San Francisco based on the proportion of route-miles within the city based on General Transit Feed Specification (GTFS) data.

Vehicle Miles Traveled

For cars and trucks, daily VMT for 2015 and 2050 was sourced from ConnectSF modeling output[4] and calibrated to annual VMT based on totals reported in the 2012 San Francisco Community-Wide GHG Inventory. VMT totals were then apportioned by mode based on percentages acquired from the EMFAC model.[5] For public transit buses, VMT (revenue-miles) was sourced from the National Transit Database, and a fraction of the operator's revenue-miles was apportioned to San Francisco based on the proportion of route-miles within the city based on GTFS data. Transit bus VMT was then projected out to 2050 according to growth rate projections sourced from ConnectSF.

Fuel Efficiency

Estimates of fuel efficiency (in miles per gallon gasoline equivalent) for each vehicle type and fuel technology across the study period were taken from the U.S. Department of Energy, Annual Energy Outlook (AEO) 2018 Reference Case.[6]

[1] California Air Resources Board. EMFAC2017 v1.0.2 Fleet Database. https://arb.ca.gov/emfac/fleet-db

[2] SFMTA, BART, Caltrain, San Mateo County Transit District, Golden Gate Bridge, Highway, and Transportation District, and Alameda-Contra Costa Transit District were all identified as rail services operating in SF municipal boundaries.

[3] Federal Transit Administration. National Transit Database. 2015 NTD Transit Agencies Profiles. https://www.transit.dot.gov/ntd/transit-agency-profiles

[4] Provided by SFCTA.

[5] California Air Resources Board. EMFAC2017 v1.0.2 Emissions Inventory. https://arb.ca.gov/emfac/emissions-inventory

[6] US Energy Information Administration. Annual Energy Outlook 2018. https://www.eia.gov/outlooks/archive/aeo18/

Carbon Intensity of Fuels

An electricity grid emissions factor was calculated for 2015 based on the electric grid mix for the San Francisco Public Utilities Commission, as outlined in the Appendix of the San Francisco Focus 2030 report.[7] The electricity grid emissions factor was set to be zero for 2030 and beyond, per stated city goals, and was linearly interpolated between 2015 and 2030.

Gasoline, diesel, and CNG carbon intensity was based on Energy Information Administration data on CO2 per gallon[8] and includes an additional 2 percent for non-CO2 emissions. Fuel carbon intensities for the lifecycle analysis were sourced from data obtained from the California Low Carbon Fuel Standard.[9]

Vehicle Technology Fraction

For light duty vehicles, baseline vehicle technology estimates were sourced from the California Energy Commission Vehicle Population Dashboard for 2015 to 2020.[10] Between 2020 and 2030, zero-emission vehicle (ZEV) shares were projected based on a CEC "mid-range" analysis.[11] ZEV shares were then extrapolated to 2050 based on "mid-range" projections from the National Renewable Energy Laboratory 2017 Electrification Futures Study.[12] Vehicle technology splits within "non-ZEV" fuels were kept constant throughout the projection. A fraction of the ZEVs were assumed to be plug-in hybrids (only partial ZEVs, not full ZEVs); based on AEO technology assumptions; plug-in hybrids make up about 25 percent of ZEV travel in 2030 but only 3 percent in 2050 reflecting the anticipated long-term dominance of full battery-electric technology.

For medium and heavy duty vehicles, baseline fuel technology splits were sourced from EMFAC data. ZEV technology adoption and population shares were then forecasted based on the recently approved Advanced Clean Trucks Regulation.[13] Vehicle technology splits within "non-ZEV" fuels were kept constant throughout the projection.

Baseline rail fuel technology information was sourced from National Transit Database reporting. No technology changes are assumed for light rail and heavy rail modes.

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[7] San Francisco Department of the Environment. Focus 2030 Report. https://sfenvironment.org/download/focus-2030-a-pathway-to-net-zero-emissions-climate-report-july-2019

[8] Energy Information Administration. Carbon Dioxide Emissions Coefficients. https://www.eia.gov/environment/emissions/co2_vol_mass.php

[9] California Air Resources Board. Low Carbon Fuel Standard. https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard

[10] California Energy Commission. Vehicle Population in California. https://www.energy.ca.gov/data-reports

[11] SF Environment staff recommended usage of the mid-range forecast per email correspondence on January 12, 2021. Source: California Energy Commission. Light-Duty Vehicle Forecast 2020 IEPR Update. https://www.energy.ca.gov/event/workshop/2020-12/session-1-transportation-energy-demand-forecast-update-commissioner-workshop

[12] National Renewable Energy Laboratory. Electrification Futures Study. 2017. https://www.nrel.gov/docs/fy21osti/72330.pdf

[13] California Air Resources Board. Advanced Clean Trucks. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks; ZEV Population estimates from ACT rule obtained through Mobile Source Strategy 2020 supporting documents: https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy

2.3 Greenhouse Gas Estimates

Table 2 displays the baseline "tailpipe" GHG emissions estimates from 1990 through 2050, with emission estimates for 2015 through 2050 broken out by mode. Notably, the 1990 estimate is presented only as a total since it was sourced externally from the San Francisco Environment Community-Wide Greenhouse Gas Inventory.[14] The 2015 estimate from the San Francisco Environment GHG Inventory is also presented to allow for a direct comparison between the two estimates. While the San Francisco Environment inventory estimates 2015 emissions to be about four percent higher than the current analysis, VMT totals for this analysis are calibrated to match those in the San Francisco Environment inventory in order to ensure comparability. The difference in 2015 emissions estimates for the SF Environment Inventory and the current analysis is likely due to minor differences in underlying assumptions regarding vehicle fuel efficiency, emissions factors, and the distribution of VMT among the different vehicle classes.

In 2015, GHG emissions resulting from travel occurring within city limits reached nearly two million metric tons. Around three-quarters of the city's GHG emissions come from passenger vehicles. While VMT is forecast to increase by 21 percent from 2015 to 2050 (see Section 4.2), GHG emissions are expected to fall 24 percent by 2030 and 58 percent by 2050, mostly because of continued fleet electrification coupled with improvements in fuel economy.

Table 2: Baseline Tailpipe Greenhouse Gas Emissions (MT CO2e)

	1990	2015	2015	2030	2050
Subsector	**SF Environment Inventory**		**Current Analysis**		
Light Duty Vehicles			1,458,758	1,038,425	475,940
Medium-Duty Trucks			111,416	105,393	81,044
Heavy-Duty Trucks			190,008	207,689	184,333
Buses			155,064	108,495	60,005
Rail			1,867	974	912
Total	**2,195,670**	**2,032,993**	**1,917,113**	**1,460,975**	**802,234**

Table 3 displays the lifecycle GHG emissions across the study period. As noted in section 2.1, the lifecycle emissions estimates include emissions from electricity generation used to power electric modes of transportation, as well as upstream energy use associated with conventional fuels. In 1990 and 2015, lifecycle emissions are roughly 42 percent higher than tailpipe emissions, whereas lifecycle emissions are about 33 percent higher than tailpipe emissions in 2030 and 2050.[15] The narrowing gap between lifecycle

[14] San Francisco Department of the Environment. San Francisco Community-Wide Greenhouse Gas Inventory. https://sfenvironment.org/climate-change/downloads

[15] Lifecycle emission multipliers were sourced by comparing standard fuel emission rates for gas and diesel from the Energy Information Administration with the life cycle fuel emission factors as laid out by the California Low Carbon Fuel Standard.

and tailpipe emissions is attributable to improvements under the California Low Carbon Fuel Standard, as well as the San Francisco plan for 100 percent renewable electricity by 2030.

Table 3: Baseline Lifecycle Greenhouse Gas Emissions (MT CO2e)

	1990	2015	2015	2030	2050
Subsector	**SF Environment Inventory**		**Current Analysis**		
Light Duty Vehicles			2,081,089	1,390,220	636,869
Medium-Duty Trucks			158,408	141,224	108,568
Heavy-Duty Trucks			261,854	273,372	242,588
Buses			213,210	142,830	78,995
Rail			14,344	1,282	1,200
Total	**3,125,416**[a]	**2,893,853**	**2,728,906**	**1,948,927**	**1,068,220**

[a] The 1990 "tailpipe" estimate was sourced from the San Francisco Environmental GHG Inventory and no fuel breakdown was provided in this inventory; thus, it is assumed that the fuel splits are equal to 2015 for the purposes of a lifecycle estimate.

3.0 Estimation of CAP TLU Strategies

3.1 Modeling Approach

In order to model the impacts of the various CAP TLU strategies, a "sketch" model was implemented in Microsoft Excel. The model incorporates general relationships between strategies and travel and emissions to allow for ranges of potential impacts to be examined. For example, if a bike lane is added, the tool will assume a default average of new bicycle trips (and reduced auto trips) per mile. The sketch model is set up to accept inputs and produce outputs for years 2030 and 2050. Outputs include total VMT, total GHG emissions, and total fuel use by type of fuel.

3.2 Modeling Approach and Impacts by Strategy Area

3.2.1 Clean Vehicles

The "Clean Vehicles" strategy models the adoption of the ZEV adoption targets as outlined in the CARB 2020 Mobile Source Strategy.[16] The strategy document sets out ZEV targets for light duty, medium duty, and heavy duty vehicles to help meet the state's newly adopted climate goals.[17] Table 4 outlines the target ZEV population share for each class of vehicles according to the supporting MSS documentation. In addition to market penetration assumptions, the evaluation of clean vehicles relies on assumptions about fuel efficiency and carbon content of fuels as described for the baseline forecast. It is assumed that this strategy will mainly be achieved as a result of state policies, although city actions such as expanded home, workplace, and public charging infrastructure will play an important supporting role.

Table 4: 2020 Mobile Source Strategy Forecast ZEV Share by Mode

Vehicle Class	2030 ZEV Share	2050 ZEV Share
Light Duty Vehicles	25%	100%
Medium Duty Vehicles	5%	50%
Heavy Duty Vehicles	8%	50%

The "Clean Vehicles" strategy also reflects a degree of "induced demand" resulting from increased electrification. Since the per-mile cost of driving is lower under electric vehicles than conventional gas-powered vehicles, it is expected that individuals will drive electric vehicles more. As a result, this analysis

[16] California Air Resources Board. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/resources/documents/2020-mobile-source-strategy

[17] State of California. Executive Department. Executive Order B-55-18 To Achieve Carbon Neutrality. https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf

assumed a 6 percent[18] increase in the VMT of electric vehicles. One consideration in applying pricing policies (Section 3.2.6) might be to offset the incremental reduction in cost per mile of travel for electric vehicles.

3.2.2 Transit

Policies under the "transit" strategy were modeled using the SF-CHAMP travel demand model as part of the ConnectSF study, which included transit operational improvements (such as transit priority lanes), and local and regional transit projects identified in ConnectSF. The aggregate VMT reduction of these projects were then allocated to VMT by vehicle type and technology to estimate GHG reduction.

Table 5: Transit Strategy Data Assumptions and Methodology

Data Point	Value	Methodology	Source
ConnectSF Transit Projects			
VMT Reduction (million miles)	2030: 56.5 2050: 131.9	Auto VMT reductions provided directly from ConnectSF modeling output for the year 2050, and linearly interpolated to obtain estimate for 2030. Includes Muni Forward transit priority improvements + 110 miles of transit lanes by 2050.	ConnectSF modeling[19]

3.2.3 Housing and Land Use

Land use policies that promote compact development around transit corridors have the ability to lower greenhouse emissions through reduced regional VMT. Examples of policies referenced in the CAP include increasing heights, removing density restrictions, and streamlining approval processes to promote housing and job growth along transit corridors; allowing multi-family housing throughout the city and increasing the mixing of home-based business and residential uses; and facilitating the development of neighborhoods where people live within an easy walk or roll of their daily needs. This analysis combines CAP strategy 5 (Development) with CAP strategy 6 (Land Use) since both relate to achieving more transportation-efficient land use patterns.

The effects of these types of policies were estimated through a generalized model in the Excel tool. This model considers how total VMT might change if new residents drive at the same rate as current residents of San Francisco's most travel-efficient (lowest VMT per capita) neighborhoods. In order to model the effects of compact housing and transit corridors, the follow process was employed:

[18] This estimate was derived based on the fuel cost per-mile of electric versus gasoline vehicles, and the elasticity of VMT with respect to fuel cost as discussed in Section 3.2.6.

[19] ConnectSF modeling output and VMT reductions were obtained from SFCTA.

1. Block group-level population estimates for 2017 were downloaded from the U.S. Census American Community Survey,[20] and 2017 VMT per capita estimates at the block group level were sourced from the Caltrans Smart Mobility Calculator,[21] These estimates were then aggregated to the neighborhood level.

2. Neighborhoods were then categorized into tertiles based on VMT per capita – with each neighborhood being classified as "low," "medium," or "high" VMT per capita. "Low VMT" neighborhoods had less than 8 daily VMT per capita, "medium VMT" neighborhoods had between 8 and 10 daily VMT per capita, and "high VMT" neighborhoods had greater than 10 daily VMT per capita.

3. Population data for 2050 was taken at the neighborhood level from ConnectSF[22] to calculate the expected population growth in each area. Under a "business-as-usual" scenario, VMT by neighborhood was calculated in 2050 assuming that VMT per capita in each neighborhood remained constant..

4. To estimate the effects of housing and land use policies that promote more compact, transit-oriented development, a scenario was modeled where new population growth between 2015 and 2050 was "redirected" from neighborhoods with higher VMT per capita to neighborhoods with lower VMT per capita.

5. The following assumptions were used to estimate VMT changes from a holistic housing and land use strategy:

    - By 2050, 50 percent of the population growth in "medium VMT" neighborhoods is redirected into "low VMT" neighborhoods.

    - By 2050, 60 percent of the population growth in "high VMT" neighborhoods is redirected equally into "medium VMT" and "low VMT" neighborhoods (30 percent each).

This method simulates shifting future growth into lower VMT areas withing San Francisco, resulting in an incremental reduction in VMT and GHG from future baseline conditions. This method does not represent key intended aspects of land use policy such as reducing VMT of existing households through increasing neighborhood density and mixed use, and, most notably, the effect of local and regional land use policy on redirecting growth from more suburban and exurban high-VMT places around the region to low-VMT places like San Francisco. When considered at the broader regional scale, the GHG and VMT reduction benefits of these land use strategies within San Francisco could be greater than the San Francisco-only focused analysis within the Climate Action Plan.

In the absence of additional policies to direct more growth into low-VMT neighborhoods (i.e., above and beyond conditions assumed in the city's baseline forecasts), the population of "low VMT" neighborhoods is expected to grow by 37 percent between 2015 and 2050 (~134,000 additional residents). With additional growth-directing policy measures, the population of "low VMT" neighborhoods would increase by 61 percent (roughly ~221,000 additional residents) based on the growth shift assumptions stated above. Correspondingly, in the absence of additional policies, "high VMT" neighborhoods are expected to see

[20] US Census Bureau. 2013-2017 ACS 5-Year Estimates. https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2017/5-year.html

[21] Caltrans Smart Mobility Calculator: A Transportation, Housing, Climate Action Coordination Tool. https://smartmobilitycalculator.netlify.app

[22] Sn Francisco County Transportation Authority. ConnectSF Population and Jobs. https://connectsf-populationandjobs.sfcta.org/

population increases of 38 percent (~136,000 additional residents). However, with additional policy measures, "high VMT" neighborhood populations would only increase by roughly 15 percent (~54,000 additional residents). Taken together, the illustrative growth shift associated with additional land use policies is estimated to reduce VMT by around 153 million miles annually by 2050.

3.2.4 Active Transportation and Travel Demand Management

The following set of policies were modeled as part of the "active transportation and TDM" strategy: new bike lanes as noted in the CAP; electric bike (e-bike) subsidies, representing other actions to make biking more accessible; Complete Streets policies to encourage more walking, biking, and transit use through street design; and employer TDM benefits. (Examples of employer TDM benefits include transit subsidies or pre-tax benefits, vanpool and rideshare programs, telework policies, and incentive/rewards programs for reducing solo vehicle trips.) Bike lanes and Complete Streets were modeled using estimates of new bikers or walkers per mile of new facility, and per dollar of subsidy for e-bikes, as developed in other studies; along with assumptions about what fraction of new bikers or walkers would have driven instead. TDM benefits were based on estimated changes in market shares of workers reached by TDM programs and the VMT reduction per affected worker as identified from evaluation studies and modeling experience from other projects.

Table 6: Active Transportation/TDM Strategy Data Assumptions and Methodology

Data Point	Value	Methodology	Source
New Bike Lanes			
Miles of Lanes	2030: 60 2050: 120	Assumption	CAP Action List
New bike miles traveled per facility mile (annual)	114,844	This estimate was developed by the project team for the Transportation and Climate Initiative (TCI) Investment Strategy Tool based on data from various sources	Transportation and Climate Initiative Tool Documentation[23]
Prior drive mode share	2030: 38% 2050: 36%	Percent of trips to/from/within San Francisco that were "drive alone" or "shared ride"**Error! Bookmark not defined.**	SF-CHAMP
E-bike Subsidies			
Annual Subsidy Amount	$223,800	Goal of offering a $1,250 subsidy for e-bike purchase to 5% of low income households in San Francisco. Total program cost annualized between 2022 and 2050.	Total low income households sourced from SF-CHAMP. E-bike

[23] Transportation and Climate Initiative - 2019/2020 TCI Investment Strategy Tool Documentation. Prepared for Georgetown Climate Center by Cambridge Systematics, Inc., September 2020. https://www.transportationandclimate.org/modeling-methods-and-results

Data Point	Value	Methodology	Source
			subsidy of $1,250 in line with previous SFMTA Proposal.[24]
Change in auto VMT per $ subsidy (miles)	-1.2	Estimate developed through TCI tool (assumes e-bike subsidy of $1,250 with a 6-year lifespan, 6 trips per week, and a trip length of 2.5 miles).	TCI (*ibid*) and ITF (2020)[25] for lifespan and trips per week; trip length from SF-CHAMP (average for trips starting and ending within San Francisco).
Complete Streets			
Miles of Complete Streets	50	Assumption	CAP Action
Change in annual auto VMT per mile of new Complete Street	50,999	Estimate developed through TCI tool (for core urban neighborhoods)	TCI (*ibid*)
Employer TDM Benefits			
Total Daily Work Trips in San Francisco	2030: 1.60 M 2050:1.86 M	Estimate sourced from SFCHAMP. Estimate for 2030 was linearly interpolated from the 2015 and 2050 estimates.	SF-CHAMP
Average Work Trip Length (miles)	2030: 6.8 2050: 6.5	Estimate derived from SF-CHAMP modeling; includes only the distance within San Francisco of all work trips with work destination in the city.	SF-CHAMP[26]
Change in drive-alone mode share w/ TDM program	-5%	Estimate of TDM program efficacy based on various evaluation studies. Represents the average mode shift for all workers at affected worksites.	Project Team based on various sources[27]

[24] SFCTA - Transportation Fund for Clean Air Project Information Forms For July 2020 Board Approval. https://www.sfcta.org/sites/default/files/2020-07/SFCTA_Board_TFCA20-21ProgramRecommendationENCLOSURE_2020-07-28.pdf

[25] International Transport Forum (ITF). (2020). "Good to Go? Assessing the Environmental Performance of New Mobility."

[26] SF-CHAMP modeling output provided by SFCTA.

[27] For example, the Washington State Commute Trip Reduction Ordinance was found to increase non-drive-alone trip rates from 34.3 to 39.1 percent (a 4.8 percentage point increase), averaged across over 1,000 affected worksites. See: Washington State Commute Trip Reduction Board, 2017 Report to the Legislature. Illustrative runs of the TRIMMS model (https://mobilitylab.org/calculators/download-trimms-4-0/) have also shown impacts per worksite on the order of a 5 percent vehicle trip or mode share reduction.

Data Point	Value	Methodology	Source
Additional % of workforce receiving TDM benefits	50%	Assumption.	Project Team

3.2.5 Parking Pricing

The pricing strategy represents expanding per-hour pricing for on-street parking in all locations and during all times of day. The model represents pricing by segmenting driving tours into those that parked on-street without payment and all others, and by the total direct cost of travel from bridge tolls and value tolls. For each segment, the total number of tours, vehicle trips, San Francisco VMT[28], average on-street parking duration, and percent of total San Francisco VMT in each segment. Then an elasticity is applied to the unpaid on-street parking tours relative to the direct cost before parking pricing. The elasticity was estimated from SF-CHAMP modeling for Congestion Pricing. Because elasticities cannot be used when the starting price is $0, the same modeling was used to estimate a percent change in demand from $0 to the new hourly rate. Table 7: Parking Pricing Strategy Assumptions and Methodology presents the assumptions used in the parking pricing strategy.

Table 7: Parking Pricing Strategy Assumptions and Methodology

Data Point	Value	Methodology	Source
Elasticity of trips with respect to price	-0.10[29]	Developed from modeling output of the Downtown Congestion Pricing Study.	SF-CHAMP
Share of trips parking on-street for free, segmented by total trip cost	Various, 18% total	Estimated from travel survey data	MTC-SFCTA 2018-2019 Travel Survey
Average parking duration for free on-street parking, segmented by total trip cost (hours)	Various, 3.36 average	Estimated from travel survey data	MTC-SFCTA 2018-2019 Travel Survey
On-street parking cost	$5.00 per hour	Twice the daily average 2019 parking meter rate	SFMTA[30]

[28] San Francisco VMT includes all VMT for trips with both trip ends in San Francisco, and half of the VMT for trips with one trip end in San Francisco and the other outside San Francisco.

[29] SF-CHAMP Congestion Pricing Model Runs, 2015 Base, 2015 inbound $6 charge, 2015 inbound $8 charge.

[30] SFMTA Citywide Meter Rate Adjustment, November 2019. https://www.sfmta.com/sites/default/files/reports-and-documents/2021/01/rate_change_2019_nov.csv

3.2.6 Road Pricing

Policies evaluated under the road pricing strategy fell into two main categories: congestion pricing, and mileage-based pricing. The mileage-based pricing strategy modeled in this assessment is based on the 2017 California Road Charge Pilot Program, which could be applied at the state level as a long-term supplement or replacement to the motor fuel tax. Mileage-based pricing was modeled using published fuel price elasticities. Congestion pricing was modeled using the SF CHAMP travel demand model. Table 8 outlines the key data methodologies and sources used in modeling the pricing strategy. The baseline cost per VMT was estimated based on fuel price and vehicle efficiency (miles per gallon) assumptions as noted elsewhere in this analysis.

Table 8: Pricing Strategy Assumptions and Methodology

Data Point	Value	Methodology	Source
Congestion Pricing			
VMT Reduction (daily)	-3.5%	Estimated from CHAMP modeling output of the Downtown Congestion Pricing Study.	SF-CHAMP
VMT Fee			
Added cost per VMT	$0.02 per mile	Consistent with proposals for a California road charge to make up for lost fuel tax revenue.	CalSTA[31]
Added cost per Gasoline-powered VMT	$0.10 per mile	Assumption	SFCTA
Elasticity of VMT with respect to price	-0.12[32]	This number reflects estimates in the literature for the percent change in VMT based on the percent change in fuel price	Small and van Dender (2007)[33]

[31] California State Transportation Agency (2017). California Road Charge Pilot Program.

[32] This estimate from the literature implies that a 10 percent increase in fuel price results in a 1.2 percent decrease in VMT. This elasticity estimate is applied to the increase in *trip price*, based on the fuel costs of a trip. As such, these estimate is highly sensitive and subject to uncertainty.

[33] Small, Kenneth and Kurt Van Dender (2007), "Fuel Efficiency and Motor Vehicle Travel: The Declining Rebound Effect," *Energy Journal*, Vol. 28, No. 1, pp. 25-51

4.0 Strategy Impacts

4.1 Greenhouse Gas Emissions

The combination of CAP TLU strategies, labeled as the CAP TLU Scenario, is estimated to result in a 23 percent decrease in greenhouse gas emissions by 2030 compared to the 2030 baseline scenario, and a 69 percent decrease in 2050 compared to the 2050 baseline scenario. Compared to 1990 baseline emissions, the CAP TLU Scenario is estimated to reduce greenhouse gas emissions by about 49 percent by 2030 and 88.7 percent by 2050. Table 9 shows the calculated change in total metric tons as well as percentage changes. Negative values represent reductions in emissions.

Table 9: GHG Emissions and Changes from CAP TLU Scenario

	1990	2015	2030	2050
Baseline (MT CO2e)	2,195,670	1,917,113	1,489,844	820,255
CAP TLU Scenario (MT CO2e)			1,107,274	211,087
CAP TLU Scenario Change from 203020/50 Baseline			(382,570)	(609,168)
CAP TLU Scenario Change from 2030/2050 Baseline			-25.7%	-74.3%
CAP TLU Scenario Change from 1990 Baseline			(1.088,396)	(1,984,583)
CAP TLU Scenario Change from 1990 Baseline			-49.6%	-90.4%

Achieving significant GHG reductions beyond the levels shown here will require even more aggressive and complete electrification of the light duty vehicle fleet, as well as a transition of medium and heavy trucks to low- or zero-carbon fuels. Given that trucks travel across jurisdictional boundaries even more than light-duty vehicles, substantially reducing emissions from this subsector will require significant involvement by the State of California and cooperation among jurisdictions within the Bay Area. Additional measures to reduce VMT can also help, but will have diminishing returns as emissions per mile traveled decrease.

Table 10 details the greenhouse gas impacts at the strategy level to show the effects of each individual strategy compared to each year's respective baseline total. For example, the "Clean Vehicles" strategy is estimated to reduce GHG emissions by about 15 percent compared to the 2030 baseline scenario, and by 65 percent compared to the 2050 baseline scenario. Notably, the "combined reduction" estimate does not equal the exact summation of the individual strategy reductions. When all strategies are implemented simultaneously, each strategy's individual effectiveness is impacted by the reductions of the other strategies. For example, the greenhouse gas reduction benefits of the "Active Transportation/TDM" strategy will be lower if more of the vehicle fleet is electrified as a result of the "Clean Vehicles" strategy. Alternatively, the

greenhouse gas reduction benefits of the "Clean Vehicles" strategy will be lower if fewer people are driving due to active transportation measures.

Table 10: GHG Change from Individual Strategies

	2030	2050	2030	2050
Strategy Focus Area	**Change from Baseline (MT CO2e)**		**Change from Baseline (%)**	
Clean Vehicles	(230,334)	(766,726)	-11.6%	-70.2%
Housing and Land Use	(22,896)	(22,350)	-1.2%	-2.0%
Transit	(19,637)	(19,169)	-1.0%	-1.8%
Active Transportation	(1,796)	(1,092)	-0.1%	-0.1%
Travel Demand Management	(10,365)	(4,825)	-0.5%	-0.4%
Parking Pricing	(67,274)	(36,545)	-3.4%	-3.3%
Road Pricing	(214,279)	(92,082)	-10.8%	-8.4%
Combined Reduction	(514,131)	(816,451)	-25.9%	-74.8%

4.2 Vehicle Miles Traveled (VMT)

The CAP TLU Scenario is estimated to result in a 9.9 percent decrease in vehicles miles traveled by 2030 compared to the 2030 baseline scenario, and an 11.3 percent decrease in 2050 compared to the 2050 baseline scenario. Compared to 1990 baseline VMT, the CAP TLU Scenario is estimated to increase VMT by 7.3 percent in 2030 and by 17 percent in 2050. Notably, while the various strategies are effective at reducing VMT compared to a future without the plan's strategies, increases in population and travel activity ultimately result in VMT increases in 2050 compared to the 1990 baseline. Table 11 shows the calculated reduction in both total miles as well as percentage reductions.

Table 11: Total Annual VMT Change from CAP TLU Scenario

	1990	2015	2030	2050
Baseline (million miles)	3,648	3,984	4,326	4,800
CAP TLU Scenario (million miles)			3,605	4,194
CAP TLU Scenario Change from 2030/2050 Baseline			(721)	(606)
CAP TLU Scenario Change from 2030/2050 Baseline (%)			-16.7%	-12.6%

CAP TLU Scenario Change from 1990 Baseline	(42)	546
CAP TLU Scenario Change from 1990 Baseline (%)	-1.2%	15.0%

Table 12 details the VMT impacts at the strategy level to show the impacts of each individual strategy compared to each year's respective baseline total. For example, the "Transit" strategy is estimated to reduce VMT by 2 percent compared to the 2030 baseline scenario, and by 4.2 percent compared to the 2050 baseline scenario. Similar to the greenhouse gas totals, the VMT "combined reduction" estimate does not equal the exact summation of the individual strategy reductions, since each strategy's individual effectiveness is impacted by the reductions of the other strategies. For example, the VMT reductions from pricing strategies will be lower if housing and land use strategies are separately reducing travel activity.

Table 12: VMT Change from Individual Strategies

	2030	2050	2030	2050
Strategy Focus Area	**Change from baseline (million miles)**		**Change from baseline (%)**	
Clean Vehicles [a]	59.8	259.9	1.4%	5.4%
Housing and Land Use	(65.9)	(153.8)	-1.5%	-3.2%
Transit	(56.5)	(131.9)	-1.3%	-2.7%
Active Transportation	(5.2)	(7.5)	-0.1%	-0.2%
Travel Demand Management	(29.8)	(33.2)	-0.7%	-0.7%
Parking Pricing	(163.5)	(179.7)	-3.8%	-3.7%
Road Pricing	(492.3)	(371.4)	-11.4%	-7.7%
Combined Reduction	(720.7)	(605.7)	-16.7%	-12.6%

[a]The Clean Vehicles strategy is currently estimated to increase VMT slightly compared to the baseline due to the "rebound effect." This is a phenomenon in which a lower cost of driving per mile (in this case, because of the lower fuel costs of electric vehicles compared to gasoline powered vehicles) may lead people to drive more.

RACIAL AND SOCIAL EQUITY ASSESSMENT

APPENDIX D

Appendix D: Racial and Social Equity Assessment

BACKGROUND

SFE Equity Staff created a Racial and Social Equity Assessment Tool (RSEAT) to evaluate and improve the strategies in the CAP. The RSEAT is a worksheet which consists of a series of questions in five themes and 17 impact areas to address both the fair distribution of the benefits of climate action and the root causes of racial disparities. Community engagement through the Anchor Partner Network and consultation with SF Planning's Racial and Social Equity Initiative informed the development of the RSEAT. The tool includes a scale, which was developed with input from the San Francisco Office of Racial Equity, to consider the level of equity achieved, distinguishing between transactional and transformational change. The scale was used to facilitate critical thinking rather than to score strategies, which would have been imprecise due to the subjective nature of self-assessment. The RSEAT also includes introductory data and information to orient the user to racial equity issues in San Francisco. The tool is included at the end of this appendix.

PROCESS

Technical Working Groups (TWGs) for each of the CAP's six sectors and other related working groups, such as the Racial Equity and Inclusion Committee for San Francisco's long-range transportation planning program (ConnectSF), completed an initial review of RSEAT worksheets before meeting with SF Environment Equity Staff to discuss findings. Strategies in the Responsible Production and Consumption, Energy Supply, and Building Operations sectors were evaluated and revised before draft Plan content was shared in public engagement. The RSEAT was applied to the Healthy Ecosystems, Housing, and Transportation and Land Use sectors after public engagement, due to SFE Equity Staff capacity shifting to completing Phase 1 of SFE's Racial Equity Action Plan. The strategies in the Housing sector were explicitly designed to dismantle San Francisco's housing inequities and therefore received a less extensive review with the RSEAT than the other sectors.

When applying the RSEAT to strategies, SF Environment Equity Staff found similar issues surfaced across numerous Plan sectors. A summary of cross-sector equity issues, along with stakeholder feedback received during community engagement, were used as another mechanism to revise Plan strategies. The following section contains descriptions of the 8 cross-sector equity issues and their related goals; proposed equity metrics for CAP strategies and systemic equity metrics that expand beyond the scope of the CAP; Climate Action response, including equity-specific details about CAP strategies and actions, and programs and plans which feed into the CAP; and recommendations to further advance racial justice.

FUTURE IMPROVEMENTS

Efforts to advance racial and social equity and diversity need to be inclusive of a wide range of identities. Future iterations of analysis tools would benefit from deeper community engagement to ensure inclusion of issues relevant to stakeholders who were not adequately represented in the RSEAT. For example, the original version of the tool did not include data or qualitative information about the local American Indian community, as SFE Racial Equity Staff engaged with American Indian Cultural District and The Cultural Conservancy toward the end of the development of the CAP. Additionally, increased engagement with and prioritization of the needs of people with disabilities would strengthen the diversity of the tool.

Furthermore, varying knowledge and experience of RSEAT users paired with the subjective nature of answering questions resulted in differences of opinion about how to address root causes. Departments are currently developing Phase 2 of their Racial Equity Action Plans, which focus on programs and service delivery, and can support the identification of high impact racial equity actions. While there are limitations that are built into the application of any desktop tools, including communities in future tool creation and use can support ground truthing information. To improve transparency, any revisions made as a result of community feedback and racial equity analysis should be communicated back to community stakeholders.

SUMMARY OF FINDINGS FROM RACIAL AND SOCIAL EQUITY ASSESSMENT

Equity Goal 1: Shift financial responsibility for climate action away from the parties least responsible for climate change

Problem Statement: Some strategies to reduce emissions use fees, fines, or financial penalties to change behavior. Flat costs disproportionately burden lower-income populations.[1] There is a severe disparity in income by race and disability in San Francisco. Behavior-change strategies often request action from individuals rather than companies, do not consider an individual's income and wealth, and look at behavior at the present, as opposed to lifetime contributions to climate change. Policies developed without engaging impacted parties can lead to unintended consequences. Some individuals may generate emissions when an alternative is not available to them, such as long commute distances due to housing unaffordability. Individuals who generate emissions due to lack of an alternative are not the most responsible. Other impacted parties include affordable housing providers, nonprofits and small businesses that serve or are owned by American Indian, Black, and other People of Color, and the disability community. Both climate change and the actions to mitigate it can be disruptive to people with disabilities, as many have fashioned an inter-connected system of supports, work-arounds and life "hacks" that are extremely fragile and cannot often withstand disruption.[2]	
CAP sectors involved: **Building Operations** **Energy Supply** **Housing** **Responsible Production and Consumption** **Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	% eligible **SFPUC customers** on low-income rates; **Electrical rates** are affordable and reflect cost of service; # new affordable housing developments which receive information and technical support about **building all-electric**; % financial assistance for **electrification retrofits** distributed in communities with environmental justice burden as identified in EJ Communities Map;* Tons of **recovered food** donated to San Francisco CBOs serving residents in need; # Affordable housing sites that have removed or reduced **contamination charges**; % Incentives for **greening project** distributed to communities with environmental justice burden as identified in EJ Communities Map*
Systemic Racial Equity Metrics	Reduced cost burdens for low-income populations
	Reduced income and wealth disparities by race
Working Towards Equity Goal 1	
Climate Action Response	New policy to **decarbonize large commercial buildings** will include an alternative compliance path that collects fees, with funds directed towards low-income and affordable housing support
	Technical assistance provided by SF Environment in **decarbonization of existing buildings** to include income-based fees and broad support for lower-income property owners
	Ensure robust engagement with stakeholders most affected by new policies to **reduce emissions from building materials and construction activities, food, and "everyday" goods and consumer products**
	Construction and demolition **debris recovery** transporter fees scaled by fleet hauling capacity, where commercial companies are charged more than independent haulers in smaller vehicles
	Extended producer responsibility strategy places a shared responsibility for end-of-life product management on producers, and other entities involved in the product chain, instead of only the general

[1] San Francisco Financial Justice Project assesses and reforms fines and fees that have an adverse disproportionate impact on low-income people and communities of color

[2] Mayor's Office on Disability

	public. Producers become more accountable for the emissions from their goods and services, and work to redesign their operations to reduce lifecycle emissions across their supply chain
	Current **refuse rates** provide discounts to nonprofit housing organizations.
	Engage with community in **planning for the change in electricity demand and usage** due to electrification, expansion of **programs and rates that provide low-income customers with renewable electricity**, to ensure equitable electricity rates
	Research how to equitably **decommission natural gas infrastructure**
	Expand and maintain **SFPUC programs**, including bill assistance programs, to best meet the needs of low-income customers. Continue to ensure community engagement in the rate-setting process
	Provide financial assistance and education to lower income, small property owners to add **housing, such as accessory dwelling units, and rehabilitate existing units** that are healthy and resource efficient
	Income-based **toll discount** for regional express lanes pilot program[3]
	Implement **Downtown Congestion Pricing Study**[4] recommendation to charge a fee to drivers who can afford it and provide discounts and exemptions for those who can't
	While using pricing to **balance parking supply and demand**, develop programs to reduce impact on low-income, auto-dependent people and ensure net benefit to low-income individuals
	Pursue equity structure for **increasing fees to drive**, such as income-based, exception for mobility-limited, exception for neighborhoods underserved by transit
Recommendations for the future	Evolution of **consumption-based emissions inventory** and accounting methods to include lifetime emissions[5]
	Research conflicts and harmonies between **green building** and **affordable housing**, to understand impacts on housing cost, housing production, and affordable housing functions. Include lessons learned from assistance provided to affordable housing developments meeting **solar and energy efficiency requirements**
	In future **refuse rate setting process**, assess and improve the equity of contamination charges
	Pursue equity structure in changes to the **Residential Parking Program** and if fee structure increases, mirror the Muni Lifeline eligibility for reduced fees
	SF Environment and other departments involved in **all-electric building** policies to partner with organizations serving the disability community, to research, evaluate, and advocate for accessible appliance design[6]

[3] https://mtc.legistar.com/LegislationDetail.aspx?ID=4677297&GUID=6C34D13C-2A96-41CD-9202-EB3FF7862DF7; https://mtc.legistar.com/LegislationDetail.aspx?ID=4853980&GUID=B2A0125F-C6A5-410C-BBA8-35D82C227CD2

[4] https://www.sfcta.org/downtown

[5] A Consumption-Based Emissions Inventory (CBEI) accounts for emissions created by the material extraction, production, and transport of goods and associated services flowing in and out of San Francisco.

[6] American Foundation for the Blind: An Overview Survey of Home Appliance Accessibility and Mayor's Office on Disability: One challenge to be solved stems from the design of the controls of electric appliances. Older appliances used dials that can be modified to create a tactile interface that can be used by someone who is blind or low-vision. New digital interfaces tend to use a flat panel design that is inaccessible. San Francisco should advocate for accessible interfaces on electric home appliances, use its procurement requirements to influence the market for appliances and support innovation in the design of electric appliances for accessibility with partners such as the Lighthouse for the Blind. Artificial Intelligence products can serve as an accessibility aid through voice activation, but is not financially accessible to all. Electronics industry needs improvement in responsiveness to issues of accessibility.

Equity Goal 2: Increase opportunities for people with barriers to employment and reduce income disparities by race

Problem Statement: Workforce development interventions are needed to ensure racial equity in the transition away from an extractive economy and provide opportunities for economically disadvantaged workers.[7] Workers impacted by transitions in fuel and energy supply include those outside of the boundaries of San Francisco and California.[8] BIPOC professionals experience discrimination in access to jobs and racial and ethnic diversity are not well represented in the environmental sector.[9] Increased demand for sustainability professionals has the potential to benefit white workers, contributing to existing income and wealth disparities by race. People with disabilities are disproportionately poor and the largest unemployed group.[10] Without strategic implementation, the legacy of discrimination will continue to serve as a barrier.	
CAP Sectors Involved: **Building Operations** **Energy Supply** **Healthy Ecosystems** **Housing** **Responsible Production and Consumption** **Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	% **CleanPowerSF** products and services procured from women, minority, disabled veteran, or LGBT owned business
Systemic Racial Equity Metrics	Reduced income and wealth disparities by race
	Increased City and County of San Francisco contract amounts awarded to Disadvantage Business Enterprises (DBEs) and Local Business Enterprises (LBEs); SFMTA tracking underway
	Increased income for people with barriers to employment
Working Towards Equity Goal 2	
Climate Action Response	Training through Friends of the Urban Forest, Literacy for Environmental Justice, Street Tree SF
	City College Evans Campus offers Automotive Hybrid & **Electric Vehicle** Technology Certificate
	Rising Sun Center for Opportunity High Road Training Partnership for **building decarbonization** in the Bay Area
	Prepare the **building decarbonization** workforce, with targeted support for disadvantaged workers
	Ensure development of **clean energy resources** prioritizes local job creation
	The City will engage American Indian tribes, cultural bearers, neighborhood organizations, local businesses, the San Francisco Unified School District and nonprofit organizations during the planning and implementation of **greening projects**, including for the purpose of local hiring and workforce development
	Opportunity for workforce development training in **building deconstruction**
	SFUSD participation in the **Good Food Purchasing Program (GFPP)**[11] aims to procure from minority-owned farms and businesses

[7] First Source Hiring Program requires that developers, contractors, and employers utilize good faith efforts toward employing economically disadvantaged San Franciscan residents for entry level positions on applicable projects.
[8] California imports 90% of the natural gas it consumes
[9] https://diversegreen.org/research/
[10] Mayor's Office on Disability
[11] In the Local Economies value category of the Good Food Purchasing Standards, more credit is given to small family- or cooperatively-owned businesses versus larger family- or cooperatively-owned businesses. Extra credit is awarded to purchases from suppliers that are categorized as Socially Disadvantaged, Beginning, Limited Resource, Veteran, Women, Minority, or Disabled. https://goodfoodpurchasing.org/

	Expand green construction training and apprenticeship programs to grow the local pool of skilled labor and reduce construction costs
Recommendations for the Future	Explore opportunities for OEWD to expand construction training program into landscaping and open space management, tree planting and maintenance to support **healthy ecosystems**
	City and County of San Francisco funds or identifies funding to expand CityBuild Pro for **building materials reuse and carbon accounting** professional services and enhance existing programs to include information on applying skills to careers in sustainability
	All CCSF Departments that participate in the **GFPP** procures from minority-owned farms and businesses
	Training for **sustainable aviation fuel and low carbon fuels** and retraining for traditional fuel workers
	Explore expanding messaging to **shift consumption to reduce emissions** to also advance racial equity, such as shopping locally *and at* BIPOC-owned businesses
	Explore opportunities for expanded workforce development in expansion of **bike, electric vehicle charging, and transit infrastructure**
	SFE and other CAP implementers focus outreach, technical assistance, incentives, and other resources on racial/ethnic affinity professional organizations, particularly those involved in training and increasing diversity in the environmental field, and on organizations serving the disability community
	SFE and other CAP implementers to investigate opportunities to partner with companies involved in Climate Action, such as electric vehicle manufacturers, which have been successful at advancing racial and disability justice
	Fuel and energy purchased by San Francisco have impacts outside its geographical boundary, explore opportunities to support workers impacted by the transition away from fossil fuels outside San Francisco and California

Equity Goal 3: Reduce burden on and increase support for BIPOC-owned small businesses and nonprofits and reverse their displacement

Problem Statement: San Francisco has experienced an increase in business closures and relocations in the last two decades.[12] Data in 2018 indicated rising vacancy rates in some neighborhood commercial districts.[13] The impact of the COVID-19 pandemic was still present in June 2021, where small business revenue was 50% below the pre-COVID baseline.[14] Smaller businesses and businesses owned by People of Color have faced challenges in accessing federal relief.[15] Small businesses and nonprofits employ people in the community, provide goods and services, and protect cultural legacy and neighborhood identity. Costs of complying with sustainability measures may disproportionately burden small businesses. Policies and programs that impact small businesses do not always include culturally competent outreach and language access.	
CAP Sectors Involved: **Building Operations** **Energy Supply** **Healthy Ecosystems** **Responsible Production and Consumption** **Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	% Small businesses in communities with environmental justice burden as identified in EJ Communities Map* which receive information and technical support about **refrigerants**; Tons of **rescued building materials** received by nonprofits and small businesses in communities with environmental justice burden as identified in in EJ Communities Map;* # Small business sites that have removed or reduced **contamination charges**
Systemic Racial Equity Metrics	Reversed displacement of nonprofits and small businesses which are BIPOC-owned and serving
	Reduced income and wealth disparities by race
Working Towards Equity Goal 3	
Climate Action Response	When designing **SFPUC customer programs**, consider needs of BIPOC-owned and serving small businesses
	Partner with OEWD to study and document if the **transition to efficient and all-electric buildings** poses displacement risks for BIPOC-owned and serving small businesses and propose solutions
	Via the **Clean Energy Buildings Hub**, provide outreach, education, and technical assistance to ethnic restaurants regarding culturally appropriate low-carbon cooking methods
	SF Environment to explore opportunities to partner with the California Product Stewardship Council (CPSC) and OEWD in supporting BIPOC-owned businesses and nonprofits in the **reuse, repair, and recovery economy**
	SFE to work with OEWD to deliver **rescued building materials** to small businesses and nonprofits
Recommendations for the Future	SF Environment and other CAP implementers to improve engagement with Black and other ethnic chambers of commerce, small businesses, and nonprofits in future policy development, delivery of technical assistance and other resources.
	City and County of San Francisco holistically collect data on race/ethnicity and language spoken by business owners to better understand needs and deliver targeted technical assistance and support[16]

[12] https://default.sfplanning.org/plans-and-programs/community-planning/stabilization-strategy/cs_report_draft01.pdf
[13] https://oewd.org/sites/default/files/Invest%20In%20Neighborhoods/State%20of%20the%20Retail%20Sector%20-%20Final%20Report.pdf
[14] https://sfchamber.com/resources/data-statistics/
[15] https://www.responsiblelending.org/sites/default/files/nodes/files/research-publication/crl-cares-act2-smallbusiness-apr2020.pdf
[16] Black-Owned Businesses in San Francisco was compiled by OEWD in response to George Floyd's murder, and is not comprehensive of every business

	Investigate local government ability to advance telework equity
	When **increasing types of home-based businesses allowed in residential districts**, pursue opportunities to work with equity-based networks and incubators and neighborhood merchants' associations and measures to increase resources to BIPOC-owned and serving businesses.
	Prioritize engagement with BIPOC-owned and serving businesses when implementing changes to **parking management**
	Culturally competent engagement is needed with small businesses to understand impacts and challenges that **measures to reduce waste** may bring, such as technical or financial burdens on struggling businesses. Resources should be targeted to support those businesses. New policies to reduce waste should start with large businesses. Enforcement of existing policies should prioritize large businesses.

Equity Goal 4: Repair land and property injustice

Problem Statement: Institutional decisions rooted in white supremacy have resulted in unequal land and property ownership opportunities for American Indian, Black, and other People of Color. The Ramaytush Ohlone peoples, the original inhabitants of the area comprising the City and County of San Francisco, were forcibly removed from their homelands and subjected to the brutalities of colonialism, enslavement, genocide, discrimination, racism, gender-based violence, theft, forced assimilation, and other atrocities driven by local, federal, and global governments. Ramaytush Ohlone peoples are not a mythical population of the past, but an integral and active community in the present San Francisco Bay Area region and beyond, whose ongoing exclusion and invisibility denies their recognition as the rightful stewards of the land and contributes to the greater American Indian community's lack of inclusion in San Francisco.[17] The Indian Relocation Act, Redevelopment and Urban Renewal Act, redlining, and other racially discriminatory housing practices produced disparities still evident today— 87% of San Francisco's redlined neighborhoods are low-income neighborhoods undergoing gentrification today.[18] [19] [20] [21] [22] People with disabilities are disproportionately unhoused.[23]	
CAP Sectors Involved: **Building Operations Energy Supply Healthy Ecosystems Housing Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	% BIPOC residents living in San Francisco, % annual incoming residents that are BIPOC, % displaced residents that are BIPOC annually; % BIPOC, low-, and moderate-income in **higher resource neighborhoods**; % **New affordable housing units** occupied by BIPOC; # Acres of **natural areas** dedicated for American Indian stewardship; # **Carbon sequestration farming pilot projects** which include Indigenous science and/or Traditional Ecological Knowledge
Systemic Racial Equity Metrics	Increased land back, traditional land use, and management by local tribes and the American Indian community
	Reversed displacement of American Indian, Black, and other People of Color
	Reduced disparity in homeownership by race
	Reduced disparity in wealth by race
Working Towards Equity Goal 4	
Climate Action Response	Leverage **every housing action and investment** to help reverse historic racial, ethnic, and social dispossession, and enable wealth-building for affected communities
	Prioritize **affordable housing** in cultural districts and other relevant geographies with historically marginalized racial or ethnic identities to encourage their stabilization and return.
	Increase equitable community participation and perspectives in **nature-based climate solutions**, including meaningful efforts to prioritize Indigenous science and Traditional Ecological Knowledge. The City will honor Indigenous knowledge from the original stewards of these lands (Yelamu) and create strong partnerships through meaningful engagement with the Ramaytush Ohlone and the American Indian community to participate in stewardship of lands managed by San Francisco.

[17] San Mateo County Ma Da Dil Farm land stewardship return to Ramaytush Ohlone, land rematriation Sogorea Te' Land Trust in East Bay Area
[18] Reparations task forces are underway in San Francisco and California
[19] https://www.urbandisplacement.org/redlining
[20] Schuetz, Jenny. *Rethinking homeownership incentives to improve household financial security and shrink the racial wealth divide*. Brookings. December 9, 2020

[22] Just 22% of American Indian householders, 23% of Black, and 24% of Latinx householders own their own homes compared to 36% of white householders and 48% of Asian householders. IPUMS data 2014-2018. https://commissions.sfplanning.org/cpcpackets/2020-008417CWP_011421.pdf
[23] Mayor's Office on Disability

Recommendations for the Future	During time of sale **residential building decarbonization policy creation**, pursue equity measures which repair the impacts of housing discrimination.
	When developing **renewable energy** projects, consider historical land use and impacts on communities
	Expand affirmative **housing ownership** and other reparative measures
	Identify opportunities to dedicate **land** to the American Indian community through the 2022 Housing Element update to the General Plan, and establish partnerships around land use for traditional and ceremonial purposes
	When **evaluating underutilized space**, engage with American Indian community to identify culturally relevant land and take leadership in reprogramming land use

Equity Goal 5: Protect low-income residential tenants from rising costs and displacement and support development of affordable housing

Problem Statement: Building improvements, such as installing solar panels and removing natural gas, can bring benefits to tenants. There may also be negative impacts, such as landlord passthrough of capital costs that are unaffordable to tenants or prolonged renovation periods resulting in an eviction (a so-called "renoviction"). Generally only landlords are eligible to receive financial support for the building improvement. Benefits may also be determined by utility rates, who pays for utility costs, and whether overall costs increase or decrease for tenants. BIPOC residents have higher cost burdens and low-income renters make up the vast majority (82%) of the estimated 82,000 cost-burdened renters, paying more than 30% of income in rent.[24] During the pandemic, an estimated 15% of renters had some unpaid rent.[25]	
CAP Sectors Involved: Building Operations Energy Supply Housing Responsible Production and Consumption	
Tracking Progress	
Proposed CAP Equity Metrics	% eligible **SFPUC customers** on low-income rates; **Electrical rates** are affordable and reflect cost of service; # new affordable housing developments which receive information and technical support about **building all-electric**; % BIPOC residents living in San Francisco, % annual incoming residents that are BIPOC, % displaced residents that are BIPOC annually; % and # **New residential units** serving vulnerable and underserved populations; % and # **Existing residential units** rehabilitated for vulnerable and underserved populations; % **New affordable housing units** occupied by BIPOC; Tons of **recovered food** donated to San Francisco CBOs serving residents in need; # Affordable housing sites that have removed or reduced **contamination charges**
Systemic Racial Equity Metrics	Reduced housing cost burden for low-income tenants
	Reversed displacement of American Indian, Black, and other People of Color
Working Towards Equity Goal 5	
Climate Action Response	In **buildings transitioning to efficient and all-electric**, SF Environment to work with Rent Board, Planning, tenants organizations, and other community stabilization stakeholders to make passthroughs of capital costs more equitable and reduce renovictions of lower income tenants
	Expand and maintain **SFPUC programs**, including bill assistance programs, to best meet the needs of low-income customers. Continue to ensure community engagement in the rate-setting process
	Passthroughs associated with **incentives for clean energy** are limited
	Expand tenant services including education, outreach, counseling, and legal and rent assistance to keep local residents and workers **housed** in SF
	Acquisition and preservation of existing, affordable, multi-family **housing** and its rehabilitation
Recommendations for the Future	SF Environment to work with affordable housing and tenant organizations to review utility costs and other impacts to tenants in **all-electric buildings**, investigate if expanding **refuse rate** discounts for nonprofit affordable housing organizations could benefit residents and/or create more affordable housing, with the potential to expand evaluation to other types of building improvements and sustainability requirements.

[24] https://commissions.sfplanning.org/cpcpackets/2020-008417CWP_011421.pdf
[25] Budget and Legislative Analyst's Office. *Estimate of unpaid residential rent in San Francisco due to COVID-19 pandemic and related public health orders*. October 27, 2020.

Equity Goal 6: Support all mobility needs, including for those who are vehicle-reliant

Problem Statement: Vehicles are a significant contributor to pollution in San Francisco, with higher levels of air pollutant exposure occurring in areas near freeways and major streets.[26] Transit and active transportation are not sufficient substitutes to vehicles for the mobility access for some individuals, including people with disabilities.[27] Vehicles are necessary for certain types of jobs, including construction and delivery. Neighborhoods underserved by transit[28] and people with disabilities may rely on paratransit,[29] community shuttles,[30] and personal vehicles to access services.	
CAP Sectors Involved: **Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	# Community-endorsed **charging infrastructure** projects in communities with environmental justice burden as identified in EJ Communities Map*
Systemic Racial Equity Metrics	Improved mobility in areas underserved by transit based on community needs, including implementation of Bayview Community Based Transportation Plan
	All people in SF have mobility that is comfortable, affordable, and reliable
	Improved air quality in high air pollutant exposure zones
Working Towards Equity Goal 6	
Climate Action Response	Ongoing review of increases in fares or changes in service for compliance with Title VI[31]
	Continued personal vehicle use and paratransit
	Create new or improve **transit connections** for underserved areas and improve accessibility to local and regional destinations
	Conduct research to find out what changes would attract more seniors and people with disabilities to choose **public transit** over private cars, and implement as many as feasible. To support a shift away from cars, the accessibility office at SFMTA will need more resources, as will relevant transit infrastructure, such as improved elevator maintenance.
	Design a pilot project to test the use of **accessible bicycles, e-bicycles and e-scooters** for commuting, as well as recreation, including evaluation of infrastructure to support accessible bicycles.[32]
	Implement a program to prioritize **access and parking** for people with disability parking placards.
	Increase awareness of affordable **electric vehicle** options for vehicle-reliant people
	Work with small businesses to identify infrastructure needs for converting fleets to **electric vehicles**

[26] https://www.sfdph.org/dph/EH/Air/Article38.asp; https://sfplanning.org/air-quality-community-risk-reduction-plan; https://www.sfdph.org/dph/files/EHSdocs/AirQuality/AirPollutantExposureZoneMap.pdf
[27] Reduced-cost rides provided to seniors and adults with disabilities through Essential Trips program
[28] Muni Service Equity Strategy is an ongoing effort to improve service performance in eight neighborhoods; Southeast Muni Expansion includes new Muni bus routes, Muni bus route extensions and reroutes, and more frequent service on existing Muni bus routes in San Francisco's southeastern neighborhoods – Bayview, Hunters Point, and Visitacion Valley and SFMTA is seeking funding to implement some of transit service improvements recommended in the Bayview Community Based Transportation Plan sooner
[29] Compliance with Americans with Disabilities Act regulations, including paratransit and other services: https://www.sfmta.com/units/accessible-services
[30] Policy recommendation in Bayview Community Based Transportation Plan
[31] As a designated recipient of federal funds under FTA sections 5307 and 5309, SFMTA is subject to Title VI of the Civil Rights Act of 1964
[32] Mayor's Office on Disability: some of the common models of accessible bicycles are too wide for current bike lanes

Recommendations for the Future	Improve engagement with the disability community in the expansion of the **Slow Streets program**
	Financial and technical assistance for small businesses transitioning to **electric vehicle** fleets
	Consider income-based fee structure for public **electric vehicle** charging, reflecting Muni Lifeline eligibility
	City and County of San Francisco to investigate opportunities to support research and development of **all-electric vans and other vehicles** which can meet the needs of the disability community.[33]

[33] https://www.theverge.com/2021/7/2/22550853/electric-vehicles-disabled-wheelchair-conversion-battery

Equity Goal 7: Ensure equitable development and service provision, while preventing displacement

Problem Statement: Displacement and resource distribution are racial equity issues in San Francisco and the Bay Area.[34] Some CAP strategies will bring new services to neighborhoods, such as bike and transit access, tree canopy and parks and recreation access. Development can occur in communities which is assumed to be a benefit but does not actually meet their needs. This mismatch may occur when there is inadequate engagement and representation on decision-making bodies. Inadequate racial and ethnic representation is acute in climate action. Perspectives and contributions of BIPOC environmentalism have been underrecognized in the sustainability field, which centers whiteness. It is important to acknowledge such exclusion, and also be careful of the potential to perpetuate stereotypes. Describing access to nature, certain recreational activities, and other environmentally-oriented activities as things for white people has the potential to discourage BIPOC participation and consequently remove opportunities. People with disabilities experience barriers in society which prevent them from having control over their lives. Much of the time, the people responsible for these inadvertent barriers are not aware of them or their impact.[35] A history of exclusion and neglect can be improved though increased inclusion of the diverse needs of the disability community (i.e., mobility limited, blind, Deaf, developmentally disabled) and improved compliance with the Americans with Disabilities Act, at a minimum. New development and services bring displacement risks and fears. There are displacement risks and concerns attached to bringing services and benefits to more neighborhoods.[36] Protections are needed to ensure that current residents can afford to enjoy new services. Anti-displacement measures are similarly critical in areas rezoned to increase density. There are roles for both neighborhood-scale and citywide anti-displacement measures that build on the existing strengths, experience, and social capital of these neighborhoods.	
CAP Sectors Involved: **Building Operations** **Energy Supply** **Healthy Ecosystems** **Housing** **Responsible Production and Consumption** **Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	# Low-income customers enrolled in **SFPUC customer programs**; % Neighborhoods and % business districts with a community-endorsed plan for coordinated **electrification**; % **Electrification projects** in communities with environmental justice burden as identified in EJ Communities Map;* # Community-endorsed **charging infrastructure** projects in communities with environmental justice burden as identified in EJ Communities Map;* % BIPOC residents living in San Francisco, % annual incoming residents that are BIPOC, % displaced residents that are BIPOC annually; % and # **New residential units** serving vulnerable and underserved populations; % and # **Existing residential units** rehabilitated for vulnerable and underserved populations; % BIPOC, low-, and moderate-income in **higher resource neighborhoods**; % **New affordable housing units** occupied by BIPOC; # **nature-based solutions** plans and policies evaluated and improved using racial equity tools; % **natural areas** added or restored through community-endorsed processes in communities with environmental justice burden as identified in EJ Communities Map;* # Orgs representing BIPOC communities in **urban forest** plan development; % **Trees planted** in communities with environmental justice burden as identified in EJ Communities Map;* % Incentives for **greening project** distributed to communities with

[34] San Francisco experienced a 17% decrease in low-income Black households between 2000-2015, primarily in historically Black neighborhoods, and the Bay Area experienced decreases in flatland neighborhoods in Oakland and Berkeley, East Palo Alto, Richmond, and Vallejo. San Francisco also experienced a decrease in low-income Asian and Latinx households in historic neighborhoods such as Chinatown, the Mission, and SoMa, and the Bay Area experienced decreases in neighborhoods in Oakland and San Jose which have historically been home to large immigrant communities. In 2015, low-income White households in San Francisco were 3 times more likely (and in the entire Bay Area 7 times more likely) to live in higher resource areas than moderate- and high-income Black households.
https://www.urbandisplacement.org/sites/default/files/images/sf_final.pdf; https://www.urbandisplacement.org/sites/default/files/images/bay_area_re-segregation_rising_housing_costs_report_2019.pdf

[35] Mayor's Office on Disability

[36] https://www.urbandisplacement.org/sites/default/files/images/climate_and_displacement_-_lit_review_6.19.2020.pdf

	environmental justice burden as identified in EJ Communities Map;* # **Carbon sequestration farming pilot projects** which include Indigenous science and/or Traditional Ecological Knowledge
Systemic Racial Equity Metrics	Reversed displacement of BIPOC communities
	Reversed health disparities by race
	Increased representation from BIPOC communities in decision-making roles
Working Towards Equity Goal 7	
Climate Action Response	SFPUC[37] and SF Planning[38] commitments to updating engagement practices to advance equity; SFMTA commitment to equitable engagement in determining location for **new transit and active transportation infrastructure**
	Neighborhood design where people live within and easy walk or roll of their daily needs will be co-developed by City agencies and residents.
	Design **public space and the transportation system** (including roadways) to advance racial and social equity by co-developing public spaces with BIPOC community members and understanding their needs before designing the space.
	Design **public space and the transportation system** to advance disability justice by co-developing plans and projects with diverse elements of the disability community and understanding their needs before designs are complete.
	Include community benefits criteria for **renewable energy** and other contracts of $5 million or more and thus give preference to contracts that demonstrate a commitment to community benefits and environmental justice.
	Programs, such as **community solar**, allow renters, particularly those designated by CalEnviroScreen as Disadvantaged Communities, to participate in local renewable electricity production
	The City will engage American Indian tribes, cultural bearers, neighborhood organizations, local businesses, the San Francisco Unified School District and nonprofit organizations during the planning and implementation of **greening projects**
	Open space, tree planting/management projects that meet community-identified needs are implemented in BIPOC, low-income, and neighborhoods underserved by greenspace
Recommendations for the Future	Stabilize communities receiving the City's **greening projects** and integrate lessons learned from green displacement prevention measures, such as the Equitable Development Plan for India Basin Waterfront Parks Renovation Project linking park creation with protections for surrounding affordable housing
	Improve engagement with and prioritize the needs of the disability community in **park design and maintenance**

[37] https://sfpuc.sharefile.com/share/view/s91adfa4672e452d9
[38] https://sfplanning.org/sites/default/files/documents/admin/R-20738_Centering_Planning_on_Racial_and_Social_Equity.pdf

	Continually review and improve anti-displacement measures attached to implementing new services or **increased density**
	Pursue opportunities to increase affordable housing production in **transit corridors** with access to essential services
	Create ongoing long-term partnerships with community organizations, learning from recommendation in Bayview CBTP to hire an on-call CBO; work with CBOs to understand what residents need and create solutions together; do not assume something is a universal benefit; treat community members as experts about their own needs
	Increase resources to support the relocation or establishment of nonprofit, affordable retail, and businesses that meet community needs in new developments
	Improve representation for BIPOC communities in the **Urban Forestry Council**, **Pedestrian Safety Advisory Committee**, other commissions and boards with low or no representation of People of Color[39]
	Improve engagement in all CAP Sectors and work with environmental leaders who are American Indian, Black, and other People of Color to retell history that reduces white supremacist narratives and reshapes framing of environmental movement

[39] https://sfgov.org/dosw/sites/default/files/2019%20Gender%20Analysis%20of%20Commissions%20and%20Boards.pdf Figure 10, page 14

Equity Goal 8: Reduce racial bias and discrimination in government and community processes

Problem Statement: Racial bias and colorism result in violence and death for Black and Brown people, at the hands of police and other enforcement officers.[40] While San Francisco has been a Sanctuary City since 1989, the impact of enforcement varies depending on immigration status.[41] Black and Brown neighborhoods have long endured over-policing and can also be neighborhoods with lower ability to pay fines. Conversely, there has been an underenforcement of polluting activities in environmental justice communities,[42] and disparities in maintenance of parks across neighborhoods.[43] Activities such as permitting and inspections may also be impacted by implicit and/or explicit bias. Further, lower-income residents are more likely to endure substandard housing conditions due to lack of affordable options. Bias and discrimination also persist beyond government processes. Developing affordable and supportive housing in higher resource neighborhoods will more equitably allocate resources, but BIPOC and low-income populations face prejudice and may experience disenfranchisement in neighborhoods which have historically been exclusionary. Underserved communities may have strong social cohesion, and cohesion may be impacted during relocation to high service neighborhoods.	
CAP Sectors Involved: **Building Operations** **Energy Supply** **Healthy Ecosystems** **Housing** **Responsible Production and Consumption** **Transportation and Land Use**	
Tracking Progress	
Proposed CAP Equity Metrics	
Systemic Racial Equity Metrics	Reduced disproportionate arrests of Black and Brown people
Working Towards Equity Goal 8	
Climate Action Response	Enforcement of **construction and demolition debris recovery requirements** designed to be distributed equally across all Supervisorial Districts
	Recology conducts randomized audits for properties that fall under **Resource Separation Ordinance**—which generate 40 cubic yards and above, likely to be large buildings
	Improve rider comfort, safety, and experience on **transit** across age, gender, race, and ability. Example activities include community engagement, data collection, reporting, sensitivity training of fare inspectors, and expanding the Muni Transit Assistance Program.
Recommendations for the Future	Increase engagement with Black, Brown, undocumented, and non-English speaking communities for policies which increase or create new opportunities for enforcement and/or surveillance. Continually evaluate and revise enforcement practices so that they effectively advance racial equity. Shift enforcement of policies to reduce emissions to the largest polluters.
	As neighborhoods transition away from being exclusionary, equitable and transparent decision-making processes, support for new residents to participate in community decisions, and antiracism and inclusion education of existing residents are needed. Engagement with BIPOC, people with disabilities, low-income populations, residents in subsidized housing, and other new residents

[40] Following protests in 2020, San Francisco redirected funds from law enforcement to the Black and African American community: https://sfmayor.org/article/mayor-london-breed-announces-spending-plan-historic-reinvestment-san-franciscos-african; https://sf-hrc.org/sites/default/files/Reallocation%20of%20City%20Funding%20Report.pdf

[41] Bayview Community Based Transportation Plan: Latinx residents have expressed concerns with bias in fare enforcement and frustration with the process of contesting tickets. For low-income residents, especially for undocumented residents that may not be willing to contest, a ticket can be a crushing burden.

[42] https://www.bvhp-ivan.org/

[43] https://sfgov.org/scorecards//livability/park-maintenance-scores

	moving into higher resource neighborhoods, and incorporating lessons learned from related efforts (such as community housing organizations which have experience with mixed-income properties) will be critical.
	Evaluate **building permitting and inspection** processes for potential bias and research strategies to reduce implicit and explicit bias.
	Increase financial and technical support for low- and moderate-income **building owners** to legalize **housing units** and other properties that do not conform to existing building, fire, and planning codes.
	Improve maintenance of lowest-scoring **parks**, half of which were in the southern part of San Francisco.
	Research strategies to reduce bias in reporting **refuse bin contamination**, currently individual truck drivers have discrepancy.
	Shift community safety duties away from the police, and learn from **Bayview CBTP**, should this policy recommendation be implemented
	Engage with all communities on **fare enforcement** concerns, and increase resident capacity to contest tickets and report biased behavior from fare enforcement officers
	Focus **parking management** in higher resource neighborhoods

RACIAL AND SOCIAL EQUITY ASSESSMENT TOOL

Background

WHY SHOULD SAN FRANCISCO PRIORITIZE EQUITY IN ITS CLIMATE PROGRAM?

While San Francisco has made progress in reducing greenhouse gas emissions, it has been falling short in other ways. Income inequality is growing, and housing insecurity, homelessness, and displacement are also worsening. These disparities, among others, are more pronounced when intersected with race. In 2017, the median household income in San Francisco was $96,265. Households which were white alone, not of Hispanic/Latinx origin, had median income of $121,204, which is *twice* the median income for Hispanic/Latinx households. Median income for Asian households was $82,445 and Black households $30,235.[44] Most housing cost burdened households are extremely low- and very low-income households. Black and Hispanic/Latinx renters face the highest rates of cost burden with nearly half of both groups cost burdened or severely cost burdened. Asian and Pacific Islander renters also experience elevated rates of cost burden.[45] In 2017, in San Francisco, Black residents made up 5.3 percent of the city's population, when these residents had previously made up 11 percent of the city's total population in 1990. In the time span of 25 years, the proportion of the Black population in San Francisco was reduced by half, a far more rapid decline than the rest of the Bay Area.[46]

Across every social indicator, when data is disaggregated by race, the legacy of more than two hundred years of racially discriminatory government policies is evident in San Francisco. Racial disparities can be measured in unemployment, health, household income, housing and displacement, criminal justice, police violence, homelessness, education, and composition of the City and County of San Francisco's workforce.[47] Climate change exacerbates these disparities. People of color and low-income residents are least responsible for, yet most vulnerable to the impacts of climate change. Strategies to reduce greenhouse gas emissions have the potential to exacerbate disparities if not intentionally designed for equity. With the update to San Francisco's Climate Action Plan (CAP), the intent is to go beyond traditional emissions reduction strategies and intentionally design strategies that advance racial and social equity.

LEADING WITH RACE

This assessment prioritizes equity for Black, Indigenous, and People of Color (BIPOC), low-income populations, and/or other vulnerable populations through the lens of intersectionality. The additional vulnerable populations are defined in the document as: older adults, youth, homeless or marginally housed residents, non-English speaking people, immigrants, people with disabilities, people who are socially isolated, and people with pre-existing health conditions. This assessment leads with race because society produces unequal outcomes for BIPOC, and there is an intersectionality between race and other forms of marginalization. Intersectionality refers to the interconnected nature of social categorizations as they apply to a given individual or group, regarded as creating overlapping and interdependent systems of discrimination or disadvantage. When race is intersected with any other disadvantaged social categorization the outcomes for that individual or group are worse. If not designed specifically to advance racial equity, a solution is less likely to be successful at reducing racial disparities. However, data are not always collected about race. Disparities in wealth and income by race are well

[44] American Community Survey 2017 5-Year Estimates, Table S1903. https://factfinder.census.gov/bkmk/table/1.0/en/ACS/17_5YR/S1903/0500000US06075 (Accessed 2019)

[45] San Francisco Planning Housing Needs and Trends Report 2018

[46] San Francisco Planning Community Stabilization Report 2019

[47] https://sfgov.legistar.com/LegislationDetail.aspx?ID=3950582&GUID=9F233DC0-845B-483B-9570-ED75D67A8594
https://sfgov.legistar.com/View.ashx?M=F&ID=7586870&GUID=9E0222B9-7A4D-4082-8CCE-3F397520FC82

documented in San Francisco and the Bay Area. While not identical, issues faced by low-income populations may be representative of issues faced by some communities of color. Similar to race, poverty and/or financial insecurity exacerbates the disadvantage and marginalization experienced as a result of certain other social categorizations. Poverty and racial and ethnic inequality are the two foundational issues identified in the 2019 San Francisco Health Needs Assessment.

LEVEL OF EQUITY

Interventions to reduce disparities and advance equity vary in scope; they can take the form of targeted benefits and specialized program design, or be designed to address the fundamental drivers of the inequity. Equity can be advanced by providing inclusive access to benefits by removing barriers and targeting investment, such as providing subsidies for green technologies to those who can't afford them. These strategies work to deliver benefits from a particular program to populations who may not have had access, and can work to protect the most vulnerable. Strategies which address the root cause of the vulnerability, inequity, and/or barrier take equity work deeper. For example, instead of only asking the question, "How can we provide the benefits of green technologies to those who can't afford them?", a root cause analysis would result in the question, "Why can't some people afford green technologies and how can we address those underlying issues (such as disparities in income and wealth accumulation)?"

ASSESSMENT PROCESS

The Racial and Social Equity Assessment Tool (RSEAT) is a worksheet to evaluate emissions reduction strategies submitted to the 2020 Climate Action Plan (CAP) for racial and social equity impacts. The assessment enables strategy developers to identify opportunities to provide benefits to all San Franciscans, mitigate negative unintended consequences for BIPOC, low-income populations, and other vulnerable populations and, where possible, address the root causes and fundamental drivers of inequity. RSEAT was developed through stakeholder engagement on residential building decarbonization collaboratively led by SFE, People Organizing to Demand Environmental and Economic Justice (PODER), and Emerald Cities San Francisco Bay Area, consulting literature, the Equity Assessment Tool prepared by Race Forward for the Zero Cities Project and guidance from the Office of Racial Equity (ORE) and the Planning Department's Community Equity Team. Five *Themes* and supporting *Impact Areas* are addressed under RSEAT: 1) Income and wealth equality (including Just Transition for workers); 2) Housing security and community stability; 3) Inclusion and empowerment; 4) Health; and 5) Hazard and climate resilience. The *Examples of Progress* column in the tool provides more information about how to track progress on each of the *Key Statements*. Some of these *Examples* are population-level data. It is difficult to attribute changes in these indicators to any individual strategy, as there are many contributing factors to systemic problems. The complex nature of systemic problems can result in a lack of accountability, where individual initiatives determine the systemic problem to be outside of certain project scope. Each strategy in the CAP will include an equity metric, with progress measured over time. While equity metrics included in the CAP will likely pertain to equitable access, when feasible strategies should be designed to address systemic problems, in order to make progress on these pervasive issues.

ORE guided the development of a Scale to evaluate the potential of a strategy to:

+2 Repair root causes of racial disparities; dismantle systems of oppression; structural and systemic changes such as large policy and budgetary action

+1 Mitigate symptoms of systemic racism; interpersonal and operational changes; working within the current system to make it better such as through inclusive access to existing services

-1 Maintain the status quo of racial disparities

-2 Perpetuate racial disparities and harm

Assessment

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
1. INCOME AND WEALTH EQUALITY	**Economic Opportunity**	This strategy will reduce poverty and disparities in income and wealth accumulation for Black, Indigenous, and People of Color (BIPOC), low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** through increased access to business opportunities and/or skilled and professional jobs.	- Reduced income inequality gap between racial/ethnic groups - Reduced disparities in access to banking products - Increased land and homeownership opportunities for BIPOC	-2 -1 +1 +2 N/A	
	Workforce Development	This strategy will increase opportunities for people with barriers to employment.	- Reduced unemployment rates by race - Retained and promote living-wage jobs for entry level and limited skilled workers - Stabilized business that employs low-to moderate-income workers - Increased education and job training opportunities for low-to moderate-income individuals and families, especially those without a college education	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
	Just Transition for Workers	This strategy supports the transition of workers from an extractive economy to a low-carbon one that maximizes benefits of climate action while minimizing hardships for workers and their communities.	- Job loss and gain - Improved worker health and safety - Largest polluter/ Most responsible party pays for the transition	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
2. HOUSING SECURITY AND COMMUNITY STABILITY	**Household Affordability**	This strategy will improve affordability (incl. household costs for rent/mortgage, transportation, energy) for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	- Reduced rates of housing cost burden by race - Reduced rates of low-and moderate-income households that are housing cost burdened without loss of low- and moderate-income households - Increased number of affordable housing units for low-and moderate-income residents - Reduced homeownership disparities by race - Meeting housing production and preservation targets in 2020 San Francisco Housing Affordability Strategies[48]	-2 -1 +1 +2 N/A	

[48] Produce an annual average of 5,000 new homes a year, with at least 1,667 homes affordable at very low-, low-, and moderate-incomes. Preserve 600-700 units of existing subsidized affordable housing per year, and preserve 400 apartments serving low- and moderate-income renters annually through acquisition of rent-controlled housing (Small Sites program)

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
	Anti-Displacement	This strategy helps BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** and the businesses and institutions that serve them stay in their neighborhood for the long-term.	- Increased percentage of the Black population; maintained or expand percentage of other racial groups that have been decreasing over time (such as Native American/American Indian and Filipino, Samoan, and Vietnamese) - Decreased number of all types of evictions, including illegal evictions and buyouts - Stabilized and reverse the loss of legacy businesses that protect cultural diversity and long-term workers - Tenants' rights education classes held - Foreclosure prevention education/resources	-2 -1 +1 +2 N/A	
	Access to Services	This strategy helps BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** access essential services.	Proximity or access to schools, grocery stores, workplaces, daycare facilities, community centers, medical facilities, parks/open space	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
3. INCLUSION AND EMPOWERMENT	**Influence**	This strategy acknowledges the expertise that BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** hold about the needs of their communities and includes community expertise in decision-making and implementation.	- Identify where the strategy lies on the spectrum of community engagement (see p.2) - Participation at stakeholder meetings, in community councils, etc (depending on where on the spectrum) - Participant surveys to understand efficacy/competency of engagement type (ie # engaged stakeholders who feel they can impact decisions, # engaged stakeholders who feel positively about the program project)	-2 -1 +1 +2 N/A	
	Social Capital	This strategy strengthens networks and builds capacity and knowledge for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	- Civic engagement - Awareness of and participation in government and other community-serving programs - Community knowledge of rights - People who volunteer to come together to solve community problems - Membership in community-based organizations and/or faith-based organizations - Social cohesion - Organizations and individuals who gain capacity to address community needs	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
	Cultural Competence	This strategy is respectful of diverse cultural needs.	- Surveying to understand if project/program is culturally competent, process for incorporating feedback - Stabilized and reversed the loss of the city's culture and arts organizations - Stabilized and reversed the loss of legacy businesses that protect cultural diversity and long-term workers	-2 -1 +1 +2 N/A	
	Equitable Benefits	The benefits of this strategy will be accessible and relevant to BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** and the barriers to receiving the benefits are addressed.	Program/project specific accessibility metrics disaggregated by race where possible	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
4. HEALTH	**Chronic Disease**	This strategy has co-benefits that address prevention and management of chronic disease, particularly for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	- Cardiovascular Health - Respiratory Health and asthma - Diabetes - Cancer - Obesity	-2 -1 +1 +2 N/A	
	Communicable Disease	This strategy has co-benefits that address prevention or treatment of communicable disease, particularly for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	- Vector-Borne Disease - Communicable Disease Prevention - Communicable Disease Management		
	Behavioral Health	This strategy either 1) has co-benefits that address the root causes of mental health triggers, or 2) addresses mental health care, particularly for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	- Displacement / Financial Insecurity - Violence / Trauma - Maternal and Child Health - Addiction / Substance Abuse - Social Isolation / Community Engagement - Physical Activity / Green Space - Access to Mental Health Services	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
	Injury	This strategy has co-benefits that address injury prevention through adaptations to the built environment, particularly for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	- Road Traffic Injuries - Falls / Household Injuries - Violence - Fire - Poisoning	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
5. HAZARD AND CLIMATE RESILIENCE	**Community Adaptation and Resilience**	This strategy facilitates programs or policies to improve the ability of BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** to prepare for, respond to, and/or recover from a hazard event.	Programs or policies related to: - Access to Health Care Services - Access to Emergency Preparedness Programs and Emergency Response Services - Community Engagement, Social Cohesion, and - Cultural Competency - Equitable Recovery	-2 -1 +1 +2 N/A	
	Physical Environment Resilience	This strategy reduces risks from hazards or exposure to pollution through changes to buildings and/or infrastructure (including nature-based) for BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality.***	Structural improvements related to: - Extreme Heat, i.e. Cool Homes/Cool Buildings, Reduces Urban Heat Island - Flooding and Extreme Storms, i.e. Housing Quality / Mold Exposure - Wildfire and Air Quality, i.e. Clean Air / Filtration - Seismic Hazards, i.e. Soft-Story Retrofit Program Reduces Service Disruption - Power Disruption, i.e. Communications Infrastructure, Recovery	-2 -1 +1 +2 N/A	

Strategy:					
Theme	**Impact Area**	**Key Statement**	**Examples of Progress***	**Scale** (orange=current; green=potential)	**Equity Considerations**
	Economic Recovery	This strategy supports BIPOC, low-income populations, and/or other vulnerable populations** through the lens of intersectionality*** in the economic recovery from covid-19.	- Employment opportunities during covid response prioritized for disadvantaged workers - Training and workforce development prioritized for disadvantaged workers under/unemployed due to covid-19 - Workers receive resources needed for safety and health on the job - Workers receive resources they need to work from home and maintain employment, expanded job types able to work from home - Prioritized financial resources for community-serving small businesses and minority-owned businesses - Prioritized financial resources for community-serving nonprofit organizations	-2 -1 +1 +2 N/A	

* Some examples are population-level data, and are collected citywide, by zip code, census geography, and/or other geographies. It is difficult to attribute a change in these population-level data to a particular climate action, however connecting climate action to the progress made through a variety of programs is useful. The examples can be used to guide the development of the equity considerations so that recommendations feed into ongoing population-level measurement.

** In addition to the primary focus on communities of color and low-income populations, vulnerable populations are also defined in the document as: older adults, youth, homeless or marginally housed residents, non-English speaking people, immigrants, people with disabilities, people who are socially isolated, and people with pre-existing health conditions

*** Intersectionality refers to the interconnected nature of social categorizations as they apply to a given individual or group, regarded as creating overlapping and interdependent systems of discrimination or disadvantage. When race is intersected with any other disadvantaged social categorization the outcomes for that group or individual are worse.

Resources

KAPWA CONSULTING STAKEHOLDER POWER ANALYSIS TOOL

Stakeholder Power Analysis

Complete this analysis to understand the relative power dynamics between various stakeholders involved in your project and understand specific needs that can be addressed in your stakeholder strategy.

1) **Determine what your project question and if the project dynamic is:**
   a. Process, decision-making oriented: X/Y Variables are Impact/Influence
   b. Service, program oriented: X/Y Variables are Need/Access

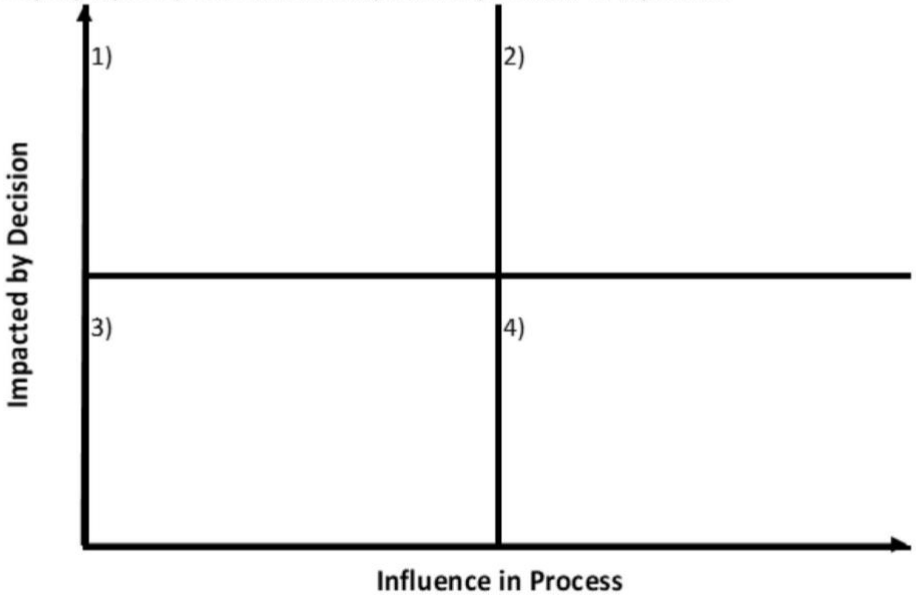
2) **Create your stakeholder power analysis chart using the example below:**

(Y axis) Impacted by Decision: Impact is identified by having a positive/negative or missed opportunity to share in the benefit of a Policy or Plan.
(X axis) Influence in Process: Defined by time, resources, information, familiarity with process and real or perceived ability to influence outcomes.

OR

(Y axis) Need: Level of benefit that can be realized through a program or service or vulnerability to the risks of a problem the project seeks to solve
(X axis) Opportunity/Access: Potential to be advanced (i.e. financially, professionally, in health, or in community well-being). Ability to currently participate or receive the benefits of a program.

Put stakeholders groups in the appropriate quadrant. Break down broad stakeholders groups into sub groups if there are differences in influence or impact within a category (ex. not all small businesses may be equally impacted). Put stakeholders in particular spots within each quadrant.



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Key:

Quadrant 1: Highly impacted, little influence: This group should be prioritized for inclusion and equity strategies.
Quadrant 2: Highly impacted, high influence: This group will likely already be at the table. Manage their continued participation, and sharing influence with those in Quadrant 1.
Quadrant 3: Low impact, low influence: This group is not an obvious priority. However, communication should be maintained to honor transparency should they eventually shift into another quadrant.
Quadrant 4: Low impact, high influence: This group should be consulted with for their expertise and influence. Strategies should focus on leveraging power to further advance position of stakeholders in Quadrant 1.

3) Analysis questions

Question 1: Who are the stakeholders impacted by this initiative?

Question 2: Are any of the following groups of stakeholders considered within the initiative, and where do they fall? (You can identify more specific groups within each category)

- Communities of color
- Low-income populations
- Limited English Proficient communities
- Community based organizations and groups
- Interest based organizations and groups
- Churches and faith based groups
- Neighborhood coalitions or associations
- Neighborhood groups
- Property Owners
- Renters
- Business
- Business organizations (associations, chambers of commerce, business districts)
- Employees (unions, non-unionized)
- Institutions (education, health, correctional)
- Local government officials and advisory bodies
- Local government departments
- Tribal sovereign nations
- Other public agencies
- Other stakeholders_____

Question 3: Do certain stakeholder groups carry more influence/access than others in your initiative? Why?

Question 4: What community engagement strategies will you use to ensure under-represented/under-served stakeholders (Quadrant 1) have more equitable influence/access?

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SFE RACIAL EQUITY PROGRAM AND POLICY SCAN TOOL

Purpose: Identify existing initiatives and ongoing program work at SF Environment with significant opportunities to advance racial equity. The initiatives and program work identified will be referenced in SFE's Racial Equity Action Plan and will be prioritized for an in-depth racial equity assessment. **Please complete a worksheet for each major initiative or work area within your Program**. Estimated time to complete: 2 hours.

STEP 0 - General Information	
Program Area	
Name of initiative, policy or ongoing program work	
Brief description. Include background information **(why is this happening/a priority?)**	
What dedicated financial resources are there? **(staff time and/or other)**	
STEP 1 - Desired Results/Outcomes	
What is the desired outcome of this initiative? Think about impact.	
STEP 2 - Benefits and Burdens Analysis	
Who is this initiative intended to serve?	
What data do you *have* to identify who benefits and who is burdened? **(include quantitative and/or qualitative data)**	

What data do you still *need* to understand who benefits and who is burdened?	
Who receives the benefits? **(Also consider who might benefit financially)**	
What are barriers to accessing the benefits?	
Who is/could be burdened?	
What are/could be the unintended consequences?	
STEP 3 – Stakeholder Power Analysis	
3a. Who are the stakeholders impacted by this initiative? **(check all that apply)**	☑ Communities of color ☑ Low-income populations ☑ Unhoused populations ☑ Limited English Proficient communities ☑ Community based organizations and groups ☑ Interest based organizations and groups ☑ Churches and faith-based groups ☑ Neighborhood coalitions or associations ☑ Neighborhood groups—through Next Door ☑ Property Owners ☑ Renters ☑ Businesses ☑ Business organizations (associations, chambers of commerce, business districts) ☑ Employees (unions, non-unionized) ☑ Institutions (education, health, correctional) ☑ Local government officials and advisory bodies ☑ Local government departments

	☑ Tribal sovereign nations ☑ Other public agencies ☑ Other stakeholders_____
3b. Who is involved in major decisions? Do certain stakeholder groups carry more influence/access than others in your initiative? Why?	
3c. Where does this initiative lie on the spectrum on community engagement?	
3d. Was community engagement conducted when the initiative was started? Why or why not?	
3e. Was community engagement conducted on an ongoing basis? Why or why not?	
STEP 4 - Strategies for Racial Equity	
How might you remove barriers for those who have been unable to access benefits?	
How might you remove or mitigate burdens and unintended consequences?	
What community engagement strategies will you use to ensure low-income communities of color have more equitable influence/access?	
What tools and/or actions are available to achieve the strategies described above?	

STEP 5 – Racial Equity Implementation	
How can we implement these strategies?	
What resources might be needed?	
What additional data or community engagement is necessary?	
STEP 6 – Racial Equity Communications & Accountability	
How would you evaluate and report back on progress towards meeting desired racial equity outcomes?	
Is there a way to receive and incorporate feedback about the program?	

FACILITATING POWER SPECTRUM OF COMMUNITY ENGAGEMENT[49]

Stance towards community	0 IGNORE	1 INFORM	2 CONSULT	3 INVOLVE	4 COLLABORATE	5 DEFER TO
Impact	*Marginalization*	*Placation*	*Tokenization*	*Voice*	*Delegated Power*	*Community Ownership*
Community Engagement Goals	Deny access to decision-making processes	Provide the community with relevant information	Gather input from the community	Ensure community needs and assets are integrated into process & inform planning	Ensure community capacity to play a leadership role in implementation of decisions	Foster democratic participation and equity through community-driven decision-making; Bridge divide between community & governance
Message to community	***"Your voice, needs & interests do not matter"***	***"We will keep you informed"***	***"We care what you think"***	***"You are making us think, (and therefore act) differently about the issue"***	***"Your leadership and expertise are critical to how we address the issue"***	***"It's time to unlock collective power and capacity for transformative solutions"***
Activities	Closed door meetings Misinformation Systematic disenfranchisement Voter suppression	Fact sheets Open Houses Presentations Billboards Videos	Public comment Focus Groups Community Forums Surveys	Community organizing & advocacy House Meetings Interactive Workshops Polling Community forums	MOU's with Community-Based Organizations Community Organizing Citizen Advisory Committees Open Planning Forums with Citizen Polling	Community-Driven Planning Consensus building Participatory Action Research Participatory Budgeting Cooperatives
Resource allocation ratios	**100%** systems admin	**70-90%** to systems admin **10-30%** to promotions and publicity	**60-80%** to systems admin **20-40%** to consultation activities	**50-60%** to systems admin **40-50%** to community involvement	**20-50%** to systems admin **50-70%** to community partners	**80-100%** to community partners and community-driven processes that ideally generate new value and resources that can be invested in solutions

[49] https://www.facilitatingpower.com/spectrum_of_community_engagement_to_ownership

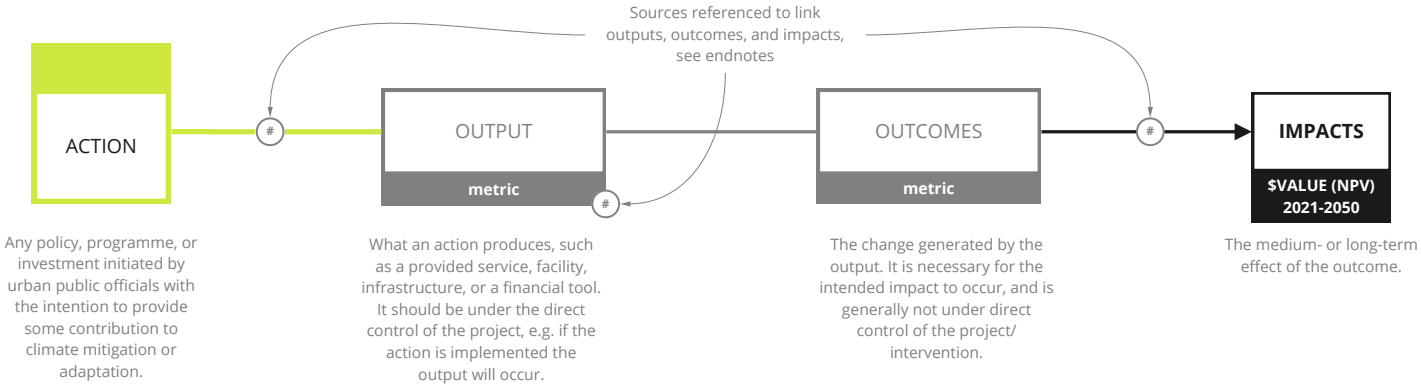
THE SOCIOECONOMIC VALUE OF CAP COMMUNITY BENEFITS

APPENDIX E

APPENDIX E: SOCIOECONOMIC VALUE OF CAP COMMUNITY BENEFITS

The goals of the Climate Action Plan (CAP) are to chart an actionable path to achieve net zero greenhouse gas (GHG) emissions by 2050, advance racial and social equity, and protect the entire San Francisco community from the impacts of climate change. Because the activities that produce GHG's and lead to climate change (primarily burning fossil fuels) also tend to also produce other negative consequences, reducing GHG's can also create other benefits, often referred to as "co-benefits" or "co-impacts." For example, reducing fossil-fuel based automobile use that generates GHG emissions also reduces other air pollutants such as nitrogen oxides (NOx), sulfur oxides (SOx), and fine particulate matter (PM) that cause health problems, which can be measured in quantifiable avoided healthcare costs. Reducing automobile use by switching travelers to active modes of transportation such as biking and walking provides even more additional benefits by improving individual health, which can be measured with even more quantifiable avoided healthcare costs.

A growing body of research over the past fifteen years has begun to quantify these additional costs and benefits of climate action. The C40 network of cities, of which San Francisco is an active member, has developed a framework for identifying and categorizing these co-benefits in a way that is transparent, reproducible, and avoids double-counting. [see endnote 1] It requires clearly identifying the actions being planned, the outputs that an action would create, the resultant outcomes, and the impacts (costs and benefits) those outputs could have on the population. While this approach is global in scale, local data is necessary to apply it, as the same actions applied in different places may have different outputs, outcomes, and impacts. This study uses the C40 methodology to study selected supporting actions of the San Francisco CAP to identify costs and benefits.



This quantitative approach is generally linear, in that it takes inputs specific to San Francisco (e.g. the population of the city) and the CAP (e.g. number of new acres of open space planned), and multiples them by impact factors derived from published research. Many of the inputs are derived from the "Focus 2030" report, which was developed by the San Francisco Department of the Environment to identify pathways to the CAP goal of reaching zero emissions by 2050. [see endnote 2] The impact factors come from a range of published sources that are noted on each impact pathway and can be found in the endnotes. To the degree that some of co-benefits identified appear large, they are scaled according to the targets of the CAP, which are correspondingly large: for instance, switching up to 6% of all vehicle trips in San Francisco to bicycling, and completely eliminating natural gas usage in residential and commercial buildings. This approach was aligned with available research and was therefore limited to studying CAP actions for which there are accepted methodologies for monetizing benefits; many other CAP actions would also provide significant community benefits that cannot currently be estimated, but are nonetheless valuable. Also, the current methodologies do not account for how co-benefits might vary across the community by race, class or other factors -- this refinement of the methodology should be a priority for future study in this area.

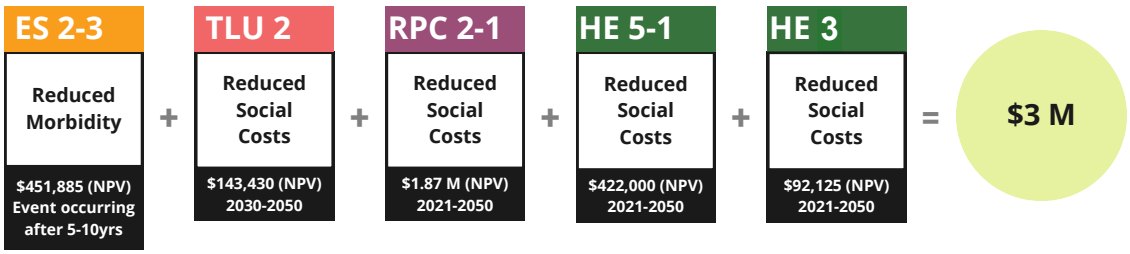
These findings show that implementing the CAP will save money, save lives, reduce illness and injury, and avoid healthcare costs to City residents and businesses. CAP actions in the Building Operations sector can reduce utility costs which will make living in San Francisco more affordable, while certain Healthy Ecosystems actions can generally have a positive effect on property values. However, like all proposed actions in the CAP, they must be implemented with a commitment to equity and inclusive decision making to ensure protections for vulnerable populations, prevent undue financial burdens on low-and-middle income families, preclude displacement and evictions, and avoid other unintended consequences. If done correctly, implementing just a subset of actions from the CAP has the potential to generate community benefits that exceed $1 billion in value and increase the quality of life for all San Franciscans.

COMMUNITY BENEFITS SUMMARY

The community benefits of the Climate Action Plan detailed on the following pages added together total over $2.7 Billion, especially due to the avoided deaths from eliminating natural gas use in buildings. The dollar value is expressed as net present value (2021 dollars) over the 30 year period of the CAP using a discount rate of 3%. [see endnote 1]

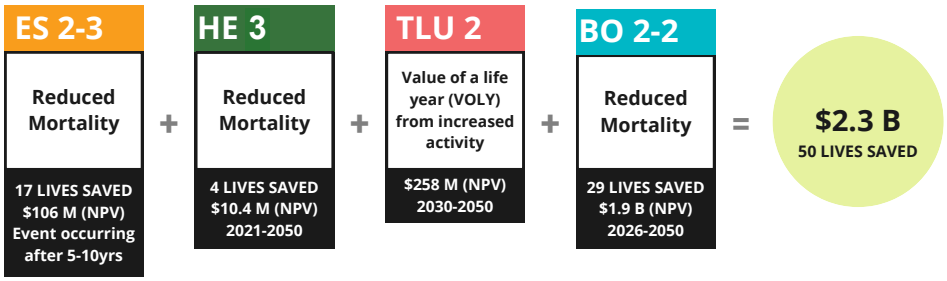
Reduced Morbidity / Reduced Social Costs

Morbidity refers to the rate of illness in a population. Social costs refer to negative impacts to society expressed in dollar terms, such as the health impacts of air pollution. The financial benefits shown here are avoided costs for health care related to treating injuries and conditions like asthma and stroke that have environmental sources.

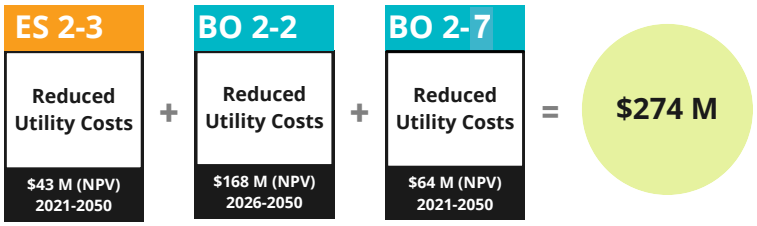


Reduced Mortality

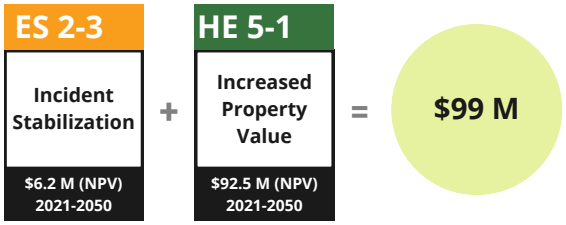
Morbidity refers to the rate of deaths in a population.



Reduced Utility Costs



Additional Savings

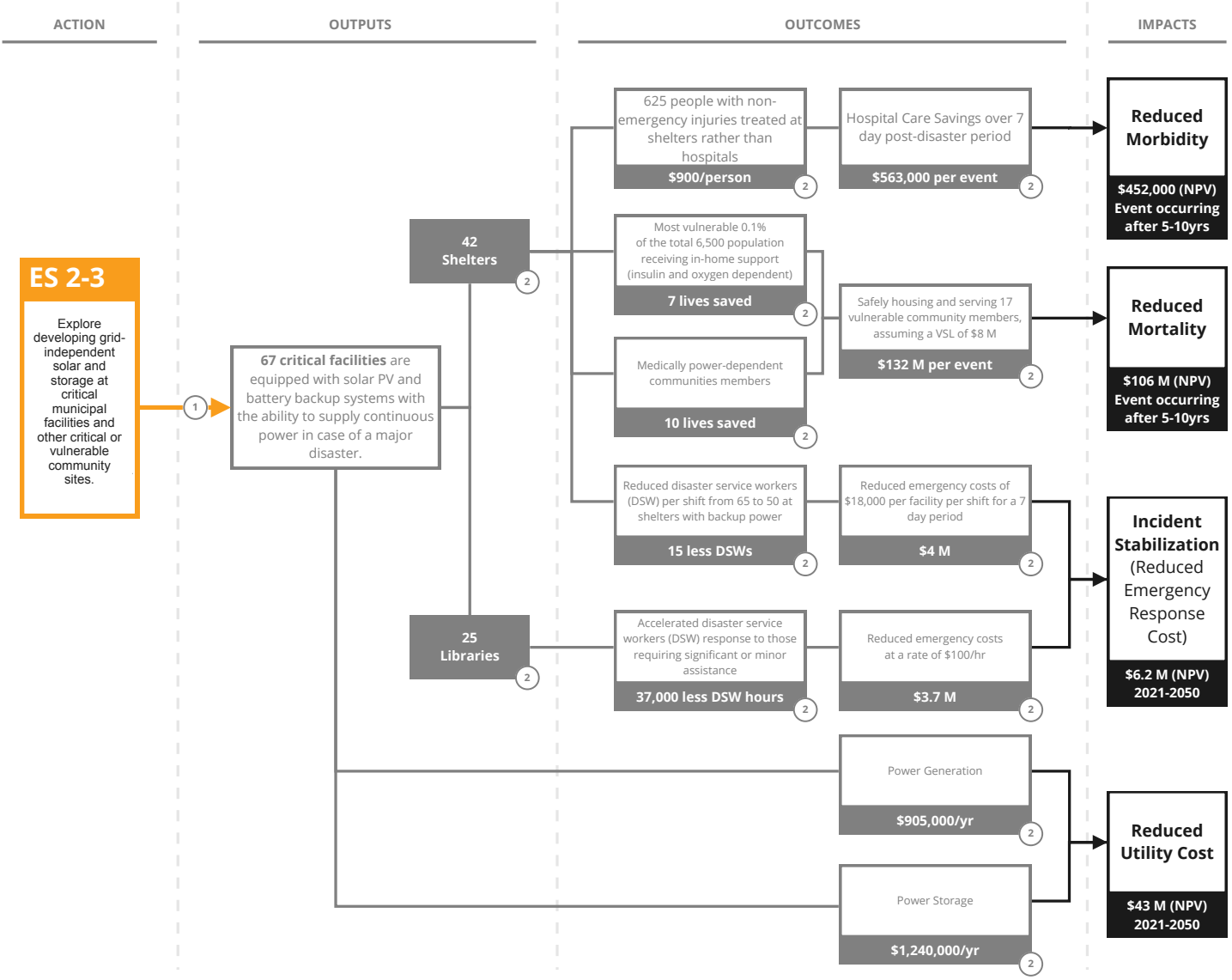




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ENERGY SUPPLY (ES)

ES 2: Invest in local renewable energy and energy resilience projects where safe and affordable.



Improving the availability of community buildings to serve as emergency shelters offers safe housing and service to power-dependent and vulnerable populations, avoiding the loss of life and hospital admissions for non-emergency injuries that would occur without safe housing. In addition, installing solar power and battery backup systems at these critical facilities will accelerate disaster relief response time, resulting in a less expensive disaster response. The value of the benefits due to avoided disasters is calculated assuming an event would occur between 5-10 years after installation. Outside of emergency situations, the solar power generation produces valuable clean electricity and the battery backup reduces peak demand charges and earns grid service credits. However, avoided use of diesel generators during an emergency event to supply an equivalent amount of power, and the social costs of the associated air pollution that would occur, are not included in the source calculations. See the referenced sources for more detail on the definition and selection of critical facilities studied for this co-benefit pathway (San Francisco has more than 67 critical facilities overall).

CO-BENEFITS

Reduced Morbidity
$452,000 (NPV)
per 7-day post disaster period

Reduced Mortality
$106 M (NPV)
17 lives saved
per major disaster

Incident Stabilization
$7.7 M (NPV)
Disaster service workers' hours reduced by 37,000

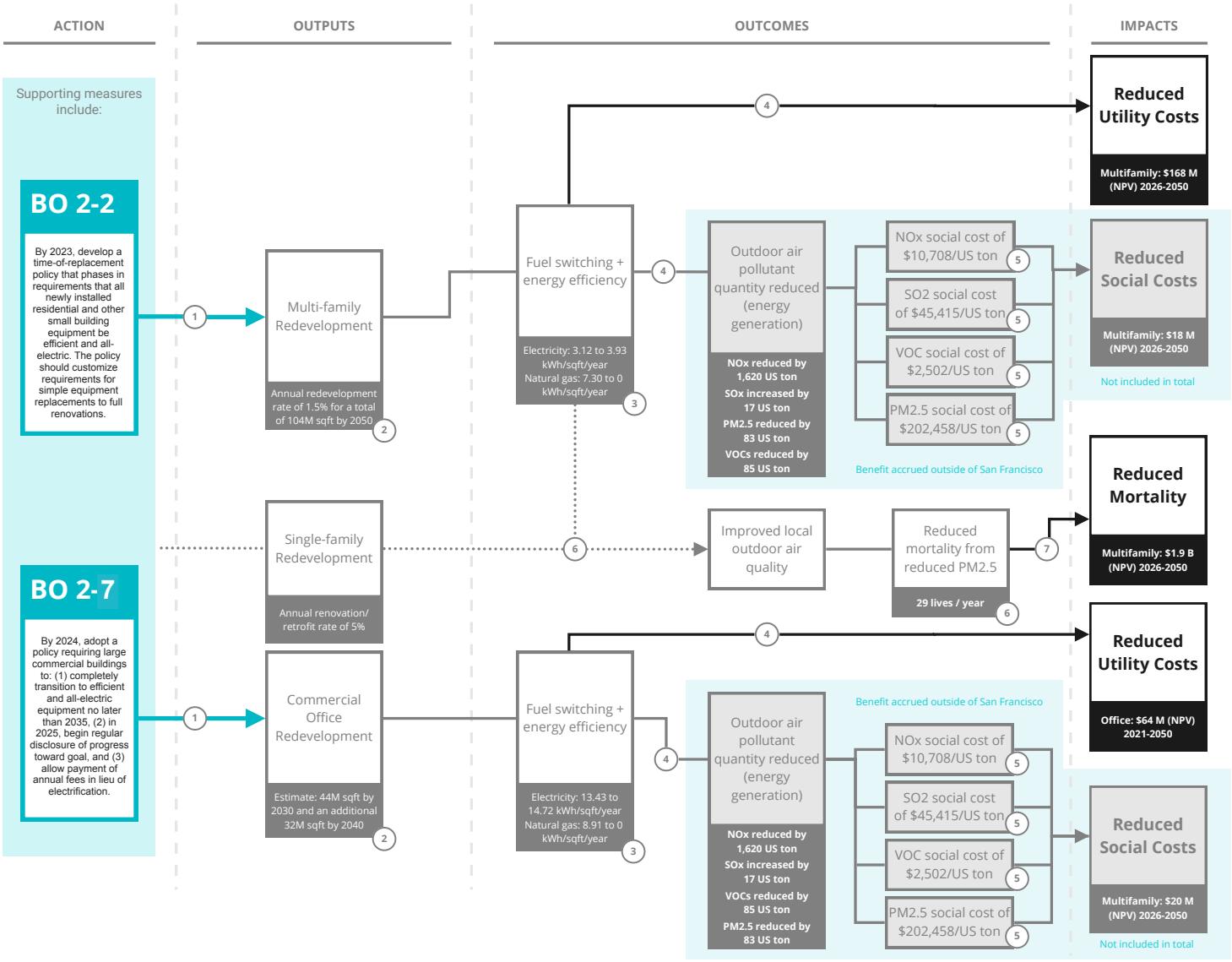
Reduced Utility Cost
$43 M (NPV)
ongoing savings from on-site solar and battery backup

TOTAL
$156 M

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BUILDING OPERATIONS (BO)

BO 2: Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types.



Requiring new equipment in buildings -- water heaters, furnaces, stoves, etc. -- to be all-electric will result in a phase out of natural gas appliances over time as equipment wears out or is upgraded. In addition, replacement requires equipment to meet current energy codes, which require greater energy efficiency than existing equipment typically has. The benefits of this transition include reduced utility costs for building owners and tenants and improved local air quality. Due to source limitations, utility cost savings could only be estimated for commercial office and multifamily building types (and do not include all likely cases of equipment replacement), while air quality impacts were modeled for single- and multi-family residential buildings (but not commercial or institutional buildings), resulting in a conservative under-estimate of total benefits.

Reducing energy use also reduces the air pollutants that are byproducts of electricity generation from natural gas production. However, because no natural gas power plants operate within San Francisco, these additional benefits (gray boxes) accrue outside the boundaries of San Francisco; the benefits are calculated but not added to the total value.

CO-BENEFITS

Reduced Utility Costs
$231 M (NPV)
for multi-family and office redevelopment by fuel switching and increased efficiency, accruing until and including 2050*

Reduced Mortality
$1.9 B (NPV)
29 lives saved from improved air quality in San Francisco (reduce PM2.5)

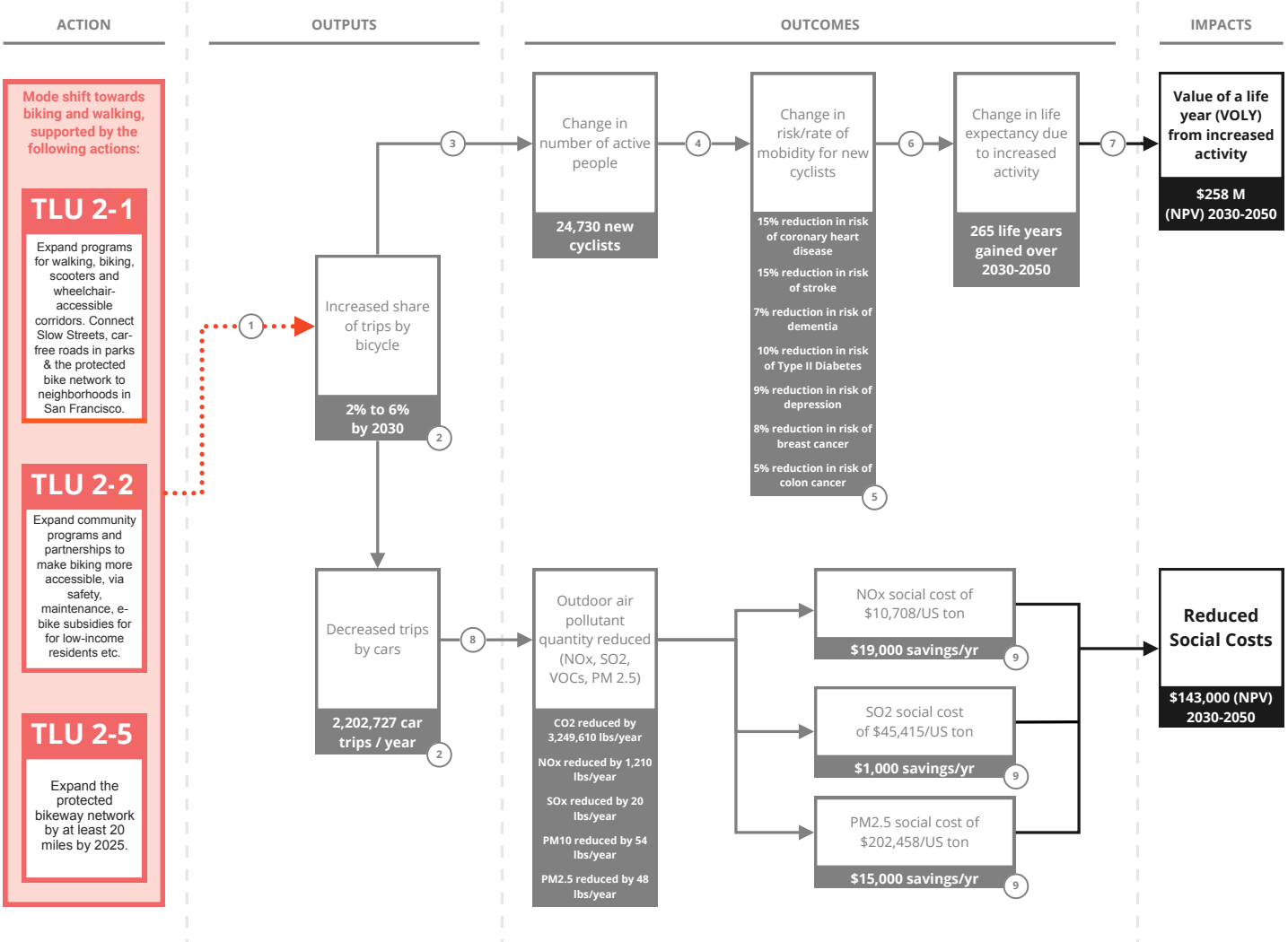
TOTAL
$2.1 B

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* Assumes space cooling stays unchanged and heating switches from gas to electric.

TRANSPORTATION & LAND USE (TLU)

TLU 2: Create a complete and connected active transportation network that shift trips from driving to walking, biking, and other low-carbon modes.



Achieving the CAP's Transportation sector goal of 80% of trips via sustainable modes by 2030 would result in many people switching from single occupant vehicles to biking, walking, and transit use (i.e. transportation "mode shift"). This page calculates some of the community benefits that would be associated with the active transportation mode increases (e.g. more bicycling) needed to achieve the 80% sustainable trips goal and highlights a few of the supporting actions, like expanding the existing protected bicycle lane network within the city. There is no concrete link between the specific supporting actions and the mode shift; the methodology here relies on the CAP *goals* to determine the magnitude of the mode shift and then monetizes some of the health and social benefits of this shift; it does not attempt to quantify the link between the specific CAP strategies and the mode shift. Because the mode shift goal is set for 2030 in the CAP, the benefits are evaluated starting in 2030 up to the goal year 2050.

There are significant health benefits associated with the increased physical activity due to more people using active transportation: reducing mortality and mitigating the risk of diabetes mellitus, ischemic heart disease, ischemic stroke, Alzheimer disease and other dementias, depression, breast cancer, and colon cancer. These health benefits also lead to directly avoided healthcare costs for the people being active. In addition, the transportation mode shift would improve air quality in San Francisco through reducing other pollutants like CO2, NOX, SO2, PM10 and PM2.5, which in turn would have health benefits for the larger San Francisco community and lead to additional avoided healthcare costs. This study did not estimate the impact that decreasing the number of vehicles on the road and increasing the number of protected bike lanes would have on the number of vehicle crashes and related costs.

CO-BENEFITS

Savings over project life (VOLY) due to increased activity
$258 M
The mode shift towards active transport leads to significant health outcomes for new cyclists

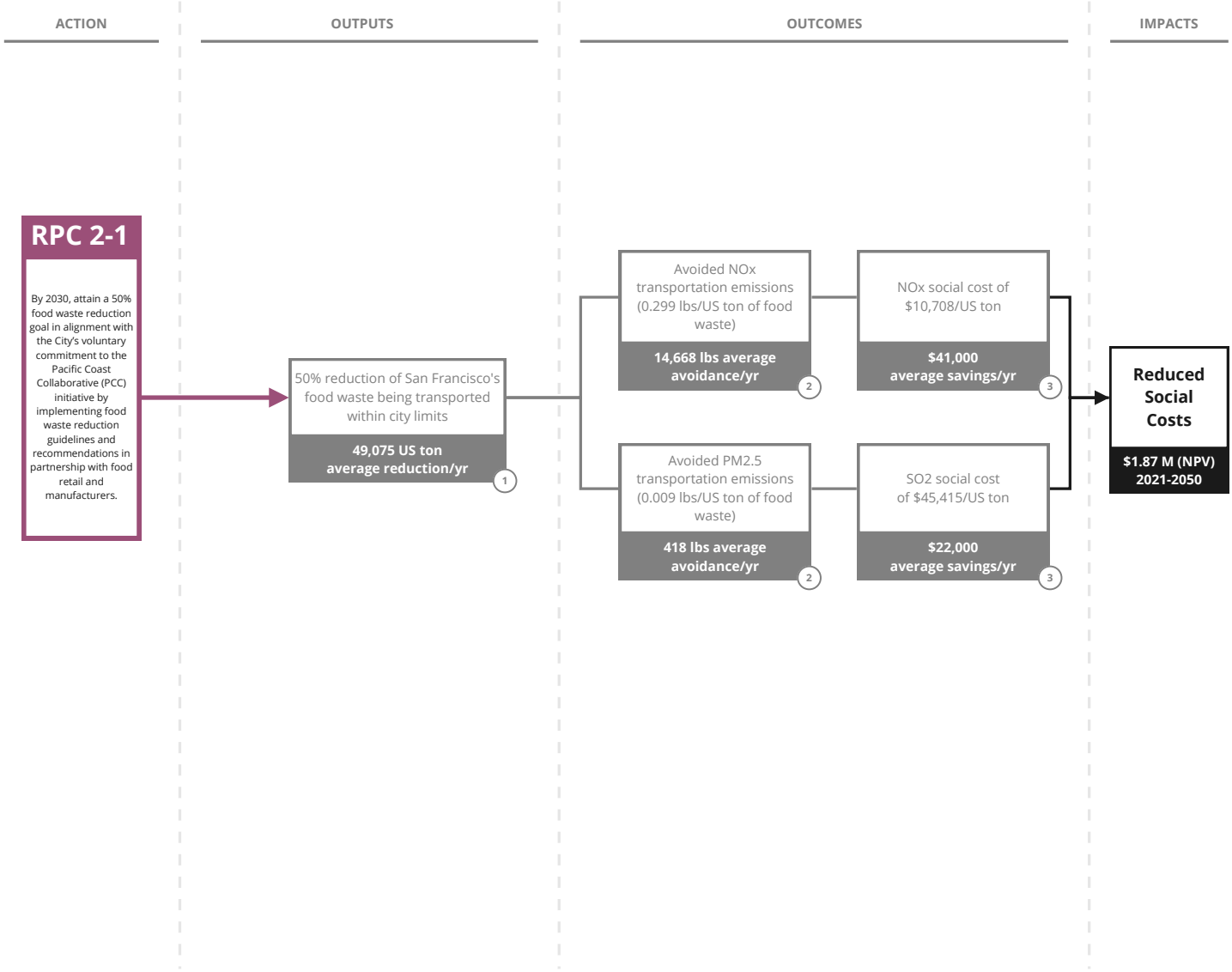
Reduced social costs due to reduced emissions
$143,000
Fewer cars on the road means reduced air pollution

TOTAL $258 M

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RESPONSIBLE PRODUCTION AND CONSUMPTION (RPC)

RPC 2: Reduce the carbon footprint of the food system by reducing waste, promoting climate friendly diets, and getting excess food to communities in need.



Reducing food waste reduces transportation emissions within city limits, leading to better air quality, which results in healthcare costs savings. Other benefits from waste reduction such as those from reduced landfill operations accrue outside of San Francisco and are not added to the benefits calculated here.

CO-BENEFITS

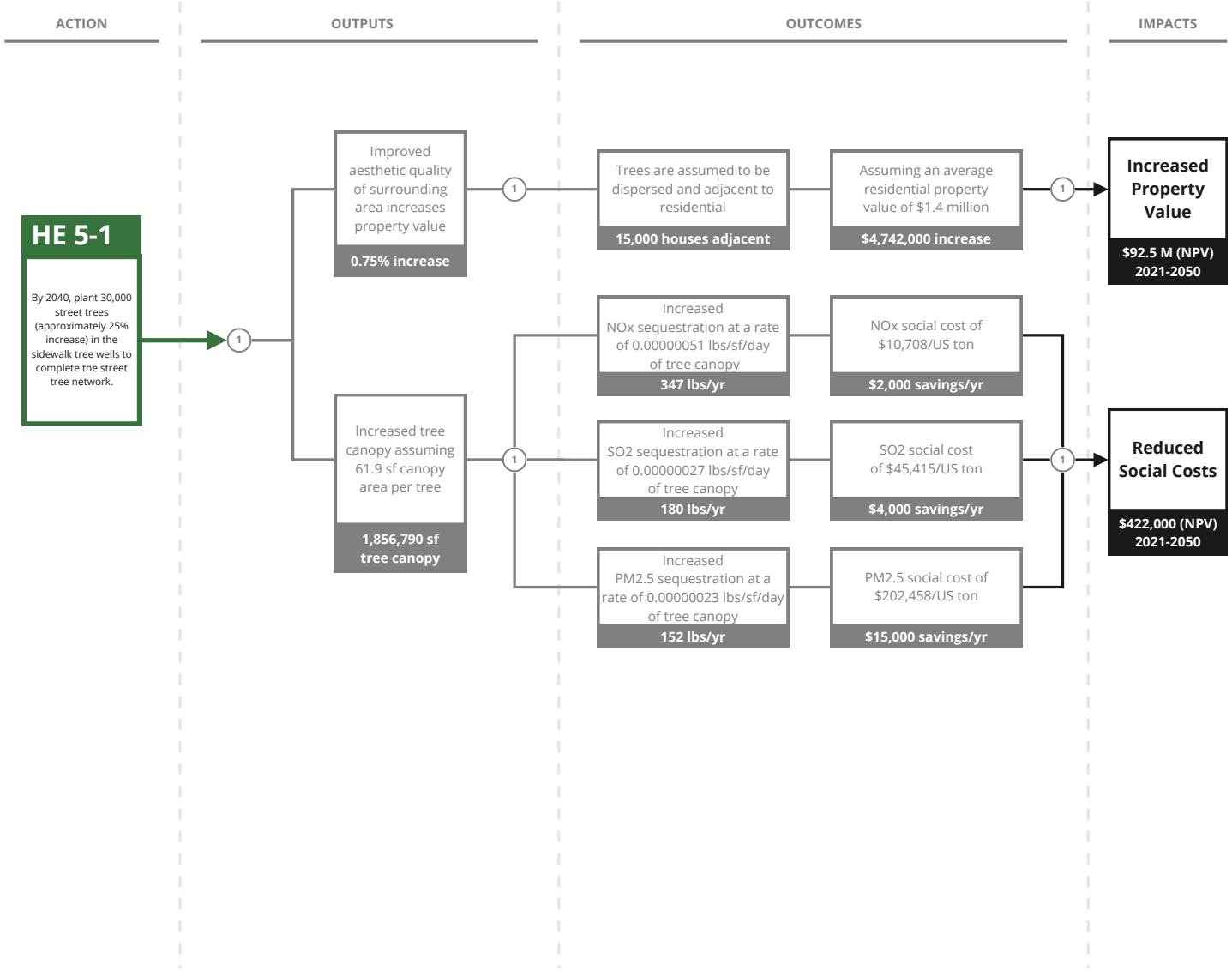
Reduced Health Costs
$1.87 M (NPV)
2021-2050
Due to reduced transportation emissions

TOTAL
$1.9 M

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HEALTHY ECOSYSTEMS (HE)

HE 5: Maximize trees and other urban greening throughout the public realm.



Planting 30,000 street trees will increase tree canopy, which will remove particulate matter that pollutes the air, resulting in reduced healthcare costs. Street trees also increase the property values of adjacent parcels, an effect which can accrue to property owners as well as tenants staying in higher quality spaces. Because of the existing and worsening wealth and income inequity in San Francisco, measures that increase property value should be evaluated for potential impact on displacement and income inequality.

The increased property value reported is the average of the estimated range of $20 M - $165 M, which is driven by the range of percent property value increase due to trees and the range of the number of houses that would be impacted by the action.

CO-BENEFITS

Increased Property Values
$92.5 M (NPV)
2021-2050

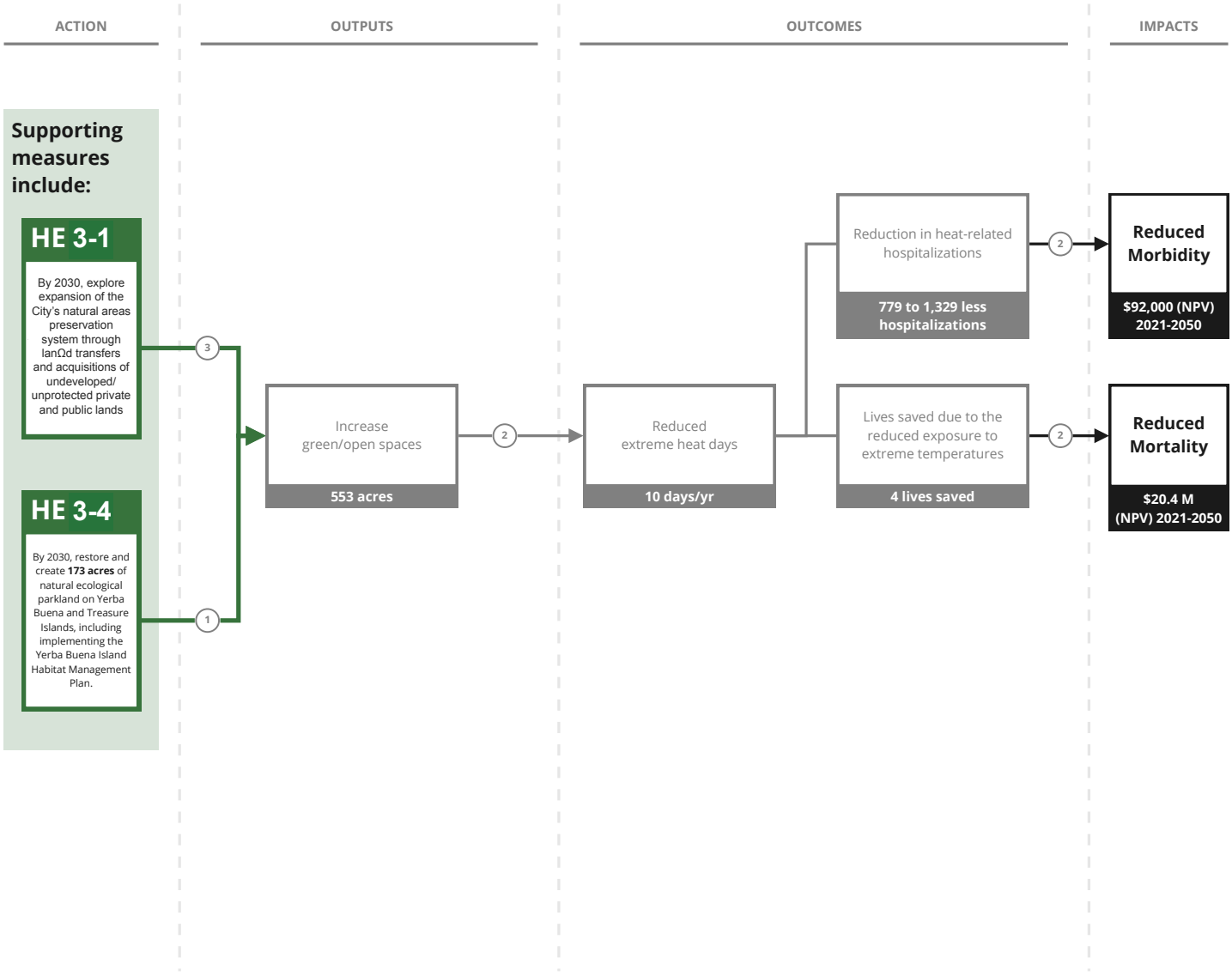
Reduced Health Costs
$422,000 (NPV)
2021-2050

TOTAL
$93 M

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HEALTHY ECOSYSTEMS (HE)

HE 7: Restore and enhance parks, natural lands and large open spaces.



Increasing San Francisco's green spaces reduces the number of extreme temperature days per year, ultimately reducing the number of heat-related hospitalizations and deaths. This effect is relatively small in San Francisco due to the City's very moderate climate; other cities with more extreme heat days would see a larger impact per acre of green space. Benefits were modeled using the C40 Cities estimation tool, which factors in the impacts of climate change. The intensity of climate change scenarios from moderate to severe gives a corresponding range of heat-related hospitalizations depending on the intensity of CO2 increase (i.e. which representative concentration pathways is used to estimate climate change.) This study used all 4 climate change scenarios (RCP values) in the C40 tool and averaged the results.

CO-BENEFITS

Reduced Morbidity
$92,000 (NPV)
due to decreased heat-related hospitalizations between 2021-2050

Reduced Mortality
$20.4 M (NPV)
4 lives saved between 2021-2050

TOTAL
$20.5 M

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ENDNOTES

Ref	Notes	Source
INTRODUCTION		
1	**C40 Cities Co-benefits Framework**	"Urban Climate Action Impacts Framework: A Framework for Describing and Measuring the Wider Impacts of Urban Climate Action," C40 Cities / Ramboll, 2020, https://www.c40.org/research
2	**Focus 2030: A Pathway to Net Zero Emissions**	"Focus 2030: A Pathway to Net Zero Emissions," City of San Francisco, Department of the Environment, July 2019: 1-44, https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf
COMMUNITY BENEFITS SUMMARY		
1	**Net present value:** the value of a future amount of money in today's dollars, recognizing that money received in the future is not worth as much as an equal amount received today	
ES 2-3		
1	**Critical facilities:** Number of critical facilities equipped with solar PV and battery backup modeled in the San Francisco Resilient Solar and Storage Roadmap.	"Resilient Solar and Storage Roadmap, City of San Francisco, Department of the Environment, 2017: 1-76, https://sfenvironment.org/sites/default/files/fliers/files/sfe_ee_solar_storage_roadmap.pdf
2	**Co-benefits:** Estimation of benefits including reduced morbidity, mortality, emergency costs, and utility costs studied in the Solar and Energy Storage for Resiliency report.	"Solar and Energy Storage for Resiliency," City of San Francisco, Department of the Environment, 2018: 1-48, https://sfenvironment.org/sites/default/files/fliers/files/sfe_en_solar_resilient_cost_benefit_analysis.pdf
BO 2-2 & 2-7		
1	**Building Areas:** Square footages for multi-family and commercial office redevelopment are from SF "Focus 2030" report supporting calculations.	"Focus 2030: A Pathway to Net Zero Emissions," City of San Francisco, Department of the Environment, July 2019: 1-44, https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf
2	**Renovation Rate & Timescale**: This calculation is based on a phased retrofit scenario, where 1.5% of the existing multi-family building stock is renovated each year such that all building systems are replaced with efficient, all-electric equals. This is conservative because it does not account for the benefits accrued from retrofits of existing building stock where only some natural gas systems are replaced or improved (e.g., natural gas boiler replaced with electric water heater, but furnace still on natural gas). To align with other benefit calculations, this calculation counts benefits accrued between 2026 to 2050.	
3	**Energy Use & Fuel Share Shift:** The impact of a transition from business as usual (BAU) energy use intensity (EUI) to redevelopment EUI for multi-family and commercial office respectively was modeled. The EUI rates were drawn from the SF "Focus 2030" report.	"Focus 2030: A Pathway to Net Zero Emissions," City of San Francisco, Department of the Environment, July 2019: 36, https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf
4	**Air Pollution & Energy Costs**: Pollutant reduction per fuel type is simulated through Autocase; reduction draws on National Emissions Inventory in the U.S (EPA, 2014). This air pollution is the by-product of energy generation. Energy costs are also applied from Autocase, based on information from the U.S. Energy Information Administration.	Autocase, 2021. https://autocase.com/
5	**Social Costs per Air Pollutants:** Social costs are applied through Autocase. Autocase uses a location-specific factor, derived from available research publication and regression tools, to estimate financial impacts on: local occupant health, visibility, crop health and damages to properties. This is not included in the final sum because benefits accrue outside of the City and County of San Francisco.	Autocase, 2021. https://autocase.com/
6	**Local Air Pollution:** Combustion appliances (e.g. natural gas stoves) emit a variety of air pollutants. These are emitted within the home and then eventually flow outdoors and are linked to negative health consequences. This calculation uses the 2020 UCLA study of electrification of domestic appliances, which reports the mortality associated with the *outdoor* air pollution from domestic appliances for California counties. The value for reduced mortality in San Francisco in a single year as consequence of reduced outdoor PM2.5 was applied across years 2026 to 2030. The UCLA study assumed full electrification of the existing residential building stock in one year, to be more realistic this calculation used a scenario where 5% of existing equipment (corresponding to an average 20 year service life) is replaced with all-electric new equipment starting in 2026. Note that additional health benefits, most notably 1) the health impacts of *indoor* exposure to combustion products from gas appliances, and 2) reduced morbidity from respiratory diseases, were not included in the co-benefits value calculated due to limits on the calculations in the source study.	"Effects of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California," UCLA Fielding School of Public Health Department of Environmental Health Sciences, April 2020: 57, https://coeh.ph.ucla.edu/effects-residential-gas-appliances-indoor-and-outdoor-air-quality-and-public-health-california
7	**Reduce Mortality based on VSL:** The value of a statistical life (VSL) used in this calculation was $8 M. The financial discount rate used was 3%.	
TLU 2		
1	**Mode Shift**: Estimation of benefits based on assuming that the combined TLU supporting actions achieve a bike share mode split of 6% of total trips by 2030, with benefits accruing to 2050. The 6% factor was taken as the halfway point between the current mode split of 2% and the CAP goal of 10%.	
2	**Reduced Car Trips / Year**: This is based on the assumption that 3% of single-occupant vehicle trips and 1% of private carpool vehicle trips transition to cycling annually.	
3	**Number of Trips / Cyclist:** This assumes that, on average, each cyclist bikes 200 trips per year (for example, 10 trips per week for 20 weeks).	
4	**Trip Length and Duration:** This assumes an average trip length of 4 miles and duration of 25 minutes (for a speed of approximately 9.5 mph). It is assumed people are likely to walk rather than bicycle for trips shorter than 0.62 miles (1 km).	
5	**Health Risk Reductions:** Morbidity relative risk reduction factors for the various conditions listed are applied through C40 Walking and Cycling Benefits Tool and are sourced from the Integrated Transport and Health Impact Model (ITHIM). The percentages listed in the flow chart result from these values and the estimated minutes of activity per year for the new cyclists.	"Walking and Cycling Benefits Tool," C40 Cities, 2021 https://www.c40.org/benefits
6	**Change in Life Expectancy:** The change in life expectancy, reported in years gained over the time period evaluated, was calculated through C40 Walking and Cycling Benefits Tool.	"Walking and Cycling Benefits Tool," C40 Cities, 2021 https://www.c40.org/benefits
7	**Value of Life Year:** $80,000 was used for the value of a life year (VOLY), per the C40 Walking and Cycling Benefits Tool. This provides a lower financial value for social value of health impacts than the $8M per death averted used in other calculations. Given the large range of uncertainty in this calculation in particular, the lower estimate was more conservative.	
8	**Reduced Air Pollution:** The reduction in air pollution from the trips that transition from cars to biking was calculated through C40 Walking and Cycling Benefits Tool.	"Walking and Cycling Benefits Tool," C40 Cities, 2021 https://www.c40.org/benefits
9	**Social Costs per Air Pollutants:** Social costs are applied from Autocase. Autocase uses a location-specific factor, derived from available research publication and regression tools, to estimate financial impacts on: local occupant health, visibility, crop health and damages to properties.	Autocase, 2021. https://autocase.com/
RPC 2-1		
1	**Food Waste Reduction:** A 50% food waste reduction by 2030 would result in an annual average reduction of 49,075 in food waste.	"Focus 2030: A Pathway to Net Zero Emissions," City of San Francisco, Department of the Environment, (July 2019): 1-44, https://sfenvironment.org/sites/default/files/fliers/files/sfe_focus_2030_report_july2019.pdf
2	**Avoided Transportation Emission Factors:** Avoided food waste reduces the total amount of landfill waste and results in a reduction in transportation emissions. NOx is reduced by 0.299 lbs. and PM2.5 is reduced by 0.009 lbs. per US ton of food waste reduced.	"Food Waste Prevention and Rescue Program: Quantification Methodology," California Department of Resources Recycling and Recovery (September 2020): 1-14, https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/calrecycle_finalfoodcalc_19-20.xlsx
3	**Social Costs per Air Pollutants:** Social costs are applied through Autocase. Autocase uses a location-specific factor, derived from available research publication and regression tools, to estimate financial impacts on: local occupant health, visibility, crop health and damages to properties.	Autocase, 2021. https://autocase.com/
HE 5-1		
1	**Increased Property Value & Reduced Social Costs:** Planting 30,000 street trees will increase aesthetic quality and overall tree canopy resulting in increased property value and increased air pollutant sequestration.	Autocase custom report, see Appendix
HE 3-1		
1	**Natural Ecological Parkland:** The Yerba Buena Island: Habitat Management Plan provides recommendations for ecological parkland restoration.	"Yerba Buena Island: Habitat Management Plan," Treasure Island Community Development, 2001 https://sftreasureisland.org/sites/default/files/110307-HMP.pdf
2	**Reduced Extreme Heat Days:** C40 Cities Heat Resilient Cities Benefits tool is used to determine the reduction in extreme heat days and calculate the impacts.	"Heat Resilient Cities Benefits Tool," C40 Cities, 2020 https://www.c40.org/benefits
3	**Undeveloped / Unprotected Private and Public Lands:** see the San Francisco Unprotected Lands - Interactive Web Map	https://sfgov.maps.arcgis.com/apps/PublicInformation/index.html?appid=b34952c23aec417fb629a0e3ac05c702

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CAP JOB CREATION POTENTIAL

APPENDIX F

INCLUSIVE ECONOMICS

APPENDIX F: Employment Impacts Analysis of San Francisco's Climate Action Plan: Methodology and Assumptions

This memo describes the approach used to estimate jobs corresponding to key actions in the San Francisco Climate Action Plan (CAP). All jobs reported are "direct" jobs. Including indirect jobs (supply chain) and induced jobs (created from the spending of labor income) would increase the employment impact by 30 - 50%.

Summary

Many of the new jobs created and supported by San Francisco's CAP are related to the construction industry. Quality apprenticeship readiness programs that provide support services for trainees to access career-track training and employment opportunities, along with registered apprenticeships are excellent training pathways that can continue to improve access and inclusion in the construction trades for underserved and under-represented workers.

Efficient and All Electric Buildings

BO 2: Eliminate Fossil Fuel Use in Existing Buildings

To estimate jobs related to the decarbonization of existing buildings, Inclusive Economics used its building decarbonization jobs model. The model is based on the following inputs and sources. Total costs are translated into jobs using IMPLAN[1] multipliers, customized by type of work and building sector.

1. San Francisco Building Stock Summary

   San Francisco building stock data was obtained from the San Francisco Department of the Environment. This data is shown in Table 1 and Table 2.

TABLE 1. RESIDENTIAL BUILDINGS

Sector	Description	Number of Units	Number of Buildings
Single Family	detached, townhouses, mobile homes	124,111	124,111
Small Multi-Family	<50,000 sq ft	118,000	31,500

[1] IMPLAN, which is short for "impact analysis for planning," is a company that was originally created by academics to serve the needs of the United States Forest Service. Since then, it has been transformed to serve as a solution-provider for organizations interested in understanding their economy.

Large Multi-Family	>50,000 sq ft	153,000	5,300

TABLE 2. NON-RESIDENTIAL BUILDINGS

Sector	Description	Million Sq Ft	Number of Buildings
Small & Medium	<50,000 sq ft	69	15,423
Large	>50,000 sq ft	215	1,795

2. Market Analysis, Including Gas Saturation

Present-day gas saturation data for building end uses (i.e. appliances or equipment) was obtained from the Residential Appliance Saturation Survey (RASS)[2]. Results from the 2019 RASS and 2020 CEUS were not yet available at the time this analysis was conducted. Gas saturation by end use is summarized in Table 3.

TABLE 3. MARKET POTENTIAL

Sector	Type	Efficiency Improvements Assumed	Fossil Fuel Water Heating	Fossil Fuel Space Heating	Fossil Fuel Cooking	Fossil Fuel Clothes Drying	Panel/ Service Upgrade Assumed
Residential	Single Family	95%	96%	92%	75%	44%	20%
Residential	Small Multi-Family	95%	90%	86%	61%	17%	40%
Residential	Large Multi-Family	95%	43%	53%	35%	9%	40%
Non-Residential	Small & Medium	95%	56%	56%	34%	0%	45%
Non-Residential	Large	75%	49%	67%	8%	0%	45%

3. Investment Costs and Distribution of Costs

Efficiency and electrification costs were obtained from a wide range of sources including published literature, case studies, construction cost estimators, and interviews with industry professionals. In addition to total upfront costs, analysts gathered information on the marginal costs of replacing gas with electric appliances. The residential cost estimates are provided in Table 4 and the non-residential costs are provided in Table 5. The analysis then looked at how costs were distributed, not only between equipment, labor, and overhead, but also to account for different types of work, corresponding to different trades.

TABLE 4.GROSS INVESTMENT COSTS, RESIDENTIAL SECTOR

	Single Family			Small Multi-Family			Large Multi-Family		
	low	high	Per	low	high	Per	low	high	Per
Efficiency 15-30%	$8,200	$12,200	*unit*	$7,200	$10,200	*unit*	$6,600	$9,200	*unit*

[2] 2018 RASS was conducted by DNV-GL and Commercial End Use Survey (CEUS) conducted by Itron, under the direction of the California Energy Commission.

Space Heating/Cooling Electrification	$19,500	$20,500	*unit*	$9,000	$11,000	*unit*	$11,600	$12,200	*unit*
Water Heating Electrification	$3,000	$3,100	*unit*	$1,180	$2,740	*unit*	$890	$1,180	*unit*
Dryer Electrification	$1,000	$1,800	*unit*	$1,300	$2,600	*building*	$1,300	$2,600	*building*
Cooking Electrification	$1,400	$2,900	*unit*	$1,400	$2,900	*unit*	$1,400	$2,900	*unit*
Gas Disconnection	$400	$600	*unit*	$600	$800	*building*	$600	$800	*building*
Panel upgrades	$4,400	$4,500	*unit*	$11,540	$89,600	*building*	$179,200	$281,000	*building*

TABLE 5. GROSS INVESTMENT COSTS, NON-RESIDENTIAL SECTOR

	Small			Large		
	low	high	Per	low	high	Per
Efficiency 15-30%	$9	$12	*sq ft*	$13	$16	*sq ft*
Space Heating/Cooling Electrification	$4	$11	*sq ft*	$19	$28	*sq ft*
Water Heating Electrification	$1	$1	*sq ft*	$0	$1	*sq ft*
Misc. Electrification	$2	$2	*sq ft*	$2	$2	*sq ft*
Cooking Electrification	$16	$20	*sq ft of kitchen space*	$16	$20	*sq ft of kitchen space*
Gas Disconnection	$800	$1,000	*building*	$1,200	$1,600	*building*
Panel upgrades	$20,000	$40,000	*building*	$68,000	$128,000	*building*

4. Employment Multipliers

Off-the-shelf economic models do not work well for building decarbonization. While IMPLAN includes 542 different industries, there are only two industries that cover building retrofit work: one for commercial building repairs and one for residential building repairs. Building decarbonization activities are similar to building repairs but differ in important ways. For example, the distribution of costs for building electrification are more capital intensive than a typical building repair, and the wages can vary significantly depending on the sector and type of work. For this reason, we used construction cost estimators and an extensive literature review to determine the distribution of costs and customize jobs/$ million multipliers. These multipliers range from 5.4 to 8.8 jobs per million dollars in construction spend, after accounting for capital investments.

5. San Francisco Building Decarbonization Scenarios

For this analysis, costs and jobs associated with retrofitting existing buildings for energy efficiency were estimated along with end use electrification. The efficiency scenario aims for 15-30% energy savings from energy efficiency measures like air sealing, duct

sealing, ceiling insulation, water insulation, floor insulation, lighting retrofits and plug load efficiency, as well as advanced lighting controls. The electrification scenario includes the replacement of gas with high-efficiency electric appliances for the following end uses: space heating and cooling, water heating, clothes drying, and cooking. It assumes that the cost-effective efficiency actions are taken prior to electrification in order to "right size" replacement equipment. The analysis also accounted for jobs associated with gas disconnections and electric panel and service upgrades.

6. Results

Investments in building decarbonization could support significant job growth in San Francisco. Building decarbonization will require both efficiency and electrification; these are not alternative pathways.

In Table 6, the total "job years" are shown in the right-most column. A job year is one full time job for one year. A job year could provide half-time work for two people or full-time work for one person. In this context, a job year is equal to 1800 work hours. The middle column represents this data as work that could support individual workers full time over a 30-year career. The middle column is equal to 30 job years. More than half of this work would be for large buildings, which is relevant because of the better quality and compensation of those jobs relative to the small commercial and residential sector.

TABLE 6.SAN FRANCISCO BUILDING DECARBONIZATION JOB POTENTIAL

	30-year FTE careers	Total "Job Years"
Energy Efficiency Jobs	930 – 1240	28,000 – 37,000
Electrification Jobs	1150 – 1660	34,000 – 50,000
Total Building Decarbonization Jobs	2080– 2900	62,000 – 87,000

Renewable Energy

ES 2: Invest in local renewable energy and energy resilience projects.

- To determine the employment impact of local renewable energy development in San Francisco, the analysis used the most recent cost benchmark study from the National Renewable Energy Laboratory, which at the time of this analysis was the U.S. Solar

Photovoltaic System Cost Benchmark: Q1 2018.[3] Researchers followed an analysis-by-parts approach using a California IMPLAN model, which allows for the allocation of costs across different industries. This is useful because the closest IMPLAN industries for municipal solar are non-residential building repairs and new power and communication structure construction, neither of which account for the higher capital costs of solar PV systems.

Continued solar PV development on San Francisco's municipal buildings would support 24 – 47 job years, assuming 2-3 projects per year. Adding energy storage batteries to these projects would create additional jobs for local electricians.

Housing

Sector Goal: Build at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, and with an emphasis on retaining and rehabilitating existing housing.

- To determine the employment impact of new affordable housing units in San Francisco, the analysis relied on high-level cost estimates from the City and the IMPLAN industry for construction of new multifamily residential structures. Building at least 5,000 housing units per year could support up to 30,000 San Francisco workers annually.

Transportation and Land Use

To determine the employment impact of new transportation investments, the analysis used high-level cost estimates from the City with the relevant IMPLAN industries, which included the construction of new highways and streets; construction of other new nonresidential structures; maintenance and repair construction of highways, streets, bridges, and tunnels; and local government passenger transit.

TLU 1-1: Fund and implement the recommendations of the ConnectSF Transit Corridors Study and Muni Forward Plan, including taking steps to…advance major transit capital projects, including a new Westside Subway along 19th Avenue and Geary, the Caltrain Downtown Extension, Central Subway extension, and the Link21 new transbay tube.

- If implemented over 10-15 years, transit improvements could support 3,100 – 4,700 jobs annually for local workers.

[3] National Renewable Energy Laboratory. 2019. https://www.nrel.gov/docs/fy19osti/72399.pdf

TLU 1-6: By 2025, implement 50 miles of Muni Forward transit priority improvements, including 30 miles of new transit-only lanes. to increase reliability, frequency and safety for riders.

- Implementing 50 miles of Muni Forward projects could support 50 – 60 jobs per year through 2025 for San Francisco workers.
- Implementing 30 miles of transit only lanes could support an average of 470-580 jobs per year for San Francisco workers.

TLU 2-4: Expand the protected bikeway network by at least 20 miles by 2025.

- Expanding the protected bikeway network by 20 miles would support 4-5 local FTE jobs per year through 2025.

TLU 3-1: By 2022, develop recommendations for programs and policies that will advance equity (e.g., provide discounts and exemptions for low-income individuals), reduce vehicle traffic, and increase transit service to downtown. For example, complete the Downtown San Francisco Congestion Pricing Study recommendations, and by 2026, study and implement the appropriate pricing policies.

- The Congestion Pricing Program is designed so that the costs of the program would be covered by revenues from the program itself. The revenues would also go to operating additional transit service and investing in infrastructure improvements. These capital improvements could support up to 900 job years, so if distributed across six years, this program would support 150 FTE jobs per year, plus additional operations and maintenance jobs over the life of the program.

TLU 7-2: Expand publicly available EV charging across the city that is financially and geographically accessible to low-income households and renters.

- To determine the jobs association with EV infrastructure, the analysis used estimates of the numbers of charging ports by type from the City and job calculations from a recent EV charging infrastructure workforce study conducted for the Electric Transportation Community Development Corporation.[4] The installation of 8,200 public level 2 chargers and 218 new level 3 fast chargers would require about 280 FTE workers per year for 3 years. 60 of these annual jobs would require certified electricians and electrical apprentices.

[4] Energy and Environmental Research Associates, LLC. June 8, 2021. "Workforce Projections to Support Battery Electric Vehicle Charging Infrastructure Installation." https://etcommunity.org/assets/files/Workforce-ProjectionstoSupportBatteryElectricVehicleChargingInfrastructureInstallation-Final202106082.pdf

FUNDING AND FINANCING CLIMATE ACTION IN SAN FRANCISCO

APPENDIX G

2021

Appendix G: Funding and Financing Climate Action in San Francisco

Prepared by ARUP for San Francisco Department of Environment

V1.4 – 11.10.21

1 Introduction

The San Francisco Climate Action Plan (CAP) identifies goals, strategies, and actions across six sectors to reach zero net greenhouse gas (GHG) emissions by 2040 while advancing racial and economic justice. To achieve these goals, implementation funding – for capital projects, program and policy development activities, and expanded stakeholder engagement, just to name a few examples – must both be secured over time *and* greatly increased. This memo provides a high-level overview of issues the City faces when considering how to fund climate action and recommends next steps. It is structured as follows:

- Section 1.1 provides an overview of the funding and financing challenges that cities face when implementing their CAPs.
- Section 1.2 describes San Francisco's existing revenue sources.
- Section 2 offers an overview of potential funding sources that may encourage behavior changes towards cleaner energy and/or more sustainable consumption patterns.
- Section 3 presents the different financing mechanisms available to leverage funding sources and expedite project and program delivery.
- Section 4 discusses the next steps to generate a funding and financing plan in the short and medium term to support the CAP implementation.

Note that San Francisco's 10-year Capital Plan, and its 5-Year Financial Plan, which are primary tools the City uses to fund new and ongoing infrastructure, public health and safety, community development, and other core functions, were not included in the analysis for this appendix, but will be closely considered in any following, in-depth study (as called for in **Sec 4.2: Conclusions and Recommendations**).

1.1 CAP Funding and Financing Challenges

Funding and financing are of primary consideration for the implementation of any project. Typically, large projects or programs (multiple projects) tend to rely on various funding sources such as local, regional, state, and federal.

To accelerate project or program delivery, funding sources are used to secure financing.

- *Funding* is defined as the public spending or the revenue that pays for the development and maintenance of an infrastructure asset; it is money that does not have to be paid back.
- *Financing* is defined as the structure and related instruments used to secure future funding sources; it is money that is borrowed to develop a project and that is later paid back from the project and other revenue sources, typically with interest.

Much urban infrastructure is funded from multiple public sources through a "piecemeal" combination of local, state, and federal programs. Knowing which sources of funding can be used for which projects and how to access them will be critical to move forward with the implementation of the CAP.

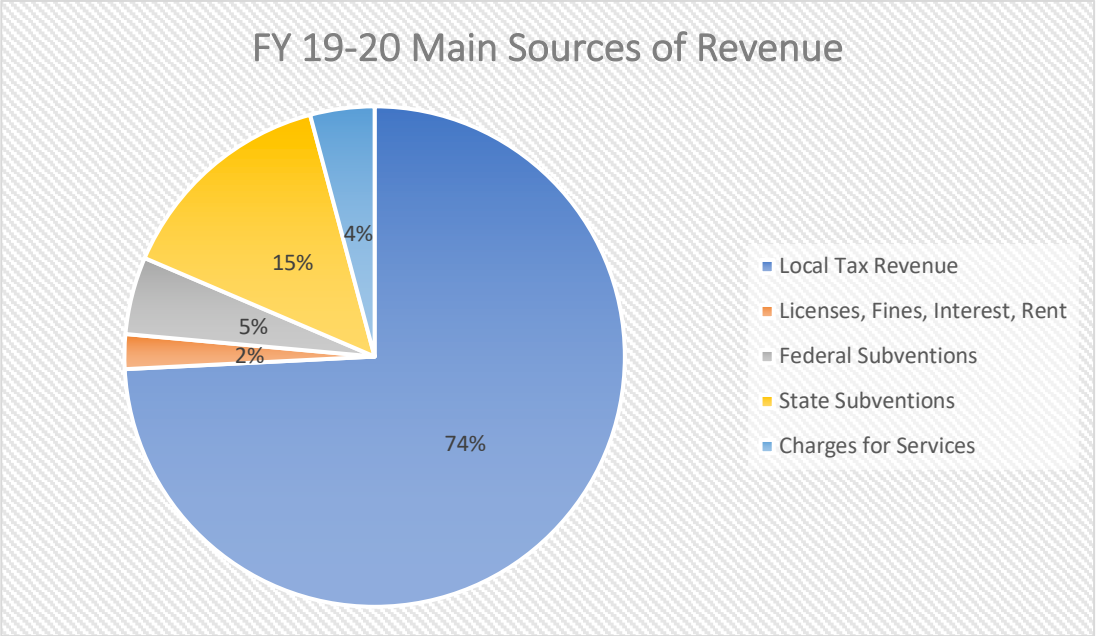
Climate Action Plans typically include actions that take place across short, medium, and long-term time horizons, and thus face multiple challenges when trying to secure funding, including:

- Large costs of program implementation.
- Time horizons are mismatched: plans and projects that cities are currently implementing and paying for do not extend climate benefits beyond their existing scopes and timeframes, even though climate change impacts, such as sea level rise, are expected to accelerate and worsen over the same time period. Additionally, it is generally more difficult to secure funds for medium-and long-term projects since most capital funding sources are made available for projects that can start immediately, not at some point in the more distant future.
- Most climate actions do not have a return-on-investment which can attract traditional sources of private capital, putting pressure on scarce existing public funding sources.
- The multiple sectors addressed in the CAP creates internal competition for limited resources.
- There is currently a shortage of robust federal or state funding frameworks to support city climate action and resilience efforts. While California's recent and historic $15 billion funding package provides an important infusion of funding and could serve as a new model moving forward, much more is needed to fully support CAP implementation.
- Some climate action and climate resilience innovations are still in their initial stages of development and as such, are considered by capital providers to be high-risk investments.
- All CAP implementation must also consider and incorporate adequate equity measures to ensure existing disparities for disadvantaged communities such as BIPOC and low-income residents are not exacerbated. These non-negotiable steps may add complexity to decision-making and governance issues and have cost implications.

1.2 Overview of City of San Francisco's Revenue Sources

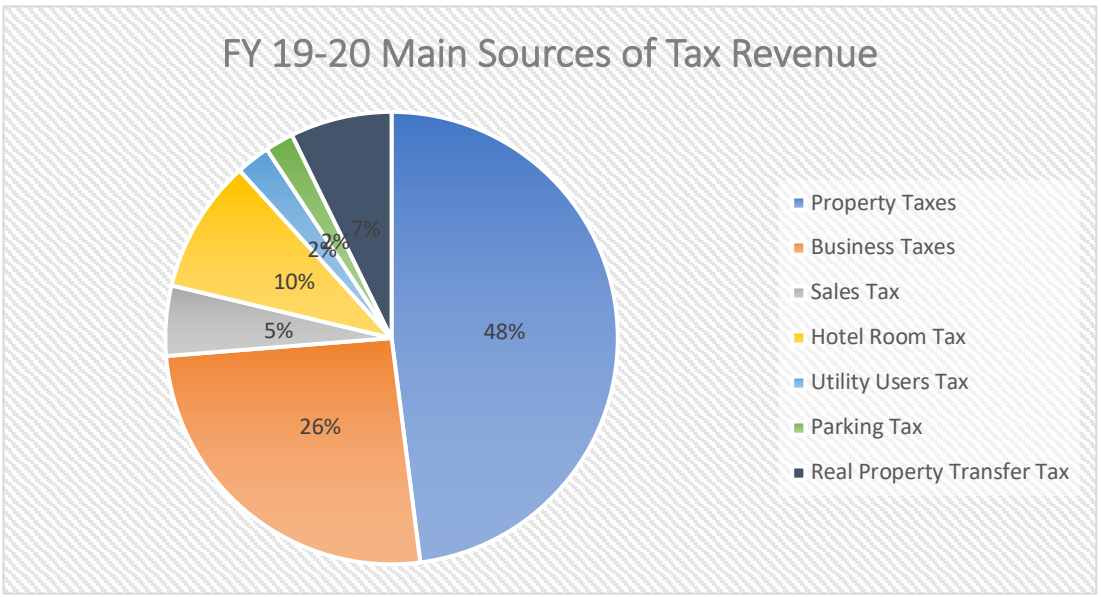
Based on 2019-2020 data from the City of San Francisco, near 75% of the City's revenue comes from local tax revenue, followed by state subventions and federal subventions, representing 15% and 5%, respectively, of total revenue. The rest comes from service charges and licenses and fines, interest, and rents.

Figure 1 City of San Francisco FY 19-20 Main Sources of Revenue



Within the local tax revenue, three taxes comprise over 80% of the total tax revenue: property taxes contribute with near 50%, followed by business taxes with 26% and the hotel room tax with 10%. Tax revenues are the primary source of the operating revenue for the City, they represented $4.2 billion out of the budgeted $5.7 billion for the General Fund for FY 2019-2020.

Figure 2 City of San Francisco FY 19-20 Main Sources of Tax Revenue



2 Funding Mechanisms

Table 1 below describes existing funding mechanisms and provides examples and/or precedents of the funding opportunities and challenges of each mechanism to support the CAP. Policy makers face multiple trade-offs when establishing which mechanism to put in place including:

- The mechanism's ability to generate robust revenue that is reliable and can be counted on in future years.
- The mechanism's economic burden on low-income communities.
- The political cost to implement the measure.
- The mechanism's ability to support implementation of various CAP strategies and supporting actions.

Table 1 Funding Mechanisms Matrix

Mechanism	Description	Potential Challenges	Examples and/or Precedents in SF	Applicable CAP Strategies
Utility Tax/Users Fee	Cities and states collect impact fees, user fees, regulatory fees, etc. Fees are typically connected to a certain activity or service. A Utility Users Tax is a tax levied on consumption of utilities, including natural gas, electricity, and water, by non-residential customers; generated revenues would clearly have the ability to fund multiple types of decarbonization efforts.	• Increased cost for all non-residential utility payers or users which, without strategies to mitigate impacts, may result in a disproportionate burden on small businesses and other members of low-income communities. • Requires partnership with energy utilities. • City's ability to repay debt on a bond issuance.	San Francisco has a utility user tax that was budgeted to generate $98.7M in FY2019-20. California's SB 1383 recovery fees – SB 1383 is a statewide effort to reduce emissions of short-lived climate pollutants.	Utility fees may support Energy Supply and Building Operations actions. Transportation fees may support Transportation and Land use actions. Solid waste fees may support Responsible Production and Consumptions actions.

Property Taxes/ Parcel Tax	Property tax increases can be used to pay for infrastructure projects derived from climate action priorities. Cities would issue general obligation (GO) bonds backed by property tax revenue to access the revenue sooner. Parcel tax is defined as a form of property tax assessed at a rate based on the characteristics of a parcel—or unit of property.	• Requires 2/3 voter approval. • Increased cost for property owner. • External risks - such as a major earthquake or similar large event - to the City's ability to repay debt on a bond issuance[1]. • Presents significant equity challenges. E.g., levying flat fee per parcel regardless of income.	In Miami a property tax increase was used to issue a $198M GO bond for resilience investments. San Francisco along with the other Bay Area counties approved a $500M parcel tax increase over 20 years to issue $425M GO bonds to restore Bay's wetlands.	Projects that may result in an increase in property values could be funded by an increase in property taxes; for example Transportation & Land Use and Healthy Ecosystems strategies.
Sales Tax	Sales tax is a tax that is imposed on sales of certain goods and services. Sales tax can generate a significant amount of funding but requires voter's approval.	• Requires 2/3 voter approval. • May impose a disproportionate economic burden on low-income communities. However, this can be mitigated by excluding "necessity goods and services." • Revenue fluctuations may occur in function of the economic cycles.	In 2018 Portland voters approved a "Clean Energy Surcharge" of 1% on the retail sales within Portland of certain large retailers to support The Portland Clean Energy Community Benefits Fund. Annual revenue expected from the tax is between $50 million and $70 million. The fund allocates resources to job training and green infrastructure, prioritizing communities of color and low-income neighborhoods.	A sales tax increase in San Francisco could fund a range of CAP strategies.

[1] San Francisco's General Obligation credit is currently rated AAA/AAA/AA+ which is considered to be very strong and is based on the city's ability to levy the tax base on an unlimited basis.

			In 2020 Denver voters approved a supplemental sales tax of 0.25%. The tax would raise an estimated $36 million in its first year, which would have to be spent creating jobs in the areas of renewable and clean energy technology and management of natural resources; and on solar power, battery storage and other renewable energy technologies.	
Gas Tax	Gas tax is a type of sales tax imposed on sale of motor gasoline fuels. U.S. has a federal gas tax of 18.3 cents per gallon. Local governments can levy gas taxes too.	• If proposed as a general tax, requires 51% voter approval. If it is a special tax (i.e. has an expenditure plan), then would require 2/3 voter approval. • Can disproportionately affect low-income communities who tend to own less energy efficient vehicles, unless strategies to mitigate impacts are incorporated into policy design. • As the fleet becomes more fuel efficient the	State Gas Tax already exists in California ($0.50/gallon) - $0.3 gas tax increase has been introduced under SB1 in 2020. Generated revenue is mainly used to repair and maintain the state's roads and bridges.	Gas tax can primarily fund Transportation-focused strategies and actions.

		revenue from the gas tax will go down.		
Development Opportunities	Link relevant CAP actions and projects with real estate development projects to generate public-private partnerships that generate new sources of funding that can deliver climate mitigation or resilience measures and benefits.	• Unclear risk allocation between public and private parties	Hoboken NJ - Stormwater Project/Resiliency Park project includes a deal with a developer, Bijou, to provide the community benefits of a park, public gymnasium, affordable housing, and flood resiliency measures. The project also includes residential building, retail space, and a parking garage.	Depending on the type of a development project, developers can contribute to funding some Housing, Transportation, Healthy Ecosystems, and Building Operations sector actions.
Community Facility District (CFD)	CFD is a special tax district provided in State Law that funds public improvements and on-going services within an identified area. Parks, streets, sewer improvements, and public safety services are some of the public improvements and services that may be financed by a CFD.	• Creation of special district requires formal approval by petition or vote. • Requires 2/3 voter approval *within the proposed district boundaries*. If there are fewer than 12 registered voters within the proposed boundaries, the vote may pass by the current landowners.	San Francisco's 450-acre development on Treasure Island will have buildings and streets elevated 3 feet above current 100-year flood elevations. The City plans to use a special-district model, a Community Facilities District, to collect taxes to pay for future sea level rise adaptation.	CFDs, SADs, and EIFDs can be used a range of CAP strategies. However, similar to property tax, the specific mitigation measures must be applicable within the district.
Special Assessment District (SAD)	Property owners pay an additional fee to fund specific improvements or services within the boundaries of the special	• Requires voter approval • Increases the cost of home ownership.	Transbay Transit Center: the City of San Francisco established a Communities Facilities District (a form of special assessment district)	

	assessment district. The special assessment's purpose must be determined prior to the district's creation and the amount that each property owner pays must be directly proportional to the benefit the property will receive from the proposed improvement.		over the entire redevelopment site to pay for core capital projects and other public infrastructure improvements.	
Enhanced Infrastructure Financing District (EIFD)	EIFDs are similar to tax increment financing the former redevelopment financing tool used In California, EIFD's impose no geographic limitations on where it can be used. Eligible projects include: infrastructure construction and maintenance, housing development, economic development, transportation infrastructure, sewage treatment, and climate adaptation projects, among other uses. Assembly Bill 733 (2017) allows for EIFDs to fund climate change adaptation projects, including but not limited to projects that address conditions that impact	• Requires agreement among taxing authorities to consent transferring their share of the property tax increment to the EIFD (school districts are excluded). • No public vote is required to establish an authority, yet a 55% vote is required to issue bonds.	Although no currently-formed EIFD is funding climate adaptation or resilience specific projects, some EIFDs are funding sustainability and restoration projects. For example, the proposed City of Redondo Beach/County of Los Angeles EIFD includes urban greening and wetland restoration in its proposed projects. The Redondo Beach EIFD aims to revert its now-closed AES Power Plant's 50-acre site into open space and park development, wetland restoration, and private development.	

	public health (such as decreased air and water quality, temperatures higher than average, etc.) and extreme weather events (such as sea level rise, heat waves, wildfires, etc.).			
Grants	Federal, state, utility, regional and local grant programs as well as philanthropic grant funding are available for specific purposes. Government grants do not require repayment, however often they require either matching funds from the City, staff time to administer the grants (including post-award compliance reporting), or both.	• Identifying and taking advantage of niched funding • Grants are often for very specific purposes that may not align with needs • Grants are typically one-time sources and thus are not a reliable source of on-going funding • Since many grants are competitive, it cannot be assumed to be available as needed.	CalRecycle Food Waste Prevention and Rescue Grants: the purpose of the grant program is to lower emissions by establishing new or expanding existing food waste prevention projects in California to reduce the amount of food being disposed in landfills. This grant is part of California Climate Investments and is funded with cap-and-trade dollars.	Grants can fund a range of Climate Action Plan strategies.

Table 2 below outlines some potential new funding mechanisms that have yet not been implemented in San Francisco but could be effective in shifting market actor behavior towards cleaner energy, low-carbon transportation options, and sustainable consumption patterns.

Table 2 Potential New Funding Mechanisms Matrix

Mechanism	Description	Potential Challenges	Examples and/or Precedents in SF	Applicable CAP Strategies
Carbon Tax	Government sets a price that entities must pay for each ton of greenhouse gas emissions they emit. Two broad forms: 1) Emissions tax - based on the quantity an entity produces 2) Tax on goods or services that are greenhouse gas-intensive, such as gasoline.	• Innovative tax that has not yet been implemented in the U.S.; it will require a few years to develop. • Requires voter approval. • If not formulated correctly, this tax can negatively impact disadvantaged communities.	British Columbia imposed North America's first broad-based carbon tax in 2008. The tax applies to the purchase and use of fossil fuels and covers approximately 70% of provincial greenhouse gas emissions. As implemented, carbon taxes paid by constituents were offset by lower income taxes, corporate taxes or business taxes. Currently, the tax is $45 per ton CO2.	
Climate Action Plan Tax (form of carbon tax)	Tax dedicated to addressing climate change mitigation. Generated funding can be used to fund policies, programs, direct advising services and rebates to homes and businesses.	• Innovative tax that has not yet been implemented – will require a few years to develop. • Requires voter approval. • If not formulated correctly, this tax can negatively impact disadvantaged communities	Originally passed in 2006 and extended in 2015 to continue through March 31, 2023, the City of Boulder implemented nation's first voter-approved tax dedicated to addressing climate change. Carbon charge generates $1.8M annually. The tax is levied on residents and businesses based on the amount of electricity consumed. Tax rates are different depending	This tax can be applicable to all CAP strategies. Alternatively, the tax revenue can have a nexus for a specific measure in function of the revenue generated.

			on the sector. Annual average costs: • Residential: $21 • Commercial: $94 • Industrial: $9,600 The tax funds a program that requires rental properties to undergo retrofits, thereby reducing renters' energy burden and improving the quality of rental properties. In November 2020, the City of Albany, California, obtained the voter approval to impose a 9.5% blanket utility service tax on all residents except for designated low-income residents. The utility service tax that will ultimately fund general city services, including disaster and emergency preparedness, emissions reduction projects and emergency response and environmental sustainability programs.	
Food Tax	Food tax - a levy imposed on food producers according to the carbon footprint of their products.	• Innovative tax that has not yet been implemented; it will	No precedents yet. UK Health Alliance on Climate Change has called for the implementation of the food	This tax can be applicable to all CAP strategies. Alternatively, the tax revenue can have a nexus for a specific measure (Responsible

	This tax would be similar to the sugar tax on soft drinks.	require a few years to develop. • Requires voter approval. • If not formulated correctly, this tax can negatively impact disadvantaged communities.	tax in 2020 unless the food industry takes voluntary action to reduce the climate impact of food by 2025. It is currently unclear how exactly the tax would work and be calculated as the government has not responded to the proposition.	Production and Consumption actions).
Climate Commitment Act or Cap-and-Invest Bill	Caps emissions from large polluters, and then lowers that cap every year to force them to continually reduce their fossil fuel output. The program and its revenues will fund net-zero emissions initiatives.	• Innovative tax that has not yet been implemented – might require several years to develop • Requires significant level of political will	Climate Commitment Act was passed in the State of Washington in 2021. The bill aims to adopt a comprehensive program that caps and reduces emissions from large emitters. Any company that wants to go over the limit must buy allowances to pollute.	This tax can be applicable to all CAP strategies. Alternatively, the tax revenue can have a nexus for a specific measure.
Downtown Congestion Pricing	Congestion pricing involves charging a fee to drive into downtown during weekday rush hours to reduce vehicle delays, increase safety, clean the local air and address climate change, and advance equity for historically underinvested communities.	• Congestion pricing policy must be designed in an equitable manner so as not to negatively impact equity priority communities. • Congestion pricing will require authorization from the state, as well as environmental and other approvals. Anticipate needing at	The San Francisco County Transportation Authority (SFCTA) is currently studying how a fee to drive downtown during busy hours could help alleviate congestion when the economy recovers. The study is using public feedback and technical analysis to shape a fair and effective congestion pricing recommendation for San Francisco. It will combine	Fee revenue generated by such a program can have a strong nexus for transportation strategies

		least five years to implement.	the congestion fee with discounts and incentives to make the system fair and encourage the use of sustainable transportation modes like transit, walking, and biking. Substantial public outreach has been completed, and a new round of outreach is planned in 2022.	

3 Financing Mechanisms

Table 3 provides an overview of the City's General Obligation bond schedule. The primary challenge in introducing new bonds is that the schedule is pre-defined and it is difficult to add new propositions to the rotation. However, some of the proposed programs are directly linked to CAP actions such as the Affordable Housing, Waterfront Safety, Parks and Open Space programs.

Table 3 General Obligation Bond Schedule

Election	Proposed Program	Amount (in $millions)
June 2022	Transportation	400
November 2023	Public Health	188
November 2024	Affordable Housing	160
November 2026	Waterfront Safety	130
November 2027	Earthquake Safety and Emergency Response	217
November 2028	Parks and Open Space	151

November 2031	Public Health	TBD
TOTAL		**1,245**

Recent climate change-related taxes and measures that passed in San Francisco from 2018 to 2021:

- Embarcadero Seawall Improvement Bonds – this proposition was passed in 2018, authorizing the City and County of San Francisco to issue up to $425 million in bonds at an estimated tax rate of $0.013 per $100 of assessed value to fund repairs and improvements to the Embarcadero Seawall and Embarcadero infrastructure and utilities for earthquake and flood safety.
- Revenue Bonds for Power Facilities Excluding Fossil Fuels and Nuclear Energy Charter Amendment – this proposition was passed in 2018, authorizing the San Francisco Public Utilities Commission (SFPUC) to issue revenue bonds for power facilities with two-thirds approval from the San Francisco Board of Supervisors. The proposition was designed to prohibit the PUC from funding power plants run by fossil fuels or nuclear energy.

The Table 4 describes financing mechanisms and provides examples and/or precedents of the funding opportunities in San Francisco.

Table 4 Financing Mechanisms Matrix

Mechanism	Description	Potential Challenges	Example/Precedents in SF	Applicable CAP Strategies
General Obligation (GO) Bonds	GO bonds are secured by voter approved ad valorem property taxes. They are used to pay for projects that provide taxpayer benefits; in some cases, projects that are unable to raise their own revenue (libraries, parks), and in other cases for projects that can (hospitals, affordable housing).	• Requires 2/3 voter approval. • The City Charter imposes a limit on the amount of general obligation bonds the City can have outstanding at any given time, which is 3% of the assessed value of all taxable property in the City.	In June 2016, voters in a 9-county area, including SF, approved Measure AA by more than the state-required 65%--a regionwide local tax to fund nature-based flood protection through wetlands, habitat restoration, and pollution-removal projects. A $425M general obligation bond was issued to restore wetlands & $500M	GO bonds can be applicable to any CAP strategy, but it should be noted that bonds issued for private infrastructure cost the City considerably more in interest payments than bonds for publicly owned infrastructure. Source of repayment will be key in allocating GO Bonds.

			parcel tax is being used to repay it.	
Revenue Bonds	Revenue bonds are used to pay for projects such as major improvements to an airport, water system, garage or other large facilities which generate revenue. They are generally repaid from revenues generated by the bond-financed projects (transportation fees, water rates, etc.). There are different types of revenue bonds: lease revenue bonds, special tax revenue bonds, and general airport revenue [bonds?].	• Once bonding authority is granted, individual bond issuances can be approved by the BOS. • Repayment of the bond is from the revenue generated by the project or issuer.	Proposition A, approved by San Francisco voters in 2018, granted SFPUC authority to issue revenue bonds to pay for new power facilities with a two-thirds vote of the Board of Supervisors and the support of the Mayor.	Asset-based bonds will primarily be applicable to Building Operations and Transportation and Land Use sector strategies. Revenue bonds could support Energy Supply actions.
Certificates of Participation (COPs)	COPs are a form of security that evidences an undivided fractional interest in an underlying lease or installment sale agreement, entitling the COP owner to a proportionate share of lease or installment sale payments made by a government agency pursuant to a lease (or an installment sale) agreement. For all intents and purposes, COPs function like bonds.	• No voter's approval needed while complying with California debt limitation laws such as Proposition 13 • The SF 10-Year Capital Plan has a policy of limiting COPs to not more than 3% of discretionary General Fund revenue.	Can be used to support several projects: • Energy projects • Water and wastewater projects • Public buildings • Solid waste facilities	COP can support several CAP strategies (Energy Supply, Building Operations, Responsible Production and Consumption).

Energy Loans	Energy loans fund projects by enabling qualified entities to borrow money from lenders and pay it off (with interest, in most cases) over time; borrowers are typically an individual or company.	• Applicable to specific type of energy efficiency and decarbonization projects. • Borrowers are required to be a utility customer, and more typically, the designated property owner at the service premise (i.e. there is still limited availability of these types of loans for renters)	• On Bill Financing (OBF) programs currently being offered within investor-owned utility services areas provide 0% interest loans that can be paid back with energy savings.	Today these are primarily used to fund energy efficiency retrofit projects that support Building Operations strategies.

Note about "Green Bonds": Certificates of Participation (COPs), GO bonds, and revenue bonds all may be designated as green bonds if it can be demonstrated that they support climate and environmental goals. In some cases, green bond issuances may require voter approval, but in other cases e.g. SFPUC revenue bonds for renewable energy facilities, they do not. Since issuing its first designated green bond in 2015, the SFPUC has sold more than $2.5 billion in certified green bonds to finance capital projects for all three of its enterprise utilities: water, wastewater, and power. Bonds and other potential sources of financing labelled green can support a range of CAP strategies at potentially lower costs through increased investor demand for green- and ESG-labeled debt[2].

[2] ESG stands for Environmental, Social, and Governance. Investors can apply these non-financial factors as part of their analysis process to identify material risks and growth opportunities. Climate risks and opportunities figure prominently in the evaluation process.

4 Funding Pathways

4.1 Funding Pathways

This section shows possible funding and financing pathways to implement nine high-impact and capital-intensive CAP strategies, which are:

- Energy Supply (ES 2): Invest in local renewable energy and energy resilience projects.
- Building Operations (BO 2): Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types.
- Transportation and Land Use (TLU 1): Build a fast and reliable transit system that will be everyone's preferred way to get around
- Transportation and Land Use (TLU 2): Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking and other active transportation modes.
- Transportation and Land Use (TLU 7): Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.
- Housing (H 4): Expand subsidized housing opportunities for low, moderate, and middle-income families.
- Healthy Ecosystems (HE 4): Optimize management of the City's entire urban forest system.
- Healthy Ecosystems (HE 7): Conduct carbon sequestration farming pilot projects and research.

Finance and planning staff from key city agencies were engaged to provide information and insight to discuss potential funding sources to support CAP implementation and help identify strategies that may overlap with agency goals over the coming years. The overall conclusion is that there are opportunities to align CAP strategies with existing project and planning priorities, but there is a significant funding gap to implement everything that has been identified in the CAP. Currently much of the city's major capital planning efforts focus on infrastructure needs such as basic maintenance and earthquake safety. To Implement CAP strategies in a timely matter, the City must secure dedicated, additive revenue streams for years to come.

Cities are increasingly recognizing the need to address climate change in an equitable manner. Some cities such as Denver and Boulder, CO, Portland, OR, Long Beach, CA, and Albany, CA, are creating dedicated funding streams that intend to distribute funds with a strong equity focus. For example, Denver is committing to invest 50% of the revenue generated in low-income communities, while Boulder and Portland focus the majority of the programming to support low-income and minority communities. While the new revenue

generated by the sales tax increase in Denver will aid In CAP Implementation, this is still short from the estimated $200 million needed annually to meet emission-reduction goals. Therefore, Denver is expecting to put a new energy tax on their 2021 ballot. Under the current proposal, households and businesses would only be taxed above an energy-use threshold and low-income residents would be exempted.

Federal funding, including the Biden Administration's proposed infrastructure funding bill, can provide essential financial support for local climate action, but cities will still need to identify and secure other local long term revenue streams given that many of the CAP's most impactful strategies are long-term implementation efforts which will require steady and ongoing funding.

Table 5. Dedicated Taxes to Support Equitable Climate Action

	Type of Tax	Year of Approval	Equity considerations	Annual Revenue Estimated
Boulder, CO	Energy tax consumption based	2006	The program generates revenue that is used to offset costs to retrofit rented apartment buildings to reduce energy consumption and energy bills.	$1.8M
Portland, OR	Large retailers gross receipt tax	2018	The tax excludes certain qualified groceries, medicines, prescription drugs, and health care services.	$40M-$60M
Denver, CO	Sales tax	2020	The tax excludes goods considered essential such as food, water, medicine, or feminine hygiene products.	$40M
Long Beach, CA	Tax on oil production	2020	Tax is on barrel production, so no direct equity impacts.	$1.6M
Albany, CA	Energy tax	2020	Low-income households are excluded from paying the tax.	$1.6M

Funding sources can either be used directly or can be used to secure financing, but the critical path for timely CAP implementation is to identify and use funding sources to leverage into much more capital to greatly accelerate delivery of CAP projects.

At the same time, the City could take a "global approach" to fund the CAP, which could the include actions such as increasing existing taxes (sales tax, business tax, or other) and/or creating new taxes (energy tax, carbon tax) as some cities are already doing.

Potential funding and financing pathways for key CAP strategies and supporting actions are described next.

4.1.1 ES 2: Invest in local renewable energy and energy resilience projects where safe and affordable, and BO 2: Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types."

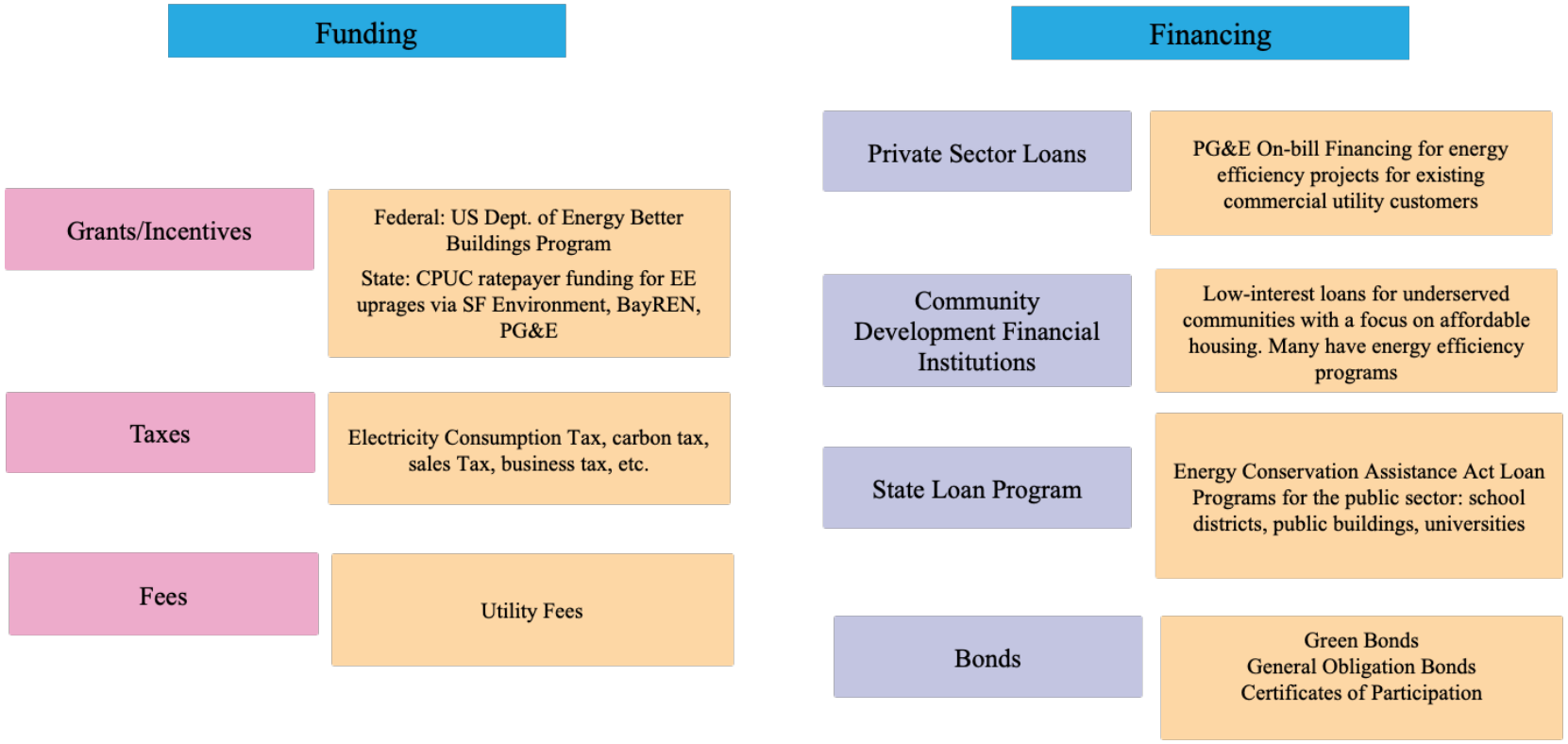
SFPUC has access to various funding streams and has a capital budget of $1B. Currently 80% of the projects are financed though revenue bonds and some are financed through federal/local bonds. SFPUC leverages ratepayer revenue to pay for revenue bonds. Recently, the "Revenue Bonds for Power Facilities Excluding Fossil Fuels and Nuclear Energy" Charter Amendment was passed by the BOS and allows more liberal debt issuance. Additionally, SFPUC has been leveraging green bonds issuance since 2015. SFPUC has routinely been able to secure lower rates with green bonds issuance through increased investor demand for green-labeled debt.

SFPUC currently administers the CleanPowerSF program which offers 100% renewable electricity to residents and businesses. However, at times SFPUC incurs financial losses as electricity must be sold at the same rates as PG&E. which leads to the need to subsidize the program with available reserves.

Current funding options for building decarbonization retrofits called for by BO 2 are currently limited but are likely to grow in the coming years as the state and regional agencies expand efforts to close funding gaps. One existing option for commercial customers is PG&E's On-Bill Financing (OBF) loan program. OBF loans range between $5,000 and $4,000,000 per premise, with loan terms of up to 120 months at 0% interest. Monthly retrofit savings are calculated in advance to be equal to or greater than monthly loan payments. Additionally, the Bay Area Regional Energy Network (BayREN) currently offers cash rebates for installing electric appliances like heat pumps.

Figure 3 shows a sample of current funding and financing pathways for strategies ES 2 and BO 2. In the future, the City could consider implementing an energy tax like Boulder, CO and Albany, CA; or a carbon tax like British Columbia; or modifying the existing utility-users tax to generate new funding for Energy Supply and Building Operations strategies. Another promising new financing strategy for building decarbonization is to use what is referred to as "tariffed on-bill financing" which is being explored at the state level under the emerging TECH (Technology and Equipment for Clean Heating) program; TECH will soon also be offering significant new financial rebates and incentives for low-emissions building equipment. Alternatives exist to mitigate the impact on low-income communities, as shown in Table 2 previously.

Figure 3. Scan of Funding and Financing Mechanisms: Energy Supply and Building Operations strategies (not a comprehensive list of all sources available)

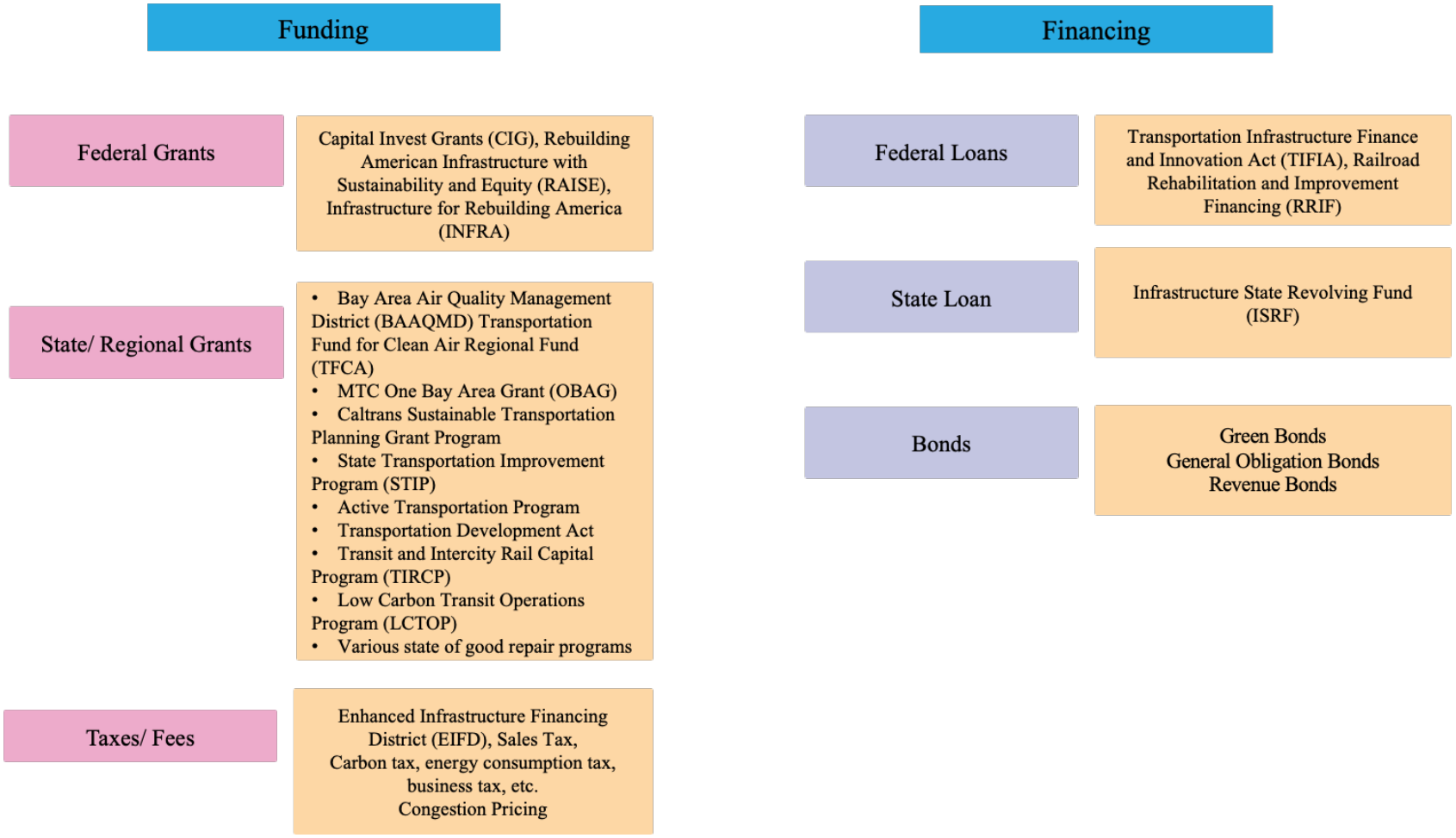


4.1.2 TLU 1: Build a fast and reliable transit system that will be everyone's preferred way to get around. & TLU 2: Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.

Based on discussions with SFCTA and SFMTA, there is currently insufficient funding to fully implement the TLU strategies. Rough order of magnitude costs by 2030 to implement various TLU strategies range from less than $1 million each, to upwards of $1 billion for others. Currently, the City is investing hundreds of millions of dollars toward building transit and improving walking and biking

infrastructure. Identifying new local transportation revenues is important - for example, by raising existing taxes or creating new ones - but just as important is continuing to leverage both new and existing local money to attract state and federal investments. The City must expand advocacy for funding at the state and federal levels for local transportation and land use projects that will advance climate and equity goals.

Figure 4. Scan of Funding and Financing Mechanisms: Transportation (not a comprehensive list of all sources available, does not address land use strategies)



4.1.3 TLU 7: Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEVs) and other electric mobility options.

SF Environment clean transportation program staff provided rough order of magnitude (ROM) estimate costs for strategy TLU 7 and its supporting actions. Funding sources are anticipated to vary for the different supporting actions. Currently, new electric mobility projects are funded through six public sector sources: California Air Resources Board (CARB) grants, California Energy Commission (CEC) grants, Department of Energy (DOE) grants, Bay Area Air Quality Management District (BAAQMD) grants, Low Carbon Fuel Standard (LCFS) funds and Volkswagen (VW) Settlement funds.

Details regarding specific TLU 7 supporting actions are included below:

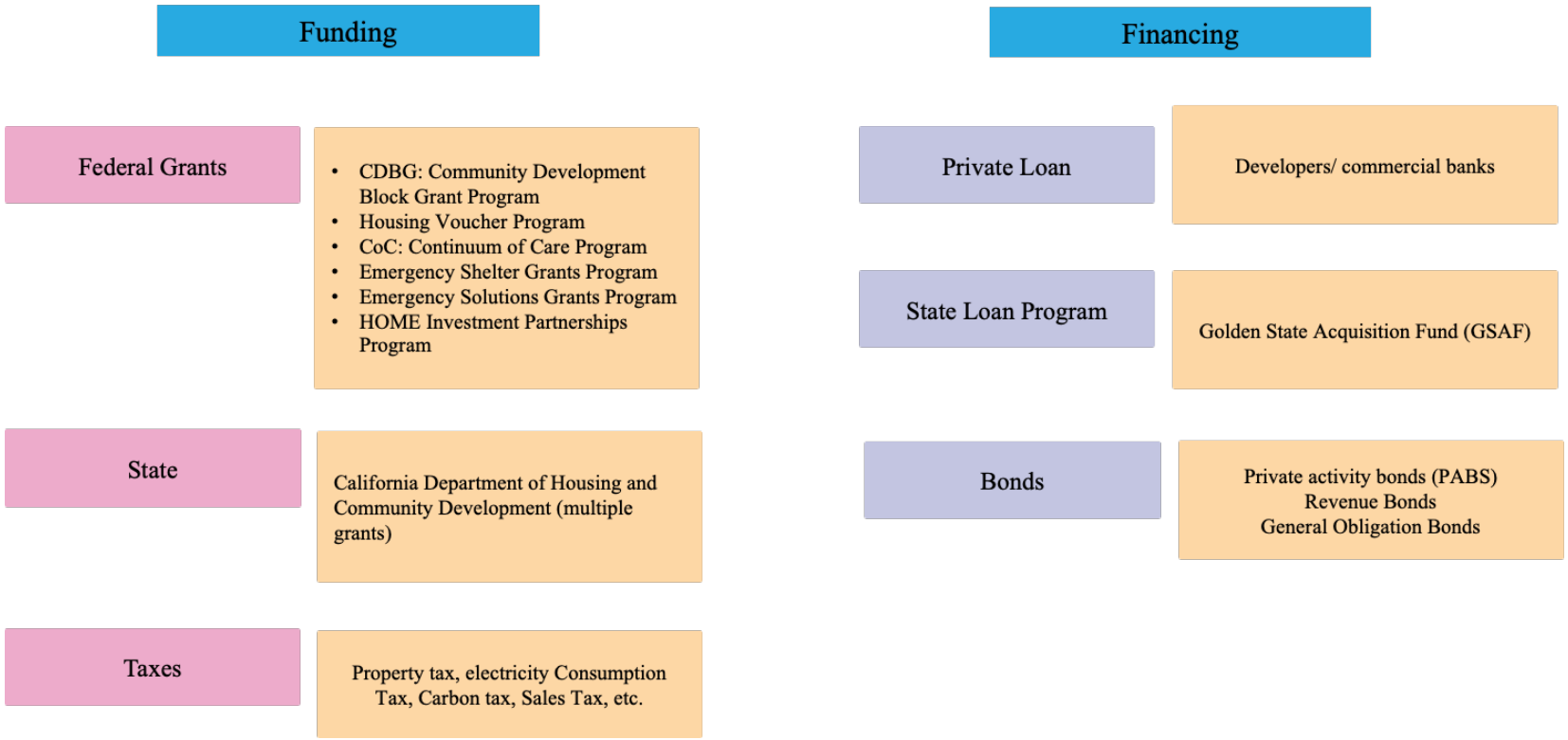
- TLU 7-1: DOE's Clean Cities grants can be utilized to fund a portion of the cost required to implement the supporting action, but additional funding is needed to expand its implementation.
- TLU 7-2: the 2022 evaluation framework for the development of curbside charging pilots has been completed. As of November 2021, CEC has provisionally awarded $2.5 million in grant funding to SF Environment to implement a number of clean transportation projects, including: one to build a DC fast-charging hub serving a Disadvantaged Community within the city, and another will support the provision of an "EV Ombudsperson" to facilitate project application, permitting and reviews for EV charging locations.
- TLU 7-3: SFE has secured $200,000 in funding from the CEC to create a plan to support medium-and-heavy duty charging infrastructure.
- TLU 7-4: San Francisco International Airport will lead engagement efforts and identify funding to establish the standard. Transportation Network Companies may potentially be interested in supporting this action by providing outreach and financial resources.
- TLU 7-5: ROM estimate to implement the action is $560,000. As of November 2021, CEC has provisionally awarded $2.5 million in grant funding to SF Environment to implement several clean vehicle projects, including an electric bicycle program for last-mile food delivery services.
- As for action TLU 7-6, there is no specific funding strategy in place. SF Environment will track availability of applicable grant opportunities and noted that the market for zero-emission construction equipment is in the very early stages and will not be viable for pilot projects for a number of years.

4.1.4 H 4: Expand subsidized housing opportunities for low, moderate, and middle-income families.

Based on the discussion with the Planning Department's housing team, the CAP's Housing strategies were developed in alignment with the policies from the City and the Mayor's office, as well as citywide racial and social equity priorities. Currently, there is a $9 billion funding gap to achieve CAP's housing strategies and a $13 billion gap if Regional Housing Needs Allocation (RHNA) goals are to be met. Affordable housing requires government, state, and local subsidies. The City's current Capital Plan accounts for all the production and preservation needs for affordable housing; includes all sources and uses for the next few years. Proposition C, a gross receipts tax initiative to fund homelessness services, which would generate $300 million annually was passed in 2018. However, due to legal disputes this measure has not been included in the Capital Plan. Most recently, on April 28, 2021, the California Supreme Court declined to hear an appeal of the ruling on Prop C, allowing the City to continue collecting the tax and to spend the revenue from the tax. The $300M per year will be a new funding source to support expansion of subsidized housing.

The state is preparing to issue a new bond next year, which will be a key capital source. The City remains hopeful that the new federal Infrastructure Bill will bring in additional funding and expand the housing choice voucher program. However, local permanent sources such as increasing existing taxes or creating new ones should be considered to help bridge the gap.

Figure 5. Scan of Funding and Financing Mechanisms for Housing strategies (not a comprehensive list of all sources available)



4.1.5 HE 4: Optimize management of the city's entire urban forest system & HE 7: Conduct carbon sequestration farming pilot projects and research.

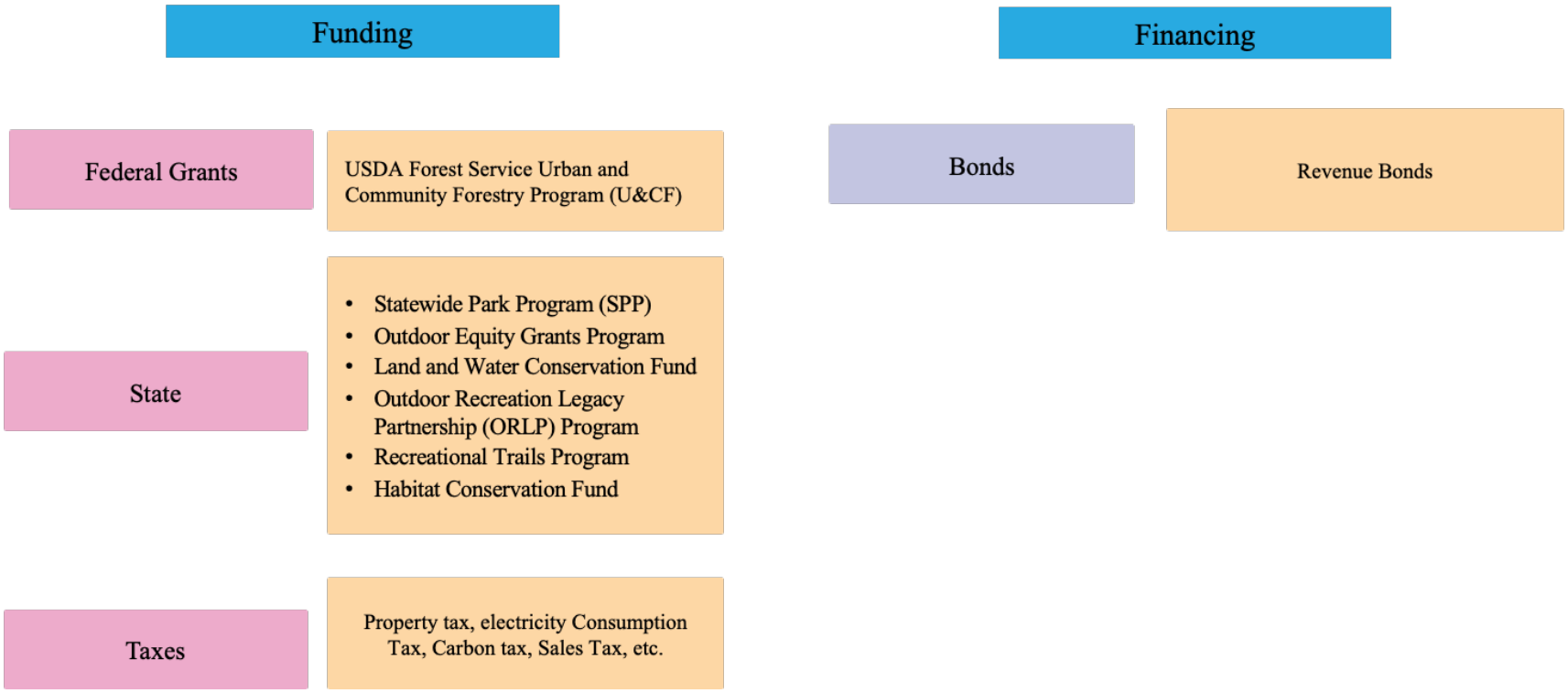
Staff from SF Environment's biodiversity program and the Recreation & Parks Department (RPD) provided context and background regarding available funding for urban forestry and carbon sequestration pilot projects and research.

In 1975, the Open Space Acquisition and Park Renovation Program ("Open Space Program", or OSP) was established under Proposition J to set aside a portion of the City's property tax revenue for this purpose. Since then, voters have ap. proved the extension of the program. In 2000 voters approved Proposition C which extends the program through 2031 and authorizes the issuance of revenue bonds for capital improvements, secured by the OSP, and allows the RPD Commission to manage all aspects of those improvements. In 2016, voters approved Proposition B which extended the OSP an additional 15 years to 2046. General Obligation Bonds approved by

voters in 2008 and 2012 both included funding for urban forestry. The 2020 Health and Recovery Bond also included an allocation for parks, open space, and related sustainability projects.

RPD's annual budget is made up from equal parts of OSP, earned revenue, and the General Fund (GF). Staffing for the Department's forestry programs is supporting by all three sources. RPD's smaller capital projects, deferred maintenance, and operational activities are funded through the GF capital baseline. Annually, a portion of the GF capital baseline is allocated to forestry work; presently all forestry capital is being paid through GF. Larger capital projects, i.e., those on the scale of $2M-20M and which include things such as such as greening and forestation projects, are never fully funded from the General Fund; however, General Fund may be used to close funding gaps. Additionally, there are several state grants available for greening, restoration, and forestry projects. The Biden Administration's proposed Infrastructure Bill is expected to include dedicated funding for urban and community forestry projects. Additional funding sources could be secured by increasing existing taxes (property tax, business tax, sales tax), or by creating new ones (carbon tax, electricity consumption tax).

Figure 6. Scan of Funding and Financing Mechanisms for Healthy Ecosystems strategies (not a comprehensive list of all sources available)



Note on City staffing and related administrative support (to develop policies, conduct stakeholder engagement, etc.)

In addition to the challenges of direct funding gaps for implementing CAP strategies and actions, the City must also identify resources and funding for staffing and administrative support. Ongoing efforts require adequate staffing, new policies and programs must be developed, stakeholders need be engaged, and many types of technical analysis must be performed to ensure impactful and equitable outcomes. In implementing its Climate Action Plan Tax, the City of Boulder explicitly earmarked resources to support staff to develop and administer climate programs. San Francisco must also consider this when identifying funding resources for the CAP.

4.2 Conclusions and Recommendations

To realize CAP outcomes in a timely manner, federal, state, and local funding sources need to be mobilized and leveraged to the fullest extent possible; limited duration grants and existing department budgets will not be enough to fully fund implementation of the CAP. The City must consider and take steps to secure funding by using tools such as: increasing existing taxes (sales tax, property tax, business tax, etc.), creating new ones (carbon or energy tax), or a combination. Equitable, affordable, and accessible financing also must be made available for climate projects. The City acknowledges upfront that increasing existing or creating new taxes may raise serious equity concerns, so it should commit to progressive approaches that will mitigate economic impacts on low-income households and other vulnerable groups. At the same time, there are instances where taxes may inherently *support* equity; for example, taxes such as a billionaire's income tax, capital gains tax, and/or inheritance tax can reduce inequality by raising significant revenue for equitable climate projects and programs.

Recommendations for next steps:

1. Create an interdepartmental climate finance working group to assess the economic, social, political, and administrative viability of securing new funding sources and identify targeted funding solutions for CAP implementation across the six sectors.
2. Develop a detailed cost estimate for implementing CAP actions – currently the CAP has only identified strategies and actions needed to meet the City's climate goals, along with and ROM costs
3. Identify all opportunities to fund CAP strategies from existing funding sources and approved measures. Accounting for how much of CAP is already funded through City's current revenue streams, activities, and bonds is imperative to move forward.
4. Assess which CAP strategies are not funded or partially funded to identify funding gaps.
5. Investigate a new tax (carbon tax, food tax) and/or increase existing taxes (sales tax, property tax) as a major contributor to reducing funding gaps.
6. Seek out and apply for relevant federal, state, and local grant opportunities which can serve as important seed funding for implementing CAP strategies or other supporting activities such as community engagement or technical analysis.


SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO



Friends of Great Highway Park
info@GreatHighwayPark.com



July 25th, 2022

Dear Members of the Board of Supervisors,

Friends of Great Highway Park—a group of neighbors that believe that Great Highway Park makes our oceanfront more accessible, equitable, and enjoyable to all—urges you to support Supervisor Mar's legislation to codify the current "compromise" configuration of Great Highway Park as a pilot through December 2025 and establish a public process to study long-term solutions for the Great Highway. The legislation will satisfy the vast majority of San Franciscans while giving everyone an equal opportunity to engage in a clearly defined public process to determine the long-term future of the Great Highway. While supporting the legislation, we urge you to amend it to have the park open on Fridays starting at 6 AM during the pilot, in order to increase equity and access for people who work weekends and allow SFMTA and RPD to study the effects of having Great Highway Park open to people for a full weekday on an ongoing basis.

Our oceanfront is one of nature's greatest gifts to our city, and it can be so much more. Great Highway Park—which has received more than two million visits in under two years—has become a community space, a sustainable transportation corridor, a place where kids learn to ride a bike, and a place where all San Franciscans improve their health and well-being. Our oceanfront is a uniquely inspiring space we should preserve from the pollution of climate changing-inducing cars and make a safe, pleasant place for all San Franciscans to enjoy free from the danger of automobiles. Supervisor Mar's proposal takes an important first step towards realizing that future.

The Great Highway has been managed by the Recreation and Parks Department, as one of the city's first three park spaces, since the 19th century. San Francisco has discussed dedicating portions of the Great Highway to coastal recreation and preservation since at least the 2012 Ocean Beach Master Plan. The COVID-19 Pandemic shined a light on these discussions; the opening of this space during the pandemic showed San Franciscans the potential for their oceanfront to be a space for community, sustainable transportation, recreation, and preservation. Our organization—which grew out of the community's recognition of this potential—has advocated for a permanent and full-time oceanfront park ever since.

To be clear, we would like to see more than the temporary and part-time park that is proposed in this legislation. We believe we should act now to designate the Great Highway as a full-time, permanent oceanfront park. Nature already regularly declares the space a park due to sand accumulation. Short of a full-time park designation, we believe that the pilot program should include at least one weekday of park access for people who work weekends, people who use the space as a sustainable transportation corridor, kids who want to enjoy our oceanfront all week, and all San Franciscans to enjoy the mental and physical health benefits that come with our coast. That said, we support Supervisor Mar's proposal, because it takes an important first step towards creating a permanent full-time oceanfront park, while building on a "compromise" approach that has calmed a tense debate about the future of the space.

As community members, we hear and value the concerns expressed by some neighbors about traffic impacts, and recognize the value in the pilot giving time to study and improve traffic impacts of a full-time Great Highway Park. We are confident these concerns can be addressed and look forward to working with our neighbors, SFMTA, RPD, Supervisor Mar, and other City leaders to realize the incredible impact of a full-time oceanfront park.

Sincerely,

Friends of Great Highway Park

San Francisco Bicycle Coalition
1720 Market Street
San Francisco, CA 94102

T 415.431.BIKE
F 415.431.2468

sfbike.org

July 25, 2022

Supervisor Gordon Mar

City Hall

1 Dr. Carlton B. Goodlett Place, Room 244

San Francisco, Ca 94102-4689

Dear Supervisor Mar,

I am writing to express our organization's support for legislation that would shift authorization of the Great Highway Pilot Weekend and Holiday Vehicle Restrictions from emergency to a multi-year project.

For over 50 years, the San Francisco Bicycle Coalition has been transforming San Francisco streets and neighborhoods into more livable and safe places by promoting the bicycle for everyday transportation. We are one of the largest and most effective bicycle advocacy groups in the country. Through our day-to-day advocacy, education and working partnerships with City and community agencies, the SF Bicycle Coalition creates safer streets and more livable communities for all San Franciscans.

The closure of the Great Highway has been transformative in shaping the conversations around open spaces for people. This open space draws over 120,000 people a month showing tremendous community demand.

We must continually shift our streets to safer, and more equitable forms of transportation.

Additionally, we would like to urge the Supervisor to ensure that during these closures that the entrances are secured and block vehicular traffic. We've had reports of multiple instances of cars driving down the Great Highway during closures.

Sincerely,



Janelle Wong

Executive Director

cc: Justin Hu-Nguyen, Director of Advocacy

From: Gregor, Eugene C.
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 10, 2022 8:19:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please add my name as an Asian American senior resident of the inner Richmond to those supporting the continuation and enhancement of the great highway park.

It is the right move for SF now and also in the long term best interests of SF residents.

The quality of SF leadership decisions will not be measured in VMT.

Best regards.

ECG

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/____YXAzOnNmZHQyOmE6bzplOTM2ODI1NDY4YWZlM2I3MjhjZDAzZGZlZiYwNTA3Yzo2OjBmZTg6YmYzNGNmMGFiNiE3NzI3ZjU4MWQyMDQwMWEzMzBlNDY0MDcwNGI2Yjg0NTMyZTM2MTlhNmFkOGJlNDExOTg0YjgwOkY_, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWvxxKrWnQ/___YXAzOnNmZHQyOmE6bzplOTM2ODI1NDY4YWZlM2I3MjhjZDAzZGZlZiYwNTA3Yzo2OmE4ZGM6NjY0YWFhYzE0YTQwZDhjZWJlNmFkYTBjYmU5MjY5NGZlOTgxZTUyNzBiOGYwOWM4YTk5NzBmYWFlYTEwYWVlYzpwOkY.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzplOTM2ODI1NDY4YWZlM2I3MjhjZDAzZGZlZjYwNTA3Yzo2OjNiZWI6NTFkZTIwZTIzZDFlNjg2Y2I5ZGUzOWY3Y2U0NGZhOTQ5ZmFjZmVhMDM1NDU2ZWE0MDU1ODRmN2RkNGRjOTFiNDpwOkY.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: John Caspar
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 10, 2022 7:28:13 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/___YXAzOnNmZHQyOmE6bzo5YzZiN2IwZWNhMWVhOTRkMjJiOTQzZDk4OGNkYWYyYzo2OmNmYWI6Zjk4NDBhNGQ0Mzg4M2FiNmE2MGU5MGM5MDdiODBiYzcyMGYzMjQ5YTBlMzA3MGVmOGY5MjhmZTc4NmM1MTQ4MzpwOlQ, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsK4WnQ/___YXAzOnNmZHQyOmE6bzo5YzZiN2IwZWNhMWVhOTRkMjJiOTQzZDk4OGNkYWYyYzo2OjFmNWI6NDU3MWQ2MzkzODMyODVlN2NlZjlmOTEzMGMxMGYxN2U0ODU0YWM1M2RhM2VkN2ZjOGQyMmQxMTRlYjM0M2VjYTpwOlQ.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo5YzZjN2IwZWNhMWVhOTRkMjJiOTQzZDk4OGNkYWYyYzo2OjlmY2U6ZGM2MTI5YzgxMDQ4MjQ2YTgxZTU3YTI2NzkzYjkzM2JlMDk0NzI3NTc4MzNlNzRhNzRkYjMwNjYzMmZhOTQ5YjpwOlQ.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From: Paul Wermer
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@SFCTA.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@GreatHighwayPark.com; Luke@CommunitySpacesSF.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM.
Date: Monday, October 10, 2022 3:33:44 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

(yes, I now you have received many with the same text - but let's face it - this letter says almost all that needs to be said except: I have a mobility impaired spouse, and I have experienced how safe, open spaces of the Great Highway and JFK Promenade - and all that comes with them - have transformed her (and so my) life for the better, bringing a sense of happiness and confidence in mobility. And as an added benefit for climate change and CAP goals- helped us realize how little we need the car to get around.)

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo4OTMzNGRiNzRiZjhjY2VmZGQ4ZjkyZjM2NGYxYzQwYjo2OjY4MjE6OGUwMjdiZGI3ZGQwMGMxZGQ0YTcwMmY5MmJjMzBmNjJjYjViNTFlYTJiYWExMWI0ZTgxNTlkNjRiNTZiNjQ5ZDpwOkY.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Cheers,
Paul

--
Paul Wermer
2309 California St
San Francisco, CA 94115

paul@pw-sc.com

From:	Vanessa Gregson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 10, 2022 12:30:23 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Vanessa Gregson

From: Daniel Yost
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Ting@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 10, 2022 11:25:35 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo5ZGQ1YTk4YmYyOGU2YTY2M2M3OWQ3NDcwNzVjNWRmNTo2OmVjMDU6Y2VlNmFlMTJmMDg2MDg4NDE1OWRiZDNiOWYxM2EwZTRiMWVmNDQ2NGUxM2VhZmQ3NTJkYTkwMDRiNTNhNTE1YjpwOlQ.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From:	Carol Brownson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke from Community Spaces SF
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 10, 2022 11:02:55 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It

From:	Ry Andresen
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Breed, Mayor London (MYR); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors, (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); Luke@communityspacessf.com; MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Commission, Recpark (REC); Walton, Shamann (BOS)
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Wednesday, October 5, 2022 10:01:49 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at http://Twitter.com/CommunitySpace_/, and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Ry Andresen
874 Page Street
San Francisco, CA 94117

From:	Carol Brownson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke from Community Spaces SF
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 7:28:32 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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From:	Carol Brownson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke from Community Spaces SF
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 7:26:39 PM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	Vanessa Gregson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 11:14:11 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

Vanessa Gregson
415-484-5482

From:	Patrick Linehan
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 9:36:26 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	David Alexander
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 9:46:23 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Thank you,

Dave

From: Zach Lipton
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 3, 2022 9:44:40 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo1MWU4Njg1YjNiMzc2OGYwYzBiMDhjODM3ZDg5ZDc5Mjo2OjA3NmY6YjI1NjY3OWNjNTEyMmZjNjA2NTIzNDI5Y2Q2M2VlNzBiMGQyNjgxZmI0OTU0MTJmMzE3YTQ5NWRmNjAyMzQzNDpwOlQ.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: David Friedlander Holm
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 9:39:22 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.
David.

Sent from my iPhone

From:	LB Batz
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 9:39:12 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Thank you, and please take care.
LB Batz

From: John Capener
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 6:46:29 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

John Capener

Sent from my iPhone

From:	Elliot Schwartz
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 6:34:46 PM

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Thank you, and please take care.

Elliot Schwartz
San Francisco

From:	James Duffy
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 6:03:43 PM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	Aditya Bhumbla
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 6:00:15 PM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	Alex Lantsberg
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:58:45 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

alex via my thumbs

From:	Alice Duesdieker
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:52:54 PM

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Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Thank you, and please take care.

Alice Duesdieker
D4

P.S. Huge thanks to Supervisor Mar for this visionary legislation!

From:	Brett Bertocci
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:49:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at http://Twitter.com/CommunitySpace_/, and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care,

Brett Bertocci

From:	Chris Crane
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Breed, Mayor London (MYR); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors, (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); Luke@communityspacessf.com; MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Commission, Recpark (REC); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS)
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:46:39 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at http://Twitter.com/CommunitySpace_/, and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Cheers,
Chris Crane

From: Sonia King
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 5:21:16 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/___.YXAzOnNmZHQyOmE6bzpjYzU1ZTM4NzM1M2Q2MzEyNjQ1NmY1NTZlYmI2Y2VlODo2OjhkY2I6MDI2ZmRlYTU1ZiEzZmIxOWRhNzRiMWViZTYyMGIwOTViMmI0YzBmMGRjNDU0NmIwMDkzYTZiNTU2YTJkYzO3ZTpwOlQ, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVStCIKhDC0BMWyxsKrWnQ/___.YXAzOnNmZHQyOmE6bzpjYzU1ZTM4NzM1M2Q2MzEyNjQ1NmY1NTZlYmI2Y2VlODo2OjA0ZTA6Yjk4M2MyYzIxN2FjOWE0ODVhMTczMzI0YWViYWQ4ZWRmZjNhZTBlYWQ2MjUyMmZiOTdhOGY0YzJlZmQ4OTExZjpwOlQ.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/__https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzpjYzU1ZTM4NzM1M2Q2MzEyNjQ1NmY1NTZlYmI2Y2VlODo2OjA4Y2E6NGU2ZTc3MTdmNGNjZWMyN2ExZTJlNzA4MDhmMzMyZjg2OTM3YjQzMDZkMGY2ZDk1ODdjMTliZjhjNzY4NTFmNDpwOlQ.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sonia King 1900 12th Ave
https://url.avanan.click/v2/___http://www.mosaicworks.com___.YXAzOnNmZHQyOmE6bzpjYzU1ZTM4NzM1M2Q2MzEyNjQ1NmY1NTZlYmI2Y2VlODo2OmExZjA6MzEwZDcxNzExMDRkOGQ5ZDJiMDMxZTNmZDA3M2MxNDAyM2VhNTZhYTJiNzcwMWFiYmQzMDdkM2YyODQ0YzMyYTpwOlQ

"Mosaic is hard. Art is harder."

From: Ankoorh Kaushik
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Mark (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); mlabeaud@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); clerk@sfcta.org; scott.wiener@sen.ca.gov; assemblymember.bonta@assembly.ca.gov; assemblymember.ting@assembly.ca.gov; matt.haney@asm.ca.gov; assemblymember.lee@assembly.ca.gov; phil.ting@asm.ca.gov; Great Highway Park; talk@connectingplaces.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 5:12:59 PM

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Hi Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders, below this passage is a copy-pasted message from a great organizer pushing to return the Great Highway to people, but I want to briefly share my own experiences on the parkway. Apart from actually being in the water I believe the best way to enjoy our city's gorgeous ocean waterfront is from the Great Highway. Whether on cold foggy days or warm sunny days, the joy I feel riding my bicycle or walking down the roadway and looking onto the natural beauty of the beach and ocean is something that swells my pride of this city. I recall years ago attempting to cross the GH at Fulton St and being terrified of the dozens of cars speeding down, and the incredibly short crosswalk timers granting us "safe" passage to the beautiful beach. I believe this roadway, like all of our city's waterfronts, should be public access to all people not in cars.

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/___.YXAzOnNmZHQyOmE6bzo4YmE2NmNjYWY5ZmU0MDQ1Njg0MWRhODhmODg3NWMxYjo2OjRmMjk6MDZlZWUwOGJhMmYxMTY2MmU2MTBhYTk2OWU1NTRlMTNmNTJjZjgyOWIzYTUxMWNjMzYxOTE3NjUlYjAyYjQ3ZDp0OkY, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/___.YXAzOnNmZHQyOmE6bzo4YmE2NmNjYWY5ZmU0MDQ1Njg0MWRhODhmODg3NWMxYjo2OjQ3NDM6MTEzMzk5YjgzYTQyNTM1ZmY4YWRmNzA5NTFhZTFkMGQ0NjJkMWY4OTg0YTVkMjc1MGI5MTI3ZmFjYTUxNmJmZTp0OkY.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo4YmE2NmNjYWY5ZmU0MDQ1Njg0MWRhODhmODg3NWMxYjo2OjMxZjM6N2FmYWMxNjZkNjAzODU3YzExZjEwZmMzZmE0MGRjZDU4ZWQ1ZTZhOTU5MDQwYWE1ZTIwNzVmODA0YzVhY2I0OTp0OkY.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: Michael Spring
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@tsfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Ting@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 3, 2022 4:25:58 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/____YXAzOnNmZHQyOmE6bzo2YmNmMWQ1NmZjZWJkNzRhZmQ2NDRkNmJkYmNiYWRmZTo2OjA0OTU6YWJhNDVmOTc0MjhmMmJhOTc5Y2E3MTBiOWJkMjNmODRhOGQyYjFhYWEzOWFmY2Q1NzRiNmIxZTU3ZGI0YTBmMzpwOlQ, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt2KhDC0BMWvxsKrWnQ/____YXAzOnNmZHQyOmE6bzo2YmNmMWQ1NmZjZWJkNzRhZmQ2NDRkNmJkYmNiYWRmZTo2Ojc3MTU6NzU4YjQxMmNmZDJmNDNjMzJiMzY0Y2ExMDFiYzc4YjlkNDIyNzU4ZWJiMDY1MGMxNDhlZjM4YiE3YWVkOWRlYzpwOlQ.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo2YmNmMWQ1NmZjZWJkNzRhZmQ2NDRkNmJkYmNiYWRmZTo2OjRmMDU6ZTI5M2UxYjBmZGYyMzNmZmYxMjIzZjgyNzhiMDk4ZDM0ZmY1YzhiMjNjMzQxYzZhM2Q0MDMyZGRhY2YzMWVhOTpwOlQ.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From:	Kathy Howard
To:	ChanStaff (BOS); MandelmanStaff, [BOS]; MelgarStaff (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Walton, Shamann (BOS); DorseyStaff (BOS); Mar, Gordon (BOS); Peskin, Aaron (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Board of Supervisors, (BOS)
Subject:	220875: Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions - request for EIR
Date:	Sunday, October 9, 2022 9:45:10 PM
Attachments:	2021-07-27 Sierra Club - Upper Great Highway - EIR needed.[2][1][6].pdf

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors,

In regards to the proposed Ordinance 220875 (Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions), the Sierra Club's position remains as stated in our letter of July 2021 (see attached.)

It is tempting to look at the Upper Great Highway as an isolated roadway. On the contrary, the Upper Great Highway is just one piece in the overall ecosystem that includes Ocean Beach, the dunes between the Upper and Lower Great Highway, the Lower Great Highway, parts of the Outer Sunset and Golden Gate Park. We are asking that an Environmental Impact Report (EIR) be written that takes into account both the individual and the cumulative impacts of the proposed Pilot Project on all of these areas.

Thank you for your consideration.

Katherine Howard
SF Group Executive Committee

San Francisco Group, SF Bay Chapter
Serving San Francisco County

Date: July 27, 2021

To: SF Municipal Transportation Authority Board (SFMTA)
SF Recreation and Park Commission (SFRPC)

Re: Upper Great Highway - Need for an Environmental Impact Report (EIR) evaluating the five Pilot Project options

---

The Sierra Club has been following the public process for the future of the Upper Great Highway. We do not as yet have a position on this project. We understand that the City will soon be choosing one of five options for a Pilot Project, which would run for up to two years. This would be in addition to the over 16 months that the Highway has already been closed to car traffic. However, to date there has been no environmental analysis of either the past 16 months' impact or of the five proposed options and their potential impacts.

It is tempting to look at the Upper Great Highway as an isolated roadway. On the contrary, the Upper Great Highway is just one piece in the overall ecosystem that includes Ocean Beach, the dunes between the Upper and Lower Great Highway, the Lower Great Highway, parts of the Outer Sunset and Golden Gate Park. The City's five options may have both negative and positive impacts on these areas. We are asking that an Environmental Impact Report (EIR) be written that takes into account both the individual and the cumulative impacts on all of these areas.

The purpose of performing a CEQA review is, "to inform decision makers and the public about the potential environmental impacts of proposed projects, and to reduce those environmental impacts to the extent feasible." [1] Some areas that should be covered in an EIR are:

- What will be the net increase or decrease in greenhouse gases caused by eliminating cars and increasing bicycle use on the Upper Great Highway vs. causing an increase in stop and go traffic through the neighborhoods?
- What will be the impacts of the increase in human encroachment with increased use and unregulated crossings on the dune habitat on both sides of the Upper Great Highway vs. the impacts of the lack of cars on wildlife fatalities?
- The western end of Golden Gate Park is designated to be the wildest section of the Park and provides a sylvan respite for humans. What will be the impact of the increase in the amount of rerouted traffic through Chain of Lakes Drive, the possible introduction of urban style traffic lights, and the possibly of channeling of heavy traffic onto Martin Luther King Drive within the Park?

[1] https://opr.ca.gov/ceqa/

rebecae at earthlink.net

- The Recreation and Park Department has already proposed introducing a skatepark, food trucks and entertainment to the Upper Great Highway. What activities will be installed or supported in each option and what will be the impacts of each of those activities?
- What will be the increase in artificial lighting, and what will be the impact on both wildlife and Dark Skies?

These are not all of the possible impacts --a Notice of Preparation and a Scoping Session would bring out the various issues that should be covered in an environmental review.

Evaluating environmental damage after a Pilot Project has been in place for two years - or in this case a potential total of over 3 years - is a bit like closing the barn door after the horse has escaped. Therefore, the Sierra Club requests that there be an Environmental Impact Report (EIR) as soon as possible and before a Pilot Project is selected and implemented.

Sincerely,

Becky Evans

Becky Evans, Chair
SF Group Executive Committee

cc: Board of Supervisors
Department of Recreation and Park
Planning Commission
Planning Department
California Coastal Commission

rebecae at earthlink.net

From:	Parker Day
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	We Should Build a 24/7 Great Highway Park, starting with a pilot from Friday at 6am to Monday at 6am
Date:	Monday, October 3, 2022 5:47:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city. It's changed my life for the better.

I was heartened to read that even some westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

We must not take a step backwards, in the wrong direction, stripping people of their ability to use this community space for recreation, transportation, and connecting with nature. In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future. **I am writing to ask that you make this oceanfront community space open to people from Friday at 6am to Monday at 6am.**

Why Friday at 6am to Monday at 6am? The hours would allow our city to pilot and study Great Highway Park for a full weekday. It would also prioritize improvements to the surrounding area, including for north-south transportation from the Richmond District, and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you,

Parker Day
415-488-6812

From:	David Lew
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com; RPDInfo, RPD (REC)
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from David Lew
Date:	Thursday, September 22, 2022 9:50:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **David Lew**
My email address is **mze505@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
David Lew

Open the Great Highway Petition (over 16,000+ signatures)

From: Gregor, Eugene C.
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 10, 2022 8:19:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please add my name as an Asian American senior resident of the inner Richmond to those supporting the continuation and enhancement of the great highway park.

It is the right move for SF now and also in the long term best interests of SF residents.

The quality of SF leadership decisions will not be measured in VMT.

Best regards.

ECG

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzplOTM2ODI1NDY4YWZlM2I3MjhjZDAzZGZlZjYwNTA3Yzo2OjNiZWI6NTFkZTIwZTIzZDFlNjg2Y2I5ZGUzOWY3Y2U0NGZhOTQ5ZmFjZmVhMDM1NDU2ZWE0MDU1ODRmN2RkNGRjOTFiNDpwOkY.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: John Caporal
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@tdcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 10, 2022 7:28:16 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From: Paul Wermer
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@SFCTA.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@GreatHighwayPark.com; Luke@CommunitySpacesSF.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM.
Date: Monday, October 10, 2022 3:33:44 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

(yes, I now you have received many with the same text - but let's face it - this letter says almost all that needs to be said except: I have a mobility impaired spouse, and I have experienced how safe, open spaces of the Great Highway and JFK Promenade - and all that comes with them - have transformed her (and so my) life for the better, bringing a sense of happiness and confidence in mobility. And as an added benefit for climate change and CAP goals- helped us realize how little we need the car to get around.)

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Cheers,
Paul

--
Paul Wermer
2309 California St
San Francisco, CA 94115

paul@pw-sc.com

From:	Vanessa Gregson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 10, 2022 12:30:23 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Thank you, and please take care.

Vanessa Gregson

From: Daniel Yost
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Ting@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 10, 2022 11:25:33 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From:	Carol Brownson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke from Community Spaces SF
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 10, 2022 11:02:55 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It

From:	Ry Andresen
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Breed, Mayor London (MYR); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors, (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); Luke@communityspacessf.com; MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Commission, Recpark (REC); Walton, Shamann (BOS)
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Wednesday, October 5, 2022 10:01:48 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

Ry Andresen
874 Page Street
San Francisco, CA 94117

From:	Carol Brownson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke from Community Spaces SF
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 7:26:40 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: Angelo Giusti
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Tuesday, October 4, 2022 11:24:09 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo3MzYwMTE1Y2Q5OTJmMmM2ZDk4YjlhMDA1YTQ5MWE0Njo2OjEyZWQ6ZGMyZDJmOGU5YmE5ZTNjMzhiZWJjNWUxODVkNzZmZTBhNjg2MmEzZmU3MGNiY2UyNGFiNzNjNWUwNDkyN2FlOTpwOkY.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

- Angelo Giusti
707-239-8006
angelo.j.giusti@gmail.com

From:	Vanessa Gregson
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 11:14:11 AM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Thank you, and please take care.

Vanessa Gregson
415-484-5482

From:	Patrick Linehan
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Tuesday, October 4, 2022 9:36:27 AM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	David Alexander
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 9:46:23 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Thank you,

Dave

From: Zach Lipton
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 3, 2022 9:44:33 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

From: David Friedlander Holm
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 9:39:22 PM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.
David.

Sent from my iPhone

From:	LB Batz
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 9:39:12 PM

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Thank you, and please take care.
LB Batz

From: Jerry Reiva
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 9:26:57 PM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Jerry Palarca-Reiva
Car-free D4 resident

From: Joey Lusterman
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Bonen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Lake@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 7:10:47 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzplMTVlOGUyNjdmMTFhNml0MDQxYTAyNjNkMDc1M2YxZTo2OjVlNzQ6ODZkZDIxN2Q1YjAwMWNlZGViNzM4NGFhN2ExMjY2Zjg3NTIzZjRjZmE0ZjY1NDYzZmJhODdjMWE0NWRlNjA0YjgwOkY.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

-Joey lusterman, D4 resident

From: John Capener
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 6:46:37 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

John Capener

Sent from my iPhone

From:	Elliot Schwartz
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 6:34:46 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at http://Twitter.com/CommunitySpace_/, and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Elliot Schwartz
San Francisco

From: Ansley Pedutu
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; AssemblyMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM
Date: Monday, October 3, 2022 6:11:17 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

Ansley P.

From: BRIAN DONAHOE
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 6:09:23 PM

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	James Duffy
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 6:03:43 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

From:	Aditya Bhumbla
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 6:00:15 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

From:	Alex Lantsberg
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:58:45 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

alex via my thumbs

From:	Alice Duesdieker
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:52:54 PM

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Alice Duesdieker
D4

P.S. Huge thanks to Supervisor Mar for this visionary legislation!

From:	Brett Bertocci
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:49:48 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Thank you, and please take care,

Brett Bertocci

From:	Chris Crane
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Breed, Mayor London (MYR); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors, (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); Luke@communityspacessf.com; MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Commission, Recpark (REC); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS)
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Monday, October 3, 2022 5:46:39 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Cheers,
Chris Crane

From: Bernie McGinn
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@sen.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@sen.ca.gov; info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 3, 2022 5:40:50 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

I am a resident of San Francisco of 17 years, a resident of the Outer Sunset for 10, and an Outer Sunset Homeowner for 5.

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Bernie McGinn
2507 42nd Ave

-- -- -- --

From: Sonia King
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM..
Date: Monday, October 3, 2022 5:21:17 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Thank you, and please take care.

Sonia King 1900 12th Ave
https://url.avanan.click/v2/___http://www.mosaicworks.com___.YXAzOnNmZHQyOmE6bzpjNTYyMmJiMWJkNmU4YTQ0NzJkZjQwYmY5ZmRiMzQxNzo2OjdkNGI6YmVlNzc5MmI2Zjg5M2M0ZTkwODJkYTkxODc2MmE3ODQ4ODQ5YTJlYWM5Zjg1MzFkMjNhMDhlZTJhOTg1NDExMDpwOlQ

"Mosaic is hard. Art is harder."

From: Aminath Kavahlk
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chen, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); mtaboard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); clerk@sfcta.org; scott.wiener@sen.ca.gov; assemblymember.haney@assembly.ca.gov; matt.haney@asm.ca.gov; assemblymember.ting@assembly.ca.gov; phil.ting@asm.ca.gov; Great Highway Park; fulvi@commandpacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 5:12:59 PM

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Hi Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders, below this passage is a copy-pasted message from a great organizer pushing to return the Great Highway to people, but I want to briefly share my own experiences on the parkway. Apart from actually being in the water I believe the best way to enjoy our city's gorgeous ocean waterfront is from the Great Highway. Whether on cold foggy days or warm sunny days, the joy I feel riding my bicycle or walking down the roadway and looking onto the natural beauty of the beach and ocean is something that swells my pride of this city. I recall years ago attempting to cross the GH at Fulton St and being terrified of the dozens of cars speeding down, and the incredibly short crosswalk timers granting us "safe" passage to the beautiful beach. I believe this roadway, like all of our city's waterfronts, should be public access to all people not in cars.

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

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Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzpmMmM2ZDJlNjg1YTNiODkyMjI4Y2E4YjY1MmEyM2MzYzo2OjVkMDY6MTY4MDJmYjUxNWIzNmJkOGRiMDViOTBmZmFjOTE1ZjY1NzcxOWJmOGYwNzcxNGI0NzljMjNiODRhNTczMDlkNjp0OkY.

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: Michael Spring
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; AssemblyMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM
Date: Monday, October 3, 2022 4:27:04 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

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Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From: Anthony Saufnier
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM.
Date: Monday, October 3, 2022 4:10:12 PM

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Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/___YXAzOnNmZHQyOmE6bzo1MTFmN2ZjMDdkODQ4ODI3ZGRlNWFjNDhlZWU2Nml1MTo2OjQ2YTM6MGE5N2M0MTUwMjUwYjExYjUwZic1YWM4NGUzMWI2Y2Y1YTksOTQ3YWVlODk4ODM2OWVmMzNjMWZiNidkNzZmYipwOkY, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKWnQ/___YXAzOnNmZHQyOmE6bzo1MTFmN2ZjMDdkODQ4ODI3ZGRlNWFjNDhlZWU2Nml1MTo2OjZlNTU6ZWY3OWY0N2U5NmU2MjU4MTM0YTY2ZmM1YTczMWIyMGY2OTBhNWQ3ZmY0NGY1YTQ4MjJiNTBiOTdiMzljNTUwZDpwOkY.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzo1MTFmN2ZjMDdkODQ4ODI3ZGRlNWFjNDhlZWU2Nml1MTo2OmNkMzI6ZmIwZGJmY2I4YzZlNDJhM2M4MzczZDhkZTg0Y2ZhOGFiZDNlNGRmYTAwOTUwZTNiNjFmOTRjMmRiYmY4YjMwMDpwOkY.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From: Luke Bornheimer
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Ting@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Monday, October 3, 2022 3:40:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/___YXAzOnNmZHQyOmE6bzphY2OxOTY5NTNlNW1ZDAzMWUwZTk0YTE2MDU0ODUyMDo2OmNhY2Y6MzgzYjU5ODNhOTM2Yz1lZjE2NmY2MTY4YTc0NjU0MDVjZjAwYTE5ZDI2Y2U4OGNkYTE0OGZjMTAxOTBjNDM3MzpwOkY, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BIMWyxsKrWnQ/___YXAzOnNmZHQyOmE6bzphY2QxOTY5NTNlNW1ZDAzMWUwZTk0YTE2MDU0ODUyMDo2OjdlOTI6MDBmZGZiNDc5ZDI5OGZhNjE5MWNhZjAzY2Q0MTA5ZTMxM2VhYjk4MDUwNjIzZmUwNGU1NmZlZGY3NDJmOGIwMjpwOkY.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzphY2QxOTY5NTNlNW1ZDAzMWUwZTk0YTE2MDU0ODUyMDo2OjgzZGM6MTcyNTRmYzBhN2JhNTQ1MjRlNDcwOGVjMzc0YTU4N2ZlY2E3MmZlMzA3MjYxYjUyNjEyZGI1OTk5NjRjZWViMjpwOkY.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care,
Luke | Organizer, Community Spaces SF / Director, Great Highway Park | 617-899-4487

From:	Parker Day
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors, (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	We Should Build a 24/7 Great Highway Park, starting with a pilot from Friday at 6am to Monday at 6am
Date:	Monday, October 3, 2022 5:47:50 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city. It's changed my life for the better.

I was heartened to read that even some westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

We must not take a step backwards, in the wrong direction, stripping people of their ability to use this community space for recreation, transportation, and connecting with nature. In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future. **I am writing to ask that you make this oceanfront community space open to people from Friday at 6am to Monday at 6am.**

Why Friday at 6am to Monday at 6am? The hours would allow our city to pilot and study Great Highway Park for a full weekday. It would also prioritize improvements to the surrounding area, including for north-south transportation from the Richmond District, and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you,

Parker Day
415-488-6812

From:	Charles Perkins
To:	Major, Erica (BOS); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Subject:	Deferral of Supervisor Mar"s Great Highway legislation (Legislation 220875)
Date:	Tuesday, September 13, 2022 4:02:07 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Clerk of the Land Use Committee, and Committee Members Melgar, Peskin, and Preston:

I write to urge you to defer action until after the November election on Supervisor Mar's proposed legislation (no. 220875) that would close the Great Highway on weekends (starting, somewhat absurdly, at noon on Fridays, frustrating thousands and thousands of drivers who are trying to get home from work to start the weekend). As you undoubtedly are aware, Proposition I is on the ballot, which, if approved by the voters, would resolve the status of the Great Highway once and for all. There is no urgent need to rush through Supervisor Mar's legislation before the election, and advancing it now, when it may become moot, is potentially a colossal waste of public time and resources and is not good government.

Why Supervisor Mar would time his legislation just before the voters will weigh in on the Great Highway issue is befuddling, but, obviously, he sees some sort of political advantage from it in terms of defeating Proposition I. But now that proposition has qualified, it's really not appropriate to be using government resources on efforts that, again, Supervisor Mar must believe will help ensure Proposition I is defeated. (Cf. *Stanson v. Mott* (1976) 17 Cal.3d 206, 217 ["a] fundamental precept of this nation's democratic electoral process is that the government may not 'take sides' in election contests or bestow an unfair advantage on one of several competing factions"].) The "right thing" to do is to leave it to the voters at this point. As our state Supreme Court has observed, in upholding the validity of the repugnant Proposition 8 (which stripped away the right to marry the person of one's choice):

> [T]he governing California case law uniformly emphasizes that " 'it is our solemn duty jealously to guard the sovereign people's initiative power, "it being one of the most precious rights of our democratic process . . . ." ' " (*Raven* [*v. Deukmejian* (1990)] 52 Cal.3d 336, 341; see, e.g., *Perry v. Jordan* (1949) 34 Cal.2d 87, 90-91 ["The measure presented is an initiative constitutional amendment. 'The right of initiative is precious to the people and is one which the courts are zealous to preserve to the fullest tenable measure of spirit as well as letter' "].)

(*Strauss v. Horton* (2009) 46 Cal.4th 364, 453; See also *Stanson*, *supra*, 17 Cal.3d at p. 219 ["[a] fundamental goal of a democratic society is to attain the free and pure expression of the voters' choice [and] our state and federal Constitutions mandate that the government must, if possible, avoid any feature that might adulterate or, indeed, frustrate, that free and pure choice"], internal quotations omitted].)

I hope these words are taken to heart. The initiative process has been set in motion and, in fact, a vote will soon occur. The Board of Supervisors should respect that process and back off from efforts related to the very matter the voters will decide; efforts that will be wasted if the initiate passes. Why does Supervisor Mar's legislation need to advance now, ahead of the election? If the voters reject Proposition I, the legislation can be considered then. There is simply no legitimate urgent need to need to rush it through except as matter of political gamesmanship (again, I don't see the angle, but the simple fact of the pre-election timing of the effort indicates there is one), which is disrespectful to the voters and disruptive of the political process.

Thank you, and Madam Clerk, I ask that you kindly include my request in the legislative file in this matter.

Sincerely,

Charles Perkins
San Francisco
District 7

From:	Stephen Gorski
To:	Major, Erica (BOS)
Cc:	Aaron.Peskn@sfgov.org; Melgar, Myrna (BOS); Preston, Dean (BOS)
Subject:	Re: Gordon Mar's Legislation BOS FILE 220875- Request to Delay Until After November Elction
Date:	Thursday, September 8, 2022 4:10:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To:
SF Land Use and Transportation Committee Board of Supervisors City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Erica Major, Assistant Clerk
erica.major@sfgov.org

Supervisor Aaron Peskin
aaron.peskin@sfgov.org

Supervisor Myrna Melgar
Myrna.melgar@sfgov.org

Supervisor Dean Preston
dean.preston@sfgov.org

From:
Stephen J. Gorski
sjgorskilaw@gmail.com

Date: September 7, 2022

Dear Supervisors Peskin, Melgar and Preston: I am writing to ask you to delay voting on Supervisor Mar's Legislation 220875 to keep the Great Highway in its current condition through December 31, 2025 as a pilot project. This issue is up for the voters to decide as Prop I on the November 2022 ballot. Please delay your deliberations and decisions on this matter until after the election in the interest of saving your time and the unnecessary expenditure of taxpayers' money.

Further, in a meeting with several D4 residents, Supervisor Mar told us he needed to amend his proposal to change the closure hours on Fridays and to also open the Great Highway on Saturday and Sunday nights when no one is using it because it is dark.

Please acknowledge receipt of this email. Thank you in advance for your consideration of this request.

Sincerely,
Stephen J. Gorski, 40+ yr. Resident D4 and voter
Sent from my iPad

From:	Judi Gorski
To:	Peskin, Aaron (BOS); Melgar, Myrna (BOS); Preston, Dean (BOS)
Cc:	Major, Erica (BOS); Judi - gmail Gorski
Subject:	Gordon Mar's Legislation BOS FILE 220875 - Request to Delay Until After Election
Date:	Wednesday, September 7, 2022 4:22:14 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To:
SF Land Use and Transportation Committee
Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Erica Major, Assistant Clerk
erica.major@sfgov.org

Supervisor Aaron Peskin
aaron.peskin@sfgov.org

Supervisor Myrna Melgar
Myrna.melgar@sfgov.org

Supervisor Dean Preston
dean.preston@sfgov.org

From:
Judi Gorski
judigorski@gmail.com

Date: September 7, 2022

Dear Supervisors Peskin, Melgar and Preston,

I am writing to ask you to delay voting on Supervisor Mar's Legislation 220875 to keep the Great Highway in its current condition through December 31, 2025 as a pilot project. This issue is up for the voters to decide as Prop I on the November 2022 ballot. Please delay your deliberations and decisions on this matter until after the election in the interest of saving your time and the unnecessary expenditure of taxpayers' money.

Please acknowledge receipt of this email. Thank you in advance for your consideration of this request.

Sincerely,
Judi Gorski, Resident D4

From:	Corinne Barbour
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Corinne Barbour
Date:	Thursday, August 4, 2022 5:38:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Corinne Barbour**
My email address is **corinne3jr@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Corinne Barbour

Open the Great Highway Petition (over 16,000+ signatures)

From:	Felicia Leong
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Felicia Leong
Date:	Thursday, August 4, 2022 10:05:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Felicia Leong**
My email address is **felicia@dccchamber.org**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Felicia Leong

Open the Great Highway Petition (over 16,000+ signatures)

From:	Emily Markham
To:	Breed, Mayor London (MYR); Board of Supervisors, (BOS); Chan, Connie (BOS); Melgar, Myrna (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Haney, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); ChanStaff (BOS); MelgarStaff (BOS); MandelmanStaff, [BOS]; Commission, Recpark (REC); Ginsburg, Phil (REC); clerk@sfcta.org; info@openthegreathighway.com
Subject:	Re: Great Highway: A Temporary Success Story -
Date:	Monday, August 8, 2022 7:21:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Emily Markham
My email address is pacificpupsf@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

I am writing in response to Mayor London Breed's recent decision to reopen the Upper Great Highway. I appreciate this first step to relieving the distress and inconvenience that many residents in the Sunset and Richmond Districts, as well as others throughout the city and beyond, have experienced since the Highway was abruptly closed sixteen months ago. This may be a good start, but it is not enough.

The Upper Great Highway will still remain closed from Friday afternoon until Monday morning and on holidays, during which time all of the impacts of diverting thousands of cars into a quiet, residential neighborhood, and traffic congestion in Golden Gate Park will continue. Cars and trucks will clog quiet streets; pedestrian and traffic safety will be at risk; greenhouse gas emissions due to drivers spending more time in their cars while they detour around the Great Highway will increase; and emergency vehicle response will be slowed, when a few seconds can mean the difference between life and death.

Additionally, there are plans to replace this temporary Emergency Order with a pilot program that could again completely close the Great Highway for two more years, continuing the problems that have plagued the Western part of San Francisco for over a year. And this pilot program will be conducted without an Environmental Impact Report as mandated by the California Environmental Quality Act.

Please resist those who do not want the highway shared, and who have proposed introducing a skatepark, food trucks, and entertainment on the Upper Great Highway in total disregard of the impacts that will be suffered by the residential community, the pristine quiet beach, and the National Wildlife Sanctuary.

I urge you to fully reopen the Upper Great Highway as soon as possible and to keep it open until the City conducts an EIR to study the impacts of any pilot project. Any change to its use should be done only after a full and fair review of all of the impacts resulting from a closure.

As the Sierra Club has written: "Evaluating environmental damage after a Pilot Project has been in place for two years - or in this case a potential total of over 3 years - is a bit like closing the barn door after the horse has escaped."

Please, stop this Highway Robbery.

Thank you for your time.

Sincerely,
Emily Markham

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https://www.openthegreathighway.com/ugh-next-steps

From:	JILL Mori
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from JILL Mori
Date:	Tuesday, August 16, 2022 6:57:02 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **JILL Mori**
My email address is **jkmsfog1987@gmail.com**

I am VERY VERY MUCH against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through.

We cannot afford to disrupt the flow of traffic in our city.

As a NATIVE SF KID LIKE YOU, AND MANY OF US, I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
JILL Mori

Open the Great Highway Petition (over 16,000+ signatures)

From:	Brian Adl
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Brian Adl
Date:	Monday, August 22, 2022 5:24:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brian Adl**
My email address is **apropertymco@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Brian Adl

Open the Great Highway Petition (over 16,000+ signatures)

From:	Joshua Kelly
To:	Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Philip.Ginsburg@sfgov.org
Cc:	Commission, Recpark (REC); Bohn, Nicole (ADM); MDC (ADM); Great Highway Park; Board of Supervisors, (BOS); Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); MOD, (ADM); Safai, Ahsha (BOS)
Subject:	Please support Supervisor Mar's Great Highway legislation and amend it to open the Park to people starting Friday at 6 AM...
Date:	Monday, July 25, 2022 3:11:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors and other City leaders,

I urge you to support Supervisor Mar's legislation to codify the current "compromise" for Great Highway Park and establish a public process for a pilot study. The legislation will satisfy the vast majority of San Franciscans while giving everyone an opportunity to engage in a clearly defined public process to determine the long-term future of Great Highway. While supporting the legislation, I urge you to amend it to have the park/promenade open on Fridays starting at 6 AM, so people who can access the Park only on weekdays can use it and SFMTA/RPD can study the effects of having Great Highway Park open to people for a full weekday on an ongoing basis.

thank you,

- Joshua Kelly, Outer Sunest

From:	Luke Bornheimer
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS)
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays...
Date:	Tuesday, July 26, 2022 6:44:58 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care.

From:	Ben Ewing
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS); Luke@communityspacessf.com
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays...
Date:	Tuesday, July 26, 2022 6:51:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care.

From:	Lisa Church
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS); Luke@communityspacessf.com
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays...
Date:	Tuesday, July 26, 2022 6:57:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care.

Lisa Church D3

From:	michael howley
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS); Community Spaces SF
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays...
Date:	Tuesday, July 26, 2022 9:04:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello Supervisors!

My name is Michael Howley and I'm a District 8 resident.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

Just this weekend I competed in the San Francisco Ultra Marathon, running to marathons back-to-back overnight Saturday and into Sunday morning. The Saturday night loop had no traffic control, so we had to be cautious of reckless drivers in the late hours. Thankfully, the course was largely on multiuse paths on the Bay front and Presidio, and also the length of Great Highway Park. It kept us safe for miles of beautiful, quiet running. And we weren't alone out there! There were still other people out at 1am. I've seen people using the Park at all hours on all days, even weekdays when sand makes it impassable to cars.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care.

Michael Howley
D8 Resident

From:	David Friedlander-Holm
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS); Luke@communityspacessf.com
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays…
Date:	Tuesday, July 26, 2022 10:39:27 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care.

Sent from my iPhone

From:	DAWN GRIFFIN
To:	Board of Supervisors, (BOS)
Subject:	Upper Great Highway
Date:	Wednesday, July 27, 2022 1:35:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I object to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition, closed at noon Fridays through 6:00 am Sundays, and I urge you to vote against it. There is an existing promenade on the east side of the Highway so the closure of the entire highway is ridiculous…especially at noon on Fridays so the return commute is impossible! No one consulted the Outer Sunset/Parkside residents on this closure that was supposed to ONLY be for the PANDEMIC. The residential streets are congested and unsafe. Please reopen the Great Highway to vehicles. If folks want to walk…there a perfectly good promenade right along side….

Sent from my iPad

From:	Mike Regan
To:	Board of Supervisors, (BOS)
Cc:	Breed, Mayor London (MYR)
Subject:	Proposed legislation regarding the Great Highway
Date:	Wednesday, July 27, 2022 1:39:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

SFBOS please let the voters decide on the faith of the Great Highway. It will be on the ballot in November and we don't need Gordon Mar's proposed legislation.This is political grand standing at its finest and just creates more animosity and division with in our city.

I object to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition, closed at noon Fridays through 6:00 am Sundays, and I urge you to vote against it.

We need this road to get back to normal.

thank you

Mike Regan

From:	S Garrett
To:	BOS-Supervisors
Subject:	Keep Great Highway open full time to traffic
Date:	Wednesday, July 27, 2022 2:55:43 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Board of Supervisors:

I object to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition, closed at noon Fridays through 6:00 am Monday and I urge you to vote against it.

The Great Hwy is a useful thoroughfare that keeps commuters off our local neighborhood streets (which is safer for all) and should at least be available to commuters 5 full days (since it is empty at night during closed days, why can't the hours be 6am Saturday to 9pm Sunday?)

I would also suggest that an environmental impact report be done in regards to the damaged dunes created by foot traffic over the past two years.

Thank you,
S Garrett
D4 Resident

Sent from my iPhone

From:	Christina Shih
To:	Board of Supervisors, (BOS)
Subject:	Gordon Mar"s proposition to keep the Great High closed for another three years
Date:	Wednesday, July 27, 2022 3:05:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I object to this proposition for the following reasons.

It was closed as a “temporary” pandemic measure. Three years is not “temporary”.

The currently closure at noon on Friday is illogical, just like the reopening of MLK going east bound only and not both ways. If there is a need for the GH to be open on Friday, at least let people get both TO and FROM their destinations and not close it off on Friday. More logical to close at 6 am Saturday which IS the weekend and in the time periods most likely to be used.

Open the Great Highway Alliance was able to garner 18,000 signatures in less than three weeks which shows wide support for reopening. Gordon Mar’s own constituents disagree with his position - they voted down Proposition A and recalled Boudin and the three BOE members. Clearly Gordon Mar does not reflect what his constituents want.

From:	Patrick Linehan
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS); Luke@communityspacessf.com
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays...
Date:	Wednesday, July 27, 2022 3:15:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care.

From:	Don
To:	Chan, Connie (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS)
Cc:	Board of Supervisors, (BOS); Luke@communityspacessf.com
Subject:	Thank you Supervisor Mar! Please open Great Highway Park to people all day on Fridays...
Date:	Wednesday, July 27, 2022 4:43:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

First, thank you to Supervisor Mar and his staff for introducing legislation to continue Great Highway Park on Fridays and weekends while a study looks into the future use of Great Highway. This is a first but critical step towards creating a full-time, world-class oceanfront park, and it wouldn't be possible without Supervisor Mar and his staff.

I urge all of you to support Supervisor Mar's legislation, so we can move forward as a city and start the pilot study as soon as possible.

While supporting this legislation, I encourage you to support opening Great Highway Park at 6 AM on Fridays, so that everyone—including people who work weekends—can access the Park. While many of us have the privilege to have weekends off, that is not true for many in our city, and we need to ensure that they can access Great Highway Park like the rest of us on a weekday. Having Great Highway Park open all day on Fridays will also allow SFMTA and RPD to track and analyze the effects of having the space open to people on a weekday, which would be critical in informing the pilot study and making necessary improvements to benefit everyone, including car drivers.

Please support Supervisor Mar's legislation and speak up for people who can only access the Park on Fridays.

Thank you, and please take care,

-Don Hoffman, 3378 22nd St.

Sent from my phone.

From:	Judi Gorski
To:	Board of Supervisors, (BOS); Breed, Mayor London (MYR); Walton, Shamann (BOS); Mar, Gordon (BOS)
Cc:	Elsbernd, Sean (MYR); Judi - gmail Gorski
Subject:	Objection to Supervisor Gordon Mar's Proposed Legislation to keep the Great Highway closed Fridays noon through Mondays 6:00 am
Date:	Wednesday, July 27, 2022 6:20:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: San Francisco Board of Supervisors
Board.of.Supervisors@sfgov.org

To: President Shamann Walton
Shamann.Walton@sfgov.org

To: Supervisor Gordon Mar
Gordon.Mar@sfgov.org

To: Mayor London Breed
MayorLondonBreed@sfgov.org
cc: Sean.Elsbernd@sfgov.org

From: Judi Gorski
judigorski@gmail.com

Date: July 27, 2022

Dear President Walton, Supervisors, and Mayor Breed,

I object to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition, closed at noon Fridays through 6:00 am Sundays and I urge you to vote against it. I am a San Francisco voter directly negatively impacted by the continued closure of the Great Highway.

Supervisor Mar met with and openly agreed with many of his constituents that the noon closure was too early and should be adjusted to allow the Friday evening commuters to use the Great Highway until rush hour was over.

He further acknowledged and agreed that since it is empty of pedestrians and bicyclists in the dark of night, while the diverted big rigs, buses, delivery vans, motorcycles, and other highway traffic speed by homes and apartments creating noise and air pollution on the usually quiet residential streets, that it was very reasonable to keep the highway open to vehicles during the dark.

Supervisor Mar's proposed compromise over the past year has been proven to be unenforceable, as the Highway was not fully open as promised for more than 100 days between April 1, 2022, and mid-July, 2022.
This legislation does not reflect his representations or stated concerns for the safety and well-being of his constituents. I urge you to please vote against it.

Respectfully submitted,
Judi Gorski
40+ year resident/voter / District 4

From:	Judi Gorski
To:	Board of Supervisors, (BOS); Walton, Shamann (BOS); Breed, Mayor London (MYR); Mar, Gordon (BOS)
Cc:	Elsbernd, Sean (MYR); Judi - gmail Gorski
Subject:	Corrected Objection to Supervisor Gordon Mar's Proposed Legislation to keep the Great Highway closed Fridays noon through Mondays 6:00 am (Correction of error in first paragraph "Sundays" should have said "Mondays")
Date:	Wednesday, July 27, 2022 6:51:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To: San Francisco Board of Supervisors
Board.of.Supervisors@sfgov.org

To: President Shamann Walton
Shamann.Walton@sfgov.org

To: Supervisor Gordon Mar
Gordon.Mar@sfgov.org

To: Mayor London Breed
MayorLondonBreed@sfgov.org
cc: Sean.Elsbernd@sfgov.org

From: Judi Gorski
judigorski@gmail.com

Date: July 27, 2022

Dear President Walton, Supervisors, and Mayor Breed,

I object to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition, closed at noon Fridays through 6:00 am Mondays and I urge you to vote against it. I am a San Francisco voter directly negatively impacted by the continued closure of the Great Highway.

Supervisor Mar met with and openly agreed with many of his constituents that the noon closure was too early and should be adjusted to allow the Friday evening commuters to use the Great Highway until rush hour was over.

He further acknowledged and agreed that since it is empty of pedestrians and bicyclists in the dark of night, while the diverted big rigs, buses, delivery vans, motorcycles, and other highway traffic speed by homes and apartments creating noise and air pollution on the usually quiet residential streets, that it was very reasonable to keep the highway open to vehicles during the dark.

Supervisor Mar's proposed compromise over the past year has been proven to be unenforceable, as the Highway was not fully open as promised for more than 100 days between April 1, 2022, and mid-July, 2022.
This legislation does not reflect his representations or stated concerns for the safety and well-being of his constituents. I urge you to please vote against it.

Respectfully submitted,
Judi Gorski
40+ year resident/voter / District 4

From:	Layne Menn
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Layne Menn
Date:	Wednesday, July 27, 2022 8:33:38 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Layne Menn**
My email address is **layne_behrens@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Layne Menn

Open the Great Highway Petition (over 16,000+ signatures)

From:	S Garrett
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from S Garrett
Date:	Wednesday, July 27, 2022 8:34:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **S Garrett**
My email address is **shigar16@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
S Garrett

Open the Great Highway Petition (over 16,000+ signatures)

From:	Nancy Porter
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Nancy Porter
Date:	Wednesday, July 27, 2022 8:35:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Nancy Porter**
My email address is **hyegirlnancy@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Nancy Porter

Open the Great Highway Petition (over 16,000+ signatures)

From:	MICHAEL MOORE
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from MICHAEL MOORE
Date:	Wednesday, July 27, 2022 8:38:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **MICHAEL MOORE**
My email address is **golfmike@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
MICHAEL MOORE

Open the Great Highway Petition (over 16,000+ signatures)

From:	Mike Tegan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Mike Tegan
Date:	Wednesday, July 27, 2022 8:44:59 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Tegan**
My email address is **myoldgoat@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Mike Tegan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Elizabeth Fox
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Elizabeth Fox
Date:	Wednesday, July 27, 2022 9:35:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Elizabeth Fox**
My email address is **ehfox1013@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Elizabeth Fox

Open the Great Highway Petition (over 16,000+ signatures)

From:	Debra HOWARD
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Debra HOWARD
Date:	Wednesday, July 27, 2022 9:35:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Debra HOWARD**
My email address is **deb127@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Debra HOWARD

Open the Great Highway Petition (over 16,000+ signatures)

From:	Judith Tichy
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Judith Tichy
Date:	Wednesday, July 27, 2022 9:36:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Judith Tichy**
My email address is **tichyjtn@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Judith Tichy

Open the Great Highway Petition (over 16,000+ signatures)

From:	Stephen Gorski
To:	Board of Supervisors, (BOS); Walton, Shamann (BOS); Breed, Mayor London (MYR); Mar, Gordon (BOS)
Cc:	Elsbernd, Sean (MYR)
Subject:	Objection to Supervisor Mar's Proposed Legislation to Keep the Great Highway closed Fridays Noon through Mondays 6:00 am
Date:	Wednesday, July 27, 2022 10:03:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Date: July 27, 2022

Dear President Walton, Supervisors, and Mayor Breed,

I object to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition, closed at noon Fridays through 6:00 amMondays and I urge you to vote against it. I am a San Francisco voter directly negatively impacted by the continued closure of the Great Highway.

Supervisor Mar met with and openly agreed with many of his constituents that the noon closure was too early and should be adjusted to allow the Friday eveningcommuters to use the Great Highway until rush hour was over.

He further acknowledged and agreed that since it is empty of pedestrians and bicyclists in the dark of night, while the diverted big rigs, buses, delivery vans, motorcycles, and other highway traffic speed by homes and apartments creating noise and air pollution on the usually quiet residential streets, that it was very reasonable to keep the highway open to vehicles during the dark.

Supervisor Mar's proposed compromise over the past year has been proven to be unenforceable, as the Highway was not fully open as promised for more than 100 days between April 1, 2022, and mid-July, 2022.
This legislation does not reflect his representations or stated concerns for the safety and well-being of his constituents. I urge you to please vote against it.

Respectfully submitted,
Stephen J. Gorski
40+ year resident/voter / District 4

Sent from my iPad

From:	Isabel Ehrlich
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Isabel Ehrlich
Date:	Wednesday, July 27, 2022 10:36:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Isabel Ehrlich**
My email address is **jazzybella64@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Isabel Ehrlich

Open the Great Highway Petition (over 16,000+ signatures)

From:	Karen Knuth
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Karen Knuth
Date:	Wednesday, July 27, 2022 10:36:52 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Karen Knuth**
My email address is **kpuechner@msn.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Karen Knuth

Open the Great Highway Petition (over 16,000+ signatures)

From:	Leslie Wong
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Leslie Wong
Date:	Wednesday, July 27, 2022 10:37:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leslie Wong**
My email address is **sassenmass@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Leslie Wong

Open the Great Highway Petition (over 16,000+ signatures)

From:	Michael Barnard
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Michael Barnard
Date:	Wednesday, July 27, 2022 10:37:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Michael Barnard**
My email address is **pokerbarney14@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Michael Barnard

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kathy Regan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kathy Regan
Date:	Wednesday, July 27, 2022 10:38:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Regan**
My email address is **meemom@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kathy Regan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kathy Regan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kathy Regan
Date:	Wednesday, July 27, 2022 11:38:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Regan**
My email address is **meemom@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kathy Regan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Patricia Arack
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Patricia Arack
Date:	Wednesday, July 27, 2022 11:39:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Patricia Arack**
My email address is **parack@ccsf.edu**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Patricia Arack

Open the Great Highway Petition (over 16,000+ signatures)

From:	Teresa Durling
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Teresa Durling
Date:	Wednesday, July 27, 2022 11:39:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Teresa Durling**
My email address is **tadurling@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Teresa Durling

Open the Great Highway Petition (over 16,000+ signatures)

From:	Linda Mathews
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Linda Mathews
Date:	Wednesday, July 27, 2022 11:39:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Mathews**
My email address is **linda.mathews@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Linda Mathews

Open the Great Highway Petition (over 16,000+ signatures)

From:	Stephen Gorski
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Stephen Gorski
Date:	Wednesday, July 27, 2022 11:49:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephen Gorski**
My email address is **sjgorskilaw@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Stephen Gorski

Open the Great Highway Petition (over 16,000+ signatures)

From:	Noelle Song
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Noelle Song
Date:	Wednesday, July 27, 2022 11:55:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Noelle Song**
My email address is **noellesong@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Noelle Song

Open the Great Highway Petition (over 16,000+ signatures)

From:	Elaine Breen
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Elaine Breen
Date:	Wednesday, July 27, 2022 11:55:08 PM

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My name is **Elaine Breen**
My email address is **brown1053@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Elaine Breen

Open the Great Highway Petition (over 16,000+ signatures)

From:	kathryn van koughnett
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from kathryn van koughnett
Date:	Wednesday, July 27, 2022 11:55:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **kathryn van koughnett**
My email address is **kathryn_v@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
kathryn van koughnett

Open the Great Highway Petition (over 16,000+ signatures)

From:	matthew chang
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from matthew chang
Date:	Wednesday, July 27, 2022 11:55:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **matthew chang**
My email address is **Matthewdchang888@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
matthew chang

Open the Great Highway Petition (over 16,000+ signatures)

From:	Greg Syler
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Greg Syler
Date:	Wednesday, July 27, 2022 11:55:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Greg Syler**
My email address is **sivakitty@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Greg Syler

Open the Great Highway Petition (over 16,000+ signatures)

From:	Loreen Bernardini
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Loreen Bernardini
Date:	Wednesday, July 27, 2022 11:55:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Loreen Bernardini**
My email address is **lucca1969@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Loreen Bernardini

Open the Great Highway Petition (over 16,000+ signatures)

From:	Martha Miner
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Martha Miner
Date:	Wednesday, July 27, 2022 11:55:22 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Martha Miner**
My email address is **marty.miner@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Martha Miner

Open the Great Highway Petition (over 16,000+ signatures)

From:	Lola Lee
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Lola Lee
Date:	Thursday, July 28, 2022 12:40:24 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lola Lee**
My email address is **lolalee008@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Lola Lee

Open the Great Highway Petition (over 16,000+ signatures)

From:	Angela Lee
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Angela Lee
Date:	Thursday, July 28, 2022 12:40:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Angela Lee**
My email address is **angelalee333@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Angela Lee

Open the Great Highway Petition (over 16,000+ signatures)

From:	Chris Fern
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Chris Fern
Date:	Thursday, July 28, 2022 12:40:59 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Chris Fern**
My email address is **operachris@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Chris Fern

Open the Great Highway Petition (over 16,000+ signatures)

From:	Stephanie Lehman
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Stephanie Lehman
Date:	Thursday, July 28, 2022 12:41:21 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Stephanie Lehman**
My email address is **slehman21@me.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Stephanie Lehman

Open the Great Highway Petition (over 16,000+ signatures)

From:	Marina Roche
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Marina Roche
Date:	Thursday, July 28, 2022 1:41:43 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marina Roche**
My email address is **slatehouse@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Marina Roche

Open the Great Highway Petition (over 16,000+ signatures)

From:	Mari Sanei
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Mari Sanei
Date:	Thursday, July 28, 2022 1:41:57 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mari Sanei**
My email address is **acornscone@netzero.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Mari Sanei

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jan Diamond
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jan Diamond
Date:	Thursday, July 28, 2022 1:42:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Jan Diamond**
My email address is **janmdiamond@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jan Diamond

Open the Great Highway Petition (over 16,000+ signatures)

From:	Robert Chan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Robert Chan
Date:	Thursday, July 28, 2022 1:42:35 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Chan**
My email address is **RobertYChan@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Robert Chan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jennifer Yan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jennifer Yan
Date:	Thursday, July 28, 2022 2:43:04 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Yan**
My email address is **jennifer.yan@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jennifer Yan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Leslie Boin Podell
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Leslie Boin Podell
Date:	Thursday, July 28, 2022 2:43:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Leslie Boin Podell**
My email address is **leslie@podell.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Leslie Boin Podell

Open the Great Highway Petition (over 16,000+ signatures)

From:	Christina Pappas
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Christina Pappas
Date:	Thursday, July 28, 2022 2:43:18 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Christina Pappas**
My email address is **scoutca66@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Christina Pappas

Open the Great Highway Petition (over 16,000+ signatures)

From:	Eddy Sapiro
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Eddy Sapiro
Date:	Thursday, July 28, 2022 2:43:38 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Eddy Sapiro**
My email address is **eddysapiro@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Eddy Sapiro

Open the Great Highway Petition (over 16,000+ signatures)

From:	Matthew Rhoa
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Matthew Rhoa
Date:	Thursday, July 28, 2022 2:54:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Matthew Rhoa**
My email address is **matthew@brailer-rhoa.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Matthew Rhoa

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jamis R
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jamis R
Date:	Thursday, July 28, 2022 3:44:14 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jamis R**
My email address is **jamielee6@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jamis R

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jamie Wong
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jamie Wong
Date:	Thursday, July 28, 2022 3:44:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jamie Wong**
My email address is **jamielee6@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jamie Wong

Open the Great Highway Petition (over 16,000+ signatures)

From:	Peter Elden
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Peter Elden
Date:	Thursday, July 28, 2022 3:44:48 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peter Elden**
My email address is **peterelden@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Peter Elden

Open the Great Highway Petition (over 16,000+ signatures)

From:	Dyanna Turner
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Dyanna Turner
Date:	Thursday, July 28, 2022 3:45:18 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dyanna Turner**
My email address is **dyannasunshine8@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Dyanna Turner

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jamie Kendall
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jamie Kendall
Date:	Thursday, July 28, 2022 3:55:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Jamie Kendall**
My email address is **jkendall301@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jamie Kendall

Open the Great Highway Petition (over 16,000+ signatures)

From:	Timothy Boyle
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Timothy Boyle
Date:	Thursday, July 28, 2022 4:45:37 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Timothy Boyle**
My email address is **trboyleandson@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Timothy Boyle

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kristin Harlan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kristin Harlan
Date:	Thursday, July 28, 2022 4:46:05 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Kristin Harlan**
My email address is **kristin.harlan@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kristin Harlan

Open the Great Highway Petition (over 16,000+ signatures)

From:	victoire reynal
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from victoire reynal
Date:	Thursday, July 28, 2022 4:46:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **victoire reynal**
My email address is **victoirereynal@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
victoire reynal

Open the Great Highway Petition (over 16,000+ signatures)

From:	Sherrie Rosenberg
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Sherrie Rosenberg
Date:	Thursday, July 28, 2022 4:56:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sherrie Rosenberg**
My email address is **sherrie.rosenberg@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Sherrie Rosenberg

Open the Great Highway Petition (over 16,000+ signatures)

From:	Bruce Bennett
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Bruce Bennett
Date:	Thursday, July 28, 2022 5:47:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bruce Bennett**
My email address is **bbennett01@hotmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Bruce Bennett

Open the Great Highway Petition (over 16,000+ signatures)

From:	Madison Clell
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Madison Clell
Date:	Thursday, July 28, 2022 6:30:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Madison Clell**
My email address is **madisoncuckoo@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Madison Clell

Open the Great Highway Petition (over 16,000+ signatures)

From:	Rosemary Newton
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Rosemary Newton
Date:	Thursday, July 28, 2022 6:32:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rosemary Newton**
My email address is **rosenewton@comcast.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Rosemary Newton

Open the Great Highway Petition (over 16,000+ signatures)

From:	Ignacio Orellana-Garcia
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Ignacio Orellana-Garcia
Date:	Thursday, July 28, 2022 7:23:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Ignacio Orellana-Garcia**
My email address is **Volare232@hotmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Ignacio Orellana-Garcia

Open the Great Highway Petition (over 16,000+ signatures)

From:	karen kinahan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from karen kinahan
Date:	Thursday, July 28, 2022 7:39:51 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **karen kinahan**
My email address is **sfkinahan@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
karen kinahan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Alison Fong
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Alison Fong
Date:	Thursday, July 28, 2022 7:44:15 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alison Fong**
My email address is **ayfong1@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Alison Fong

Open the Great Highway Petition (over 16,000+ signatures)

From:	Robert Taub
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Robert Taub
Date:	Thursday, July 28, 2022 8:28:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Robert Taub**
My email address is **robertscotttaub@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Robert Taub

Open the Great Highway Petition (over 16,000+ signatures)

From:	Robert Taub
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Robert Taub
Date:	Thursday, July 28, 2022 8:29:18 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Robert Taub**
My email address is **robertscotttaub@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Robert Taub

Open the Great Highway Petition (over 16,000+ signatures)

From:	Libby Adler
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Libby Adler
Date:	Thursday, July 28, 2022 8:45:42 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Libby Adler**
My email address is **libby.adler@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years. Closing it at noon on a Friday is incredibly disruptive and confusing.

Supervisor Mar's proposal is misguided and would have a negative impact on the community. His claim of millions of people using the road is unfounded and clearly wrong.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city. This city is becoming more and more difficult to navigate and tourists notice. Businesses keep closing, people keep leaving, public transportation is horrible.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,

Libby Adler

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jim Murphy
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jim Murphy
Date:	Thursday, July 28, 2022 8:48:48 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Jim Murphy**
My email address is **JimMurphy45@aol.com**

This is nonsense! Turning the Great Highway into a playground for relatively few people to enjoy at the expense of thousands of other people who rely on it to cross the west end of the city has been a disaster. This does nothing to stop being from driving. It merely pushes the vehicles off one of the safest streets in the City and into the neighborhood and also further congests 19th Avenue. Put an end to this poorly thought out experiment.

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jim Murphy

Open the Great Highway Petition (over 16,000+ signatures)

From:	michael Regan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from michael Regan
Date:	Thursday, July 28, 2022 9:36:36 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **michael Regan**
My email address is **myoldgoat@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

We really need strong leadership to stop the anti-car, climate BS that is going on.

Thank you for your consideration.

Respectfully submitted,
michael Regan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jane Dunlap
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jane Dunlap
Date:	Thursday, July 28, 2022 9:38:55 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jane Dunlap**
My email address is **jc_dunlap@hotmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Jane Dunlap

Open the Great Highway Petition (over 16,000+ signatures)

From:	Sherri Morris
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Sherri Morris
Date:	Thursday, July 28, 2022 9:53:29 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sherri Morris**
My email address is **sherri.l7.morris@gmail.com**

I am strongly opposed to Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and will have a negative impact on the community, as it has particularly since the pandemic restrictions have been lifted.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic in the Outerlands is gridlocked, businesses suffer, and emergency vehicles have difficulty getting through. We cannot afford to continue to disrupt the flow of traffic in our city. As it is, how much harder will it be for me as a resident of the Outer Richmond, to get around during the days of Outside Lands and Hardly Strictly Bluegrass?

I urge you to vote against this poorly written legislation that is devoid of consideration for ALL the residents who live on or near The Great Highway.

Thank you for your consideration.

Respectfully submitted,

Sherri Morris

Open the Great Highway Petition (over 16,000+ signatures)

From:	Judi Gorski
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Judi Gorski
Date:	Thursday, July 28, 2022 10:14:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Judi Gorski**
My email address is **judigorski@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Judi Gorski

Open the Great Highway Petition (over 16,000+ signatures)

From:	Lynneth Uy
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Lynneth Uy
Date:	Thursday, July 28, 2022 10:53:44 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Lynneth Uy**
My email address is **notrealadd6@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Furthermore, living on La Playa, I can see the usage of the "promenade" on - event days, when the weather isn't ideal, and at night. It clearly isn't getting the same numbers as when special events are happening and using special event attendance deceivingly inflates the actual usage.

I am think it is a great idea to improve pedestrian and cycling networks, but improving the current paths is a way to accomplish this without directing drivers onto the neighborhood streets. As a resident on the upper avenues, I

know what a waste is time (and gas) it would be to take Sunset or 19th when trying to get from Ocean Beach to the zoo.

Thank you for your consideration.

Respectfully submitted,
Lynneth Uy

Open the Great Highway Petition (over 16,000+ signatures)

From:	Tony Villa
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Tony Villa
Date:	Thursday, July 28, 2022 12:59:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Tony Villa**
My email address is **tvobsf@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Tony Villa

Open the Great Highway Petition (over 16,000+ signatures)

From:	Sara Starr
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Sara Starr
Date:	Thursday, July 28, 2022 1:58:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Sara Starr**
My email address is **ss99@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Sara Starr

Open the Great Highway Petition (over 16,000+ signatures)

From:	Peter Pirolli
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Peter Pirolli
Date:	Thursday, July 28, 2022 3:34:47 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Peter Pirolli**
My email address is **peter.pirolli@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Peter Pirolli

Open the Great Highway Petition (over 16,000+ signatures)

From:	Geoff Moore
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Geoff Moore
Date:	Thursday, July 28, 2022 3:52:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Geoff Moore**
My email address is **moore_geoffrey@yahoo.com**

I live right at Ocean Beach, and have lived here for multiple decades. I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years, because I believe that more information needs to be gathered and evaluated before proceeding.

Supervisor Mar's proposal is misguided because it is uninformed, and it is unclear whether it would have a negative impact on the community as well as the environment.

I am particularly concerned about the possible environmental impact. While it may seem tempting at first thought to "eliminate cars" and theoretically improve a carbon footprint, I can tell you categorically as an Ocean Beach resident living right along the road that the reality is far different, for two reasons. In addition, when one stops to consider both these reasons, it becomes clear that a decision to proceed would impair the legislative credibility of the Mayor's office.

First, closing the road does not eliminate cars - people who are commuting simply reroute through residential neighborhoods where we have effectively increased emissions, as well as traffic dangers, due to an increase in congestion on stop and go streets that do not flow like the Upper Great Highway. In fact,

residents were previously informed by Mr. Mar that work would be done to study and implement enhancements to traffic flow before any further changes to the highway, and so it seems disingenuous to now put forward an ordinance when that work has not been completed.

Second, the purported reason for creating a park has been the new visitation and enjoyment by thousands and thousands of people (according to the city's own calculations and statements). If it is indeed true that thousands of people are now visiting a nature preserve for protected wildlife and dunes, common sense would suggest that a careful, deliberate and thorough review of all that new impact is necessary before proceeding, so that environmental effects and further mitigation could be considered to facilitate safe and low impact visitation. Many of us are saddened to observe that our dunes have been absolutely butchered by people carelessly trodding in the habitat of a federally protected animal, the snowy plover. Trash and graffiti litter the roadway, with apparently little or no budget to keep the area clean. Residents are disturbed at all hours of the night by homeless encampments and visitors making noise and living in the dunes, not to mention commercial traffic driving along right in front of their homes.

For both these reasons the Sierra Club, thousands of local residents, and environmentalists have requested repeatedly that Mr Mar and the city undertake an evaluation of the area with an environmental impact report process, and in conjunction with the California Coastal Commission and the GGNRA. It's actually been over a year since the Sierra Club provided the city with a fairly straightforward and non-political letter with no conclusory viewpoint about "best" roadway design.
This letter requested an environmental review so that our community will have more information first, and nothing has happened to protect the environment or respond to such a straightforward request with a comprehensive multi-agency environmental review.

As a separate matter, failing to follow California mandates with respect to environmental reviews could lead to litigation and create impairment for taxpayers, while further undermining The credibility of the Mayor's approach.

Finally, the Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We

cannot afford to disrupt the flow of traffic in our city, nor continue to divide our community by preferential traffic designs that impair neighborhood relationships.

I strongly urge you to vote against this poorly written legislation, and instead take a more measured and helpful approach that has been advocated for by many local Ocean Beach residents. This approach would include environmental impact reviews, discussions with the community from an environmental perspective, and the implementation of a real budget to manage the area properly for the greatest public access and use by all residents regardless of their individual needs.. This last point has been particularly troublesome for residents and again undermine credibility - none of us can understand why the city would open a park with $0 of budget - it's insane, and underscores the shortsighted, reactive, and deficient approach demonstrated to date by public servants who continue to not only impair the community but impair their own credibility.. Please do the right thing, and take a closer look first - we've been pretty clear, and we vote.

Thank you for your consideration.

Respectfully submitted,
Geoff Moore

Open the Great Highway Petition (over 16,000+ signatures)

From:	Patricia Wise
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Patricia Wise
Date:	Thursday, July 28, 2022 4:24:23 PM

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My name is **Patricia Wise**
My email address is **pawise52@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Patricia Wise

Open the Great Highway Petition (over 16,000+ signatures)

From:	Cornelius Nilmeier
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Cornelius Nilmeier
Date:	Thursday, July 28, 2022 4:26:00 PM

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My name is **Cornelius Nilmeier**
My email address is **corneliusnilmeier@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Cornelius Nilmeier

Open the Great Highway Petition (over 16,000+ signatures)

From:	Diane D'Andre
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Diane D'Andre
Date:	Thursday, July 28, 2022 4:33:59 PM

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My name is **Diane D'Andre**
My email address is **dianesfo@icloud.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Diane D'Andre

Open the Great Highway Petition (over 16,000+ signatures)

From:	Sharon Yasukawa
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Sharon Yasukawa
Date:	Friday, July 29, 2022 7:46:31 AM

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My name is **Sharon Yasukawa**
My email address is **hugweevil@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through!!! We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.
Our City relies on tourism & the inconvenience of blocked streets, main thoroughfares, & easy access to our famous sites & attractions are hurting our SF financial recovery now that people are starting to go back to work.

Thank you for your kind consideration in returning our City back to being accessible for ALL!!!

Respectfully submitted,

Sharon Yasukawa

Open the Great Highway Petition (over 16,000+ signatures)

From:	mieke vandewalle
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from mieke vandewalle
Date:	Friday, July 29, 2022 9:47:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **mieke vandewalle**
My email address is **mieke@mac.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
mieke vandewalle

Open the Great Highway Petition (over 16,000+ signatures)

From:	Linda Sekino Omori
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Linda Sekino Omori
Date:	Friday, July 29, 2022 11:23:15 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Linda Sekino Omori**
My email address is **lindasekino@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Linda Sekino Omori

Open the Great Highway Petition (over 16,000+ signatures)

From:	Laurel Romeyn
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Laurel Romeyn
Date:	Friday, July 29, 2022 4:21:47 PM

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My name is **Laurel Romeyn**
My email address is **miss415@ymail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition! It should not be closed at noon on Fridays & disregard commuters!

We need solutions that benefit EVERYONE- cars, bikes & pedestrians.
I live in the Southwest section of SF and since the closure, can no longer enjoy weekend hikes at Land's End due to the excessive traffic & time it takes trying to get through the park. It used to be a short, enjoyable drive down Sloat & over the Great Highway. Now I have no choice but to deal with constant stop & go traffic so it's not even worth the trip anymore.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Laurel Romeyn

Open the Great Highway Petition (over 16,000+ signatures)

From:	Judith Tichy
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Judith Tichy
Date:	Saturday, July 30, 2022 4:19:45 PM

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My name is **Judith Tichy**
My email address is **tichyjtn@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Judith Tichy

Open the Great Highway Petition (over 16,000+ signatures)

From:	Angela Tickler
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Angela Tickler
Date:	Saturday, July 30, 2022 4:23:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Angela Tickler**
My email address is **angela.tickler@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Angela Tickler

Open the Great Highway Petition (over 16,000+ signatures)

From:	Bruce Bennett
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Bruce Bennett
Date:	Saturday, July 30, 2022 4:25:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bruce Bennett**
My email address is **bbennett01@hotmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Bruce Bennett

Open the Great Highway Petition (over 16,000+ signatures)

From:	Mike Regan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Mike Regan
Date:	Saturday, July 30, 2022 4:27:24 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Regan**
My email address is **myoldgoat@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Mike Regan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Irene Deutsch
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Irene Deutsch
Date:	Saturday, July 30, 2022 5:19:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Irene Deutsch**
My email address is **ideut8@comcast.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Irene Deutsch

Open the Great Highway Petition (over 16,000+ signatures)

From:	Monica Dowell
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Monica Dowell
Date:	Saturday, July 30, 2022 5:20:08 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Monica Dowell**
My email address is **monicadowell@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Monica Dowell

Open the Great Highway Petition (over 16,000+ signatures)

From:	Maureen Kirwan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Maureen Kirwan
Date:	Saturday, July 30, 2022 5:20:31 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maureen Kirwan**
My email address is **maureengoword@comcast.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city. Keep the Great Highway open! Highways should only be closed in emergencies! It is not legal to keep it closed!

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Maureen Kirwan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Marilyn Flynn
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Marilyn Flynn
Date:	Saturday, July 30, 2022 5:20:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marilyn Flynn**
My email address is **lynn.flynn@realestatesf.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Marilyn Flynn

Open the Great Highway Petition (over 16,000+ signatures)

From:	Rosemary Newton
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Rosemary Newton
Date:	Saturday, July 30, 2022 5:31:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rosemary Newton**
My email address is **rosenewton@comcast.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Rosemary Newton

Open the Great Highway Petition (over 16,000+ signatures)

From:	Barrie Evans
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Barrie Evans
Date:	Saturday, July 30, 2022 6:21:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Barrie Evans**
My email address is **staxoo7@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Barrie Evans

Open the Great Highway Petition (over 16,000+ signatures)

From:	Georgina Costales
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Georgina Costales
Date:	Saturday, July 30, 2022 6:21:40 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Georgina Costales**
My email address is **gcostales@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Georgina Costales

Open the Great Highway Petition (over 16,000+ signatures)

From:	Nicole Gordon
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Nicole Gordon
Date:	Saturday, July 30, 2022 6:22:12 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Nicole Gordon**
My email address is **nicole.agordon1415@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Nicole Gordon

Open the Great Highway Petition (over 16,000+ signatures)

From:	S Garrett
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from S Garrett
Date:	Saturday, July 30, 2022 6:22:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **S Garrett**
My email address is **shigar16@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
S Garrett

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kat Regan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kat Regan
Date:	Saturday, July 30, 2022 7:22:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kat Regan**
My email address is **meemom@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kat Regan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Diane Fenster
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Diane Fenster
Date:	Saturday, July 30, 2022 7:23:15 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Diane Fenster**
My email address is **dianefenster2@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Diane Fenster

Open the Great Highway Petition (over 16,000+ signatures)

From:	Rola Odeh
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Rola Odeh
Date:	Saturday, July 30, 2022 7:23:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rola Odeh**
My email address is **rola.johnson@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Rola Odeh

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kathy Crabe
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kathy Crabe
Date:	Saturday, July 30, 2022 7:30:34 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kathy Crabe**
My email address is **tallyhoagogo@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kathy Crabe

Open the Great Highway Petition (over 16,000+ signatures)

From:	Ira Schneiderman
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Ira Schneiderman
Date:	Saturday, July 30, 2022 8:23:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ira Schneiderman**
My email address is **schneido@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Ira Schneiderman

Open the Great Highway Petition (over 16,000+ signatures)

From:	Maurita Costales
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Maurita Costales
Date:	Saturday, July 30, 2022 8:35:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Maurita Costales**
My email address is **mauritacostales@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Maurita Costales

Open the Great Highway Petition (over 16,000+ signatures)

From:	Morgan Lee
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Morgan Lee
Date:	Saturday, July 30, 2022 9:01:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Morgan Lee**
My email address is **morgan3lee@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Morgan Lee

Open the Great Highway Petition (over 16,000+ signatures)

From:	Jennifer Drennan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Jennifer Drennan
Date:	Saturday, July 30, 2022 11:09:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Jennifer Drennan**
My email address is **jldrennan13@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. It already has been as so much of our lives return to prepandemic expectations. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

In fact I'd like to see all the slow streets reopened.

Thank you for your consideration.

Respectfully submitted,
Jennifer Drennan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Michael Coll
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Michael Coll
Date:	Sunday, July 31, 2022 2:00:29 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Michael Coll**
My email address is **kellsconstructioninc@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Michael Coll

Open the Great Highway Petition (over 16,000+ signatures)

From:	Corinne Barbour
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Corinne Barbour
Date:	Sunday, July 31, 2022 6:48:38 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Corinne Barbour**
My email address is **corinne3jr@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Corinne Barbour

Open the Great Highway Petition (over 16,000+ signatures)

From:	Louise Whitlock
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Louise Whitlock
Date:	Sunday, July 31, 2022 7:13:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Louise Whitlock**
My email address is **lcwhitlock@ymail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Louise Whitlock

Open the Great Highway Petition (over 16,000+ signatures)

From:	kaaren alvarado
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from kaaren alvarado
Date:	Sunday, July 31, 2022 7:52:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **kaaren alvarado**
My email address is **kaaren25@att.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
kaaren alvarado

Open the Great Highway Petition (over 16,000+ signatures)

From:	Janice Peloquin
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Janice Peloquin
Date:	Sunday, July 31, 2022 8:39:58 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Janice Peloquin**
My email address is **janp45@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Janice Peloquin

Open the Great Highway Petition (over 16,000+ signatures)

From:	Marcia Lake
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Marcia Lake
Date:	Sunday, July 31, 2022 9:07:30 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marcia Lake**
My email address is **malake@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Marcia Lake

Open the Great Highway Petition (over 16,000+ signatures)

From: Marcia Lake
To: Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject: Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Marcia Lake
Date: Sunday, July 31, 2022 9:08:49 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Marcia Lake**
My email address is **malake@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Marcia Lake

Open the Great Highway Petition (over 16,000+ signatures)

From:	Thomas Carberry
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Thomas Carberry
Date:	Sunday, July 31, 2022 9:27:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Thomas Carberry**
My email address is **tomcar2427@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Thomas Carberry

Open the Great Highway Petition (over 16,000+ signatures)

From:	Annabelle Charbit
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Annabelle Charbit
Date:	Sunday, July 31, 2022 11:25:58 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Annabelle Charbit**
My email address is **arcb74@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Annabelle Charbit

Open the Great Highway Petition (over 16,000+ signatures)

From:	Dennis Dybeck
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Dennis Dybeck
Date:	Sunday, July 31, 2022 12:45:57 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Dennis Dybeck**
My email address is **dennisdybeck@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Dennis Dybeck

Open the Great Highway Petition (over 16,000+ signatures)

From:	Rosemary Mckay
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Rosemary Mckay
Date:	Sunday, July 31, 2022 1:57:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rosemary Mckay**
My email address is **siobhanorfotd@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Rosemary Mckay

Open the Great Highway Petition (over 16,000+ signatures)

From:	Cindy Yang
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Cindy Yang
Date:	Sunday, July 31, 2022 2:05:44 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Cindy Yang**
My email address is **cindy@yangster.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Cindy Yang

Open the Great Highway Petition (over 16,000+ signatures)

From:	Wesley Webb
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Wesley Webb
Date:	Sunday, July 31, 2022 2:19:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Wesley Webb**
My email address is **sfwww@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Wesley Webb

Open the Great Highway Petition (over 16,000+ signatures)

From:	Billy Fite
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Billy Fite
Date:	Sunday, July 31, 2022 2:19:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Billy Fite**
My email address is **sfwww@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Billy Fite

Open the Great Highway Petition (over 16,000+ signatures)

From:	Colleen Williams
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Colleen Williams
Date:	Sunday, July 31, 2022 2:57:39 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Colleen Williams**
My email address is **colleenwilliams326@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Colleen Williams

Open the Great Highway Petition (over 16,000+ signatures)

From:	Rick Peloquin
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Rick Peloquin
Date:	Sunday, July 31, 2022 3:03:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Rick Peloquin**
My email address is **rpenquin@pacbell.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Rick Peloquin

Open the Great Highway Petition (over 16,000+ signatures)

From:	Judy Adami
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Judy Adami
Date:	Sunday, July 31, 2022 4:42:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Judy Adami**
My email address is **jrbadami@comcast.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Judy Adami

Open the Great Highway Petition (over 16,000+ signatures)

From:	Karen Boyle
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Karen Boyle
Date:	Sunday, July 31, 2022 9:26:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Karen Boyle**
My email address is **voroks@aol.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Karen Boyle

Open the Great Highway Petition (over 16,000+ signatures)

From:	Bernadette Boyle
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Bernadette Boyle
Date:	Sunday, July 31, 2022 9:40:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Bernadette Boyle**
My email address is **bernadetteboyle10@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Bernadette Boyle

Open the Great Highway Petition (over 16,000+ signatures)

From:	John McCammon
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from John McCammon
Date:	Sunday, July 31, 2022 11:15:33 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **John McCammon**
My email address is **johnnymccammon@hotmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
John McCammon

Open the Great Highway Petition (over 16,000+ signatures)

From:	Monica Dowell
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Monica Dowell
Date:	Monday, August 1, 2022 1:09:27 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Monica Dowell**
My email address is **monicadowell@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Monica Dowell

Open the Great Highway Petition (over 16,000+ signatures)

From:	Mike Giraudo
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Mike Giraudo
Date:	Monday, August 1, 2022 1:09:29 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mike Giraudo**
My email address is **mike@intecsolutions.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Mike Giraudo

Open the Great Highway Petition (over 16,000+ signatures)

From:	Brian Bonham
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Brian Bonham
Date:	Monday, August 1, 2022 1:09:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Brian Bonham**
My email address is **mayumikamon@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Brian Bonham

Open the Great Highway Petition (over 16,000+ signatures)

From:	Carol Jones
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Carol Jones
Date:	Monday, August 1, 2022 9:08:28 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Carol Jones**
My email address is **caroljones23@sbcglobal.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Carol Jones

Open the Great Highway Petition (over 16,000+ signatures)

From:	David Krucik
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from David Krucik
Date:	Monday, August 1, 2022 11:37:48 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **David Krucik**
My email address is **david.krucik@outlook.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
David Krucik

Open the Great Highway Petition (over 16,000+ signatures)

From:	Mark S. Weinberger
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Mark S. Weinberger
Date:	Monday, August 1, 2022 7:31:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Mark S. Weinberger**
My email address is **msweinberger@hotmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Respectfully submitted,
Mark S. Weinberger

Open the Great Highway Petition (over 16,000+ signatures)

From:	Margaret Daly
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Margaret Daly
Date:	Monday, August 1, 2022 9:46:44 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Margaret Daly**
My email address is **mardal6@yahoo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Margaret Daly

Open the Great Highway Petition (over 16,000+ signatures)

From:	Ann Baglin
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Ann Baglin
Date:	Tuesday, August 2, 2022 4:12:16 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Ann Baglin**
My email address is **dancingbags@earthlink.net**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Ann Baglin

Open the Great Highway Petition (over 16,000+ signatures)

From:	Julie Fitzgerald
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Julie Fitzgerald
Date:	Tuesday, August 2, 2022 4:47:41 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.



My name is **Julie Fitzgerald**
My email address is **jafitz22@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Julie Fitzgerald

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kelli Cullinan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kelli Cullinan
Date:	Tuesday, August 2, 2022 6:46:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kelli Cullinan**
My email address is **kellijohenderson@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kelli Cullinan

Open the Great Highway Petition (over 16,000+ signatures)

From:	Alvina Chiu
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Alvina Chiu
Date:	Wednesday, August 3, 2022 10:14:29 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Alvina Chiu**
My email address is **ac415215@yaboo.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Alvina Chiu

Open the Great Highway Petition (over 16,000+ signatures)

From:	Kat Regan
To:	Mayor London Breed; Breed, Mayor London (MYR); Sweet, Alexandra C. (MYR); Elsbernd, Sean (MYR); Board of Supervisors, (BOS); info@openthegreathighway.com
Subject:	Gordon Mar"s "Great Highway" Legislation Is Wrong for San Francisco from Kat Regan
Date:	Wednesday, August 3, 2022 4:55:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is **Kat Regan**
My email address is **meemom@gmail.com**

I am against Supervisor Gordon Mar's proposed legislation to keep the Great Highway in its current condition--closed from 12PM Friday through 6AM Monday for the next three years.

Supervisor Mar's proposal is misguided and would have a negative impact on the community.

The Great Highway is a major thoroughfare in our city, and the closure of such a vital artery would be disastrous. Traffic is gridlocked, businesses suffer, and emergency vehicles would have difficulty getting through. We cannot afford to disrupt the flow of traffic in our city.

I strongly urge you to vote against this poorly written legislation.

Thank you for your consideration.

Respectfully submitted,
Kat Regan

Open the Great Highway Petition (over 16,000+ signatures)

From:	David Sakamoto
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Thursday, November 17, 2022 10:28:15 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at http://Twitter.com/CommunitySpace_/, and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From:	Laura Zellerbach
To:	Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; Info@greathighwaypark.com; Luke@communityspacessf.com
Subject:	Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date:	Wednesday, November 16, 2022 9:16:13 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at http://Twitter.com/CommunitySpace_/, and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

From: Michael Spring
To: Breed, Mayor London (MYR); Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; Ginsburg, Phil (REC); Commission, Recpark (REC); Clerk@sfcta.org; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@greathighwaypark.com; Luke@communityspacesf.com
Subject: Create a 24/7 Great Highway Park, starting with a pilot from Friday at 6 AM to Monday at 6 AM...
Date: Wednesday, November 16, 2022 7:35:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Mayor Breed, Chair Melgar, Supervisor Preston, Supervisor Peskin, and other city leaders,

Great Highway Park has been an amazing addition to our city as a safe, oceanfront open space for kids and people of all ages to connect, build community, and improve their health and well-being. It's also helped countless people shift to sustainable modes of transportation, which helps our city address climate change, reduce noise and air pollution, and decrease traffic collisions and fatalities.

You can hear the stories of people who benefit from Great Highway Park at CommunitySpacesSF.com, on Twitter at https://url.avanan.click/v2/___http://Twitter.com/CommunitySpace_/___.YXAzOnNmZHQyOmE6bzplMGNmYTZkYzdlM2Y5NmVhZDJmMDI5YjliOTNmMzAxNjo2OjQyMzg6NDY4M2E2NzYxYmI5MmU5NzJlMTA4MjRkZGUwMTg3ZjMzMTc5YjY4ZjVmNzY0Zjc0YjcxOGUzNjFhNjlmYjcwNjpwOlQ, and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyssKrWnQ/___.YXAzOnNmZHQyOmE6bzplMGNmYTZkYzdlM2Y5NmVhZDJmMDI5YjliOTNmMzAxNjo2OjNkY2U6YzQzZDlmNjFkMDg4YTdmY2IzOTQwOTdmZGI4NDc1MmRkODgzNzY3YjE1NmNiNDkxNjg1MWY5MGI2ZDM4ZmU3YjpwOlQ.

Now, Westside car drivers are speaking up about finding alternate routes and supporting Great Highway Park as a 24/7 public park and sustainable transportation corridor: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-walkway/___.YXAzOnNmZHQyOmE6bzplMGNmYTZkYzdlM2Y5NmVhZDJmMDI5YjliOTNmMzAxNjo2OmU3NDI6OTk4ZWNmMDMzNzk2NDc4ODY0Y2Y3OTFkMzg0MzRmY2RjYjc2Yzg0MDQxMDkzODM0ZWRjZTdhOTU2MWUwNTRkNzpwOlQ.

In the coming months, Supervisor Mar's landmark legislation to codify Great Highway Park will be heard at the Land Use & Transportation Committee, and you—as city leaders—have an opportunity to take a leadership role in helping our city plan for the future, make necessary improvements, and make Great Highway Park even more accessible and equitable by making codifying Great Highway Park as an oceanfront community space open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people from Friday at 6 AM to Monday at 6 AM would allow our city to pilot and study Great Highway Park for a full weekday and prioritize improvements to the surrounding area, including for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park a 24/7 oceanfront park for people and codifying Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thank you, and please take care.

Sent from my iPhone

From: Mary Nichols
To: Board of Supervisors (BOS)
Subject: JFK
Date: Monday, November 21, 2022 12:02:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

A compromise for John F. Kennedy Drive was reached in 2007 that allowed all users of Golden Gate Park to share the roads. It is time to reopen JFK Drive back to the way it was before COVID. The select few that are the most vocal are doing us all a disservice that want a reasonable compromise.

Please reopen JFK Drive like it was before COVID!

Regards,
Mary Nichols
San Jose, CA 95124

From: Diana Pirrone
To: Board of Supervisors (BOS)
Subject: JFK
Date: Sunday, November 13, 2022 9:00:42 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

Ableism and gatekeeping have no place in San Francisco. The current closure of JFK Drive is unfortunately both of those things.

The time for "close first, ask questions later" is over. It is time to revert back to the compromise that was struck over a decade ago and restore access for all to Golden Gate Park.

Diana Pirrone

From: Jeff B
To: Board of Supervisors (BOS)
Subject: JFK
Date: Thursday, November 10, 2022 12:32:11 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors,

A compromise for John F. Kennedy Drive was reached in 2007 that allowed all users of Golden Gate Park to share the roads. It is time to reopen JFK Drive back to the way it was before COVID. The select few that are the most vocal are doing us all a disservice that want a reasonable compromise.

Please reopen JFK Drive like it was before COVID!

Regards,
Jeff B
San Francisco, CA 94102

From:	Teri Shaw
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject:	Keep Great Highway Open
Date:	Tuesday, November 22, 2022 10:08:13 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, the West side of San Francisco overwhelmingly voted to keep The Great Highway open and voted Mar out. Listen to your voters and keep the great highway open or you'll go the same way Mar did.

Sent from my iPhone

From:	Heidi Moseson
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	Voters want you to codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:42:54 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear city leaders, specifically Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please read the email below. And if instead you just skim it because so many of these come through, please know that ensuring that Great Highway is in park mode on Fridays is ESSENTIAL for planning purposes. **Without a weekday park, we have no data from which to plan for weekday traffic impacts of the park, to ensure we can adjust city public transportation options, intersection signalling/signage, etc** for the inevitably of a full time park once climate the southern extension of Sloat is closed, and climate change continues to make the road untenable for motor vehicles.

My family and I personally use the park on Friday's to bike our kids home from school - it's one tiny window in a packed work/school week where we can make a climate friendly choice about commuting and not have to risk ours and our kids lives sharing the Great Highway with cars. To inspire more families to mode shift like mine, we need more spaces like Great HIghway Park. Voters just made that clear with overwhelming majorities on Prop I, and Prop J.

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. **I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?**

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their

well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thanks for your leadership for our city, and for all of our kids,
Heidi (epidemiologist and mom of two)

From:	John Elliott
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	The people have spoken!
Date:	Tuesday, November 22, 2022 8:27:08 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

As representatives of the people, you have a duty to respect their will and lead accordingly. San Franciscans overwhelmingly defeated an effort the “re-open” the Great Highway to vehicular traffic. 65-35 is a mandate. It lost in every district. DeSantis won re-election in Florida by a slimmer margin! :)

This is a good thing. We have a new world class destination on our coast. People love it! Now is the time to work toward codifying Great Highway Park for everyone to enjoy for generations to come.

Its destiny is as a 365/24/7 park and I would prefer that transformation happen now, particularly in the wake of the electoral mandate. If the compromise must remain, please consider passing legislation moving the Friday opening earlier to 5am or possibly late Thursday evening after rush hour. This will allow the city to comprehensively study traffic patterns during a pilot on both weekdays during morning and evening commutes and on the weekend. This data is essential in adjusting our infrastructure to accommodate people who must drive as the extension crumbles into the sea due to coastal erosion and Great Highway Park reaches its full time destiny!

This is a historic moment. The space has already received national coverage. Your leadership matters. The people have spoken!

Thank you,
John

From:	Lee Heidhues
To:	Chan, Connie (BOS); Yu, Angelina (BOS)
Cc:	Board of Supervisors (BOS); Melgar, Myrna (BOS); Mar, Gordon (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Walton, Shamann (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Yes on J, Safe Parks for All; Luke Bornheimer; Matt Brezina; Jodie Medeiros; Andy Thornley; Robin at KidSafe SF; SF Bicycle Coalition; Lynch, Andy (MYR); Cretan, Jeff (MYR); Mandelman, Rafael (BOS); Ronen, Hillary
Subject:	Supervisors TOTALLY out of Touch
Date:	Tuesday, November 22, 2022 8:01:17 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I am Shocked.
Where have you been?
The Voters just crushed Proposition I
65 percent NO NO NO!!!!!!
Rather than even considering this ill considered STUPID idea to put cars back on The GreatWalkway the BOS needs to make this area more Car Free
Arrogance and catering to the spoiled entitled Motorists is no way to govern
Lee Heidhues
D1 homeowner

From: Hannah Viray
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); Info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; PhilTing@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to permanently close to cars but will settle for 6am ftl to 6am mon for now
Date: Tuesday, November 22, 2022 7:50:39 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop J and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://urldefense.com/v3/__https://CommunitySpacesSF.com__;!!PDqMEA!VYAzOnNmZHQyOmE6bzplYjc3Y2Y5YzlyYTI4OGYwOGFjNjgzOTE0NjhhMWE1OTo2OmNkZTc6NzUzZmNmOGFmMWYwYWU2YzNiOGE1OGQ5Nzc3NTRk&MWFhM2EyMGVlZGQ2OWIxZjI0ODczMDNiNWQ1NiViYmMiNkOTpwOkY and on YouTube at https://urldefense.com/v3/__http://YouTube.com/channel/UCOQVSt3KhDC0lBMWyxsKrWnQ/__;!!PDqMEA!VYAzOnNmZHQyOmE6bzplYjc3Y2Y5YzlyYTI4OGYwOGFjNjgzOTE0NjhhMWE1OTo2OjM4MTM6MTRmZDE1ZDE1NDZlYmM2YTBmYmY5ZDFhOjDdmYTNjMjlmYzczOGJkMDY3OGE2OTE5YjQwODgzMTQ3MWVkOWVhMDpwOkY.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://urldefense.com/v3/__https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___;!!PDqMEA!VYAzOnNmZHQyOmE6bzplYjc3Y2Y5YzlyYTI4OGYwOGFjNjgzOTE0NjhhMWE1OTo2OjlkNml6OGViNzk2N2VmYmFkN2Q1ZGQ3NDIwOGMwZGU4OWJjMjlOTkxYjA1YjNiNDI2MWUzYmYyY2E1MTA3NjJkNWExYjgwOkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://urldefense.com/v3/__https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___;!!PDqMEA!VYAzOnNmZHQyOmE6bzplYjc3Y2Y5YzlyYTI4OGYwOGFjNjgzOTE0NjhhMWE1OTo2OjU5NTc6YWNmMTIyNTRkOTA1NTZhYzkzMjliYzA5ZWNlYTIzNGU0NzMzZWM4Nzl3OGYyM2E2YzFhZjgwMzJkY2Q0YjY5ZTpwOkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://urldefense.com/v3/__https://sfplanning.org/ocean-beach____;!!PDqMEA!VYAzOnNmZHQyOmE6bzplYjc3Y2Y5YzlyYTI4OGYwOGFjNjgzOTE0NjhhMWE1OTo2OmM5ODY6MTE0MTE5ZGNiNGMzNZZmY2JkOGY1NjVjMTY0ODk2MjA3Yjg2ZGM0OTllZGJkZDIwNzgzM2M1Y2Y3YTZiOTk1NDpwOkY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Hannah

From:	Maria Newman
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	SAVE OUR PARK!
Date:	Tuesday, November 22, 2022 7:20:33 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Great Highway Park is a treasure for San Francisco and could be part of your lasting legacy working for this beautiful city.

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-

%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Please help save our beautiful park.
Maria Newman

From:	Dorin Ciobanu
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	Great Highway Park
Date:	Tuesday, November 22, 2022 10:27:35 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

A road next to the ocean is such a misuse of this natural resource! It's a great place to be open to pedestrians. I hope in time the city can transform it into a real promenade. Until then however, please do whatever it takes to keep the existing compromise solution in place! Friday-Monday morning has been working great and I don't think there's a genuine reason to cut it shorter!

All the best,
Dorin Ciobanu from Outer Sunset

From:	Carlton Fleming
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Great Highway Park
Date:	Tuesday, November 22, 2022 7:34:24 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I am an Outer Sunset resident and our family lives on Great Highway. I am writing to voice my strong support for the Great Highway Park.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and

environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Best,

Carlton Fleming
1746 Great Highway

From:	Vicki Rosen
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park to keep Fridays at Noon closure
Date:	Tuesday, November 22, 2022 10:41:36 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board.

Will you lead on this issue by supporting Great Highway Park from Friday at noon (or 6 am) to Monday at 6 AM?

Thank you,
Vicki Rosen
District 4

From: Jeff Beck
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Mayor, Breed (MYR); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); RIGGAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; ceo@sfmta.com; MOA, (MAR); MOC (MOR); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; BoardMember.Haney@assembly.ca.gov; Marc.Harris@sen.ca.gov; BoardMember.TreuEassembly.ca.gov; Phil.Ting@asm.ca.gov; gfeucht@yahoo.com; info@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 11:15:10 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com___.YXAzOnNmZHQyOmE6bzo3YzdlYTgyYjlhNzNiOWJiYTBjYTIxNTJkNmM4MDJlYzo2OmJjZjk6N2YxYWU0YWQ0YjMwYjcyNDU2NTFhZmE5OGI5MzE3MTJhODRlOTQ1M2ZlYmIwOWY1NzU0NjZhMjc4NDJhOGU5YTp0OkY and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSi3KhDC0BMWyxsKrWnQ/___.YXAzOnNmZHQyOmE6bzo3YzdlYTgyYjlhNzNiOWJiYTBjYTIxNTJkNmM4MDJlYzo2OjQ3NmE6MzhmMDlkMjdmZjA0NjZiMmQ5ZWZkMjY1NzQ1NzllZTQ0NjkwNDY2MzVjZmI2ZDllZjY4NWQ4YWJkZTE5Mzc4MTp0OkY.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo3YzdlYTgyYjlhNzNiOWJiYTBjYTIxNTJkNmM4MDJlYzo2Om I3OTE6YjdlOGFmMjkxODVjYWQ4NDNlY2Q1ZTZkMjA2NjYyN2UzM2U1NzFmZGU0ZDliNmM3MjRiYWYzNGZjZGFkZjFhYzp0OkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo3YzdlYTgyYjlhNzNiOWJiYTBjYTIxNTJkNmM4MDJlYzo2OmM2NjU6NGU1YjczZjAwZjZhMWRlMmUxZWEwYTRjMThlODQxMzUxZTU5MzZiODliNzgyNjkyNGJkMmJhNDI5NWI3ODVjMTp0OkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo3YzdlYTgyYjlhNzNiOWJiYTBjYTIxNTJkNmM4MDJlYzo2OjdkZTk6OTVmMjUyYjFjYjJjZTIwZjNjYjlkYmIwMDNhMzAyODczYWViZTNkMmE3N2Y3OWEwNDhiOTRiZDY0MGEyNzc3Mzp0OkY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

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From: alan.per@mangalarc.com
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); ed@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (SFTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfcta.org; MOD, (MOH); MDC, (ADM); City Commissions, Secretary; Scott.Wiener@sen.ca.gov; AssemblyMember.Bauer-Kahan@asm.ca.gov; Matt.Haney@asm.ca.gov; AssemblyMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; ellen.c.koch@syracuse.edu; Reply@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 11:04:06 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

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San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com___.YXAzOnNmZHQyOmE6bzo3YjRhNmZjODdhNTQyYzlhYjcwNzdkNWM0ZDEwYzU5NTo2OjAzMGQ6ZWI2YThhYjAyMDMzNjY3ZjU3MzgwODEyMWYyNWE5ZjZjZDZmMDRkMzc4N2Q1NjJmMjdjYjMyMTkwNjI1M2E0Yzp0OkY and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVStGIkhDC0BMWyxsKrWnQ/___.YXAzOnNmZHQyOmE6bzo3YjRhNmZjODdhNTQyYzlhYjcwNzdkNWM0ZDEwYzU5NTo2Oji5ODU6ZmUzMDk2YmIwMzY0NzQwYmI5NTE2N2U0M2JkNjcyYzRlZGQxN2ZiMmU4ODkzN2RkODczMjNmZWZiNWU1ZTp0OkY.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo3YjRhNmZjODdhNTQyYzlhYjcwNzdkNWM0ZDEwYzU5NTo2OjBkM2Q6Y2U3OWNlYWI3NTUyZjg0NWQ0ZDJlZDlkOTI0M2I5NjI5MTk5YWYzNDEwMWFjZjdkMDU0Y2U0NDU2Njk3MDYyNTp0OkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo3YjRhNmZjODdhNTQyYzlhYjcwNzdkNWM0ZDEwYzU5NTo2OmUxMmY6NWI2NWI3YTFhMmY4YTQ2MDgxY2FkMmUyOTI5ODExMjJjOTNhNGEwMzVmMGFlMDgzMTJiYTJlNjI5ZTZlMmI5NTp0OkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo3YjRhNmZjODdhNTQyYzlhYjcwNzdkNWM0ZDEwYzU5NTo2OjgyNjg6MWE3YjAyZDUwYWNlZjFhMmY0YzY3OTMyOTU0OTRhOWVmY2EyODQ0MThjZjlmMzZhZTRiMDdmYjgzOTA3ZWM1Mjp0OkY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Stephen Canham
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:57:35 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

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San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Zach Lipton
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tuerlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:55:37 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzowYjZhMDViMDlhNGU2ZjM1YjkwNGRkZTI1MmQ5ZGQ0ZTo2OmRjZWQ6NzAwODRlMWQ1ZGI5NDkyN2ZhZGY4NDgzMDVmOWVkNTEyNGU4ZjE0NDllZjRkZWQzYjY4YTYzMmUxYjk2MzYyYjpwOlQ walkway/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,

Zach Lipton

From:	wm wmsalitdesign.com
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:51:00 AM

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Hello team San Francisco.

I'm one of those people who heads out to The Great Highway every single Friday, rain or shine. It's such a joy to be there along the ocean, and to hear only the wind and the water, not a stream of cars and trucks.

There are people there in all weathers—it's clearly well used and loved.

Please do not take away our Friday place to stroll along the ocean—where else could we do that?

Thank you,

William Salit

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more

park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Cheers,

Wm.

WILLIAM SALIT DESIGN > **Nimble. Responsive. Effective.**

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From:	David Carr
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:49:19 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Sue Williard
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chen, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; ceo@sfmta.com; MOD, (ADM); MOC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; DistrictEmployee.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; DistrictMemberMail.TinaBerrios@asm.ca.gov; PIO.TinaBerrios@asm.ca.gov; office3dwhitecommitteeofthree@gmail.com; UrbanOfficeatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:43:36 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf.___.YXAzOnNmZHQyOmE6bzo5NWNhNWJlODFlYzk0MzFhNDNlMTZjZTE3M2UzYmM3Yjo2OmIwNmM6OTYzYTg5MmZmNjVlZGMxMjM5YjYyNTIxNzEwNThlNTFlM2U2MmZmNDYyY2MzNGIxMzcyZjVlZjA3YTFjOTY0Yjp0OkY

Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo5NWNhNWJlODFlYzk0MzFhNDNlMTZjZTE3M2UzYmM3Yjo2OjU5Mzk6ZDJlNDU3MmIwNWZmN2U1ODY1MGY4MDg0MDM5NjgwZjM3MTBjN2JlOGM5MzAwMTM5MWRiYzUzYjlkNGQxOTg4ODp0OkY.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thanks for your consideration!

Kind regards -

Sue Williard
1319 48th Avenue
San Francisco

As you press on for justice, be sure to move with dignity & discipline, using only the weapons of love.

- Martin Luther King Jr.

From:	Tony Villa
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Transportation Authority; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:29:32 AM

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Open the Great Highway 24/7. The outer Richmond and Sunset is a mess when the highway is closed to cars. Where is your environmental study? Stop wasting money and promote EV's and charging stations.
And who voted to keep JFK drive closed?? The people who don't live in the outer Sunset and Richmond. We are not a playground for Noe Valley and Dean Preston ! Keep your traffic and selfishness out of the Richmond and Sunset!!
Tony Villa

From:	Calum Mackay
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:10:11 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

CL Mackay
55 Hancock Street
SF, CA 94114

From:	Tim Marcus
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:02:43 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I am a resident of the west side (Santiago and 38th) and it is very important to me that we protect the park. I thought we just settled this in a vote: Why are opponents still trying to erode access to the park after this has been democratically decided? Residents such as myself depend on this park please do not let opponents strip away something that was decided by an overwhelming majority in a democratic election.

- Tim

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

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San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Tim Marcus
Milkman Sound Amplifiers
San Francisco, CA USA
www.milkmansound.com

From:	christina trifero
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:58:27 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Gineton Alencar II
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:57:52 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Dominic Ryan
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:57:01 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans support car-free spaces and greenways, and want the Great Walkway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park and 24/7 car-free space in Golden Gate Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Clare Eiluned
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:51:55 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. My family uses the Great Highway Park primarily on Fridays as a safe a scenic way to get to and from daycare in Stern Grove from our house in Lower Pac Heights.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and

environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your consideration,
Clare Prowse
D2 Resident & Mother

From:	Adam Daigian
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:44:22 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I'll be honest, I thought this prop would pass but on November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays. The message was loud and clear, San Franciscans across the city want more open space and freedom.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?
--

adamdaigian@gmail.com
415.250.2780

From:	Eric Mar
To:	Preston, Dean (BOS); Peskin, Aaron (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Clerk@sfcta.org; Major, Erica (BOS); GreatHighway@sfmta.com; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; Stefani, Catherine (BOS); CPC-Commissions Secretary; Chan, Connie (BOS); Mar, Gordon (BOS); Ronen, Hillary; info@sfcta.org; MDC (ADM); philip.ginsburg@sfgov.org; PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:43:18 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

—-

Eric Mar (Pronouns: he/him)
ericmar@sfsu.edu
Emeritus Professor, Asian American Studies,
San Francisco State University

—-

From:	Leslie Podell
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:42:27 AM

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QChair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please stop this systematic shutting down of our roads. Open our roads. Public transportation is a disaster. People are leaving san francisco in droves and you cater to the fringe sfbike coalition and their side shell organizations . Maybe you don't really care about families and workers and normal people who just don't have time or money to fight the tax funded lobbiests sfbike walksf and kidsafesf. I personally have spent two years and thousands of hours trying to get you all to do the right thing. I'm exhausted and looking at homes across the bridge. It's just too hard to live here with kids. Already do all my shopping and appointments in Marin bc although it's farther away it's just faster and safer. Our city is a car dependent city bc our public transportation is not efficient, safe or ubiquitious in short it's not a viable option for a majority. Please open our roads until Tumlin gets his house in order and focuses on his main charge: making muni world class.

Respectfully,

Leslie Podell

From: Luke Stewart
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Mark (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@fohhs.org; Clerk@fohhs.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); RDOSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; ceo@sfmta.com; MOD, (ADM); MEC, (ADM); OS-Commissions Secretary; Evan.Warren@asm.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@sen.ca.gov; Senator.Wiener@sen.ca.gov; Phil.Ting@asm.ca.gov; ellen@sfadvisorycommittee.planned.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:41:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders:

On November 8th, an overwhelming 65% of San Francscians rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, *including* during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. **I want you to support expanding park time to include all day Fridays—starting at 6 AM**—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OjEwMmE6MDg4NjAxYjI4ODU4Yjk4Y2RlMTQ4MDE3ZTVlZjcxNDhjMWZhYWU1ZDEzMjIxOTRjMmM1NWI5YTEzNmE0ODU4YTp0OkY and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxxsKvWnQ/___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OjY0OD I6ZjQ5M2M5YWRkZTg2OGNjZGY5NmMyMWFjN2E5NGJhMGUzZDhkZDlhOWIwMDMzMDA3MDU5ZmMxZGY4OTZlMjJlZDp0OkY.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OjgwYzk6MDUyZWNiZTUwZjExNjVkNGVhMGIxMWQ2MTQ1MDBkMjUyMjNkYWFhZWExMjZlZmNjZTk5ODcwMjBjOTU3ZjU3YTp0OkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OmE0OGQ6MjJhN2QxNDhjYTdkMmNmOWNjYzBkZGU2ZWI5MmU4ZGNmODQ1ZmZiODZjZTM5NzYzNDJiZWYxNWJlZjc0ZTE0ZjpOkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://urlavanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OmY1MTk6Y2UxZDg1YjgzZmFhNzM4NGU1YjczZjgzZmQ3MWQwYmExNWE0MDgzMzZjZjc4ZjJjOWFkOTk1OWM0MTkkMGRmNDp0OkY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Your consituents,
Luke Stewart and family

San Francisco CA

- mobile device -

From:	John Peattie
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:26:58 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Charlie Crocker
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Ramos, Mark (BOS); Mandelman, Rafael (BOS); Brown, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Mayor, Breed (MYR); info@bcfca.org; Clerk@bcfca.org; MayorLondonBreed@sfgov.org; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwayBSFMTA.com; cac@sfmta.com; MOD, (ADM); MEA, (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; SenatorWeiner.News@senate.ca.gov; Matt.Haney@sen.ca.gov; AsmBMcnerney.Press@asm.ca.gov; Phil.Ting@asm.ca.gov; ethic-cheadney-committee@gmail.com; Info@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:23:27 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzozNmIwNzAwMTQ4YTMxNjdjODU5NjEyYzRhZmI4ZDkzYjo2OjFmZDE6OWM5OTA3OTRhYjM2ZDgzYzhjOGQxNWUxZDNmOGZlZWZkNWVmOTIzYTczNDk3ZjljZTc1OTg0MmRiNTBlYzp0OkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzozNmIwNzAwMTQ4YTMxNjdjODU5NjEyYzRhZmI4ZDkzYjo2OjVlYzc6MThiY2QyYTRkMWEwMTA5OTU3ODM0Y2ZmZWZmMGVhZTVkMmUzZTc3MDQ4ZDNmYzIzMmYzMGEyODBlZTAzOThiZDp0OkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzozNmIwNzAwMTQ4YTMxNjdjODU5NjEyYzRhZmI4ZDkzYjo2OjkwMTE6NzA0YzEzYjViZDZkYjA3YTI2YjJiNjAwMGRiYjBlOTVhYTBlMDhhYmU0YWZhODg2NmVkYTJjODU2NTlmZGJjMzp0OkY.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Cheers,

Charlie Crocker
2034 Great Highway

From:	stephanie haumueller
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:22:24 AM

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From:	Nora Anderson
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:22:22 AM

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From:	Pete Mulvihill
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:21:09 AM

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

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From:	Tara McAteer
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:19:42 AM

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From:	Adam Egelman
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:17:40 AM

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--

Adam Egelman

From:	Melina Wyatt
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:11:04 AM

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Thank you,
Melina

From:	naomi krupitsky
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:10:57 AM

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Sincerely,
Naomi Krupitsky

From:	Sarah Fontaine
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); mtaboard@sfmta.com; PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:08:48 AM

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From:	Tom Fenwick
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:08:39 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

As someone who lives near the great highway this is very important to me. It's a place where I can go with my disabled mother. I meet and see my neighbors here and have conversations with them instead of just mere passing glances. This builds community. And the traffic effects on local neighborhood is anecdotally negligible. I would say it feels like there is more traffic when the great highway is open to vehicles because of all the noise they emit.

Back to the form letter which I 100% support.

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From:	Boone Ashworth
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:08:31 AM

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Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,

Boone Ashworth
District 4, San Francisco

From:	jbraiterman@gmail.com
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:59:05 AM

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Lee Dawn

www.leedawnyoga.com

From:	Christopher Tutino
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:58:15 AM

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From:	Mary Scott
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:57:49 AM

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From: Goldman, Grant
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:53:46 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo5YmJhMjY3MDliOWE0Njc1OTc4OGJiY2RjM2RiZjZmYTo2OjhlMWQ6MDNiN2IjMzVlZGNjYmNiNmE0YjQ5NWJhMDhlZTAwOWRjMTEwNzkwOWNiMDBkMTZjOGM5ODBkYzk3NjRjZjRlNTpwOkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach____YXAzOnNmZHQyOmE6bzo5YmJhMjY3MDliOWE0Njc1OTc4OGJiY2RjM2RiZjZmYTo2OmMzZjI6NTM1ZDgzOTI4ZmFjMig1YWE3YTIwNGMzOWVjOWI3YTNiZDg1OTA0YzRlNTdlMjE3ZWI2MTQzZDliYjYxYzI4NTpwOkY.

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From:	Bill Bergstrom
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:52:38 AM

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Thank you,
Bill Bergstrom

From:	Christopher Sharpe
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:51:00 AM

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It makes no sense to me why everyone is fighting on having this highway open or closed for park or driving purposes
Why not have the beach side of the highway open for the great highway park all the time and just keep traffic on the GGP/city side there's more than one lane that can be utilized on that side that beach side traffic can merge into
It seems to me that no one wants to share this space when there's room for a section of the highway for traffic and the other half for a permanent parkway
There's a median strip through the middle that splits the 2 half's of the highway
So why is this being a huge issue when there's the solution to this issue
I think both sides are being greedy and don't want to share
There is plenty of room for the park side on the beach side lanes
We don't need the whole highway and neither does the traffic
It's called a compromise so everyone gets most of what they want
So let's be smart about this and not greedy
Be thankful that we have a few days of GHP at least
It's definitely the smartest proposal that would stop y'all's war
Everyone gets what they want this way
Just incase this isn't getting through people's thick skulls I've repeated several things for you♂

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Sent from Gmail Mobile

From:	Rebecca Holzschuh
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:50:39 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Angie Petitt
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Mtaboard@sfmta.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; Mar, Gordon (BOS); info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:50:28 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Community spaces are so important to the well-being of the community. Please respect the wishes of this San Francisco community who voted in support Great Highway Park. Community spaces such as GHP cultivate connection and its through staying connected to one another that we maintain well-being. Let's make this a truer compromise and support the well-being of the community by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least try the plan proposed by Supervisor Mar?

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your time and consideration!

Sincerely,

Angie Petitt
Director/Sunset Mercantile

--
Angie Petitt
Founder and Director
Sunset Mercantile
Outer Sunset Farmers Market & Mercantile
Inner Sunset Sunday's Flea Market
415-465-2475
www.sunsetmercantilesf.com
www.isflea.com

"Connecting Community, local commerce and causes in festive, family-friendly markets"

From:	Aditya Bhumbla
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:48:55 AM

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From:	Diane Lopez
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:43:51 AM

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From:	Alex Caffee
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:43:11 AM

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From:	Justin Chou-Belden
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:42:38 AM

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From:	Jenevie Shoykhet
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:42:14 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?
--
-J

From:	Bronagh Hanley
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:41:44 AM

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Dear Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Thank you.

Bronagh Hanley

From:	Dorothy Koskiniemi
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:40:57 AM

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--
Dorothy

From:	Sanae Rosen
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:40:38 AM

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From:	Michael Smith
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:38:47 AM

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From:	Nick Marino
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:38:02 AM

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--



Nick Marino | Sustainability Systems Manager
Working for Adecco @ Google
San Francisco, CA, USA | (917) 859-5798

From:	Nick Marino
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:37:54 AM

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--

--

Nick Marino
marinonp@gmail.com

From:	michael howley
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:35:01 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Cheers,
Michael Howley
D8 Resident and Friday Park Enjoyer

From:	Tryg
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:29:58 AM

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Please do reduce Friday afternoons closure to cars on the great Highway!

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Tryg NcCoy
330 Valdez ave.
SF, CA 94127

From:	Sarah Boudreau
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; SF Bicycle Advisory Committee; Great Highway Park
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:28:57 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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Thank you,
Sarah

From: Colin Caufield
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; ClerkoftheSta.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); RECPAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; gec@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; AssemblyMember.Wicks@assembly.ca.gov; Matt.Haney@asm.ca.gov; AssemblyMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@breakthroughnetwork.net; info@breakthroughnetwork.org
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:27:17 AM

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Hello All,
I'm Colin Caufield, homeowner at 1863 48th Ave and I strongly support the **pedestrian** use of Great Highway Park at all times. If there is reticence to make it a full-time park, the experiment of closure on Fridays to view traffic flows is an obvious first step.

The use case for recreation is likewise obvious. Data really isn't necessary because anyone can see for themselves that during park hours that the space is full of a diverse set of people enjoying themselves in some of the most beautiful shared spaces in the city. If it weren't for the weekday traffic and the need to keep the roadway as a roadway, this would only be more true because it would allow for more features and organization of the available space that could consider the various types of recreation that occur simultaneously.

Thank you for your consideration here. I'm sure that ultimately you'll recognize that prioritizing public gathering space rather than car traffic always foments stronger communities and opportunities for business and recreation alike.

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Sent from my iPhone

From:	Asheem Mamoowala
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:24:39 AM

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From:	Menasche, Steve
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:24:07 AM

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From:	richie rifle
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:23:54 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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Rich Gunn, 94132

From:	Lizzie Siegle
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:23:29 AM

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Lizzie Siegle, 3rd gen San Franciscan and concerned citizen

From:	Ryan Moore
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:22:00 AM

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Thank you,
Ryan Moore

From:	Jenna Grimley
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:21:09 AM

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From:	Avery Pickford
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:20:02 AM

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Keeping Great Highway Park open to people and bicyclists is good for the environment, for people's health, for people's safety, and for people's well-being. I dream of a network of streets across the city that, while a tiny percentage of all streets, would allow me and my two small children to walk and bicycle without constant fear.

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Thank you,
Avery Pickford

From:	Rett Young
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:17:45 AM

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From:	Gennie Gebhart
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:15:47 AM

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From:	steve beyatte
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); mtaboard@sfmta.com; PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:12:13 AM

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San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?
--

- Steve

From:	Edward Lesmes
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:11:51 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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--
Edward Lesmes

From:	Natali Gulbahce
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:08:07 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

As a D7 resident, I strongly request this.

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From: Sonia King
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MOD (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:06:44 AM

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Sonia King
https://url.avanan.click/v2/___http://www.mosaicworks.com___.YXAzOnNmZHQyOmE6bzo4OGUwMTQ4ZDk2YzljZGM0ZWNhZTI5YmVmNDRmZWEyNDo2OjA3ZjI6NGExYjRhMWIwYWExOTU2NjExZWRkMGZhNDlkMDMzMTdlMWEzMzFhMjRjN2VkMzQ0Mjc0MDM2N2JhN2RlYmY4NDpwOlQ

"Mosaic is hard. Art is harder."

From:	Dara Bu Elliott
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:05:49 AM

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From:	Lauren White
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:01:01 AM

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--

Lauren White

From:	Grant Johnson
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:58:14 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thanks.

Grant Johnson
100 Parker Ave
San Francisco, CA 94118

From: Dawn Stuecklé
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondon@reedf@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:57:45 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___YXAzOnNmZHQyOmE6bzpjZWY4MjE0YmMyYjE2ZDQ2ODJkOTIyN2FlYWVlOTVmYjo2OjM3ODk6NzhhZDgxYTU0MTQwZDE0MDBmYzE1MmEyZTkzOTA3ZGVlZjI3MjcyNzljYTg2YjUwMzI3Njk5MTQ1ZDRlNDAwZDpwOlQ walkway/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Dawn Stuecklé
Executive Director
Sunset Youth Services

From: [redacted]
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MAB, (ADM); MEF, (ADM); CPC-Commissions_Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@sen.ca.gov; GavinNewsom@gov.ca.gov; Dist.Two@sen.ca.gov; ellen@sedivycommittee@gmail.com; Info@ChangeTheNewsPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:55:48 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo4YmY0N2E2MDUwYThjNmRkNzAyODU5MDMyZmZkZjM5NTo2OjFlMDA6YzgtNDI3MGM0MWRlM2U1ZDIxYWQ0ZWViYzg1YTNjNTk1MDkxMTNkOWM3ZWRiZjdjZTFmMzNjNTQ1MzEzYWI3ZDp0OkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaptrion can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo4YmY0N2E2MDUwYThjNmRkNzAyODU5MDMyZmZkZjM5NTo2OmFiOTQ6OWU2MDA5ZDI0NmJjMWE1YjdmNGUzZGZkZWY0NTJkNzc4Y2ZmNDMzMzczYWM5OTRhNjllZjRhNzAzMTRlNWM3Zjp0OkY.

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From:	Tom Rabaut
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:52:39 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Regards,
Tom Rabaut

From:	Erik Lindberg
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:49:33 AM

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From:	Tammy Childers
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:48:03 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Jessica Dunne
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:46:49 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other city leaders,

Supervisor Mar made a great decision when he closed the Great Highway to cars and opened it to recreation. I live on the Great Highway and it was a bright spot during a strange and scary time of all our lives.

I wish it could stay closed to cars forever but I've learned to tolerate the compromise of having it only closed to cars on Fridays and weekends. Please do not take Fridays away from us.
It is two miles long. It has limited use to commuters.

It is a precious piece of oceanfront and should be a place to appreciate and enjoy, not just drive over.
Thank you.
Jessica Dunne
2506 Great Highway
San Francisco, Ca 94116

https://url.avanan.click/v2/___www.jessicadunne.com___.YXAzOnNmZHQyOmE6bzowMzQ0ZmI3NjBlMzczZWY5OTM1OTA1OTZkMDNkMzA5MDo2OmU4ODU6YTJlN2Q3MDZhYTA2MTU0NTFmMTZlMTkxNW1iZWRmNmUzMjExMmQ5NGM3M2NmM2E0ZjMyNjY3YjU0ZjQ2ZDM1MTpwOkY
Sent from an Apple gadget that fancies itself an author and creates humiliating typos.

From: Scot Conger
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwaySfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commission's Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:46:37 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com___.YXAzOnNmZHQyOmE6bzo5OTAzODM1MGE3NTUyNDk0MWFlNWZhODQ1ODk0MmQ3MTo2OjszMDY6Mzc1ZmQ3Mml5OTQ0MzEzZWY4ZWExZjQzZjY1MDdjOGM1OWU5Nzg2M2I0ZTNlNDFlNjU4OTJlNDFlYmE2NjU0NzpwOlQ and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/____.YXAzOnNmZHQyOmE6bzo5OTAzODM1MGE3NTUyNDk0MWFlNWZhODQ1ODk0MmQ3MTo2OjhkMTE6MWM1YzVlZjYyM2I1M2RiN2ViMzM3MTIzNDBkNGY0NmQ5NzAzN2FjN2IkMmJhZWM1ZmJkMzdmZTY1ZGI4Mzg3YjpwOlQ.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo5OTAzODM1MGE3NTUyNDk0MWFlNWZhODQ1ODk0MmQ3MTo2OjBmNzM6NGJhYjFjZjY5ZmYwZjBlZjU1ZDFmM2Y3MDg5Y2IxYjM2NGM3NmQ3NDMxZjVjMTEzZDMxNTM3MGNmNmViOTc0ZDpwOlQ walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo5OTAzODM1MGE3NTUyNDk0MWFlNWZhODQ1ODk0MmQ3MTo2OjllYTg6ODUzNDk3YjFiNGE0OGY4YjcyMTcwMTk1Yjg1OGIzNmRmYzc0OGE5ZTkzYjRmYTgxNWUyNjBmNzFkYTVhZjk2YjpwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo5OTAzODM1MGE3NTUyNDk0MWFlNWZhODQ1ODk0MmQ3MTo2OmIyMGU6MzBjZWNmZjhlYTE2NzVkZTZkNjY0NzgwODZiZDc3M2VkMjFlYWYzOTNhOTU4NWFlYWJmN2FjNWE4ZiIxZiExZTpwOlQ.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Shahin Saneinejad
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; Chan, Connie (BOS); info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:45:09 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Robert Fruchtman
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:44:17 AM

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,
Robert Fruchtman
District 5 resident

From:	Cally Thalman
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:43:52 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Best,

Cally Thalman

From:	Molly Alarcon
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:43:23 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Molly Alarcon
D2 resident

From:	Cristin Mahaffey
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:43:02 AM

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From:	Tim Durning
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:37:30 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Ian Hopping
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:36:16 AM

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From:	Elaine Brannigan
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:36:13 AM

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From:	Chris Shaffer
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:35:21 AM

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From: Jon Pierucci
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwaySfsmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:34:30 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo2ZWMxMDZhMTI3MGZiZmI2OTZkMjZlYTkyNmQ4ZDUxOTo2OjIwMzQ6NmE2ODU0ZmU5ODc5NDg1MWU2ODY0NWM1MDQ0MmQxNDYxMTEwNmY4ZmFhOGQ1MWM4MGI2YzVhMDkwM2U4N2E5ZDpwOlQ walkway/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,

Jon Pierucci

From:	Cecily Lloyd
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:30:33 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

My name is Cecily Lloyd and I write in favor of the Great Highway Park.

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From:	Rick Umoff
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:27:05 AM

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Thank you!

Rick Umoff
--
Rick Umoff
rickumoff@gmail.com | 202.603.0883

From:	Nancy Jodaitis
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:25:49 AM

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From:	maryellen buckley
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:24:44 AM

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From:	Travis Smith
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:24:08 AM

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From:	Lydia Bruno
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:22:45 AM

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From:	Lucas Lux
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Benjamin Porterfield
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:21:42 AM

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Lucas Lux

sent from my smart phone

From:	Sharon Profis
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:20:50 AM

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From:	Eliza Panike
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:20:27 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Eliza Panike
D4 Resident

From:	Laura Davenport
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:20:19 AM

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--

Laura Sullivan Davenport Sent from my mobile phone

From: Rachel Gladstein
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Mark (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); mhoff@sfcta.org; ClerkBoRote.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); EBOSAC, RPD (REC); RPDInfo, RPD (REC); Tremlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwayRSFMTA.com; cac@sfcta.org; MOD, (BOS); MBC (BOS); cac-Commissions Secretary; Scott.Wiener@sen.ca.gov; AssemblyMember.Wicks@assembly.ca.gov; Matt.Haney@asm.ca.gov; AsmChiuMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; mhoff@sfcta.org; mhoff@sfcta.org; mhoff@sfcta.org

From:	Matt Hoevet
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:14:01 AM

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From:	Lauren Arian
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:11:46 AM

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From:	Gabriel Shapiro
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:10:04 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Jon Tyburski
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:07:00 AM

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Best,
Jon Tyburski

From: Harini Madhavan
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:06:30 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo3YWJlYTU5YjFiMmQzYjE1NjViZDRjYjIwYzRmMTBjOTo2OjA4OTA6MjkZTNhYTczZmJmOTcxYjEzMjM0N2QwMzUxOWI3ZTA3NTAxNmM5ZjJiOWYwNDA1ODRjZTVlODJjZWRlYTE2OTpwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo3YWJlYTU5YjFiMmQzYjE1NjViZDRjYjIwYzRmMTBjOTo2Ojc1Nzc6MTRmYTZlMGY5Y2M1NDksODI4M2E1ZTM2YzllZWVhYjE3NDRiZmIwOWE5Mjc3ZmYxOTdjZTkwMGI4MDZkNzYwNDpwOlQ.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sent from my iPhone

From:	Emily Gable
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:06:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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Sincerely,

Emily Gable

From:	Yu-chen Hu
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:06:14 AM

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Thank you for your time,

Yu-chen Hu

From: Luke Bornheimer
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catharine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, BPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MOC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; t3bicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 6:41:48 AM

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From:	Katherine Scott
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:56:28 AM

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From:	Elizabeth Creely
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:42:54 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Prop I and J got shellacked. There is lots of love for open space in the city and it will continue to grow if you let it.

A compromise is already in place on the GH, from Monday to Friday.

It's a good compromise. Let's just keep it there, shall we?

Warm regards
Elizabeth Creely
2784 22nd St
San Francisco, CA 94110

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From:	John R Manning
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:39:10 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Stephen P. Lambe
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; Chan, Connie (BOS); info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:29:22 AM

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--

Stephen P. Lambe
email: stephenlambe@gmail.com
mobile: 206-920-8310

From:	Rachel Jahnson
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:26:07 AM

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Please support keeping Great Highway Park open on Fridays starting at noon. Based on my regular walks out there, I don't believe it needs to open earlier than that.

Thank you!
Rachel Jahnson-Khajvandi

From:	Andrew Dowd-Reilly
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:25:00 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Meghan Warner
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 11:24:09 AM

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I live one block from the great highway. My family looks forward to Friday afternoons every week, when we can safely walk our baby and dog near the beach. We hope it will soon be a park 24/7.

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Thank you,
Meghan Warner
D4 resident

From: Jeff Beck
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Mayor, Breed (MYR); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); RIGGAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; ceo@sfmta.com; MOA, (MAR); MOC (MOR); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; BoardMember.Haney@assembly.ca.gov; Marc.Harris@sen.ca.gov; BoardMember.TreuEassembly.ca.gov; Phil.Ting@asm.ca.gov; gfeucht@yahoo.com; info@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 11:15:10 AM

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From: alan.per@mangalarc.com
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); ed@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (SFTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfcta.org; MOD, (MOH); MDC, (ADM); City Commissions, Secretary; Scott.Wiener@sen.ca.gov; AssemblyMember.Bauer-Kahan@asm.ca.gov; Matt.Haney@asm.ca.gov; AssemblyMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; ellen.c.koch@syracuse.edu; Reply@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 11:04:06 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Stephen Canham
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:57:35 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Zach Lipton
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catharine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); Info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfcta.com; MOD, (ADM); MOD, (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:55:37 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,

Zach Lipton

From:	wm wmsalitdesign.com
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:51:00 AM

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Hello team San Francisco.

I'm one of those people who heads out to The Great Highway every single Friday, rain or shine. It's such a joy to be there along the ocean, and to hear only the wind and the water, not a stream of cars and trucks.

There are people there in all weathers—it's clearly well used and loved.

Please do not take away our Friday place to stroll along the ocean—where else could we do that?

Thank you,

William Salit

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Cheers,

Wm.

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From:	David Carr
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:49:17 AM

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From: Sue Williard
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chen, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; ceo@sfmta.com; MOD, (ADM); MOC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; DistrictEmployee.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; DistrictMemberMail.TinaBerrios@asm.ca.gov; PIO.TinaBerrios@asm.ca.gov; office3dwhitecommitteeofthree@gmail.com; UrbanOfficeatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 10:43:36 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf.___.YXAzOnNmZHQyOmE6bzo5NWNhNWJlODFlYzk0MzFhNDNlMTZjZTE3M2UzYmM3Yjo2OmIwNmM6OTYzYTg5MmZmNjVlZGMxMjM5YjYyNTIxNzEwNThlNTFlM2U2MmZmNDYyY2MzNGIxMzcyZjVlZjA3YTFjOTY0Yjp0OkY

Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo5NWNhNWJlODFlYzk0MzFhNDNlMTZjZTE3M2UzYmM3Yjo2OjU5Mzk6ZDJlNDU3MmIwNWZmN2U1ODY1MGY4MDg0MDM5NjgwZjM3MTBjN2JlOGM5MzAwMTM5MWRiYzUzYjlkNGQxOTg4ODp0OkY.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thanks for your consideration!

Kind regards -

Sue Williard
1319 48th Avenue
San Francisco

As you press on for justice, be sure to move with dignity & discipline, using only the weapons of love.

- Martin Luther King Jr.

From:	Vicki Rosen
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park to keep Fridays at Noon closure
Date:	Tuesday, November 22, 2022 10:41:36 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board.

Will you lead on this issue by supporting Great Highway Park from Friday at noon (or 6 am) to Monday at 6 AM?

Thank you,
Vicki Rosen
District 4

From:	Tony Villa
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Transportation Authority; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:29:32 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Open the Great Highway 24/7. The outer Richmond and Sunset is a mess when the highway is closed to cars. Where is your environmental study? Stop wasting money and promote EV's and charging stations.
And who voted to keep JFK drive closed?? The people who don't live in the outer Sunset and Richmond. We are not a playground for Noe Valley and Dean Preston ! Keep your traffic and selfishness out of the Richmond and Sunset!!
Tony Villa

From:	Dorin Ciobanu
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	Great Highway Park
Date:	Tuesday, November 22, 2022 10:27:25 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

A road next to the ocean is such a misuse of this natural resource! It's a great place to be open to pedestrians. I hope in time the city can transform it into a real promenade. Until then however, please do whatever it takes to keep the existing compromise solution in place! Friday-Monday morning has been working great and I don't think there's a genuine reason to cut it shorter!

All the best,
Dorin Ciobanu from Outer Sunset

From:	Calum Mackay
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:10:11 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

CL Mackay
55 Hancock Street
SF, CA 94114

From:	Teri Shaw
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject:	Keep Great Highway Open
Date:	Tuesday, November 22, 2022 10:08:16 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, the West side of San Francisco overwhelmingly voted to keep The Great Highway open and voted Mar out. Listen to your voters and keep the great highway open or you'll go the same way Mar did.

Sent from my iPhone

From:	Tim Marcus
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 10:02:42 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I am a resident of the west side (Santiago and 38th) and it is very important to me that we protect the park. I thought we just settled this in a vote: Why are opponents still trying to erode access to the park after this has been democratically decided? Residents such as myself depend on this park please do not let opponents strip away something that was decided by an overwhelming majority in a democratic election.

- Tim

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Tim Marcus
Milkman Sound Amplifiers
San Francisco, CA USA
www.milkmansound.com

From:	christina trifero
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:58:27 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Gineton Alencar II
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:57:52 AM

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From:	Dominic Ryan
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:57:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans support car-free spaces and greenways, and want the Great Walkway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park and 24/7 car-free space in Golden Gate Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Clare Eiluned
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:51:55 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. My family uses the Great Highway Park primarily on Fridays as a safe a scenic way to get to and from daycare in Stern Grove from our house in Lower Pac Heights.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and

environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your consideration,
Clare Prowse
D2 Resident & Mother

From:	Adam Daigian
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:44:22 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I'll be honest, I thought this prop would pass but on November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays. The message was loud and clear, San Franciscans across the city want more open space and freedom.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects

related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?
--

adamdaigian@gmail.com
415.250.2780

From:	Eric Mar
To:	Preston, Dean (BOS); Peskin, Aaron (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Clerk@sfcta.org; Major, Erica (BOS); GreatHighway@sfmta.com; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; Stefani, Catherine (BOS); CPC-Commissions Secretary; Chan, Connie (BOS); Mar, Gordon (BOS); Ronen, Hillary; info@sfcta.org; MDC (ADM); philip.ginsburg@sfgov.org; PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:43:19 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

—-

Eric Mar (Pronouns: he/him)
ericmar@sfsu.edu
Emeritus Professor, Asian American Studies,
San Francisco State University

—-

From:	Leslie Podell
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:42:28 AM

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QChair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please stop this systematic shutting down of our roads. Open our roads. Public transportation is a disaster. People are leaving san francisco in droves and you cater to the fringe sfbike coalition and their side shell organizations . Maybe you don't really care about families and workers and normal people who just don't have time or money to fight the tax funded lobbiests sfbike walksf and kidsafesf. I personally have spent two years and thousands of hours trying to get you all to do the right thing. I'm exhausted and looking at homes across the bridge. It's just too hard to live here with kids. Already do all my shopping and appointments in Marin bc although it's farther away it's just faster and safer. Our city is a car dependent city bc our public transportation is not efficient, safe or ubiquitious in short it's not a viable option for a majority. Please open our roads until Tumlin gets his house in order and focuses on his main charge: making muni world class.

Respectfully,

Leslie Podell

From: Luke Stewart
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Mark (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@fohhs.org; Clerk@fohhs.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); RDOSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; ceo@sfmta.com; MOD, (ADM); MEC, (ADM); OS-Commissions Secretary; Evan.Warren@asm.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@sen.ca.gov; Senator.Wiener@sen.ca.gov; Phil.Ting@asm.ca.gov; ellen@sfadvisorycommittee.planned.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:41:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders:

On November 8th, an overwhelming 65% of San Francscians rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, *including* during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. **I want you to support expanding park time to include all day Fridays—starting at 6 AM**—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OjEwMmE6MDg4NjAxYjI4ODU4Yjk4Y2RlMTQ4MDE3ZTVlZjcxNDhjMWZhYWU1ZDEzMjIxOTRjMmM1NWI5YTEzNmE0ODU4YTp0OkY and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxxsKvWnQ/___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OjY0OD I6ZjQ5M2M5YWRkZTg2OGNjZGY5NmMyMWFjN2E5NGJhMGUzZDhkZDlhOWIwMDMzMDA3MDU5ZmMxZGY4OTZlMjJlZDp0OkY.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OjgwYzk6MDUyZWNiZTUwZjExNjVkNGVhMGIxMWQ2MTQ1MDBkMjUyMjNkYWFhZWExMjZlZmNjZTk5ODcwMjBjOTU3ZjU3YTp0OkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OmE0OGQ6MjJhN2QxNDhjYTdkMmNmOWNjYzBkZGU2ZWI5MmU4ZGNmODQ1ZmZiODZjZTM5NzYzNDJiZWYxNWJlZjc0ZTE0ZjpOkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://urlavanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo4NDc3MzM0YTJkNmYzY2QzMWRlYWRjNmQ4NDZmOTllMTo2OmY1MTk6Y2UxZDg1YjgzZmFhNzM4NGU1YjczZjgzZmQ3MWQwYmExNWE0MDgzMzZjZjc4ZjJjOWFkOTk1OWM0MTkkMGRmNDp0OkY.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Your consituents,
Luke Stewart and family

San Francisco CA

- mobile device -

From:	John Peattie
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:26:58 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Charlie Crocker
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Ramos, Mark (BOS); Mandelman, Rafael (BOS); Brown, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Mayor, Breed (MYR); info@bcfca.org; Clerk@bcfca.org; MayorLondonBreed@sfgov.org; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwayBSFMTA.com; cac@sfmta.com; MOD, (ADM); MEA, (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; SenatorWeiner.News@senate.ca.gov; Matt.Haney@sen.ca.gov; AsmBMcnerney.Press@asm.ca.gov; Phil.Ting@asm.ca.gov; ethic-cheadney-committee@gmail.com; Info@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 9:23:27 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzozNmIwNzAwMTQ4YTMxNjdjODU5NjEyYzRhZmI4ZDkzYjo2OjFmZDE6OWM5OTA3OTRhYjM2ZDgzYzhjOGQxNWUxZDNmOGZlZWZkNWVmOTIzYTczNDk3ZjljZTc1OTg0MmRiNTBlYzp0OkY walkway/.

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Cheers,

Charlie Crocker
2034 Great Highway

From:	stephanie haumueller
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:22:24 AM

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From:	Nora Anderson
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:22:22 AM

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From:	Pete Mulvihill
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:21:14 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Tara McAteer
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:19:46 AM

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From:	Adam Egelman
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:17:49 AM

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--

Adam Egelman

From:	Melina Wyatt
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:11:04 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Melina

From:	naomi krupitsky
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:10:57 AM

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Sincerely,
Naomi Krupitsky

From:	Sarah Fontaine
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); mtaboard@sfmta.com; PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:08:48 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Tom Fenwick
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:08:39 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

As someone who lives near the great highway this is very important to me. It's a place where I can go with my disabled mother. I meet and see my neighbors here and have conversations with them instead of just mere passing glances. This builds community. And the traffic effects on local neighborhood is anecdotally negligible. I would say it feels like there is more traffic when the great highway is open to vehicles because of all the noise they emit.

Back to the form letter which I 100% support.

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From:	Boone Ashworth
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 9:08:32 AM

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Sincerely,

Boone Ashworth
District 4, San Francisco

From:	jbraiterman@gmail.com
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:59:05 AM

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Lee Dawn

www.leedawnyoga.com

From:	Christopher Tutino
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:58:15 AM

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From:	Mary Scott
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:57:49 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Goldman, Grant
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:53:46 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo5YmJhMjY3MDi6OWE0Njc1OTc4OGJiY2RjM2RiZjZmYTo2OmEzNDI6ZjI3NDNiZjFmYzM5ZTcxMzE4NDA1NjE1Y2U3NjZkYzE4OTM5MGU5NGM4MDkzNTQ0MTc1YjQ4MGI2M2M3ODA2ODpwOkY walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo5YmJhMjY3MDliOWE0Njc1OTc4OGJiY2RjM2RiZjZmYTo2OjhlMWQ6MDNiN2IjMzVlZGNjYmNiNmE0YjQ5NWJhMDhlZTAwOWRjMTEwNzkwOWNiMDBkMTZjOGM5ODBkYzk3NjRjZjRlNTpwOkY. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach____YXAzOnNmZHQyOmE6bzo5YmJhMjY3MDliOWE0Njc1OTc4OGJiY2RjM2RiZjZmYTo2OmMzZjI6NTM1ZDgzOTI4ZmFjMig1YWE3YTIwNGMzOWVjOWI3YTNiZDg1OTA0YzRlNTdlMjE3ZWI2MTQzZDliYjYxYzI4NTpwOkY.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Bill Bergstrom
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:52:38 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you,
Bill Bergstrom

From:	Christopher Sharpe
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:50:59 AM

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It makes no sense to me why everyone is fighting on having this highway open or closed for park or driving purposes
Why not have the beach side of the highway open for the great highway park all the time and just keep traffic on the GGP/city side there's more than one lane that can be utilized on that side that beach side traffic can merge into
It seems to me that no one wants to share this space when there's room for a section of the highway for traffic and the other half for a permanent parkway
There's a median strip through the middle that splits the 2 half's of the highway
So why is this being a huge issue when there's the solution to this issue
I think both sides are being greedy and don't want to share
There is plenty of room for the park side on the beach side lanes
We don't need the whole highway and neither does the traffic
It's called a compromise so everyone gets most of what they want
So let's be smart about this and not greedy
Be thankful that we have a few days of GHP at least
It's definitely the smartest proposal that would stop y'all's war
Everyone gets what they want this way
Just incase this isn't getting through people's thick skulls I've repeated several things for you♂

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Sent from Gmail Mobile

From:	Rebecca Holzschuh
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:50:39 AM

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From:	Angie Petitt
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Mtaboard@sfmta.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; Mar, Gordon (BOS); info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:50:29 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Community spaces are so important to the well-being of the community. Please respect the wishes of this San Francisco community who voted in support Great Highway Park. Community spaces such as GHP cultivate connection and its through staying connected to one another that we maintain well-being. Let's make this a truer compromise and support the well-being of the community by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least try the plan proposed by Supervisor Mar?

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you for your time and consideration!

Sincerely,

Angie Petitt
Director/Sunset Mercantile

--
Angie Petitt
Founder and Director
Sunset Mercantile
Outer Sunset Farmers Market & Mercantile
Inner Sunset Sunday's Flea Market
415-465-2475
www.sunsetmercantilesf.com
www.isflea.com

"Connecting Community, local commerce and causes in festive, family-friendly markets"

From:	Aditya Bhumbla
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:48:55 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Diane Lopez
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:43:51 AM

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From:	Alex Caffee
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:43:11 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Heidi Moseson
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	Voters want you to codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:42:54 AM

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Dear city leaders, specifically Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Please read the email below. And if instead you just skim it because so many of these come through, please know that ensuring that Great Highway is in park mode on Fridays is ESSENTIAL for planning purposes. **Without a weekday park, we have no data from which to plan for weekday traffic impacts of the park, to ensure we can adjust city public transportation options, intersection signalling/signage, etc** for the inevitably of a full time park once climate the southern extension of Sloat is closed, and climate change continues to make the road untenable for motor vehicles.

My family and I personally use the park on Friday's to bike our kids home from school - it's one tiny window in a packed work/school week where we can make a climate friendly choice about commuting and not have to risk ours and our kids lives sharing the Great Highway with cars. To inspire more families to mode shift like mine, we need more spaces like Great HIghway Park. Voters just made that clear with overwhelming majorities on Prop I, and Prop J.

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. **I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?**

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM?

Thanks for your leadership for our city, and for all of our kids,
Heidi (epidemiologist and mom of two)

From:	Justin Chou-Belden
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:42:38 AM

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From:	Jenevie Shoykhet
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:42:14 AM

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--
-J

From:	Bronagh Hanley
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:41:44 AM

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you.

Bronagh Hanley

From:	Dorothy Koskiniemi
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:40:57 AM

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--
Dorothy

From:	Sanae Rosen
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:40:38 AM

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From:	Michael Smith
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:38:48 AM

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From:	Nick Marino
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:38:14 AM

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--



Nick Marino | Sustainability Systems Manager
Working for Adecco @ Google
San Francisco, CA, USA | (917) 859-5798

From:	Nick Marino
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Phil.Ting@asm.ca.gov; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:37:54 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

--

Nick Marino
marinonp@gmail.com

From:	michael howley
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:35:02 AM

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Cheers,
Michael Howley
D8 Resident and Friday Park Enjoyer

From:	Tryg
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:29:59 AM

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Please do reduce Friday afternoons closure to cars on the great Highway!

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the Richmond Review:
https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzpiNzFlMzlkYjMyYmM2Yzg5ZjU2OTlhYTM5NWQ5OGE4NDo2OmZmMjI6ZTlmMjRhZmVkNDk1YzNjNzA3YmY4OGY4YTA5N2NlNmY1Nzg1ZGNmZDlmYjE5ZDdiMGRhMGUzZTgyN2ZjMzVjOTp0OkY walkway/.

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Tryg NcCoy
330 Valdez ave.
SF, CA 94127

From:	Sarah Boudreau
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; SF Bicycle Advisory Committee; Great Highway Park
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:28:57 AM

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Thank you,
Sarah

From: Colin Caufield
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; ClerkoftheSta.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); RECPAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; gec@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; AssemblyMember.Wicks@assembly.ca.gov; Matt.Haney@asm.ca.gov; AssemblyMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; info@breakthroughnetwork.net; info@breakthroughnetwork.org
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:27:17 AM

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Hello All,
I'm Colin Caufield, homeowner at 1863 48th Ave and I strongly support the **pedestrian** use of Great Highway Park at all times. If there is reticence to make it a full-time park, the experiment of closure on Fridays to view traffic flows is an obvious first step.

The use case for recreation is likewise obvious. Data really isn't necessary because anyone can see for themselves that during park hours that the space is full of a diverse set of people enjoying themselves in some of the most beautiful shared spaces in the city. If it weren't for the weekday traffic and the need to keep the roadway as a roadway, this would only be more true because it would allow for more features and organization of the available space that could consider the various types of recreation that occur simultaneously.

Thank you for your consideration here. I'm sure that ultimately you'll recognize that prioritizing public gathering space rather than car traffic always foments stronger communities and opportunities for business and recreation alike.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sent from my iPhone

From:	John Elliott
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	The people have spoken!
Date:	Tuesday, November 22, 2022 8:27:09 AM

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As representatives of the people, you have a duty to respect their will and lead accordingly. San Franciscans overwhelmingly defeated an effort the “re-open” the Great Highway to vehicular traffic. 65-35 is a mandate. It lost in every district. DeSantis won re-election in Florida by a slimmer margin! :)

This is a good thing. We have a new world class destination on our coast. People love it! Now is the time to work toward codifying Great Highway Park for everyone to enjoy for generations to come.

Its destiny is as a 365/24/7 park and I would prefer that transformation happen now, particularly in the wake of the electoral mandate. If the compromise must remain, please consider passing legislation moving the Friday opening earlier to 5am or possibly late Thursday evening after rush hour. This will allow the city to comprehensively study traffic patterns during a pilot on both weekdays during morning and evening commutes and on the weekend. This data is essential in adjusting our infrastructure to accommodate people who must drive as the extension crumbles into the sea due to coastal erosion and Great Highway Park reaches its full time destiny!

This is a historic moment. The space has already received national coverage. Your leadership matters. The people have spoken!

Thank you,
John

From:	Asheem Mamoowala
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:24:39 AM

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From:	Menasche, Steve
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:24:05 AM

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From:	richie rifle
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:23:55 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Rich Gunn, 94132

From:	Lizzie Siegle
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:23:29 AM

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Lizzie Siegle, 3rd gen San Franciscan and concerned citizen

From:	Ryan Moore
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:22:00 AM

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Thank you,
Ryan Moore

From:	Jenna Grimley
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:21:09 AM

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From:	Avery Pickford
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:20:02 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Keeping Great Highway Park open to people and bicyclists is good for the environment, for people's health, for people's safety, and for people's well-being. I dream of a network of streets across the city that, while a tiny percentage of all streets, would allow me and my two small children to walk and bicycle without constant fear.

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Thank you,
Avery Pickford

From:	Rett Young
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:17:45 AM

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From:	Gennie Gebhart
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:15:47 AM

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From:	steve beyatte
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); mtaboard@sfmta.com; PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:12:13 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?
--

- Steve

From:	Edward Lesmes
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:11:51 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?
--
Edward Lesmes

From:	Natali Gulbahce
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:08:07 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

As a D7 resident, I strongly request this.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Sonia King
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:06:45 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzoyMDFiY2Q3NTJjZjlhNDNkMDJiNDQ2ZGE2YmFlNzQ2Yjo2OjUzOGU6ZjNjZjdjMTU4NDFmZTMyOThiNDA4NmRlZDVkODk2OWUyZWM0MDBkN2YwZGJlZDUyNzk4ODU2MTg5ZmM0ZmFlMTpwOlQ walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzoyMDFiY2Q3NTJjZjlhNDNkMDJiNDQ2ZGE2YmFlNzQ2Yjo2Oml0Nzk6OGQ4ZjQlZjI4NGUzM2UyMDVhNWU3Y2ExOTQxMzgyYzNhZTQyZGU5NjVlMGE2MTYxYWIzZjlyZTk0NmRmN2FmMTpwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzoyMDFiY2Q3NTJjZjlhNDNkMDJiNDQ2ZGE2YmFlNzQ2Yjo2OmM0YzQ6MTg0YTVlNDVjMjc2N2ExNjQ1YTFjZGRkZmUwMjAwZGU1ODMwZDI2Yzg3OWU1ZDE3ZmMyZDA3NGM4ZmQxMTJjOTpwOlQ.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sonia King
https://url.avanan.click/v2/___http://www.mosaicworks.com___.YXAzOnNmZHQyOmE6bzoyMDFiY2Q3NTJjZjlhNDNkMDJiNDQ2ZGE2YmFlNzQ2Yjo2OjliYjk6YTM0ZTczZWUyNWM0NGQzZmFmMTk2OTVjM2JjOTAyMzljZmRlZmExNzhlY2VlZDAxYjE4NzVmZTI0YWViZTg2MTpwOlQ

"Mosaic is hard. Art is harder."

From:	Dara Bu Elliott
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:05:48 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From: Martha Abbess
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catharine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Turrin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MOC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 8:04:17 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzo0NTIyZTEyMjY3ZDNhMzA5YWEzNjEzYTdlNWQxYjkyNjo2OmIyMDc6ZWRiY2UxZm1ZmNkMjY0ZWJhYmJjNWY3OTA3Nzf0OGY4M2JmZGQyNmFjZDIwMjk0NjIzNzQyZTVjOThlMmFhMjgwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzo0NTIyZTEyMjY3ZDNhMzA5YWEzNjEzYTdlNWQxYjkyNjo2OiFiMGQ6MTNjZmQwYWI2ZTAxZjk0OWRiMTdiZTU1MzdlOTk4M2NmODM3NWVmNTU3ODM2NzlkZigwMzRlYzRlMDI3ZDY4NDpwOlQ.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sent from my iPhone

From:	Lauren White
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 8:01:01 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

--

Lauren White

From:	Grant Johnson
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:58:14 AM

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Thanks.

Grant Johnson
100 Parker Ave
San Francisco, CA 94118

From: Dawn Stueckle
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcfa.org; Clerk@sfcfa.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwaybd@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:57:53 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzoyYjdkNGVhMzU4OGU0MTVkZDNmMzhmMWJkNzdkOWY3Yzo2OmIyM2E6ZDFlNjg1ZjQyYTYxOTdkNWUxZjRkOTVkMzY5YmQ2M2VjMDY0YmJhNzZkZTMxOTU4MzEwMDBkOWQxYjY0YTA1ZTpwOlQ walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzoyYjdkNGVhMzU4OGU0MTVkZDNmMzhmMWJkNzdkOWY3Yzo2OmY1ZjE6OGY1MTk0MDI1MzU0OTM3NjIxOTcwNGIwYWRmNTg4ZjU0MTI0ZDVkM2NlNzY3MjQ3MzRjN2EzMjUyZWU1MTI1OTpwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach___.YXAzOnNmZHQyOmE6bzoyYjdkNGVhMzU4OGU0MTVkZDNmMzhmMWJkNzdkOWY3Yzo2OjgzZjQ6YThlYTg5NTI2ZGVmMzAzN2FiNzIxMTRlMTA2M2VhOTVlMGRkY2EyOTI4MGZhNzYzODI1MzEyNmM1NjY2ZjhhNDpwOlQ.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Dawn Stueckle
Executive Director
Sunset Youth Services

From: [redacted]
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.org; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MAB, (ADM); MEF, (ADM); CPC-Commissions_Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@sen.ca.gov; GavinNewsom@gov.ca.gov; Dist.Two@sen.ca.gov; ellen@sedivycommittee@gmail.com; Info@ChangeTheNewsPark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:55:48 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzo4YmY0N2E2MDUwYThjNmRkNzAyODU5MDMyZmZkZjM5NTo2OjM5NmM6ZTA4OTY5M2NjNjU3ZDAzZDJlZGYwODgyMmMyNDdmOTc0YTgzMDI4ZGM3MjV4YjIwNmYwY2E5MzRiZTJjMTI2MDp0OkY walkway/.

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From:	Tom Rabaut
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:52:39 AM

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Regards,
Tom Rabaut

From: Hannah Viray
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); Info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; PhilTing@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to permanently close to cars but will settle for 6am ftl to 6am mon for now
Date: Tuesday, November 22, 2022 7:50:39 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Hannah

From:	Erik Lindberg
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:49:33 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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From:	Tammy Childers
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:48:03 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Jessica Dunne
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Ginsburg, Phil (REC); Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:46:49 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other city leaders,

Supervisor Mar made a great decision when he closed the Great Highway to cars and opened it to recreation. I live on the Great Highway and it was a bright spot during a strange and scary time of all our lives.

I wish it could stay closed to cars forever but I've learned to tolerate the compromise of having it only closed to cars on Fridays and weekends. Please do not take Fridays away from us.
It is two miles long. It has limited use to commuters.

It is a precious piece of oceanfront and should be a place to appreciate and enjoy, not just drive over.
Thank you.
Jessica Dunne
2506 Great Highway
San Francisco, Ca 94116

https://url.avanan.click/v2/___www.jessicadunne.com___.YXAzOnNmZHQyOmE6bzowMzQ0ZmI3NjBlMzczZWY5OTM1OTA1OTZkMDNkMzA5MDo2OmU4ODU6YTJlN2Q3MDZhYTA2MTU0NTFmMTZlMTkxNW1iZWRmNmUzMjExMmQ5NGM3M2NmM2E0ZjMyNjY3YjU0ZjQ2ZDM1MTpwOkY
Sent from an Apple gadget that fancies itself an author and creates humiliating typos.

From: Scot Conner
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MOC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:46:40 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___.YXAzOnNmZHQyOmE6bzpjN2RlNzJhYzU4OGVhMGViYzczMzE1YjhmMjBjMzY5Njo2OjIxYTU6YjA2NzcwYzZlOWFjMTAxZDczNGFmZWE3MTkxMTM3MGZiZTg2NDkxZmY4ZWRiZTUzYzExOGE5ZmEyY2FkZGIyNzpwOlQ walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/__https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___.YXAzOnNmZHQyOmE6bzpjN2RlNzJhYzU4OGVhMGViYzczMzE1YjhmMjBjMzY5Njo2OjIyNjU6ZjM0NDgwMjg0YjhmYjE3OGU0NGUwYTc4MmFlNTQ5MDIyMzA5OWJlYjNmMzYwYzQ2OTIjNmZlMGUwYjg3NzM1ODpwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach____.YXAzOnNmZHQyOmE6bzpjN2RlNzJhYzU4OGVhMGViYzczMzE1YjhmMjBjMzY5Njo2OmY1NjU6OGEzMTA4NWE1MGNhYzk2NzU2MGZkMGNjMzIwMTJmNzQyZWY1ZDhmZTkxZmE3ODA5NTg3OWVlMzc0OTRiODE2NjpwOlQ.

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From:	Shahin Saneinejad
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; Chan, Connie (BOS); info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:45:09 AM

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This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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From:	Robert Fruchtman
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:44:17 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Sincerely,
Robert Fruchtman
District 5 resident

From:	Cally Thalman
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:43:52 AM

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Best,

Cally Thalman

From:	Molly Alarcon
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:43:22 AM

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Thank you,
Molly Alarcon
D2 resident

From:	Cristin Mahaffey
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:43:02 AM

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From:	Tim Durning
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:37:30 AM

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From:	Ian Hopping
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:36:16 AM

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From:	Elaine Brannigan
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:36:13 AM

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From:	Chris Shaffer
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:35:21 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Carlton Fleming
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Great Highway Park
Date:	Tuesday, November 22, 2022 7:34:24 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

I am an Outer Sunset resident and our family lives on Great Highway. I am writing to voice my strong support for the Great Highway Park.

Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Best,

Carlton Fleming
1746 Great Highway

From:	Cecily Lloyd
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; clerk@sfcta.org; CPC-Commissions Secretary; info@sfcta.org; info@greathighwaypark.com; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:30:33 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

My name is Cecily Lloyd and I write in favor of the Great Highway Park.

On November 8th, an overwhelming 65% of San Francsicans rejected Prop I and 63% supported Prop J, sending a clear message that San Franciscans want Great Highway Park to remain open to people, including during the day on Fridays.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Rick Umoff
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:27:05 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

Thank you!

Rick Umoff
--
Rick Umoff
rickumoff@gmail.com | 202.603.0883

From:	Nancy Jodaitis
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:25:50 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	maryellen buckley
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:24:44 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Travis Smith
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:24:08 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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From:	Lydia Bruno
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:22:45 AM

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Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Lucas Lux
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Benjamin Porterfield
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:21:42 AM

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Lucas Lux

sent from my smart phone

From:	Sharon Profis
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:20:50 AM

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Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Maria Newman
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Great Highway Park
Subject:	SAVE OUR PARK!
Date:	Tuesday, November 22, 2022 7:20:33 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

Great Highway Park is a treasure for San Francisco and could be part of your lasting legacy working for this beautiful city.

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Please help save our beautiful park.
Maria Newman

From:	Eliza Panike
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:20:20 AM

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Thank you,
Eliza Panike
D4 Resident

From:	Laura Davenport
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:20:19 AM

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--

Laura Sullivan Davenport Sent from my mobile phone

From: Rachel Gladstein
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Mark (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); mhoff@sfcta.org; ClerkBoRote.org; MayorLondonBreed@sfgov.org; Phillip.Ginsburg@sfgov.org; Commission, Recpark (REC); EBOSAC, RPD (REC); RPDInfo, RPD (REC); Tremlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighwayRSFMTA.com; cac@sfcta.org; MOD, (BOS); MBC (BOS); cac-Commissions Secretary; Scott.Wiener@sen.ca.gov; AssemblyMember.Wicks@assembly.ca.gov; Matt.Haney@asm.ca.gov; AsmChiuMember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; mhoff@sfcta.org; mhoff@sfcta.org; mhoff@sfcta.org

From:	Matt Hoevet
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:14:01 AM

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From:	Lauren Arian
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:11:46 AM

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Chair Melgar, Vice Chair Preston, Member Peskin, Supervisors, Mayor Breed, and other City leaders,

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://CommunitySpacesSF.com and on YouTube at http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great- walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://sfplanning.org/ocean-beach.

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But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

From:	Gabriel Shapiro
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:10:04 AM

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From:	Jon Tyburski
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:07:00 AM

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Best,
Jon Tyburski

From: Harini Madhavan
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 7:06:24 AM

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Sent from my iPhone

From:	Emily Gable
To:	Peskin, Aaron (BOS); Preston, Dean (BOS); Melgar, Myrna (BOS)
Cc:	Safai, Ahsha (BOS); Assemblymember.Haney@assembly.ca.gov; Assemblymember.Ting@assembly.ca.gov; Board of Supervisors (BOS); Stefani, Catherine (BOS); Clerk@sfcta.org; Chan, Connie (BOS); Major, Erica (BOS); Mar, Gordon (BOS); GreatHighway@sfmta.com; Ronen, Hillary; Info@greathighwaypark.com; Tumlin, Jeffrey (MTA); MOD, (ADM); MTABoard@sfmta.com; Dorsey, Matt (BOS); Matt.Haney@asm.ca.gov; MayorLondonBreed@sfgov.com; Phil.Ting@asm.ca.gov; Philip.Ginsburg@sfgov.org; Mandelman, Rafael (BOS); Scott.Wiener@sen.ca.gov; Walton, Shamann (BOS); cac@sfmta.com; CPC-Commissions Secretary; info@sfcta.org; MDC (ADM); PROSAC, RPD (REC); RPDInfo, RPD (REC); Commission, Recpark (REC); sfbicycleadvisorycommittee@gmail.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:06:20 AM

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Sincerely,

Emily Gable

From:	Yu-chen Hu
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc:	Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDInfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Info@greathighwaypark.com
Subject:	Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date:	Tuesday, November 22, 2022 7:06:12 AM

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Thank you for your time,

Yu-chen Hu

From: Luke Bornheimer
To: Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS)
Cc: Chan, Connie (BOS); Stefani, Catherine (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Major, Erica (BOS); info@sfcta.org; Clerk@sfcta.org; MayorLondonBreed@sfgov.com; Philip.Ginsburg@sfgov.org; Commission, Recpark (REC); PROSAC, RPD (REC); RPDinfo, RPD (REC); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@sfmta.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; Scott.Wiener@sen.ca.gov; Assemblymember.Haney@assembly.ca.gov; Matt.Haney@asm.ca.gov; Assemblymember.Ting@assembly.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; info@greathighwaypark.com
Subject: Codify Great Highway Park and expand park hours to Fridays at 6 AM through Mondays at 6 AM
Date: Tuesday, November 22, 2022 6:41:48 AM

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Supervisor Mar has proposed legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway, and this will soon be heard at Land Use & Transportation or the full Board. I want you to support expanding park time to include all day Fridays—starting at 6 AM—so people can enjoy the park and the City can study the benefits and impacts of a full weekday of Great Highway Park being open to people. Will you support opening Great Highway Park on Fridays at 6 AM?

Given the overwhelming voter support for Great Highway Park, San Franciscans want more park time, not less. They are asking you to lead and take action now on this amazing opportunity to pilot a Great Highway Park starting at 6 AM on Fridays through 6 AM on Mondays.

San Franciscans love Great Highway Park, and count on it to build community, improve their well-being, and safely recreate. You can hear from some of these people—including a blind runner, an Asian elder from the Sunset, a service worker, and a mom who started biking her kids to school because of Great Highway Park—at https://url.avanan.click/v2/___https://CommunitySpacesSF.com_____YXAzOnNmZHQyOmE6bzpjOWU1ZTQ1MTYzOGI4ZWI0NTgxYjllODExMDU0NGZhZjo2OjA4ZDE6NTliOTFmZTY4NTJhYTY1ZjcyMTkwZTFkMjc4MGNiOGJjMTk3NWI2MmQyNTU1ZjE4ZGI2NTVkNjQ5NzQzZGNkNzpwOlQ and on YouTube at https://url.avanan.click/v2/___http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/____YXAzOnNmZHQyOmE6bzpjOWU1ZTQ1MTYzOGI4ZWI0NTgxYjllODExMDU0NGZhZjo2OjU3ZmI6MDk2MjNkZWMzM2NjMzc0NzZkZTU5Mjg0MzllMzZhZjc3ZTlmZmE0MDIzM2M3MWYzY2ZiYTM0MjBlZWMzODc5YTpwOlQ.

Even Westside car drivers support a 24/7 Great Highway Park, as highlighted in this op-ed in the Richmond Review: https://url.avanan.click/v2/___https://sfrichmondreview.com/2022/10/03/letter-to-the-editor-new-supporter-of-great-___YXAzOnNmZHQyOmE6bzpjOWU1ZTQ1MTYzOGI4ZWI0NTgxYjllODExMDU0NGZhZjo2OmI3MzE6ZDY2Yzg3MjNjMDJiMDU5OTkyYzRiYzM0ZWU0N2JhNzA5MDRlMDRmMjhlODIwYmExMDhmYjI2NmY5N2RhZTY1MzpwOlQ walkway/.

This space has already been studied and evaluated at length for more than 10 years, starting with the Ocean Beach Master Plan and including in the SFCTA's Great Highway Evaluation Report: https://url.avanan.click/v2/___https://www.sfcta.org/sites/default/files/2021-06/Item%2011%20-%20FINAL_Great_Highway_Evaluation_Report.pdf___YXAzOnNmZHQyOmE6bzpjOWU1ZTQ1MTYzOGI4ZWI0NTgxYjllODExMDU0NGZhZjo2Ojg1NjU6MDI3Njk3ZmIyMDdmY2ViOGY5ZDM1ZWNkNjJjZGI1NWViMjgZGJiNzE0ZWMzZGZmMzgwOTczNTIyMTBiMWFmNzpwOlQ. Additional plans, studies, and projects related to Ocean Beach Climate Adaption can be found at https://url.avanan.click/v2/___https://sfplanning.org/ocean-beach____YXAzOnNmZHQyOmE6bzpjOWU1ZTQ1MTYzOGI4ZWI0NTgxYjllODExMDU0NGZhZjo2OmQ3MGI6MWFlNDM5NmNmYmQxYmY4NzRkNjA2MDU4ODc3ZWMzNmMwYTExZTZlYWZhMzQxY2ZiMzRlZTc5ZmI0NDE2MGVhYipwOlQ.

Recognized by the New York Times, Great Highway Park is a safe, accessible, and environmentally friendly oceanfront community space that will be a world-renowned 24/7 park someday.

But that world-renowned park cannot become a reality without a pilot of at least one full weekday, which only you can make happen. You have an opportunity to lead in helping our city plan for the future, and making Great Highway Park even more accessible and equitable by codifying the Great Highway Park pilot as open to people from Friday at 6 AM to Monday at 6 AM. Codifying Great Highway Park as open to people on at least one weekday would allow our city to pilot, study, and implement improvements, including for the surrounding area and for north-south transportation from the Richmond and car traffic in District 7 near Sloat Boulevard, Sunset Boulevard, and Lake Merced.

Will you lead on this issue by supporting Great Highway Park from Friday at 6 AM to Monday at 6 AM, or at least as Supervisor Mar has proposed it?

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Tel. No. (415) 554-5184
Fax No. (415) 554-5163
TDD/TTY No. (415) 554-5227

September 1, 2022

File No. 220875

Lisa Gibson
Environmental Review Officer
Planning Department
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Dear Ms. Gibson:

On July 26, 2022, Supervisor Mar introduced the following proposed legislation:

File No. 220875

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning
Don Lewis, Environmental Planning

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September 1, 2022

Planning Department
Attn: Rich Hillis, Director
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

Dear Commissioners:

On July 26, 2022, Supervisor Mar submitted the following legislation:

File No. 220875

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

The proposed ordinance is being transmitted for review.

Angela Calvillo, Clerk of the Board

By: Erica Major, Assistant Clerk
Land Use and Transportation Committee

cc: Tina Tam, Deputy Zoning Administrator
Corey Teague, Zoning Administrator
Lisa Gibson, Environmental Review Officer
Devyani Jain, Deputy Environmental Review Officer
AnMarie Rodgers, Director of Citywide Planning
Dan Sider, Chief of Staff
Aaron Starr, Manager of Legislative Affairs
Joy Navarrete, Environmental Planning
Elizabeth Watty, Current Planning Division

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M E M O R A N D U M

TO: Phil Ginsburg, General Manager, Recreation and Parks Department
Ashley Summers, Commission Liaison, Recreation and Parks Commission
Jeffrey Tumlin, Executive Director, San Francisco Municipal Transportation Agency
Dennis Herrera, General Manager, Public Utilities Commission
Carla Short, Interim Director, Public Works
Jonas Ionin, Director of Commission Affairs, Planning Commission
Rich Hillis, Director, Planning Department

FROM: Erica Major, Assistant Clerk, Land Use and Transportation Committee

DATE: September 1, 2022

SUBJECT: LEGISLATION INTRODUCED

The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Mar on July 26, 2022:

File No. 220875

Ordinance amending the Park Code to restrict private vehicles on the Upper Great Highway between Lincoln Way and Sloat Boulevard, on a pilot basis, on weekends and holidays until December 31, 2025; making associated findings under the California Vehicle Code; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: erica.major@sfgov.org.

cc: Sarah Madland, Recreation and Parks Department
Kate Breen, San Francisco Municipal Transportation Agency
Janet Martinsen, San Francisco Municipal Transportation Agency
Joel Ramos, San Francisco Municipal Transportation Agency
Ricardo Olea, San Francisco Municipal Transportation Agency
Masood Ordikhani, Public Utilities Commission
John Scarpulla, Public Utilities Commission
Jeremy Spitz, Public Utilities Commission
David Steinberg, Public Works
Ian Schneider, Public Works
John Thomas, Public Works
Lena Liu, Public Works
Dan Sider, Planning Department
Aaron Starr, Planning Department
AnMarie Rodgers, Planning Department
Tina Tam, Planning Department
Corey Teague, Planning Department
Lisa Gibson, Environmental Review Officer
Devyani Jain, Planning Department
Joy Navarrete, Planning Department
Laura Lynch, Planning Department