From:	Board of Supervisors (BOS)
To:	BOS-Supervisors; BOS-Legislative Aides
Cc:	Calvillo, Angela (BOS); Somera, Alisa (BOS); Ng, Wilson (BOS); De Asis, Edward (BOS); Mchugh, Eileen (BOS); Major, Erica (BOS); BOS Legislation, (BOS)
Subject:	FW: Great highway
Date:	Thursday, December 8, 2022 11:36:29 AM

Hello,

Please see below for communication from Jill Ellefsen regarding File No. 220875.

File No. 220875 - Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions

Sincerely,

Joe Adkins
Office of the Clerk of the Board
San Francisco Board of Supervisors
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102
Phone: (415) 554-5184 | Fax: (415) 554-5163
board.of.supervisors@sfgov.org | www.sfbos.org

-----Original Message-----
From: jill ellefsen <jillelf1@gmail.com>
Sent: Wednesday, December 7, 2022 5:18 AM
To: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: Great highway

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Car free on Fridays please!!!! It is a wonderful community space and it would be nice to make it available to those who work weekends and older folks who want to use it on a quieter day. We live on the Great Hwy and fully support Car Free Great Highway!! Thank you - Jill & Lisa

Sent from my iPhone

From:	Patricia Arack
To:	MelgarStaff (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS); Major, Erica (BOS)
Subject:	Public comment regarding new file #221202: re Great Highway Ordinance
Date:	Monday, December 5, 2022 11:11:22 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

This new iteration of Mar's ordinance is a blatant abuse of power. He could'nt get it through last week so now he's trying again with Dorsey signed on. Do not let him get away with this. His own constituents voted him out of the GH issue! Dorsey's constituents don't have to deal with the traffic out here. So what does he care. Don't let a lame duck determine forever the future of the Great Highway. Permanent closure, which he wants, will negatively affect the Richmond and Sunset districts forever. 4 lanes of traffic permanently on residential streets and high injury networks. What about Vision Zero? This is outrageous. Do the right thing and slap this down. Mar has a quid pro quo with the Bike Coalition and he wants to fulfil his end of the deal. They endorse him, he gives them carte blanche with the GH. NO. Shut this down and continue decision until Joel Engardio, the people's choice, is on the board. This is beyond outrageous. Dont allow this!

Patricia Arack

From:	Barbara Bagot-López
To:	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; Matt.Haney@asm.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Chan, Connie (BOS); Greathighwaypark Info; info@sfbike.org; hello@kidsafesf.com; Stefani, Catherine (BOS); Peskin, Aaron (BOS); PrestonStaff (BOS); MelgarStaff (BOS)
Cc:	Mar, Gordon (BOS)
Subject:	We need #GreatWalkway 24/7 but 1st step = Expand hours Fri 6 AM through Mon 6 AM
Date:	Monday, December 5, 2022 10:37:04 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello, all.

Bottom line: I drive a car all the time--haven't been on a bike since I failed at it at age 10. My favorite mode of transportation is walking. Walking the #GreatWalkway for exercise these past few years has likely saved my life and definitely improved my overall mental and physical health. I initially tried to use the adjacent path and fell flat on my face within minutes--it is too narrow and not level/smooth enough for people with agility issues--and is also not conducive to kids learning to ride bikes and dogs learning to skateboard (see photo).

Based on my own observations as well as those of my friends who live nearby, impacts of the #GreatWalkway on nearby residential streets are minimal. HOWEVER, THERE IS ALWAYS ROOM FOR IMPROVEMENT, and traffic calming measures must continue to be implemented to ensure the safety of the neighborhood. When the time comes that the L-Taraval is finally functional again, it will be great to remove the replacement buses--which at times go too fast--from these streets.

ALERT RE: HOLIDAYS--The Rec and Park website lists the holidays that the #GreatWalkway is open for all people without motors. Please note that on New Year's Eve 2021 and most recently Veterans Day Nov 11 2022, whoever is responsible for closing the gates to motor vehicles forgot to do so. I witnessed kids on trikes and folks strolling with dogs unknowingly playing and walking in the path of oncoming cars--and the drivers certainly did not expect pedestrians in the middle of the road! **This is very dangerous and steps must be taken to ensure that the gates are closed on time on every posted closure day.**

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 the #GreatWalkway promenade to remain open to people, including during the day on Fridays. Supervisor Mar has proposed legislation to codify the #GreatWalkway beyond the emergency order and approve a pilot study for Upper Great Highway. **I want you to support expanding park time to include all day Fridays—starting at 6 AM**.

Will you support opening the #GreatWalkway promenade starting on Fridays at 6 AM?

Sincerely,
BB
Barbara Bagot-López

From:	John Zwolinski
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS); Major, Erica (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); Transportation Authority; MayorLondonBreed@sfgov.com; Elsbernd, Sean (MYR); Short, Carla (DPW); Wayne, Maura (DPW)
Subject:	Public Comments for the Permanent Record SUPPORTING Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - November 28, 2022, 1:30 pm
Date:	Monday, December 5, 2022 1:15:47 PM

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To Whom It May Concern:

I am a twenty-year resident of the Outer Sunset, a home owner, a local school teacher, and am active and engaged in our community.

I enthusiastically support Supervisor Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25. As the outcome of Props I and J last month suggest, this shared use compromise has very broad support throughout the community.

Thank you!

John Zwolinski
1296 La Playa Street

From:	Charles Perkins
To:	Melgar, Myrna (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Major, Erica (BOS)
Subject:	Public comment regarding new file #221202: re Great Highway Ordinance
Date:	Monday, December 5, 2022 1:12:53 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.

Hello Land Use Committee,
I just got word that Gordon Mar (with Matt Dorsey) is attempting to pull an end run to push through his Great Highway plan through something you will consider at 1:30 today. I don't understand procedurally what's happening here, but such political gamesmanship is antithetical to open and transparent government and must be rejected. Below for the record are my comments submitted in connection with Gordon's plan that is supposed to be heard by the BoS tomorrow. I reiterate them here for inclusion in the record as they are equally applicable, and I urge you to reject this effort to subvert the democratic process.
Charles Perkins
San Francisco

----- Forwarded Message -----
From: Charles Perkins <cperkinssf@yahoo.com>
To: Board.of.Supervisors@sfgov.org <board.of.supervisors@sfgov.org>; shamann.walton@sfgov.org <shamann.walton@sfgov.org>; Aaron.Peskin@sfgov.org <aaron.peskin@sfgov.org>; Dean.Preston@sfgov.org <dean.preston@sfgov.org>; Ahsha.Safai@sfgov.org <ahsha.safai@sfgov.org>; Hillary.ronen@sfgov.org <hillary.ronen@sfgov.org>; catherine.stefani@sfgov.org <catherine.stefani@sfgov.org>; connie.chan@sfgov.org <connie.chan@sfgov.org>; gordon.mar@sfgov.org <gordon.mar@sfgov.org>; myrna.melgar@sfgov.org <myrna.melgar@sfgov.org>; matt.dorsey@sfgov.org <matt.dorsey@sfgov.org>; Rafael.Mandelman@sfgov.org <rafael.mandelman@sfgov.org>
Cc: jengardio@gmail.com <jengardio@gmail.com>
Sent: Sunday, December 4, 2022, 08:45:12 PM PST
Subject: Public Comment Agenda Item 18, File 220875

Subject: Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

Historically, this Board has shown great deference to the supervisor of the district most directly impacted by a proposal. District 4 incumbent Gordon Mar lost is seat in a district that most said a non-Asian American person

could not win. His loss was shocking to many, but not to those in his district, whose interests he often failed to represent. His margin of defeat was small, and there is zero question that his handling of the Great Highway closure issue cost him the election. Members of groups like Open the Great Highway Alliance and Concerned Residence of the Sunset, who number in the several thousands, voted against him en masse due solely to his ongoing actions related to the the Great Highway. Yet now, with less than a month left to serve, he seeks to establish the fate of the Great Highway for the next three years. This is a final middle finger to those who voted him out of office, and should not be condoned.

Item 18 is incredibly flawed substantively. True environmentalists, as everyone on this board purports to be, should not fear CEQA and constantly be looking for ways to avoid its requirements, which are designed to gauge the environmental impact of significant actions so that environmental harm, if any, can be identified and considered. Supervisor Peskin's excellent 8-14-22 opinion piece "Why CEQA Matters" that appeared in *48 Hills* should be mandatory reading for all. Yet Gordon Mar's proposal, through which he seeks to cement a partial Great Highway closure *for three years* after he has left office, labels itself a "pilot" and, by so doing, avoid an EIR. How any true environmentalist can accept this is beyond me, particularly where the three-year closure has so much patently obvious potential to impact the environment. For example, there is no question that when drivers are forced to detour off the Great Highway when it's closed, traffic congestion and even gridlock at certain pressure points results, and drivers are forced to spend more time behind the wheel, logging additional miles on their odometers, in far less fuel efficient driving conditions than exist on the Great Highway. This necessarily results in added toxic emissions being released into the atmosphere exacerbating climate change, and jeopardizing the health of those who live in the immediate vicinity. There also is no question that when the Great Highway is closed and turns into a playground, the sensitive dune ecosystem takes a significant beating. These two illustrative issues are not speculative; they are certain. Should not the full environmental impact be studied and understood *before* the the closure is cemented for three years? Any true environmentalist should insist on this and respect what the Sierra Club has been insisting on since Great Highway closure questions began:

From: Kathy Howard <kathyhoward@earthlink.net>

Date: Sunday, October 9, 2022 at 9:44 PM

To: Supervisor Connie Chan <ChanStaff@sfgov.org>, Rafael Mandelman <MandelmanStaff@sfgov.org>, <MelgarStaff@sfgov.org>, Dean Preston <Dean.Preston@sfgov.org>, Supervisor Safai <Ahsha.Safai@sfgov.org>,

Shamann Walton <Shamann.Walton@sfgov.org>, <DorseyStaff@sfgov.org>, Gordon Mar <Gordon.Mar@sfgov.org>, Supervisor Aaron Peskin <Aaron.Peskin@sfgov.org>, Supervisor Ronen <Hillary.Ronen@sfgov.org>, Catherine Stefani <Catherine.Stefani@sfgov.org>, A Clerk of the Board <Board.of.Supervisors@sfgov.org>

Subject: 220875: Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions - request for EIR

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

(Sierra Club's July 2021 referenced letter attached for inclusion in this record.)

And what about public safety? Is not "Vision Zero" a mantra of folks like Jeff Tumlin and organizations like the Bike Coalition? There is no question that forcing 18,000 to 20,000 drivers off what the City's own statistics show to be the safest two-mile stretch of roadway anywhere in San Francisco, the Great Highway, and onto the four natural (and Gordon Mar's/Phil Ginsburg's/SFMTA's preferred) detour routes (Lincoln Ave., Sunset Blvd., 19th Ave., and Sloat Blvd.), all of which are High Injury Networks under Vision Zero, or through residential streets, undermines Vision Zero. ***Why does nobody care about Vision Zero when it comes to the Great Highway? Why does nobody talk about this 800 pound gorilla in the room?***

And the proposal if flawed in the details as well. Closing the Great Highway on Friday afternoons, during getaway rush hour, makes zero sense but while people are still working or in school, makes zero sense. And there is no reason for it ever to be open at night. The proposal is flawed.

Please reject this item. Thank you.
Charles Perkins
San Francisco

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:	Patricia Wise
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Pilot Project for Great Highway
Date:	Sunday, December 4, 2022 5:47:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Patricia Wise, pawise52@gmail.com

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

The closure day should be shifted to Saturday Morning at 6 am. The unethical political action group the Bike Coalition is sending out taxpayer-funded propaganda to influence the BOS to close the GH on Friday morning. Fridays are the busiest days of the week for vehicle traffic on the Great Highway, especially in the afternoon, which is currently and wrongly closed at 12 noon. At the same time, use by recreation users is sparse. Closing Friday at 6 am. exacerbates the danger for the Sunset and Richmond communities from a heightened load of vehicles and increases the time traveled and congestion of heavy traffic on Fridays. Closing all day on Friday would increase greenhouse gasses and increase accidents on residential streets and on the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19th Ave. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway<http://change.org/openthegreathighway>

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It’s been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they’ve never been hurt before. Bicyclists don’t need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Patricia Wsie
Concerned Residents of the Sunset and Friends
Resident of district 4

From:	Stephen Gorski
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS)
Subject:	Public Comment for December 6, 2022 B.O.S. Meeting, Agenda #18, File#: 220875, Ordinance for Great Highway Project
Date:	Sunday, December 4, 2022 3:55:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Stephen J. Gorski
sjgorskilaw@gmail.com

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

The closure day should be shifted to Saturday Morning at 6 am. The unethical political action group the Bike Coalition is sending out taxpayer-funded propaganda to influence the BOS to close the GH on Friday morning. Fridays are the busiest days of the week for vehicle traffic on the Great Highway, especially in the afternoon, which is currently and wrongly closed at 12 noon. At the same time, use by recreation users is sparse. Closing Friday at 6 am. exacerbates the danger for the Sunset and Richmond communities from a heightened load of vehicles and increases the time traveled and congestion of heavy traffic on Fridays. Closing all day on Friday would increase greenhouse gasses and increase accidents on residential streets and on the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19th Ave. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need

and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Stephen J. Gorski
Resident of D4 and voter for over 40 years

Sent from my iPad

From: Tina Taylor
To: Board of Supervisors (BOS)
Subject: Great highway support
Date: Sunday, December 4, 2022 3:51:35 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Greetings,

Please make the pedestrian friendly Great highway permanent, this has been an incredible contribution to the community. The road is filled with children and adults every weekend. This city needs to be pro-pedestrian and less car centric, steps like this make our city cleaner and more outdoor friendly. Not everyone lives near the park, so it's amazing to have more options around the city.

Thank you!
Christina Taylor

From: Karen Myers
To: Board of Supervisors (BOS)
Subject: Tuesday"s Meeting
Date: Sunday, December 4, 2022 3:34:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

As a resident of District 4, I agree with the points made below and object to Supervisor Mar's proposed ordinance. We voted him out for a reason. He did not listen to people like me who live in his district who do not want the Great Highway permanently closed to cars. Please don't let him influence legislation when he has been voted out.

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

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motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Karen Myers
Concerned Residents of the Sunset and Friends
Resident of District 4

From: CJ Faulkner
To: Board of Supervisors (BOS)
Subject: Objection to Ordinance/legislation No. 220875
Date: Sunday, December 4, 2022 3:21:18 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Cmoelarrycarol@aol.com

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

The closure day should be shifted to Saturday Morning at 6 am. The unethical political action group the Bike Coalition is sending out taxpayer-funded propaganda to influence the BOS to close the GH on Friday morning. Fridays are the busiest days of the week for vehicle traffic on the Great Highway, especially in the afternoon, which is currently and wrongly closed at 12 noon. At the same time, use by recreation users is sparse. Closing Friday at 6 am. exacerbates the danger for the Sunset and Richmond communities from a heightened load of vehicles and increases the time traveled and congestion of heavy traffic on Fridays. Closing all day on Friday would increase greenhouse gasses and increase accidents on residential streets and on the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19thAve. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a

small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Carol Faulkner
Concerned Residents of the Sunset and Friends
Resident of Outer Sunset

Some further notes: Many of us attended the Land Use and Transportation Comm. meeting last Monday which dealt with this issue. There were many questions by the members, Melgar, Preston, and Peskin and by public comment. Melgar and Connie Chan of D1 in particular wanted more time to study their respective constituents' responses on this issue. In the end,

the comm . referred this ordinance to the full Board with no recommendation, which may help with postponement. Many callers pointed out that this is an ordinance by a voter-rejected Sup. Mar because of this issue. This should be mentioned if you phone in with public comment.

Please take the time to copy and paste the above subject line and letter. Your letter will then be part of the permanent record on this issue. Thank you for your help. It's important for our community that you send a letter about this injustice. I know this has been a disheartening uphill slog for years, but we cannot let a very small but loud group of bike riders embedded in city government ruin our safety and our neighborhood. Please send this above letter and speak at the Tuesday 2 pm BOS meeting if your schedule permits. (Thank you to Judi Gorski for help in drafting this public comment letter.)

Patricia Arack, Leader
Concerned Residents of the Sunset

From:	Patricia Arack
To:	Board of Supervisors (BOS)
Cc:	Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Sunday, December 4, 2022 3:17:06 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To:
Board.of.Supervisors@sfgov.org,
shamann.walton@sfgov.org,
Aaron.Peskin@sfgov.org,
Dean.Preston@sfgov.org,
Ahsha.Safai@sfgov.org,
Hillary.ronen@sfgov.org,
catherine.stefani@sfgov.org,
connie.chan@sfgov.org,
gordon.mar@sfgov.org,
myrna.melgar@sfgov.org,
matt.dorsey@sfgov.org, Rafael.Mandelman@sfgov.org

From:
Patricia Arack, parack@ccsf.edu

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

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the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19th Ave. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Your Name
Concerned Residents of the Sunset and Friends
Resident of (Your district)

Patricia Arack

From: Richard Ash
To: Board of Supervisors (BOS)
Subject: Keep the Great Highway car-free
Date: Saturday, December 3, 2022 12:03:43 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 am writing to express my strong support for keeping the Great Highway car-free. As a resident of San Francisco, I have personally experienced the benefits of this car-free space and believe that it is a valuable asset to our city.

I have been a regular visitor of the Great Highway, and I have seen firsthand how it has become a safe and enjoyable space for pedestrians and bicyclists. The wide, open space allows for ample room for people to enjoy the ocean views and fresh air while engaging in physical activity. I have even seen families with young children using the space for picnics and outdoor play.
In contrast, I have also witnessed the dangers and congestion of car traffic on our city's streets. The Great Highway offers a rare and valuable respite from the constant presence of cars, and I believe it should be preserved as a car-free space.

Furthermore, the Great Highway is an important connector for the city's network of bike and pedestrian paths. Allowing car traffic on the Great Highway would not only compromise the safety and enjoyment of this space, but it would also disrupt the connectivity of our city's non-motorized transportation infrastructure.

I urge you to consider the benefits of keeping the Great Highway car-free and to reject any proposals to allow cars on this valuable space. The Great Highway is a treasure for our city, and I believe it should be preserved and protected for the enjoyment of all.

Thank you for your time and consideration.

Sincerely,
Richard Ash
692 Valencia St.
San Francisco, CA 94110

From:	Cora Shaw
To:	Board of Supervisors (BOS)
Subject:	Keep the Great Highway for pedestrians
Date:	Saturday, December 3, 2022 11:52:34 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear sirs,
As a senior with grandchildren, I enjoy
pushing the stroller with my baby grandson while walking my toddler on the Great Highway. Walking near Ocean Beach is a defining experience for native San Franciscans. It also provide is the safety missing in many of our street, given the number of fatalities.
Please do not disappoint and vote to keep it car free!

Cora Shaw
451 Guerrero St
SF

From:	Rebecca Pollack
To:	Board of Supervisors (BOS)
Subject:	Great Highway
Date:	Saturday, December 3, 2022 11:33:41 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Keep it closed on the weekends and holidays , although I like riding it on Friday afternoons it’s like a slap in the face for those commuters - the weekends for me never started Friday afternoon wish it did -
Compromise give the cars the afternoon commute and let nature take back the highway
Thanks Rebecca Pollack
Sent from my iPhone

From:	Dylan MacDonald
To:	Board of Supervisors (BOS)
Subject:	Keep the Great Highway car free.
Date:	Saturday, December 3, 2022 10:28:53 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

It’s not a lot to ask. Make SF a non-motorized-first and car-last, city.

Dylan MacDonald
The Inner Richmond

From: Tina Frazier
To: Board of Supervisors (BOS)
Subject: Do NOT close Great Highway
Date: Saturday, December 3, 2022 10:16:10 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

People have walking paths on both sides of great highway plus there is a beach.

Streets are for cars. Sidewalks are for people. Bike lanes are for bikes.

Sent from Yahoo Mail on Android

From:	Stephen Gorski
To:	Board of Supervisors (BOS); Breed, Mayor London (MYR)
Subject:	Board of Supervisors Mtg.: December 6, 2022: Item 18/#220875-Public Comment Against Passing it on First Reading; Request to continue the matter until after Supervisor-elect Joel Engardio is sworn in in early January, 2023.
Date:	Friday, December 2, 2022 10:26:48 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board of Supervisors and Mayor Breed:

I strongly urge you to postpone this matter so a lame-duck Supervisor Mar's proposal is able to be read, reviewed and discussed by Supervisor-Elect Engardio with his peers and constituents. I believe he is entitled to weigh in on this issue given there was no Environmental Impact Report that was ever done; SFMTA and Rec/Park used untrustworthy statistics to promote the their "agenda" to permanently close the Great Highway and engaged in disreputable methods to maximize only those in favor of full closure to respond to any of its polling of residents.

The work done so far by SFMTA and Rec/ Park including its General Manager Phil Ginsburg has not been transparent and the public is suspicious of these agencies' collusion and mismanagement of this important issue. As an example, they only used on-line polling and many residents do not go on-line for these polls; they failed to have it translated into other common languages used by SF Residents and failed send any mailers or post flyers to ensure residents knew about their opinions on the closure.

Respectfully submitted,

Stephen J. Gorski, 46 year resident & voter in local/Sunset elections, currently D4

Sent from my iPad

From:	Gina Tse-Louie
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]; info@openthegreathighway.com; Commission, Recpark (REC); Ginsburg, Phil (REC); clerk@sfcta.org
Subject:	Re: Great Highway: Closure at Friday 12PM does not work -
Date:	Friday, December 2, 2022 5:54:46 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

My name is Gina Tse-Louie
My email address is Informed168@gmail.com

Hello Mayor Breed, District Supervisors, SFCTA and SFMTA

I oppose closure for the following reasons:

1. If more housing is to be built we need more roadways open for ingress/egress and not less. It will be a Fire Hazard with fewer access points in the future.

2. Until adequate public transportation exists we need the option to use autos. Not everyone is a bicyclist or scooter enthusiast. The fear that more pedestrians and bicyclists get hurt goes both ways and many will never choose to bicycle or scoot. Studies exist showing families with autos do better financially. Why take this away?

3. Current Ebikes and e-scooters still add to carbon. Idling cars add to carbon.

4. Open the roadways that taxpayer dollars have paid for. Until alternative funding is identified we need automobile related taxes and they should be able to use the roads.

The first week of the Mayor's compromise plan under which the Great Highway is open to cars Monday through Friday until noon is now behind us. Aside from a couple eof Critical Mass-like stunts by the no-compromise zealots, and a few issues with signage and the timing of the gate closures, the new arrangement seemed to go smoothly and to accommodate all interests.

However, the point of the compromise arrangement is to allow drivers to use the Highway during the week, when they are taking kids to school, traveling to and from jobs, etc. There seems to be little rhyme or reason to closing the Highway so early on Fridays, forcing people who are trying to get home to start their weekends to be caught up in the traffic mess that the closed Highway brings. Friday also tends to be "getaway" day, with many folks trying to leave town (including many who want the Highway closed to drivers), and cutting off this access route makes little sense. Indeed, the traffic conditions reverted to "horrendous" this first Friday once the Great Highway was closed, just as the work week was winding down.

That said, I ask that you adjust the closure hours so that the Great Highway is available to drivers through Friday's evening commute. Keep in mind, once it's dark, no one is using it but vehicles. Rather than closing it at noon on Fridays, let the closure wait until 6:00 a.m. on Saturday, consistent with Monday's 6:00 a.m. reopening.

Thank you for your time.

Sincerely,
Gina Tse-Louie

---

https://www.openthegreathighway.com/gh-friday-closure-at-12pm

From:	Peter Pirolli
To:	Walton, Shamann (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Board of Supervisors (BOS); Breed, Mayor London (MYR); Chan, Connie (BOS); ChanStaff (BOS); MandelmanStaff, [BOS]; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Ronen, Hillary; RonenStaff (BOS); Elsbernd, Sean (MYR); Joel Engardio; Major, Erica (BOS)
Cc:	Peter Pirolli
Subject:	Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm
Date:	Sunday, December 4, 2022 5:49:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

I object to Item 18, Supervisor Mar's proposed ordinance No 220875 for a three-year pilot project to study the Upper Great Highway. There is no justification for additional years of pilot study other than as an obvious ploy to avoid an environmental impact study and continue the status quo beyond the lifting of emergency orders. Godon Mar is the first incumbent in years to lose his seat on the BoS. It does not make sense to allow Mar to push through a multi-year project just as his term is ending. In addition, there is no sensible justification for the need to collect more data. On the other hand, there are many good reasons to suspect that the closure of the Great Highway on weekends is not good for the beach ecosystem and an environmental impact study is needed now.

I suggest that the way forward is for Mar's whole effort forcing through this ordinance on dubious grounds should just be set aside. Let the new D4 Supervisor at least attempt to bring together the right set of stakeholders and actual scientists, engineers, and planners (especially environmental specialists) to figure out something more than a "compromise" and 3 more years of data collection by agencies that have zero credibility because of their documented unethical manipulation of data (SFMTA and Park and Rec). There have got to be solutions that are sensible for commuters, people who want recreation options, and guardians of the environment.

—Peter Pirolli, Ph.D,, Fellow of the National Academy of Inventors
District 4 Resident

From:	Mike Regan
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm
Date:	Sunday, December 4, 2022 9:42:15 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is his end game over the objections of most of his constituents.

By calling this a "pilot project" instead of a permanent road closure Supervisor Mar, through the SF Planning Department, is strategically using a State exemption to be able to avoid an Environmental Impact Report (EIR) as part of the necessary study. His legislation keeps this Coastal Road in an altered condition for a total of 5 years and 8 months since its initial "temporary" sudden closure in April 2020 without an EIR.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term.

Supervisor Mar made statements to his constituents who reached out to him because they were negatively impacted by the Great Highway's closure. He stated to them that he understood the Upper Great Highway is completely empty of pedestrians and bicyclists recreating after dark. He agreed that there is no good reason why vehicles are not allowed to drive on it Friday, Saturday and Sunday nights. He said he would be altering his legislation to reflect that. He went back on his word, and the result is tens of thousands of diverted vehicles will continue to disturb the peace and threaten our safety as they circle our homes from noon Friday until 6 am Monday.

The traffic has been estimated by SFMTA to be approximately 17,600-19,900 vehicles per day, consisting of big rigs, huge construction and grocery delivery trucks, vans, buses, motorcycles in groups of 100+, and cars. Would this not demand an environmental study that compares its original condition to a partially closed condition and fully closed condition, by returning the road to its original pre-pandemic fully open condition first, and studying it one step at a time from there?

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, people who object to its change of use to be exclusively for walkers and bicyclists. (change.org/openthegreathighway)

This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in.

Gordon Mar claims his compromise, the traffic calming and diversion have worked, but that is not true. He wouldn't even do what was necessary to keep his compromise in place by allocating enough funds to the Department of Public Works to regularly clear the sand off of it. For months in 2022 the Highway was closed due to the need for maintenance that SFDPW couldn't afford to do. It was a group of concerned citizens who did a presentation to the Mayor's office to ultimately get DPW the funds they needed through the add-back provision to the Mayor's budget because Gordon Mar, despite his promises to District 4, never asked her for those funds.

Please do the compassionate thing for the tens of thousands of people who need to get around in vehicles and reject this so-called pilot project. If that is not your decision, please adjust this ordinance to at least allow traffic to use the Upper Great Highway in the dark.

Let the recreational use of it be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's a Vision Zero road without a fatality for 17 years, since 2005. Why move all this traffic, especially during the afternoons on Friday and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile long paved pedestrian walkway all to themselves. Please reject this lengthy unnecessary pilot project, and instead reopen and let everyone share the Great Highway.

Mike Regan
D7 50 year resident and SF resident of 70 years.

From:	Judi Gorski
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Judi - gmail Gorski
Subject:	Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm
Date:	Saturday, December 3, 2022 3:14:21 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To:
Board.of.Supervisors@sfgov.org,
shamann.walton@sfgov.org,
Aaron.Peskin@sfgov.org,
Dean.Preston@sfgov.org,
Ahsha.Safai@sfgov.org,
Hillary.ronen@sfgov.org,
catherine.stefani@sfgov.org,
connie.chan@sfgov.org,
gordon.mar@sfgov.org,
myrna.melgar@sfgov.org,
matt.dorsey@sfgov.org,
Rafael.Mandelman@sfgov.org

From: Judi Gorski
judigorski@gmail.com

Date: December 3, 2022

Subject: Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

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By calling this a "pilot project" instead of a permanent road closure Supervisor Mar, through the SF Planning Department, is strategically using a State exemption to be able to avoid an Environmental Impact Report (EIR) as part of the necessary study. His legislation keeps this Coastal Road in an altered condition for a total of 5 years and 8 months since its initial "temporary" sudden closure in April 2020 without an EIR.

When the emergency is over the Upper Great Highway should revert to its pre-closure

condition, as is the law. Then hire an independent agency (without an opinion whether the highway should be either closed or open) to do an environmental study of it in its fully open condition and compare it to its partially open condition and to its closed condition to assess which way causes the least environmental damage.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term.

Supervisor Mar made statements to his constituents who reached out to him because they were negatively impacted by the Great Highway's closure. He stated to them that he understood the Upper Great Highway is completely empty of pedestrians and bicyclists recreating after dark. He agreed that there is no good reason why vehicles are not allowed to drive on it Friday, Saturday and Sunday nights. He said he would be altering his legislation to reflect that. He went back on his word, and the result is tens of thousands of diverted vehicles will continue to disturb the peace and threaten our safety as they circle our homes from noon Friday until 6 am Monday.

Evidence has been repeatedly offered pointing to the destruction of the National Wildlife Sanctuary by unrestricted foot traffic trampling over it every day that it is closed to motor vehicles, and to the toxic emissions brought into the narrow neighborhood streets full of families from the traffic diverted off the Great Highway. The traffic has been estimated by SFMTA to be approximately 17,600-19,900 vehicles per day, consisting of big rigs, huge construction and grocery delivery trucks, vans, buses, motorcycles in groups of 100+, and cars. Would this not demand an environmental study that compares its original condition to a partially closed condition and fully closed condition, by returning the road to its original pre-pandemic fully open condition first, and studying it one step at a time from there?

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, people who object to its change of use to be exclusively for walkers and bicyclists. (change.org/openthegreathighway)

This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in.

Gordon Mar claims his compromise, the traffic calming and diversion have worked, but that is not true. He wouldn't even do what was necessary to keep his compromise in place by allocating enough funds to the Department of Public Works to regularly clear the sand off of it. For months in 2022 the Highway was closed due to the need for maintenance that SFDPW couldn't afford to do. It was a group of concerned citizens who did a presentation to the Mayor's office to ultimately get DPW the funds they needed through the add-back provision to the Mayor's budget because Gordon Mar, despite his promises to District 4, never asked her for those funds.

Please do the compassionate thing for the tens of thousands of people who need to get around in vehicles and reject this so-called pilot project. If that is not your decision, please adjust this ordinance to at least allow traffic to use the Upper Great Highway in the dark.

Let the recreational use of it be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's a Vision Zero road without a fatality for 17 years, since 2005.

Why move all this traffic, especially during the afternoons on Friday and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile long paved pedestrian walkway all to themselves. Please reject this lengthy unnecessary pilot project, and instead reopen and let everyone share the Great Highway.

Respectfully submitted,
Judi Gorski
40+ year resident and voter
District 4

From:	Elaine BROWN
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	) Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Sunday, December 4, 2022 8:24:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

The closure day should be shifted to Saturday Morning at 6 am. The unethical political action group the Bike Coalition is sending out taxpayer-funded propaganda to influence the BOS to close the GH on Friday morning. Fridays are the busiest days of the week for vehicle traffic on the Great Highway, especially in the afternoon, which is currently and wrongly closed at 12 noon. At the same time, use by recreation users is sparse. Closing Friday at 6 am. exacerbates the danger for the Sunset and Richmond communities from a heightened load of vehicles and increases the time traveled and congestion of heavy traffic on Fridays. Closing all day on Friday would increase greenhouse gasses and increase accidents on residential streets and on the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19th Ave. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic

(17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Elaine Brown.
Sent from my iPhone

From: Dan Ake
To: Board of Supervisors (BOS)
Subject: GH Closure
Date: Sunday, December 4, 2022 7:36:19 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Dan Ake
Danake550@comcast.net

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

The closure day should be shifted to Saturday Morning at 6 am. The unethical political action group the Bike Coalition is sending out taxpayer-funded propaganda to influence the BOS to close the GH on Friday morning. Fridays are the busiest days of the week for vehicle traffic on the Great Highway, especially in the afternoon, which is currently and wrongly closed at 12 noon. At the same time, use by recreation users is sparse. Closing Friday at 6 am. exacerbates the danger for the Sunset and Richmond communities from a heightened load of vehicles and increases the time traveled and congestion of heavy traffic on Fridays. Closing all day on Friday would increase greenhouse gasses and increase accidents on residential streets and on the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19th Ave. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Dan Ake
Concerned Residents of the Sunset and Friends
Resident of Dist. 4

From:	MARTHA EHRENFELD
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation Please vote YES!
Date:	Monday, December 5, 2022 2:59:42 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

Supervisor Mar's legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway has passed committee and will be coming to the full Board. I want you to vote in support of this legislation and maintain the Friday noon start time, so people can enjoy the Park and City agencies can study usage and traffic patterns for a weekday with Great Highway Park open to people.

San Franciscans love Great Highway Park and count on it to build community, improve their well-being, and recreate safely. Creating car-free spaces like this one are also essential to achieving our Vision Zero goals.

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 until you approve this pilot.

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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?
Martha Ehrenfeld
1379 6th Ave

So old, it is hip!
marmac@aol.com
415-297-2623

From:	Brad Wallace
To:	Chan, Connie (BOS); Board of Supervisors (BOS); Safai, Ahsha (BOS); Stefani, Catherine (BOS); Peskin, Aaron (BOS); Mar, Gordon (BOS); Preston, Dean (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary; Walton, Shamann (BOS)
Subject:	Please Approve the Upper Great Highway Pilot Legislation
Date:	Monday, December 5, 2022 2:24:30 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Keeping Upper Great Highway car-free for recreation and community use on the weekends is important to me and to my family. We live in the Outer Sunset just a few blocks away and support keeping this space car free whenever possible.

Brad, Morgan, Aislyn (9), and Kalyn (5)
1481 38th Avenue

From:	William Pound
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Keep Upper Great Highway open to cars
Date:	Monday, December 5, 2022 2:19:55 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for keeping the Upper Great Highway open to cars as it is an important artery for emergency vehicles and keeps excessive commuters from using Outer Sunset streets as an alternative.
Thank you
William Pound

From:	John Zwolinski
To:	Melgar, Myrna (BOS); Preston, Dean (BOS); Peskin, Aaron (BOS); Major, Erica (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); Transportation Authority; MayorLondonBreed@sfgov.com; Elsbernd, Sean (MYR); Short, Carla (DPW); Wayne, Maura (DPW)
Subject:	Public Comments for the Permanent Record SUPPORTING Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - November 28, 2022, 1:30 pm
Date:	Monday, December 5, 2022 1:15:53 PM

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To Whom It May Concern:

I am a twenty-year resident of the Outer Sunset, a home owner, a local school teacher, and am active and engaged in our community.

I enthusiastically support Supervisor Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25. As the outcome of Props I and J last month suggest, this shared use compromise has very broad support throughout the community.

Thank you!

John Zwolinski
1296 La Playa Street

From:	Barbara Bagot-López
To:	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; Matt.Haney@asm.ca.gov; Phil.Ting@asm.ca.gov; sfbicycleadvisorycommittee@gmail.com; Chan, Connie (BOS); Greathighwaypark Info; info@sfbike.org; hello@kidsafesf.com; Stefani, Catherine (BOS); Peskin, Aaron (BOS); PrestonStaff (BOS); MelgarStaff (BOS)
Cc:	Mar, Gordon (BOS)
Subject:	We need #GreatWalkway 24/7 but 1st step = Expand hours Fri 6 AM through Mon 6 AM
Date:	Monday, December 5, 2022 10:37:12 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello, all.

Bottom line: I drive a car all the time--haven't been on a bike since I failed at it at age 10. My favorite mode of transportation is walking. Walking the #GreatWalkway for exercise these past few years has likely saved my life and definitely improved my overall mental and physical health. I initially tried to use the adjacent path and fell flat on my face within minutes--it is too narrow and not level/smooth enough for people with agility issues--and is also not conducive to kids learning to ride bikes and dogs learning to skateboard (see photo).

Based on my own observations as well as those of my friends who live nearby, impacts of the #GreatWalkway on nearby residential streets are minimal. HOWEVER, THERE IS ALWAYS ROOM FOR IMPROVEMENT, and traffic calming measures must continue to be implemented to ensure the safety of the neighborhood. When the time comes that the L-Taraval is finally functional again, it will be great to remove the replacement buses--which at times go too fast--from these streets.

ALERT RE: HOLIDAYS--The Rec and Park website lists the holidays that the #GreatWalkway is open for all people without motors. Please note that on New Year's Eve 2021 and most recently Veterans Day Nov 11 2022, whoever is responsible for closing the gates to motor vehicles forgot to do so. I witnessed kids on trikes and folks strolling with dogs unknowingly playing and walking in the path of oncoming cars--and the drivers certainly did not expect pedestrians in the middle of the road! **This is very dangerous and steps must be taken to ensure that the gates are closed on time on every posted closure day.**

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 the #GreatWalkway promenade to remain open to people, including during the day on Fridays. Supervisor Mar has proposed legislation to codify the #GreatWalkway beyond the emergency order and approve a pilot study for Upper Great Highway. **I want you to support expanding park time to include all day Fridays—starting at 6 AM**.

Will you support opening the #GreatWalkway promenade starting on Fridays at 6 AM?

Sincerely,
BB
Barbara Bagot-López

From: Alyse _
To: Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Ronen, Hillary
Subject: Public Comments for the Permanent Record Objecting to ITEM 18, Ordinance No. 220875, Restricting Private Vehicles on the Upper Great Highway
Date: Monday, December 5, 2022 9:50:27 AM

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December 5, 2022

To: San Francisco Board of Supervisors

From: Alyse Ceirante, District Four

RE: Public Comments for the Permanent Record Objecting to ITEM 18, Gordon Mar's Amendment of the Park Code
Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25

I am writing to object to Item 18 of Tuesday's December 6th Agenda. This proposed ordinance would create a three-year "pilot program" to study the Upper Great Highway as it is now, with private vehicles prohibited on weekends and holidays between Lincoln Way and Sloat Blvd.

If this proposed legislation passes, and the weekend/holiday closure is ultimately made permanent, it will likely lead to a permanent closure of the entire highway as it was during the pandemic. Both the commuters who use the highway on a daily basis and the residents of the areas most affected by this closure will tell you that the full closure was a nightmare. Commute times increased by up to an hour for many commuters and the streets where cars were redirected saw an influx of traffic never seen before. As a result, the streets became extremely dangerous and, because of the stop-and-go traffic, the air quality deteriorated.

I also object to the adoption of this legislation due to the resultant destruction of the sand dunes. The restoration of the dues was a project undertaken by the National Park Service as a means of preserving a natural habitat for native flora and fauna, such as delicate dune grasses and sea birds like the Snowy Plover. With the highway closed on weekends, as it is now, people are able to easily access dunes that were extremely difficult to reach before any closure. Now, people are partying and picnicking on the dunes. Children (and adult children) are using cardboard to slide down the dunes. All of this is destroying the delicate root network of many of the most important dune grasses that are instrumental in keeping the dunes in place. As this continues, the dunes will become nothing more than sand drifts that will destroy the natural habitat and spill volumes of sand on the Great Highway. This will make upkeep extremely time-consuming and expensive.

At the risk of sounding cruel, I would like to remind the Board that Supervisor Mar is to be that only until January. One of the primary reasons he lost the election was because he did not listen to his constituents most affected by the full closure of the highway. I am writing in the

hope that the rest of the Board will listen, and respect our wishes. The Great Highway must be fully opened as it was before the pandemic. Thank you.

From:	Mark V
To:	Board of Supervisors (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Further Restriction of Vehicle Traffic on the Great Highway
Date:	Sunday, December 4, 2022 8:53:05 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisors:

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project for the Great Highway. Gordon Mar's constituents voted him out of office largely over dissatisfaction with his handling of the Great Highway and it would be an insult to the District 4 electorate, and to Supervisor-Elect Joel Engardio, to consider this ordinance at this time.

Please also keep the Great Highway open to vehicles through the Friday afternoon commute. The current schedule - which closes the Great Highway at midday on Fridays and severely inconveniences commuters trying to get home at the end of a long work week - makes absolutely no sense.

Sincerely,

Mark Varney
Voter and Resident of District 4

From:	Kash
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); Board of Supervisors (BOS)
Subject:	Create the Great Highway Park now!
Date:	Monday, December 5, 2022 5:53:45 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please expand the motor vehicle closure times to start at 6am on Friday and go the entire weekend.

Having a full workday of closure will allow for more comprehensive data collection while we evaluate the eventual permanent closure of the Upper Great Highway.

And also, please think about removing the painted turn arrows at the intersection of Lincoln and Great Highway and replace them with some kind of switchable traffic control devices. It's silly to put out cones and close two entire lanes when the Great Highway is closed. At least one of those lanes could be put to better use as a right turn from Lincoln onto Great Highway going north. Similar changes could be done to remove the left turn lane on Lincoln. This would help immensely to reduce traffic congestion at that intersection right now and address a high profile, major complaint of people who misguidedly want cars back on the Great Highway.

--
CORONAVIRUS UPDATE APPOINTMENT ONLY call 415-974-6440 between 11am and 5pm Monday - Friday or email repairs@warmplanetbikes.com to scheule.
-Kash

From:	Malone, Ruth
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); Board of Supervisors (BOS)
Cc:	info@sfcta.org; Clerk@sfcta.org; Breed, Mayor London (MYR); Ginsburg, Phil (REC); Commission, Recpark (REC); DPW, GreatHighway (DPW); Tumlin, Jeffrey (MTA); MTABoard@sfmta.com; GreatHighway@SFMTA.com; cac@sfmta.com; MOD, (ADM); MDC (ADM); CPC-Commissions Secretary; sfbicycleadvisorycommittee@gmail.com; Info@GreatHighwayPark.com
Subject:	PLEASE Codify Great Highway Park, approve Upper Great Highway pilot legislation, and expand park hours to 6 AM on Fridays
Date:	Monday, December 5, 2022 4:03:17 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my very strong support for the Upper Great Highway Pilot legislation (File #220875) and urge you to vote for this legislation when it it is heard at the Board on December 8th, ideally with an amendment to expand park hours to 6 AM on Fridays. Will you be supporting Supervisor Mar's legislation and expanding park hours to 6 AM on Fridays?

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

Supervisor Mar's legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway has passed committee and will be coming to the full Board. I want you to vote in support of this legislation and expanding park hours six hours to include all day Fridays—starting at 6 AM—so people can enjoy the Park and City agencies can study usage and traffic patterns for a full weekday with Great Highway Park open to people.

Given the overwhelming support for Great Highway Park from voters, it's clear San Franciscans want more park time. They are looking to you to lead for our city and take action 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 recreate safely. 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 http://YouTube.com/channel/UCOQVSt3KhDC0BMWyxsKrWnQ/.

A majority of voters in every Supervisorial District rejected Prop I, including 52% in District 11, 53% in District 4, 57% in District 1 and 59% in District 7, 61% in District 10, 66% in Districts 2 and 3, 71% in District 6, 73% in District 9, 77% in District 5, and 78% in District 8. Of the precincts that are closest to Upper Great Highway, 95% voted to keep Great Highway Park open to people on Fridays and weekends; 86% of District 7 precincts and 71% of District 1 precincts also voted to keep Great Highway Park open to people.

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, which can be found here: 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 until you approve this pilot, ideally with at least one full weekday.

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 Great Highway Park and approving the Upper Highway Park Pilot, ideally while expanding park hours to 6 AM on Fridays. Expanding park hours to have the Park open at least one full weekday would allow our city to study usage and impacts and make necessary improvements, including for the surrounding area and north-south transportation on the Westside.

Will you lead on this issue by supporting Supervisor Mar's legislation, ideally while expanding park hours to 6 AM on Fridays?

Thank you.

Ruth Malone

From: Tony Villa
To: Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject: Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm
Date: Monday, December 5, 2022 6:40:53 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

TO:
Clerk and Board Members,
I strongly object to any decisions on legislation to any decisions on the Great Highway. Any decisions made are biased and influenced by the SF Bicycle Coalition lobby. Taxpayer dollars are being used to lobby the board and citizens of San Francisco. Please click on the link below that the SF Bike Coalition emailed from their lobby email list. Have all of you board members informed your constituents of upcoming decisions that are being made? I am sure none of you have. The majority of this public input is coming from the lobby groups that our taxpayer dollars are paying for.
Open this link and see the email sent out by the Bike Coalition. This is morally wrong and not a fair playing field for the citizens of SF. It's like you have a hidden agenda. Of course you all support the lobby and come election time the lobby supports your candidacy. This is wrong, and bad policy!
District 1 and 4 overwhelmingly do not agree with Mars legislation. These are the people affected the most, and the reason Mar was voted out.

https://view.s7.exacttarget.com/?qs=6b1a9fca414d36d0c861c2c337c6fe9ac4b3f9ae58b558f0fff01034345499f67954d4476839150084cc3d31e58d67fc5866abd8478f8bf1751533465bb8a93e54fd3d86f5ff46d928823d7d6bebdc95

This is what the millions of taxpayer dollars are being used for.

Thank You,
Tony Villa District 4

From:	Tony Villa
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm
Date:	Sunday, December 4, 2022 1:25:37 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

This is to object to Lame Duck Gordon Mars proposed legislation # 220875 to create a 3 year pilot project to study the Upper Great Highway.

Stop this Lame Duck from causing more cost and damage to the west side of the city!! This is one of Mar's dumbest ideas yet. Mar has had support and endorsements from all of you supervisors, and the heavy democratic machine of San Francisco. He had all this support except in his own district. Mar lost and is out!! District 4 rejects his fantasy ideas. The Chinese American Democratic Club endorsed Joel Engardio for a reason, because Mar did not represent his constituents. Mar is trying to punish the residents of district 4 by leaving his mark like a dog would do to a fire hydrant. This is a political ploy that in the long run could cost all of you your political futures. District 1 and district 4 do not support this! Who's going to pay for this?? You don't even have money for pothole repairs and our infrastructure is failing. And you want to do a pilot study because this is so important? To whom is it important?? Not us taxpayers!! Hundreds of thousands of dollars have already been wasted trying to make all these road closures somehow work, and they still don't work. The numbers of traffic and people counts offered by the city departments are poorly done and highly inaccurate. Any research should be done by a 3rd party. It can be proved and you all know it.

Tony Villa Dist 4 taxpayer

From:	Ceres_01
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Monday, December 5, 2022 7:08:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Ceres Jacinto
caj4@comcast.net

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

Gordon Mar lost his seat to continue as the Supervisor of District 4 and should not be influencing this Board to enact legislation that will last 3 years beyond his term. This matter should be postponed and wait for the newly elected District 4 Supervisor, Joel Engardio, to come to the table and weigh in. Gordon Mar wanted to avoid an EIR by having a pilot project. Do not let this happen.

The closure day should be shifted to Saturday Morning at 6 am. The unethical political action group the Bike Coalition is sending out taxpayer-funded propaganda to influence the BOS to close the GH on Friday morning. Fridays are the busiest days of the week for vehicle traffic on the Great Highway, especially in the afternoon, which is currently and wrongly closed at 12 noon. At the same time, use by recreation users is sparse. Closing Friday at 6 am. exacerbates the danger for the Sunset and Richmond communities from a heightened load of vehicles and increases the time traveled and congestion of heavy traffic on Fridays. Closing all day on Friday would increase greenhouse gasses and increase accidents on residential streets and on the high-injury corridors of Lincoln, Chain of Lakes, Sunset Blvd., and 19th Ave. Close the GH at 6 am Saturday morning, reopen it to vehicles Monday at 6 am.

Consider the petition with 16,312 signatures from impacted drivers and passengers who need

and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

Let the recreational use of the Great Highway be during the daylight on Sundays, or even during the daylight on Saturdays and Sundays. It's been a Vision Zero success road without a fatality for 17 years, since 2005. Why move all this traffic, especially at noon on Fridays and throughout the Friday night rush hour, to create more dangerous gridlock on the high injury networks especially in the dark?

Let commuters get safely in and out of San Francisco. Let the bicyclists enjoy the area north of Lincoln and throughout Golden Gate Park and alongside the drivers on the highway where they've never been hurt before. Bicyclists don't need to exclude drivers from the Upper Great Highway and keep all 4 traffic lanes, two 4-foot road shoulders, and a 16-foot wide 2-mile-long paved pedestrian walkway all to themselves. The bike and walking path is more than sufficient to handle the Friday recreation traffic.

Please reject this lengthy unnecessary pilot project. You have the rightful power to defer this decision to the new supervisor, Joel Engardio. Any future plans should be under his stewardship. Gordon Mar was voted out because of his preference for the bike lobby over the safety of his own constituents. He should not be rewarded by the BOS when his own district rejected him. Please consider the harm that a permanent closure will do to the safety of residents, drivers, and the fragile coastal environment. Please reject Gordon Mar's plan to decide the fate of the Great Highway for a full three more years and beyond, especially after he was defeated in the recent election.

Respectfully submitted,

Ceres Jacinto
Concerned Residents of the Sunset and Friends
Resident of District #4

Sent from my iPadPro

From:	danielle trower
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Monday, December 5, 2022 1:39:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Danielle Trower
dtrower07@gmail.com

Date: December 5, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

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small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

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Respectfully submitted,

Danielle Trower
Concerned Residents of the Sunset and Friends
Resident of District 4

From:	Nick DuBois
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Monday, December 5, 2022 10:08:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Nick DuBois
DuBois.Esq@gmail.com

Date: December 5, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

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Consider the petition with 16,312 signatures from impacted drivers and passengers who need and want to share the space of the Upper Great Highway by driving on the lanes designed for motor vehicles, and who are people who object to its change of use to be exclusively for a small percentage of residents: walkers and bicyclists. change.org/openthegreathighway

The Highway was closed to allow recreational space with 6 feet around each person during a Shelter-in-Place emergency that no longer exists. Pedestrians and bicyclists and anyone recreating is not out there in the cold high winds in the dark of night. But the diverted traffic (17,600-19,900 per day) circles homes with its noise and fumes all night long while the highway is empty.

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Respectfully submitted,

Nick Dubois
Concerned Residents of the Sunset and Friends
Resident of District 4

From:	Michael
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Sunday, December 4, 2022 10:44:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

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Respectfully submitted,
Michael Young
Resident of District 4

From:	Linda Chan
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Aaron.Preskin@sfgov.org; Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Catherine.Stefanie@sfgov.org; Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Sunday, December 4, 2022 7:37:26 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: Linda Chan
Lchan1668@hotmail.com

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

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Respectfully submitted,

Linda Chan
Concerned Residents of the Sunset

From:	Will Griffith
To:	Peskin, Aaron (BOS); Safai, Ahsha (BOS); Board of Supervisors (BOS); Preston, Dean (BOS); Ronen, Hillary; Mandelman, Rafael (BOS); Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Dorsey, Matt (BOS); Melgar, Myrna (BOS); Walton, Shamann (BOS)
Subject:	Public Comment for Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Sunday, December 4, 2022 4:15:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

From: William Griffith, wgriffith415@gmail.com

Date: December 4, 2022

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

This is to object to Item 18, Supervisor Mar's proposed ordinance/legislation No. 220875 to create a three-year pilot project to study the Upper Great Highway in the condition it has been in since August 2021, before permanently banning all vehicles from driving on it 24/7, which is the ultimate purpose of this over the objections of most of his constituents.

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Respectfully submitted,

William Griffith
Concerned Residents of the Sunset and Friends
Resident of Outer Sunset
--
Will Griffith
Cell: (415)816-6202

From:	Nate Gentner
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Tuesday, December 6, 2022 6:31:30 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

Please keep the great highway car free! These carefree spaces are a city treasure! They are the way forward! I have lived in SF for 23 years and I'm raising a family of 2 kids in the city now. Families and people need open safe community spaces to go outside!!

Nate

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

Supervisor Mar's legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway has passed committee and will be coming to the full Board. I want you to vote in support of this legislation and maintain the Friday noon start time, so people can enjoy the Park and City agencies can study usage and traffic patterns for a weekday with Great Highway Park open to people.

San Franciscans love Great Highway Park and count on it to build community, improve their well-being, and recreate safely. Creating car-free spaces like this one are also essential to achieving our Vision Zero goals.

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 until you approve this pilot.

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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

From:	Charles Metzler
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 5:19:26 PM

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I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

Supervisor Mar's legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway has passed committee and will be coming to the full Board. I want you to vote in support of this legislation and maintain the Friday noon start time, so people can enjoy the Park and City agencies can study usage and traffic patterns for a weekday with Great Highway Park open to people.

San Franciscans love Great Highway Park and count on it to build community, improve their well-being, and recreate safely. Creating car-free spaces like this one are also essential to achieving our Vision Zero goals.

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 until you approve this pilot.

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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

From:	Roan Kattouw
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); Tumlin, Jeffrey (MTA); Ginsburg, Phil (REC); greathighway@sfmta.com
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 3:31:54 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Roan Kattouw

From:	paper@swclabs.com
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 3:09:43 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

From:	Dorothy Kidd
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 2:49:18 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

Supervisor Mar's legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway has passed committee and will be coming to the full Board. I want you to vote in support of this legislation and maintain the Friday noon start time, so people can enjoy the Park and City agencies can study usage and traffic patterns for a weekday with Great Highway Park open to people.

I love Great Highway Park. Cycling there keeps me physically and mentally healthy and I love seeing all the kids and adults who are appreciating it too. Its a very cost-effective way to build community, improve citizen well-being, and lower health care costs. Creating car-free spaces like this one are also essential to achieving our Vision Zero goals.

Yes there are some drivers who have been inconvenienced, including some using the road to get to work. However, creating a more robust transit service and alternate car routes could help with this.

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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Yours sincerely,

Dorothy Kidd
Outer Richmond resident.

Sent from my iPhone

From:	Craig Persiko
To:	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); Board of Supervisors (BOS)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 2:22:43 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it is heard at the Board on December 6th.

I'm a 26-year resident of the Castro, and I have raised my two kids here. For most of that time, I have not owned a car, and we get around primarily by bicycle plus walking and transit. Slow Streets have been a huge benefit for us, in added safety and enjoyment as we get around town, both for exercise and for getting to various destinations. The Great Highway has become our destination of choice for regular exercise by bicycle.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Craig Persiko
621 Castro Street,
San Francisco, CA 94114

From:	Paul Arnold
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 2:18:34 PM

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Supervisors, Mayor Breed, and other City leaders,

I’m writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar’s legislation?

Please exhaust is actually killing us all off one by one and thousands of critical species going extinct this year NOW ! As the band plays on ????? We let them kill off the Buffalo/. The glow flying bugs / the BEES / the humming birds are varnishing eating too many Dow chemicals/ Monsanto / round up / along with hundreds including your children ! Relatives / still you allow round up to be sold WHY a donation (bribe) ??? Shit term greed for long term betrayal ? Stop the madness we are an imploding planet because of humans not outside enemies! Ourselves our greed our lack of empathy or remorse ? Anything for cash leaves nothing but ! Can’t spend it on a barren planet ! Think ! Sent from my iPhone

From:	Andrew Courter
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 2:18:32 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Please lead on this issue by supporting Supervisor Mar's legislation. It would mean to the world to our family and city.

Andrew

From:	Paul Arnold
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 2:10:33 PM

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Supervisors, Mayor Breed, and other City leaders,

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar’s legislation?

Sent from my iPhone

From:	Thomas Lindsey
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislation
Date:	Monday, December 5, 2022 2:07:45 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Sincerely,

Thomas Lindsey

From:	Nate Gentner
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Tuesday, December 6, 2022 6:31:58 AM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

From:	Ellen Koivisto & Gene Thompson
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 8:58:10 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Supervisors, Mayor Breed, and other City leaders,

NOW! Access and environmental responsibility and reducing the carnage on SF's roads now! That's why I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Ellen Koivisto

From:	Nancy Beam
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 6:22:16 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Regards,

Nancy Beam
District 4 resident

From:	Peter Fenczik
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 6:05:15 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

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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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Thank you!

Peter

From:	Charles Metzler
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 5:26:31 PM

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Supervisors, Mayor Breed, and other City leaders,

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Will you lead on this issue by supporting Supervisor Mar's legislation?

From:	Adie Sherwood
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 5:14:04 PM

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Supervisors, Mayor Breed, and other City leaders,

I'm writing to express my support for the Upper Great Highway Pilot legislation and urge you to vote for this legislation when it it is heard at the Board on December 6th.

On November 8th, an overwhelming 65% of San Franciscans 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 on Fridays.

Supervisor Mar's legislation to codify Great Highway Park beyond the emergency order and approve a pilot study for Upper Great Highway has passed committee and will be coming to the full Board. I want you to vote in support of this legislation and maintain the Friday noon start time, so people can enjoy the Park and City agencies can study usage and traffic patterns for a weekday with Great Highway Park open to people.

San Franciscans love Great Highway Park and count on it to build community, improve their well-being, and recreate safely. Creating car-free spaces like this one are also essential to achieving our Vision Zero goals.

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 until you approve this pilot.

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 Great Highway Park and approving the Upper Highway Park Pilot.

Will you lead on this issue by supporting Supervisor Mar's legislation?

Regards,
Adie Sherwood

From:	Abbey Levantini
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 4:06:55 PM

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Supervisors, Mayor Breed, and other City leaders,

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Thank you,
Abbey Levantini
D4 resident and mom

From:	Helga Zimmerer
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 3:15:35 PM

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Will you lead on this issue by supporting Supervisor Mar's legislation?

Sent from my iPhone

From:	Diane Lopez
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 3:10:56 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Sent from my iPhone

From:	paper@swclabs.com
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 3:08:51 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Will you lead on this issue by supporting Supervisor Mar's legislation?

From:	Terry Sayre
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); Board of Supervisors (BOS)
Cc:	Breed, Mayor London (MYR); GreatHighway@sfmta.com; Ginsburg, Phil (REC); Tumlin, Jeffrey (MTA)
Subject:	Approve Upper Great Highway pilot legislatio
Date:	Monday, December 5, 2022 3:03:49 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

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Sent from my iPad

From:	Charles Perkins
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Cc:	jengardio@gmail.com
Subject:	Public Comment Agenda Item 18, File 220875
Date:	Sunday, December 4, 2022 8:45:45 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.

Subject: Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm

To the Clerk for the Board of Supervisors and to the full Board of Supervisors,

Historically, this Board has shown great deference to the supervisor of the district most directly impacted by a proposal. District 4 incumbent Gordon Mar lost is seat in a district that most said a non-Asian American person could not win. His loss was shocking to many, but not to those in his district, whose interests he often failed to represent. His margin of defeat was small, and there is zero question that his handling of the Great Highway closure issue cost him the election. Members of groups like Open the Great Highway Alliance and Concerned Residence of the Sunset, who number in the several thousands, voted against him en masse due solely to his ongoing actions related to the the Great Highway. Yet now, with less than a month left to serve, he seeks to establish the fate of the Great Highway for the next three years. This is a final middle finger to those who voted him out of office, and should not be condoned.

Item 18 is incredibly flawed substantively. True environmentalists, as everyone on this board purports to be, should not fear CEQA and constantly be looking for ways to avoid its requirements, which are designed to gauge the environmental impact of significant actions so that environmental harm, if any, can be identified and considered. Supervisor Peskin's excellent 8-14-22 opinion piece "Why CEQA Matters" that appeared in *48 Hills* should be mandatory reading for all. Yet Gordon Mar's proposal, through which he seeks to cement a partial Great Highway closure *for three years* after he has left office, labels itself a "pilot" and, by so doing, avoid an EIR. How any true environmentalist can accept this is beyond me, particularly where the three-year closure has so much patently obvious potential to impact the environment. For example, there is no question that when drivers are forced to detour off the Great

Highway when it's closed, traffic congestion and even gridlock at certain pressure points results, and drivers are forced to spend more time behind the wheel, logging additional miles on their odometers, in far less fuel efficient driving conditions than exist on the Great Highway. This necessarily results in added toxic emissions being released into the atmosphere exacerbating climate change, and jeopardizing the health of those who live in the immediate vicinity. There also is no question that when the Great Highway is closed and turns into a playground, the sensitive dune ecosystem takes a significant beating. These two illustrative issues are not speculative; they are certain. Should not the full environmental impact be studied and understood *before* the the closure is cemented for three years? Any true environmentalist should insist on this and respect what the Sierra Club has been insisting on since Great Highway closure questions began:

From: Kathy Howard <kathyhoward@earthlink.net>

Date: Sunday, October 9, 2022 at 9:44 PM

To: Supervisor Connie Chan <ChanStaff@sfgov.org>, Rafael Mandelman <MandelmanStaff@sfgov.org>, <MelgarStaff@sfgov.org>, Dean Preston <Dean.Preston@sfgov.org>, Supervisor Safai <Ahsha.Safai@sfgov.org>, Shamann Walton <Shamann.Walton@sfgov.org>, <DorseyStaff@sfgov.org>, Gordon Mar <Gordon.Mar@sfgov.org>, Supervisor Aaron Peskin <Aaron.Peskin@sfgov.org>, Supervisor Ronen <Hillary.Ronen@sfgov.org>, Catherine Stefani <Catherine.Stefani@sfgov.org>, A Clerk of the Board <Board.of.Supervisors@sfgov.org>

Subject: 220875: Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions - request for EIR

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

(Sierra Club's July 2021 referenced letter attached for inclusion in this record.)

And what about public safety? Is not "Vision Zero" a mantra of folks like Jeff Tumlin and organizations like the Bike Coalition? There is no question that forcing 18,000 to 20,000 drivers off what the City's own statistics show to be the safest two-mile stretch of roadway anywhere in San Francisco, the Great Highway, and onto the four natural (and Gordon Mar's/Phil Ginsburg's/SFMTA's preferred) detour routes (Lincoln Ave., Sunset Blvd., 19th Ave., and Sloat Blvd.), all of which are High Injury Networks under Vision Zero, or through residential streets, undermines Vision Zero. ***Why does nobody care about Vision Zero when it comes to the Great Highway? Why does nobody talk about this 800 pound gorilla in the room?***

And the proposal if flawed in the details as well. Closing the Great Highway on Friday afternoons, during getaway rush hour, makes zero sense but while people are still working or in school, makes zero sense. And there is no reason for it ever to be open at night. The proposal is flawed.

Please reject this item. Thank you.
Charles Perkins
San Francisco

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:	Mary Miles
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Chan, Connie (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Ronen, Hillary; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Calvillo, Angela (BOS)
Subject:	PUBLIC COMMENT ON BOS AGENDA ITEM 18, 12-6-22 UPPER GREAT HIGHWAY Pilot Vehicle Restrictions BOS FILE 220875
Date:	Tuesday, December 6, 2022 7:35:09 AM
Attachments:	ATTACHMENT A - MAR-TUMLIN TEXT.pdf PUBLIC COMMENT ON BOS AGENDA ITEM18 12-6-22 UPPER GREAT HIGHWAY Pilot Vehicle Restrictions .pdf

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

FROM:
Mary Miles (SB #230395)
Attorney at Law
364 Page St., #36
San Francisco, CA 94102

TO:
Angela Calvillo, Clerk, and
Shamann Walton, President, and
Members of the San Francisco Board of Supervisors
Room 250, City Hall
San Francisco, CA 94102

BY EMAIL TO: bos@sfgov.org

DATE: December 6, 2022

PUBLIC COMMENT ON ITEM 18 OF THE DECEMBER 6, 2022 BOARD OF SUPERVISORS AGENDA: "[Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions]" BOS FILE NO. 220875

This Comment OBJECTS to and OPPOSES Item 18 of the Agenda, and also requests a continuance of that Item. Please distribute this Comment to Board members and place copies in all applicable files, notably BOS File No. 220875. A PDF copy of this Comment is attached.

In the Land Use Committee hearing, the Project proposed to close Upper Great Highway to vehicles "on a pilot basis, on weekends and holidays until December 31, 2025." (LUC Agenda, Item 1, 11/28/22.)

On November 28, 2022, the Land Use Committee amended the proposed legislation to state that the Upper Great Highway would be closed to the public driving cars from noon every Friday to 6:00 a.m. every Monday, providing *no* public notice of that amendment.

The Project is not exempt from CEQA as claimed.

This Comment also objects to the omission in the Board's File 220875 of numerous public comments opposing the Project.

On November 8, 2022, more than 100,000 of your constituents voted Yes on Proposition I to stop the City's closure of public streets, including the April, 2020 closure of Upper Great Highway ("UGH"). The ballot measure lost after several tech billionaires, the San Francisco

Bicycle Coalition ("SFBC"), and Walk SF contributed to a million-dollar campaign to defeat it. (https://sfethics.org/ethics/2022/07/campaign-finance-dashboards-november-8-2022.html [1])

I. THE BOARD MUST CONTINUE ITEM 18 TO PROVIDE ADEQUATE PUBLIC NOTICE

A. Inadequate Public Notice: This proceeding at Item 18 should be continued, because public notice of the Land Use Committee proceeding was inadequate due to the Thanksgiving holiday with City agencies closed that might otherwise provide public access to the voluminous Board file on the Project. (See, Cal. Gov. Code, §54957.5 (b)(1-2); *Sierra Watch v. Placer County* (2021) 69 Cal.App.5th 1, 10-11.)

Under the Brown Act, the CEQA Determination must be posted on the Agenda as an Item separate from the approval action. (Cal. Gov. Code §54952(a)(1); *G.I. Industries v. City of Thousand Oaks* (2022) 84 Cal.App.5th 814, 826.) The CEQA Determination was *not* posted as a separate item at the Land Use Committee proceeding, or in the Full Board Agenda for December 6, 2022. Both of those proceedings were in violation of the Brown Act. As a result, the public was deprived of lawful notice and the opportunity to meaningfully comment on the Project, which now proposes closing the Upper Great Highway for three days every week, holidays, and "special events" until December 31, 2025 as a "pilot."

B. The Land Use Committee's Amendment Was *Not* On The Agenda And Does Not Cure The Lack Of Information To The Public Before The November 28, 2022 Hearing on the Project

The Agenda before the Land Use Committee did not make clear the Project's times proposed for closing the Upper Great Highway. The public, therefore, was not informed of the newly amended Project description that now closes this major arterial to the public from noon Fridays to 6:00 a.m. Mondays. The Land Use Committee should have postponed its hearing for that amendment, but instead forwarded the amended legislation to the Full Board *without allowing the public notice and the opportunity to address that amendment in the only "hearing" where oral comment would be taken.* The failure to postpone that hearing violated the Brown Act and CEQA.

At the Land Use Committee, the proposed Ordinance at § 6.13(b) failed to state the time of closure on Fridays. The Agenda stated only that "private vehicles" would be "restrict[ed]" "on weekends and holidays until December 31, 2025."

The "CEQA Exemption Determination" (2022-007356ENV) also fails to describe the hours of closure. (2022-007356ENV, pdf pages 6 and 11.) That document states that the "exact time of private vehicular closure **to be determined.**" (*Id.* at Exemption Determination, page 11.)

This Board must make clear to the public in advance of any public hearing *in both the proposed ordinance and in the CEQA Determination* **exactly** what is being proposed, both to provide an accurate Project description to the public, and to state this Board's rationale for any weekday closure. That did not happen at the only public hearing on this Project.

Because the Agenda and other documents failed to state the exact times and days of closure, the Board failed to provide adequate information for informed public input on the Project. The proposed legislation and the CEQA Determination must be returned to the Land Use Hearing for a properly noticed public hearing with the proposed closure times on the Agenda.

The public cannot meaningfully comment on the proposed legislation without an accurate Project description.

The noon Friday closure of the upper Great Highway is *not* needed for the Project's alleged purpose described in the proposed ordinance.

Since adequate notice was not provided at the Land Use Committee hearing, this Board should return Item 18 to the Land Use Committee to provide adequate notice and the opportunity for informed public comment on the scope of the Project at a rescheduled hearing. Scheduling hearing on this important Project on the Monday after the Thanksgiving weekend also deprived many people of adequate time for meaningful comment.

II. THE PROJECT IS NOT EXEMPT UNDER CEQA

The Project continues the closing of the Upper Great Highway implemented with *no public process* in April 2020, which blocked access with locked gates to 20,000 or more vehicles every day.

The Project now proposes closing the upper Great Highway to vehicles from Fridays at noon through Monday mornings at 6:00 a.m., on holidays, and "special events" until December 31, 2025. (Proposed Ordinance, page 6.) The Ordinance claims its purpose is for a three-*year* "pilot" to allow City's Municipal Transportation Agency ("MTA") to collect data. (*Id.* at pages 6-7.)

The closure of Great Highway Project originated in April, 2020 with a private text exchange between outgoing Supervisor Gordon Mar and Jeffrey Tumlin, the unelected Director of the MTA. (See, Attachment A [April 6 and 8, 2020 text exchanges between Mar and Tumlin, and Mar 5/26/21 email, producing those texts in response to a Public Records request].) [2]

This public highway was then closed in April 2020 with ***no* public proceeding** or opportunity for public input. Since the Upper Great Highway already had dedicated bicycle paths, the covid "social distancing" did not apply.

Since the closure of Upper Great Highway, many public comments opposing that action have been submitted in proceedings before City's MTA, SFCTA, Recreation and Parks Department ("Rec-Park"), DPW, and discussions with City officials documenting the Project's significant impacts on traffic congestion; public safety, including emergency services by police, fire, ambulance, and evacuation in emergencies such as earthquakes and fire; VMT; GHG; energy consumption; noise; public access to the beach by disabled and senior residents and visitors; biological resources, including damage by bicyclists and recreational users to the habitat of an threatened species unique to the area, the snowy plover; and impacts on residents' peaceful enjoyment of neighborhoods throughout the area. All of those comments are incorporated by reference to this Comment and are part of the administrative record of this Project.

More than 16,000 people signed a petition opposing the Project, also part of the administrative record. Their complaints have gone unaddressed by City agencies.

On August 21, 2021, the City issued a notice through its Rec-Park Department re-opening Upper Great Highway to vehicles from 6:00 a.m. Mondays to around noon on Fridays. However, the significant impacts of closing the public street continue on the days per week that it remains closed to vehicle travel. After refusing to provide information pursuant to the City's Sunshine Ordinance and several Sunshine Ordinance Task Force complaints, Mr. Ginsburg, Director of Rec-Park, was held in willful violation of the City's Sunshine

Ordinance. [3] City later unconvincingly claimed the Friday closure was necessary due to lack of staff to lock the gates blocking Upper Great Highway because staff apparently went home early on Fridays.

The City again closed upper Great Highway for several months from April 1, 2022 to October, 2022 when its Department of Public Works ("DPW") refused to clear sand from the Highway and instead locked the gates blocking vehicles from entering the Upper Great Highway. That agency implausibly claimed it lacked funds to sweep this public street.

The City additionally lent its support to the illegal obstruction of Great Highway on Thursday p.m. commute hours by around 20 bicyclists who ride in slow motion in the middle of the public Upper Great Highway. (https://www.youtube.com/watch?v=432W3YjaqAA) Instead of arresting them, the City provided them with a special police escort to assist their illegal obstruction of traffic. Again, public complaints have been ignored by every public agency.

In spite of the hundreds of letters documenting the Project's negative impacts, the City has ignored those impacts and the travelers and residents affected by them.

On November 8, 2022, more than 100,000 of your constituents Citywide voted to reopen the Upper Great Highway.

District 4 voters voted against re-election of Supervisor Mar, who for nearly three years has ignored his constituents on the issue of Upper Great Highway. Now, in Supervisor Mar's last days in office, he proposes to close the four-lane public street, Upper Great Highway, to travelers in cars for up to three days per week and holidays for another three years.

There is no need to close Upper Great Highway for another *three years* for the proposed "pilot program" Project. Data showing the Project's impacts is already available. Given those impacts, closing the upper Great Highway to vehicles requires an EIR and effective mitigation measures that do not add to impacts on neighborhood streets. (See, *e.g.*, Letter from Sierra Club, LUC packet at pdf pages 237-238.)

Better yet, this Board should reject the ill-conceived closing of this public street.

Collection of additional data on bicyclists, pedestrians and full-time recreationists on the four-lane highway is unwarranted, because the impacts have been established of diverting **20,000** *already-counted* drivers, there is no "social distancing" rationale, and there are already dedicated bicycle paths and a beachside pedestrian path on the Upper Great Highway. If more counts were needed for any reason, they could be collected without closing the Upper Great Highway to 20,000 daily vehicle travelers.

Vehicle counts can be made when the Great Highway is open to vehicles. The failure of MTA to assess the impacts of diverting 20,000-plus vehicles to neighborhood streets does not require continuing that illegal policy. Bicycle, skateboard, and pedestrian counts are irrelevant, since the proposed Project would have no impacts on those recreational activities.

A. Closing Upper Great Highway Is Not Exempt From CEQA

Closing a major public street is a Project under CEQA that requires an environmental impact report ("EIR"). The magnitude of the Project, its significant impacts, and its change of use of the upper Great Highway do not qualify for an exemption from CEQA.

B. The Section 21080.25 Exemption Does Not Apply

The City's Planning Department incorrectly claims that CEQA does not apply to the

Project. ("CEQA Exemption Determination" 2022-007366ENV.)

The Project's impacts preclude any CEQA exemption, and those impacts were documented long before that Exemption dated September 28, 2022.

1. The Exemption Contains No Accurate or Adequate Project Description

As already discussed, the Exemption fails to accurately and adequately describe the Project, precluding meaningful public input.

2. The Claimed Exemption Under Section 21080.25(b) Does Not Apply, Because That Exemption Only Applies To Streets Open To Vehicle Travel

The claimed exemption under Pub. Res. Code §21080.25 does not apply to this Project by its own statutory definition.

Section 21080.25(a)(2) defines "Highway" as "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." (Pub. Res. Code §21080.25(b)(2). [emphasis added].)

Here, the Project proposes to *close* the Upper Great Highway to vehicular travel. The claimed exemption therefore does not apply.

3. The Claimed Exemption Under Section 21080.25(b)(1) Does Not Apply Because Upper Great Highway Is Not A "Pedestrian and bicycle facility[ies], including new facilities" Nor A "bikeway[] As Defined In Section 890.4 Of The Streets And Highways Code."

The claimed Exemption (pdf, page 6, Table 1) claims that the Project is exempt as "(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." (CEQA Exemption Determination Case No. 2022-007356ENV, pdf, page 6.)

The Project, however, does not qualify for that exemption, because the Upper Great Highway is not a pedestrian and bicycle facility, and it does not meet the definition of a "bikeway" in section 890.4 of the Streets and Highways Code, which defines "bikeways" as facilities that provide "*primarily* for, and promote, bicycle travel." (Sts. & Hwys. Code §890.4 [emphasis added].)

Moreover, the Project's purpose is explicitly stated in the proposed legislation: to "restrict private vehicles from the Upper Great Highway" until December 31, 2025. (Proposed Ordinance, pages 1, 6, and 7.) The purpose is to collect and publicly report data on uses of the Upper Great Highway and surrounding streets, and make traffic recommendations based on traffic conditions and community outreach during the pilot period. (*Ibid.*, pp. 6-7.) That purpose does not include developing "pedestrian and bicycle facilities."

The claimed exemption under Pub. Res. Code § 21080.25(b)(1) therefore does *not* apply to this Project.

4. No Other Exemption Is Claimed Or Applies To This Project

III. THE PROJECT DOES NOT COMPLY WITH GENERAL PLAN, CHARTER, AND PLANNING CODE SECTION 101

Contrary to the "General Plan Referral" of September 28, 2022, the Project is not consistent with Planning Code Section 101.1 "Priority Policies."

For example, the Project plainly conflicts with Planning Code §101.1(4), since it

clearly has impacted and will continue to "overburden our streets or neighborhood parking." Closing the Upper Great Highway to 20,000 cars per day obviously diverts those vehicles to neighborhood streets, as already documented in public comment for more than two years.

The Project also clearly conflicts with section 101.1(6), which requires that "the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake." Disaster preparedness is *not* accomplished by closing critical public streets allowing emergency vehicles and evacuation in the event of earthquakes, fires and other disasters.

IV. THE PROJECT DOES NOT COMPLY WITH VEHICLE CODE SECTION 21101

The proposed Ordinance falsely claims that it is "consistent" with Vehicle Code section 21101. It is not.

V. THE PROJECT DOES NOT COMPLY WITH THE COASTAL ACT OR THE CALIFORNIA ENDANGERED SPECIES ACT

These issues cannot be addressed here due to lack of adequate notice and time for public comment. City's documents fail to address these issues.

CONCLUSION

The Board should re-open upper Great Highway every day of the week, and it should not adopt any closures of this critical public street.

Mary Miles

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[1] SFBC is a §501(c)(4) private lobbying corporation that receives hundreds of thousands in contracts and grants from the City every year. Both SFBC and Walk SF are under investigation by the Fair Political Practices Commission for improper election expenditures. (https://sfstandard.com/politics/jfk-drive-great-highway-sf-bicycle-coalition-walk-campaign) Walk SF has a "Very Poor" rating from Charity Navigator due to its IRS issues. (https://www.charitynavigator.org/ein/472000881)

[2] Tumlin was appointed to the $342,483-per-year MTA position in November 2019. He was then a principal director of the Nelson\Nygaard Consulting firm, which received City funding for consulting contracts on City projects, many of which advocated for adverse impacts on car travel on public streets.

[3] According to the San Francisco Ethics Department, Rec-Park Director Ginsburg and other Rec-Park and MTA staff contributed hundreds of dollars to defeat the ballot initiative Proposition I to reopen Great Highway. (https://sfethics.org/ethics/2022/07/campaign-finance-dashboards-november-8-2022.html.)

ATTACHMENT A

From: "Mar, Gordon (BOS)" <gordon.mar@sfgov.org>
Date: May 26, 2021 at 11:42:14 AM PDT
To: Judi Gorski <judigorski@gmail.com>, "Marstaff (BOS)" <marstaff@sfgov.org>
Cc: "Wright, Edward (BOS)" <edward.w.wright@sfgov.org>
Subject: Re: Request for Public Information

Hi Judi,

My suggestion to SFMTA that the Upper Great Highway remain closed to vehicles during the Shelter In Place health order to allow for safe recreation was through an informal text exchange with SFMTA Director Tumlin. I was not involved in decision-making meetings about this with SFMTA or other departments. I'm attaching the images of my text exchange with Director Tumlin about this on April 6th and 8th 2020.

Gordon Mar
District 4 Supervisor
City and County of San Francisco
(415) 554-7460
gordon.mar@sfgov.org

From: Judi Gorski <judigorski@gmail.com>
Date: Wednesday, May 26, 2021 at 8:21 AM
To: Mar, Gordon (BOS) <gordon.mar@sfgov.org>, Marstaff (BOS) <marstaff@sfgov.org>
Subject: Request for Public Information

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Supervisor Mar,

This is a request for public information.

RPD told me that on April 4, 2020, when the highway was closed for sand removal that you asked for the temporary closure. If this is true, please respond to the following within the next ten days.

Who did you ask?

By what processes was it approved?

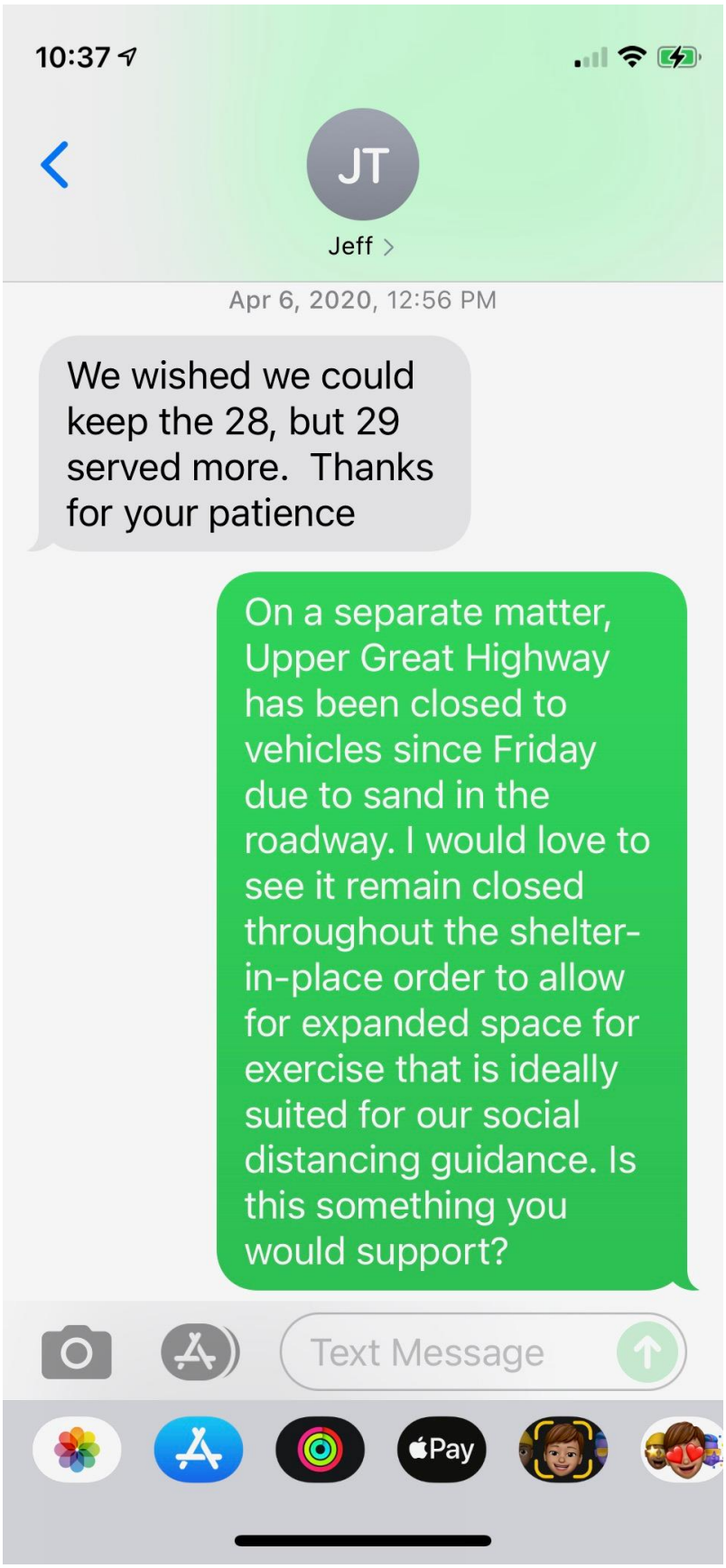
What meeting was held to do that, who else attended, and what resolution or legal paper was generated to make that happen?

I request to see a copy of the minutes of the meeting, the names of the attendees and whatever documentation that was produced at or as a result of that meeting and your request to close the Great Highway.

Please respond by email within the next ten (10) days to judigorski@gmail.com.

Thank you.

Respectfully,
Judi Gorski
District 4 Resident
and Homeowner


10:37
JT
Jeff
Apr 6, 2020, 12:56 PM
We wished we could keep the 28, but 29 served more. Thanks for your patience
On a separate matter, Upper Great Highway has been closed to vehicles since Friday due to sand in the roadway. I would love to see it remain closed throughout the shelter-in-place order to allow for expanded space for exercise that is ideally suited for our social distancing guidance. Is this something you would support?
Text Message
Pay

10:38

JT

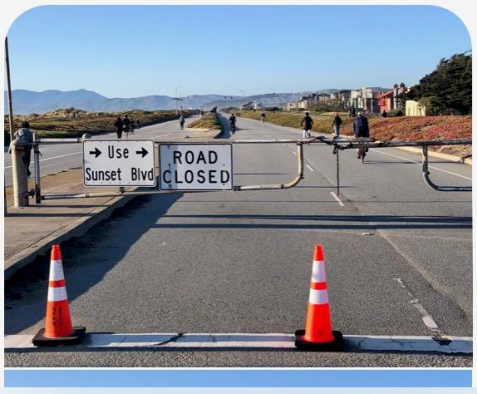
Jeff >

distancing guidance. Is this something you would support?

From a transport perspective we support. We're concerned that it not become a public gathering space. Let me coordinate with dph

Thanks!

Apr 8, 2020, 11:07 AM



Text Message

10:38

JT

Jeff >

Apr 8, 2020, 11:07 AM

We're working with DPW and EOC to keep it that way

Thank you!

Text Message

FROM:
Mary Miles (SB #230395)
Attorney at Law
364 Page St., #36
San Francisco, CA 94102

TO:
Angela Calvillo, Clerk, and
Shamann Walton, President, and
Members of the San Francisco Board of Supervisors
Room 250, City Hall
San Francisco, CA 94102

BY EMAIL TO: bos@sfgov.org

DATE: December 6, 2022

PUBLIC COMMENT ON ITEM 18 OF THE DECEMBER 6, 2022 BOARD OF SUPERVISORS AGENDA: "[Park Code - Upper Great Highway - Pilot Weekend and Holiday Vehicle Restrictions]" BOS FILE NO. 220875

This Comment OBJECTS to and OPPOSES Item 18 of the Agenda, and also requests a continuance of that Item. Please distribute this Comment to Board members and place copies in all applicable files, notably BOS File No. 220875. A PDF copy of this Comment is attached.

In the Land Use Committee hearing, the Project proposed to close Upper Great Highway to vehicles "on a pilot basis, on weekends and holidays until December 31, 2025." (LUC Agenda, Item 1, 11/28/22.)

On November 28, 2022, the Land Use Committee amended the proposed legislation to state that the Upper Great Highway would be closed to the public driving cars from noon every Friday to 6:00 a.m. every Monday, providing *no* public notice of that amendment.

The Project is not exempt from CEQA as claimed.

This Comment also objects to the omission in the Board's File 220875 of numerous public comments opposing the Project.

On November 8, 2022, more than 100,000 of your constituents voted Yes on Proposition I to stop the City's closure of public streets, including the April, 2020 closure of Upper Great Highway ("UGH"). The ballot measure lost after several tech billionaires, the San Francisco Bicycle Coalition ("SFBC"), and Walk SF contributed to a million-dollar campaign to defeat it. (https://sfethics.org/ethics/2022/07/campaign-finance-dashboards-november-8-2022.html)[1]

[1] SFBC is a §501(c)(4) private lobbying corporation that receives hundreds of thousands in contracts and grants from the City every year. Both SFBC and Walk SF are under investigation by the Fair Political Practices Commission for improper election expenditures. (https://sfstandard.com/politics/jfk-drive-great-highway-sf-bicycle-coalition-walk-campaign) Walk SF has a "Very Poor" rating from Charity Navigator due to its IRS issues. (https://www.charitynavigator.org/ein/472000881)

I. THE BOARD MUST CONTINUE ITEM 18 TO PROVIDE ADEQUATE PUBLIC NOTICE

A. Inadequate Public Notice: This proceeding at Item 18 should be continued, because public notice of the Land Use Committee proceeding was inadequate due to the Thanksgiving holiday with City agencies closed that might otherwise provide public access to the voluminous Board file on the Project. (See, Cal. Gov. Code, §54957.5 (b)(1-2); *Sierra Watch v. Placer County* (2021) 69 Cal.App.5th 1, 10-11.)

Under the Brown Act, the CEQA Determination must be posted on the Agenda as an Item separate from the approval action. (Cal. Gov. Code §54952(a)(1); *G.I. Industries v. City of Thousand Oaks* (2022) 84 Cal.App.5th 814, 826.) The CEQA Determination was *not* posted as a separate item at the Land Use Committee proceeding, or in the Full Board Agenda for December 6, 2022. Both of those proceedings were in violation of the Brown Act. As a result, the public was deprived of lawful notice and the opportunity to meaningfully comment on the Project, which now proposes closing the Upper Great Highway for three days every week, holidays, and "special events" until December 31, 2025 as a "pilot."

B. The Land Use Committee's Amendment Was *Not* On The Agenda And Does Not Cure The Lack Of Information To The Public Before The November 28, 2022 Hearing on the Project

The Agenda before the Land Use Committee did not make clear the Project's times proposed for closing the Upper Great Highway. The public, therefore, was not informed of the newly amended Project description that now closes this major arterial to the public from noon Fridays to 6:00 a.m. Mondays. The Land Use Committee should have postponed its hearing for that amendment, but instead forwarded the amended legislation to the Full Board *without allowing the public notice and the opportunity to address that amendment in the only "hearing" where oral comment would be taken.* The failure to postpone that hearing violated the Brown Act and CEQA.

At the Land Use Committee, the proposed Ordinance at § 6.13(b) failed to state the time of closure on Fridays. The Agenda stated only that "private vehicles" would be "restrict[ed]" "on weekends and holidays until December 31, 2025."

The "CEQA Exemption Determination" (2022-007356ENV) also fails to describe the hours of closure. (2022-007356ENV, pdf pages 6 and 11.) That document states that the "exact time of private vehicular closure **to be determined.**" (*Id.* at Exemption Determination, page 11.)

This Board must make clear to the public in advance of any public hearing *in both the proposed ordinance and in the CEQA Determination* **exactly** what is being proposed, both to provide an accurate Project description to the public, and to state this Board's rationale for any weekday closure. That did not happen at the only public hearing on this Project.

Because the Agenda and other documents failed to state the exact times and days of closure, the Board failed to provide adequate information for informed public input on the Project. The proposed legislation and the CEQA Determination must be returned to the Land Use Hearing for a properly noticed public hearing with the proposed closure times on the Agenda.

The public cannot meaningfully comment on the proposed legislation without an accurate Project description.

The noon Friday closure of the upper Great Highway is *not* needed for the Project's alleged purpose described in the proposed ordinance.

Since adequate notice was not provided at the Land Use Committee hearing, this Board should return Item 18 to the Land Use Committee to provide adequate notice and the opportunity for informed public comment on the scope of the Project at a rescheduled hearing. Scheduling hearing on this important Project on the Monday after the Thanksgiving weekend also deprived many people of adequate time for meaningful comment.

II. THE PROJECT IS NOT EXEMPT UNDER CEQA

The Project continues the closing of the Upper Great Highway implemented with *no public process* in April 2020, which blocked access with locked gates to 20,000 or more vehicles every day.

The Project now proposes closing the upper Great Highway to vehicles from Fridays at noon through Monday mornings at 6:00 a.m., on holidays, and "special events" until December 31, 2025. (Proposed Ordinance, page 6.) The Ordinance claims its purpose is for a three-*year* "pilot" to allow City's Municipal Transportation Agency ("MTA") to collect data. (*Id.* at pages 6-7.)

The closure of Great Highway Project originated in April, 2020 with a private text exchange between outgoing Supervisor Gordon Mar and Jeffrey Tumlin, the unelected Director of the MTA. (See, Attachment A [April 6 and 8, 2020 text exchanges between Mar and Tumlin, and Mar 5/26/21 email, producing those texts in response to a Public Records request].) [2]

This public highway was then closed in April 2020 with ***no* public proceeding** or opportunity for public input. Since the Upper Great Highway already had dedicated bicycle paths, the covid "social distancing" did not apply.

Since the closure of Upper Great Highway, many public comments opposing that action have been submitted in proceedings before City's MTA, SFCTA, Recreation and Parks Department ("Rec-Park"), DPW, and discussions with City officials documenting the Project's significant impacts on traffic congestion; public safety, including emergency services by police, fire, ambulance, and evacuation in emergencies such as earthquakes and fire; VMT; GHG; energy consumption; noise; public access to the beach by disabled and senior residents and visitors; biological resources, including damage by bicyclists and recreational users to the habitat of an threatened species unique to the area, the snowy plover; and impacts on residents' peaceful enjoyment of neighborhoods throughout the area. All of those comments are incorporated by reference to this Comment and are part of the administrative record of this Project.

More than 16,000 people signed a petition opposing the Project, also part of the administrative record. Their complaints have gone unaddressed by City agencies.

On August 21, 2021, the City issued a notice through its Rec-Park Department re-opening Upper Great Highway to vehicles from 6:00 a.m. Mondays to around noon on Fridays. However, the significant impacts of closing the public street continue on the days per week that it remains closed to vehicle travel. After refusing to provide information pursuant to

[2] Tumlin was appointed to the $342,483-per-year MTA position in November 2019. He was then a principal director of the Nelson\Nygaard Consulting firm, which received City funding for consulting contracts on City projects, many of which advocated for adverse impacts on car travel on public streets.

the City's Sunshine Ordinance and several Sunshine Ordinance Task Force complaints, Mr. Ginsburg, Director of Rec-Park, was held in willful violation of the City's Sunshine Ordinance.[3] City later unconvincingly claimed the Friday closure was necessary due to lack of staff to lock the gates blocking Upper Great Highway because staff apparently went home early on Fridays.

The City again closed upper Great Highway for several months from April 1, 2022 to October, 2022 when its Department of Public Works ("DPW") refused to clear sand from the Highway and instead locked the gates blocking vehicles from entering the Upper Great Highway. That agency implausibly claimed it lacked funds to sweep this public street.

The City additionally lent its support to the illegal obstruction of Great Highway on Thursday p.m. commute hours by around 20 bicyclists who ride in slow motion in the middle of the public Upper Great Highway. (https://www.youtube.com/watch?v=432W3YjaqAA) Instead of arresting them, the City provided them with a special police escort to assist their illegal obstruction of traffic. Again, public complaints have been ignored by every public agency.

In spite of the hundreds of letters documenting the Project's negative impacts, the City has ignored those impacts and the travelers and residents affected by them.

On November 8, 2022, more than 100,000 of your constituents Citywide voted to reopen the Upper Great Highway.

District 4 voters voted against re-election of Supervisor Mar, who for nearly three years has ignored his constituents on the issue of Upper Great Highway. Now, in Supervisor Mar's last days in office, he proposes to close the four-lane public street, Upper Great Highway, to travelers in cars for up to three days per week and holidays for another three years.

There is no need to close Upper Great Highway for another *three years* for the proposed "pilot program" Project. Data showing the Project's impacts is already available. Given those impacts, closing the upper Great Highway to vehicles requires an EIR and effective mitigation measures that do not add to impacts on neighborhood streets. (See, *e.g.*, Letter from Sierra Club, LUC packet at pdf pages 237-238.)

Better yet, this Board should reject the ill-conceived closing of this public street.

Collection of additional data on bicyclists, pedestrians and full-time recreationists on the four-lane highway is unwarranted, because the impacts have been established of diverting **20,000** *already-counted* drivers, there is no "social distancing" rationale, and there are already dedicated bicycle paths and a beachside pedestrian path on the Upper Great Highway. If more counts were needed for any reason, they could be collected without closing the Upper Great Highway to 20,000 daily vehicle travelers.

Vehicle counts can be made when the Great Highway is open to vehicles. The failure of MTA to assess the impacts of diverting 20,000-plus vehicles to neighborhood streets does not require continuing that illegal policy. Bicycle, skateboard, and pedestrian counts are irrelevant, since the proposed Project would have no impacts on those recreational activities.

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[3] According to the San Francisco Ethics Department, Rec-Park Director Ginsburg and other Rec-Park and MTA staff contributed hundreds of dollars to defeat the ballot initiative Proposition I to reopen Great Highway. (https://sfethics.org/ethics/2022/07/campaign-finance-dashboards-november-8-2022.html.)

A. Closing Upper Great Highway Is Not Exempt From CEQA

Closing a major public street is a Project under CEQA that requires an environmental impact report ("EIR"). The magnitude of the Project, its significant impacts, and its change of use of the upper Great Highway do not qualify for an exemption from CEQA.

B. The Section 21080.25 Exemption Does Not Apply

The City's Planning Department incorrectly claims that CEQA does not apply to the Project. ("CEQA Exemption Determination" 2022-007366ENV.)

The Project's impacts preclude any CEQA exemption, and those impacts were documented long before that Exemption dated September 28, 2022.

1. The Exemption Contains No Accurate or Adequate Project Description

As already discussed, the Exemption fails to accurately and adequately describe the Project, precluding meaningful public input.

2. The Claimed Exemption Under Section 21080.25(b) Does Not Apply, Because That Exemption Only Applies To Streets Open To Vehicle Travel

The claimed exemption under Pub. Res. Code §21080.25 does not apply to this Project by its own statutory definition.

Section 21080.25(a)(2) defines "Highway" as "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." (Pub. Res. Code §21080.25(b)(2). [emphasis added].)

Here, the Project proposes to *close* the Upper Great Highway to vehicular travel. The claimed exemption therefore does not apply.

3. The Claimed Exemption Under Section 21080.25(b)(1) Does Not Apply Because Upper Great Highway Is Not A "Pedestrian and bicycle facility[ies], including new facilities" Nor A "bikeway[] As Defined In Section 890.4 Of The Streets And Highways Code."

The claimed Exemption (pdf, page 6, Table 1) claims that the Project is exempt as "(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." (CEQA Exemption Determination Case No. 2022-007356ENV, pdf, page 6.)

The Project, however, does not qualify for that exemption, because the Upper Great Highway is not a pedestrian and bicycle facility, and it does not meet the definition of a "bikeway" in section 890.4 of the Streets and Highways Code, which defines "bikeways" as facilities that provide "*primarily* for, and promote, bicycle travel." (Sts. & Hwys. Code §890.4 [emphasis added].)

Moreover, the Project's purpose is explicitly stated in the proposed legislation: to "restrict private vehicles from the Upper Great Highway" until December 31, 2025. (Proposed Ordinance, pages 1, 6, and 7.) The purpose is to collect and publicly report data on uses of the Upper Great Highway and surrounding streets, and make traffic recommendations based on

traffic conditions and community outreach during the pilot period. (*Ibid*., pp. 6-7.) That purpose does not include developing "pedestrian and bicycle facilities."

The claimed exemption under Pub. Res. Code § 21080.25(b)(1) therefore does *not* apply to this Project.

4. No Other Exemption Is Claimed Or Applies To This Project

III. THE PROJECT DOES NOT COMPLY WITH GENERAL PLAN, CHARTER, AND PLANNING CODE SECTION 101

Contrary to the "General Plan Referral" of September 28, 2022, the Project is not consistent with Planning Code Section 101.1 "Priority Policies."

For example, the Project plainly conflicts with Planning Code §101.1(4), since it clearly has impacted and will continue to "overburden our streets or neighborhood parking." Closing the Upper Great Highway to 20,000 cars per day obviously diverts those vehicles to neighborhood streets, as already documented in public comment for more than two years.

The Project also clearly conflicts with section 101.1(6), which requires that "the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake." Disaster preparedness is *not* accomplished by closing critical public streets allowing emergency vehicles and evacuation in the event of earthquakes, fires and other disasters.

IV. THE PROJECT DOES NOT COMPLY WITH VEHICLE CODE SECTION 21101

The proposed Ordinance falsely claims that it is "consistent" with Vehicle Code section 21101. It is not.

V. THE PROJECT DOES NOT COMPLY WITH THE COASTAL ACT OR THE CALIFORNIA ENDANGERED SPECIES ACT

These issues cannot be addressed here due to lack of adequate notice and time for public comment. City's documents fail to address these issues.

CONCLUSION

The Board should re-open upper Great Highway every day of the week, and it should not adopt any closures of this critical public street.

Mary Miles

From:	Jean Barish
To:	Board of Supervisors (BOS); Walton, Shamann (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Safai, Ahsha (BOS); Ronen, Hillary; Stefani, Catherine (BOS); Chan, Connie (BOS); Mar, Gordon (BOS); Melgar, Myrna (BOS); Dorsey, Matt (BOS); Mandelman, Rafael (BOS)
Subject:	Dec. 6, 2022, BOS Meeting, Agenda # 18, File number 220875, Ordinance for Great Highway Pilot Project
Date:	Monday, December 5, 2022 3:17:19 PM
Attachments:	Sierra Club - Upper Great Highway - EIR needed..pdf

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Board Secretary: Please enter the letter below into the Record of the Dec. 6, 2022 meeting of the San Francisco Board of Supervisors.

Dear President Walton and Members of the Board of Supervisors:

I am writing to urge you to oppose Ordinance #220875, which will keep the Upper Great Highway closed from noon on Fridays until Monday at 6 am and on holidays, until December 31, 2025. This proposal will result in the Upper Great Highway remaining closed for almost six years since its initial “temporary emergency” closure in April, 2020.

I am a Richmond District resident, a member of the Board of Directors of Planning Association for the Richmond and the Vice-President of SaveMUNI. I am writing on my own behalf.

There are numerous reasons why this proposed legislation should not be approved:

This project should not have a Statutory Exemption from Environmental Review

On September 28, 2022, the San Francisco Planning Department incorrectly stated the Project would be eligible for a Statutory Exemption per Public Resources Code section 21080.25. (Board of Supervisors File No. 220875 Agenda Packet. Dec. 6, 2022, .pdf page 12) This decision was based on the improper application of Section 21080.25, which determined that the Project merely involved changing bicycle and pedestrian facilities. (Board of Supervisors File No. 220875 Agenda Packet. Dec. 6, 2022, .pdf pages 18-29) No consideration was given to the fact that the Project would significantly alter the use of the Great Highway for over two days each week, and that such altered use would have significant environmental impacts that must be reviewed in an Environmental Impact Report (EIR) in accordance with the California Environmental Quality Act (CEQA). This is an improper application of PRC Code Sec. 21080.25.

The City should not exempt the Project from environmental review under CEQA, since there is a reasonable possibility that the project will have a significant effect on the environment from resulting severe traffic backups on Lincoln Boulevard, Irving

and Judah Streets, on streets within Golden Gate Park, and on residential streets in the Outer Sunset adjoining the Great Highway. These backups have already been experienced during the "emergency" implementation of the closure of the Great Highway to automobile traffic during weekends. Also, there is a reasonable possibility that the traffic backups caused by the proposed project will result in emission of significant carbon emissions and toxic air contaminants from vehicles stalled in traffic.

In addition to the environmental impacts of congestion and greenhouse gas emissions, there will be significant impact on the sand dunes adjoining the Great Highway. These dunes are a delicate ecosystem that are the home to snowy plovers, a protected species of bird.

A November 1, 2022 article in *48 Hills* and photographs therein provide further support that the Planning Department's determination of exemption from environmental review under CEQA was erroneous. (https://48hills.org/2022/11/opinion-closing-jfk-drive-and-the-great-highway-was-a-big-mistake/)

And a July 21, 2021, letter from the Sierra Club raises several questions that an EIR would answer. These questions included the following:

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?

A copy of this letter is attached for your reference.

Other organizations, including Planning Association for the Richmond and SaveMUNI have also asked for an EIR.

In view of all of the environmental impacts resulting from the closure of the Great Highway on weekends and holidays, this Project should not be approved until there is a full Environmental Impact Report under CEQA.

In addition to the need for an EIR, there are other reasons that should compel you not to support this legislation.

The closure of the Upper Great Highway must be considered as part of the City's overall transportation policy as embodied in the City's Transportation Element, currently under development.

According to the San Francisco Planning Department's website, the Transportation Element "…sets the policy foundation for achieving a transportation system that involve the movement of people and goods … We need to develop new policies and transportation networks that are linked to land use, that help the City manage congestion on its streets, and that enable equitable access to transportation options for everyone." (https://sfplanning.org/project/transportation-element#about)

The Transportation Element is currently a work-in-progress and will take several more years to complete. It will include public input as well as a comprehensive environmental review. (https://sfplanning.org/project/transportation-element#timeline) Any changes to the use of the Upper Great Highway must be considered in the context of this overall policy document, designed to create a holistic transportation management system in San Francisco. The use of the Upper Great Highway is part of this comprehensive plan, and cannot be separated from all the other issues the Transportation Element is considering.

Rushing to judgment now about the use of the Upper Great Highway and failing to consider its use in relation to all other transportation issues would be misguided and irresponsible. The Transportation Element, currently under development, must determine the use of the Upper Great Highway.

The Upper Great Highway has already been closed on weekends for over two years. Three more years for a "pilot study" is unreasonable, since the impact has already been established.

Unrestricted foot traffic on weekends has resulted in the destruction of the National Wildlife Sanctuary bordering the Upper Great Highway. The sand dunes are being trampled and are littered with debris ,and the home of the snowy plover, a protected species, has been significantly altered.

SFMTA has estimated that almost 20,000 vehicles a day use the Great Highway. Now that it has been closed on weekends, there has been a significant increase in automobile and truck traffic diverted off the Upper Great Highway that now drives through the adjoining quiet residential Outer Sunset. This stop-and-go traffic significantly increases greenhouse gasses in the environment.

The closure of the highway poses a threat to emergency vehicles that will have face difficulty when they need to rush to save a life.

Due to the closure of the Upper Great Highway traffic through Golden Gate Park has become significantly congested, further increasing environmentally damaging greenhouse gasses.

If the Upper Great Highway is closed on weekends, it should be closed starting Saturday morning, NOT Friday at noon.

While I urge you to fully reopen the Upper Great Highway, at the very least it should no be closed until Saturday morning.

The Upper Great Highway is used by thousands of commuters on Friday evening who are returning from work, as well as many who are travelling into the City for recreational purposes. I have been told by several people that the road closes on Friday at noon because that's when someone is available to set up the "Road Closure" signs. This is not an acceptable excuse for closing the road at noon on Friday. Surely the City has the capacity to pay someone on Saturday morning to set up the "Road Closure" signs.

If the Upper Great Highway is closed on weekends and holidays, <u>it should only be closed during the day</u>. There is no need to close the Upper Great Highway after dark.

Again, while I urge you to fully reopen the Upper Great Highway, at the very least it should not be closed after dark.

Few, if any, pedestrians and cyclists recreate on the Upper Great Highway after dark. And those that choose to can easily use the paths that parallel the roadway. But allowing automobiles and trucks to drive on the Upper Great Highway at night will eliminate their impact on the adjoining neighborhood. In addition, opening the Upper Great Highway to vehicles on Saturday and Sunday evenings will significantly eliminate the abuse of the surrounding sand dunes by people who build fires, picnic, litter, and otherwise destroy this pristine environment.

On November 8, a new District 4 Supervisor was elected who will be taking office very soon. This legislation proposed by a lame duck legislator should not be approved.

This legislation should be tabled until the newly elected Board of Supervisors, which includes D4 Supervisor Joel Engardio, have the opportunity to consider it. One of the reasons Supervisor Mar was defeated was because he disregarded the objections of

thousands of his constituents and insisted on keeping the Upper Great Highway closed, first 24/7, and then on weekends. The residents of the D4 have spoken, and elected a new Supervisor to represent them. He should be allowed to participate in this issue that is so important to so many of his constituents.

Conclusion

The Upper Great Highway is part of a system of roadways that provide the mobility on which all San Franciscans and many others depend. The question of whether to keep it closed to cars and trucks on weekends and holidays is a very important one. I hope you will agree that closure will significantly impact residents on the West side of San Francisco as well as thousands of other San Franciscans and commuters north and south of the City.

Further closure of the Great Highway requires an Environmental Impact Report, as well as a more thorough review of all mobility issues in San Francisco and the input of newly elected Supervisor Joel Engardio, who will be seated in January.

Please vote NO on Ordinance #220875. Thank you for your consideration.

Sincerely,

Jean B Barish
Resident, District 1

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

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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:	Peter Pirolli
To:	Walton, Shamann (BOS); MelgarStaff (BOS); Peskin, Aaron (BOS); Preston, Dean (BOS); Board of Supervisors (BOS); Breed, Mayor London (MYR); Chan, Connie (BOS); ChanStaff (BOS); MandelmanStaff, [BOS]; Safai, Ahsha (BOS); Stefani, Catherine (BOS); Ronen, Hillary; RonenStaff (BOS); Elsbernd, Sean (MYR); Joel Engardio; Major, Erica (BOS)
Cc:	Peter Pirolli
Subject:	Public Comments for the Permanent Record Objecting to ITEM 18 -Gordon Mar's Amendment of the Park Code - Restricting Private Vehicles on the Upper Great Highway as a Pilot Project through 12/31/25- Ordinance No. 220875 - December 6, 2022, 2:00 pm
Date:	Sunday, December 4, 2022 5:49:06 PM

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I object to Item 18, Supervisor Mar's proposed ordinance No 220875 for a three-year pilot project to study the Upper Great Highway. There is no justification for additional years of pilot study other than as an obvious ploy to avoid an environmental impact study and continue the status quo beyond the lifting of emergency orders. Godon Mar is the first incumbent in years to lose his seat on the BoS. It does not make sense to allow Mar to push through a multi-year project just as his term is ending. In addition, there is no sensible justification for the need to collect more data. On the other hand, there are many good reasons to suspect that the closure of the Great Highway on weekends is not good for the beach ecosystem and an environmental impact study is needed now.

I suggest that the way forward is for Mar's whole effort forcing through this ordinance on dubious grounds should just be set aside. Let the new D4 Supervisor at least attempt to bring together the right set of stakeholders and actual scientists, engineers, and planners (especially environmental specialists) to figure out something more than a "compromise" and 3 more years of data collection by agencies that have zero credibility because of their documented unethical manipulation of data (SFMTA and Park and Rec). There have got to be solutions that are sensible for commuters, people who want recreation options, and guardians of the environment.

—Peter Pirolli, Ph.D,, Fellow of the National Academy of Inventors
District 4 Resident